

Town and Country Planning Act 1990 - Section 77
Town and Country Planning (Inquiries Procedure) (England) Rules 2000

Site:	Anglia Square including land and buildings to the north and east
Appeal by:	Weston Homes PLC
PINS reference:	APP/G2625/V/19/3225505
LPA reference:	18/003/00330/F

Norwich Cycling Campaign

Proof of Evidence

Edward Street Car Park

PoE-CYC/203

3rd December 2019

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1. Demolition and the operation of the replacement car park

“The existing multi-storey car park is located along the northern edge of the site, fronting onto Edward Street. It was built in the late 1970s [? early 1970s]. This brick clad structure was condemned in 2012 and no longer provides any benefit to the centre. The existing car park comprises 7 levels . . . “

Design and access statement p 57

1.1 The map of the Edward Street area show two access points to the new car park and one to Service Yard.

Design and access statement p 87. Map Figure 7 PoE CYC /001

1.2 The present car park was closed December 2012 - operational for about 40 years. Demolition will take place as part of the earliest phase. Although there is very little research available on air pollution associated with multi-storey car parks it has been suggested that there could be considerable latent PM material associated with the 40 years of operational use. The existence and scope of this potential hazard should be established before any demolition takes place. Magdalen Gates Primary School, which could be classed a High Sensitivity Receptor, is sited 150 metres north in the line of the prevailing wind.

1.3 Very little information has been supplied about the operation of the new car park:

- congestion queuing and delays in Edward Street
- additional air pollution caused by
 - cold starts
 - tyre abrasion
 - low gear driving and acceleration within the car park

1.4 The many issues of the effect on traffic congestion and air pollution of the operation of the new car park do not seem to have been addressed directly throughout the submissions by the developers.

“Annual daily traffic count data (AADT) for 2016,), available from the traffic survey, has been produced for the following roads: Pitt Street, Edward Street, Magdalen Street, Magpie Road, St Augustines Street, St Crispins Road, Duke Street, Aylsham Road, Bull Close Lane and Whitefriars. It should be noted that at that date, the Site was significantly underused, given that the existing multi-storey car park had been permanently closed due to structural defects, and most of the office and leisure accommodation above ground level is unused, (the exceptions being the cinema and the artists’ studios in Gildengate House). Full use of the above would undoubtedly result in greater traffic generation than recorded. “

10.29 Anglia Square Norwich, Environmental Statement Chapter 10: Air Quality Aether Ltd March 2018

“Queuing Traffic

Special consideration has been given to junctions modelled in this assessment. Junctions on the following roads qualified for traffic queue modelling as based on expert judgment: Pitt Street, Edward Street (South), Edward Street (North), Magdalen Street, Magpie Road, St Augustines Street, St Crispins Road, St Crispins Road (West), Duke Street and on the intersection between Calvert St and St Crispins Road.”

2.2.2 Anglia Square Norwich, Environmental Statement Chapter 10: Air Quality Aether Ltd V2 August 2019

1.5 There is no mention of the entrance to the car park entrance in Edward Street.

“6.4 During the operational stages of the development there is considered to be a negligible/small effect on traffic and severance as a result of the proposed development. It is anticipated Edward Street would result in a “large” effect on traffic. However, this is due to Edward Street currently having low traffic volumes and the existing Multi Storey Car Park (MSCP) not currently being used.”

Environmental Statement Volume 1 – Non – Technical Summary (NTS)

"IT [sic] should be noted that the ‘without’ modelling does not include an allowance for the multi-storey car park and office floorspace not in use, which, if all back in use, would result in greater baseline traffic. This would reduce the scale of increase in the ‘with Development’ scenario.

Accordingly, since full use of the accommodation and car parking on the site would undoubtedly result in greater traffic generation related to the Site, the “current” results should be understood to be lower than they would otherwise be."

Air quality assessment for the proposed Development at Anglia Square, Norwich. Aether February 2108

2 Effect of the closure of the Airport and Sprowston Park and Ride and the opening of the new site off the NDR near the airport.

2.1 The buses which are serving the current Sprowston site head down Sprowston Road to Magdalen Gates, turn right to Magpie Road, then left into Edward Street, and right into Magdalen Street to Anglia Square. On the Northwards return journey the buses depart Anglia Square and head north along Magdalen Street to Magdalen Gates and Magdalen Road to Sprowston Road. The buses which serve the Airport Park and Ride, head into the City on the A140 Cromer Road and the A1402 Aylsham Road to turn right into Magpie Road and right into Edward Street, and right into Magdalen Street to Anglia Square. Assuming the new service will have the same capacity as the two combined services from the existing sites then this will mean an additional 50 buses per day – one every 10-15 minutes heading north along Edward Street.

2.2 The housing developments at Rackheath and Beeston Park and other sites to the

north of the city could lead to demand for additional services on the Park and Ride.

3. Questions to be answered

3.1 The effects of the operation of the car park on air quality and congestion have not been addressed in the documentation supplied by the developers. There could be serious impacts on the health and amenity enjoyed by local residents and those passing through or near the proposed development.