Iceni Projects

Anglia Square, Norwich

Environmental Statement (ES) | Volume IV – Non-Technical Summary (NTS) | March 2022

Introduction

This Non-Technical Summary (NTS) presents a summary of the findings of an Environmental Statement (ES). It has prepared on behalf of Weston Homes PLC, who are the Applicant and accompanies a hybrid planning application submitted to Norwich City Council ('NCC') for redevelopment of land known as 'Anglia Square' (the 'Site').

A 'hybrid' application is a planning application where outline planning permission is sought for one part and full (or detailed) planning permission for another part of the same site. This type of application is often used on major developments so that work can begin sooner before details of the other part(s) are known.

The outline part of the planning application shows the principles of a development, without including full details. A further application (known as a reserved matters application) must follow, when an outline planning application is approved. An outline planning permission plus reserved matters approval combine to provide the same level of detail as a full planning permission.

In this NTS, these two parts of the planning application are called the 'Detailed Component' and the 'Outline Component'.

The hybrid (part outline, part detail) planning permission for the Proposed Development would provide up to 8,000sqm Net Internal Area[1] (NIA) flexible, commercial and other non-residential floorspace and up to 1,100 new residential units across 14 buildings with a maximum building height of 8 storeys (including ground floor).

A full description of the Proposed Development is provided in Section 3: 'Proposed Development', below.

[1] The net internal area (NIA) of a building is the usable area measured to the internal finish of the perimeter or party walls, ignoring skirting boards, at each floor level. Net internal area covers all of those areas that can be used for a particular purpose.

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Site and Setting

Where is the Site?

The Site is located in the northern part of Norwich City Centre, within Norwich City Council. The National Grid Reference is TG230093. The Site covers an area of about 4.65 hectares (ha).

Figure 1 shows the land within the planning application boundary. This is known as the red line boundary. A separate planning application for the small parcel of land within the blue line will be submitted separately for a mobility hub.

Within the city, the Site is located in a transition zone between the historic and commercial core of the city to the south, and the largely residential area to the north. Figure 2 shows the local context of the Site. Figure 3 shows an aerial view of the Site.

Figure 1: Planning Application Boundary (shown in red)

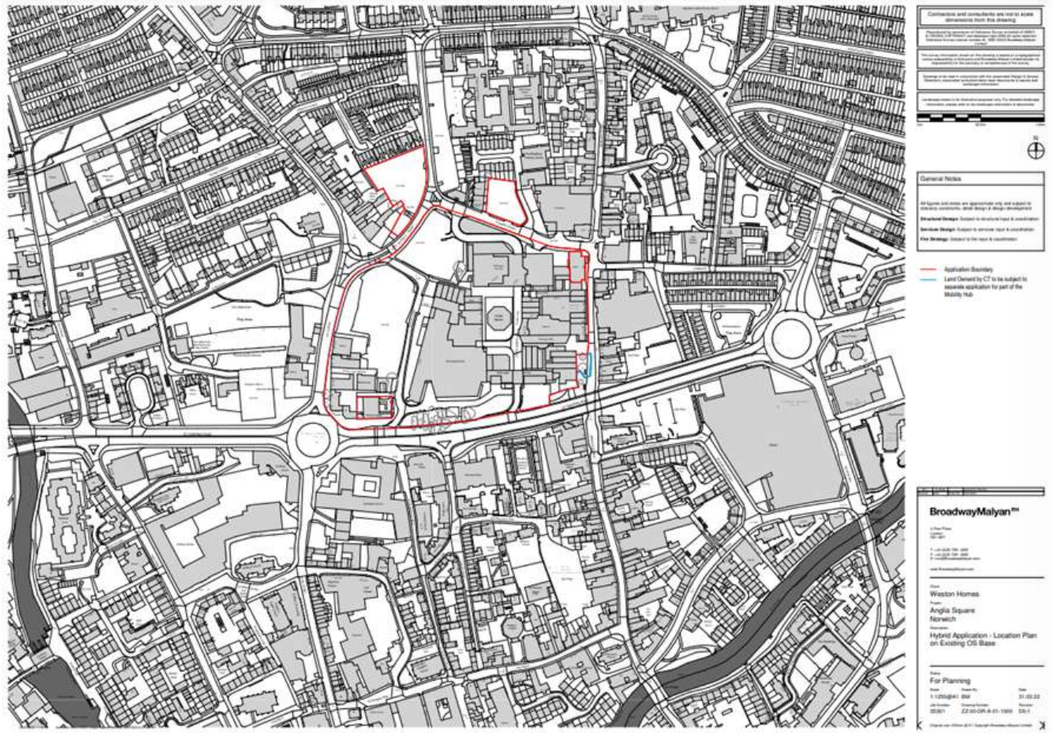


Figure 2: Local Context

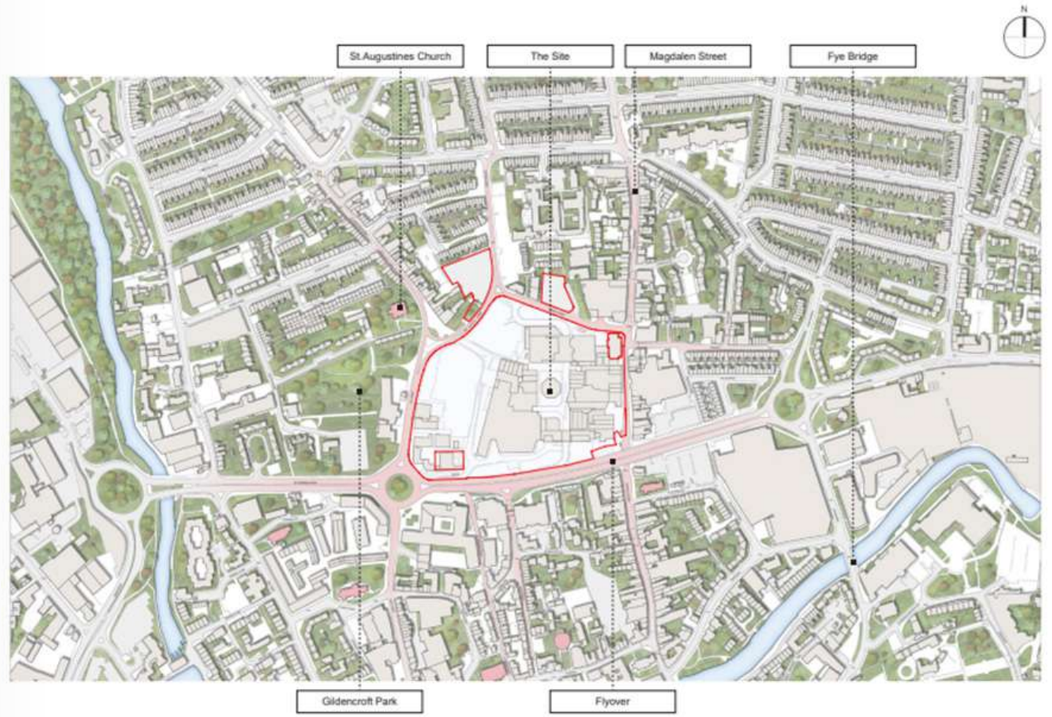
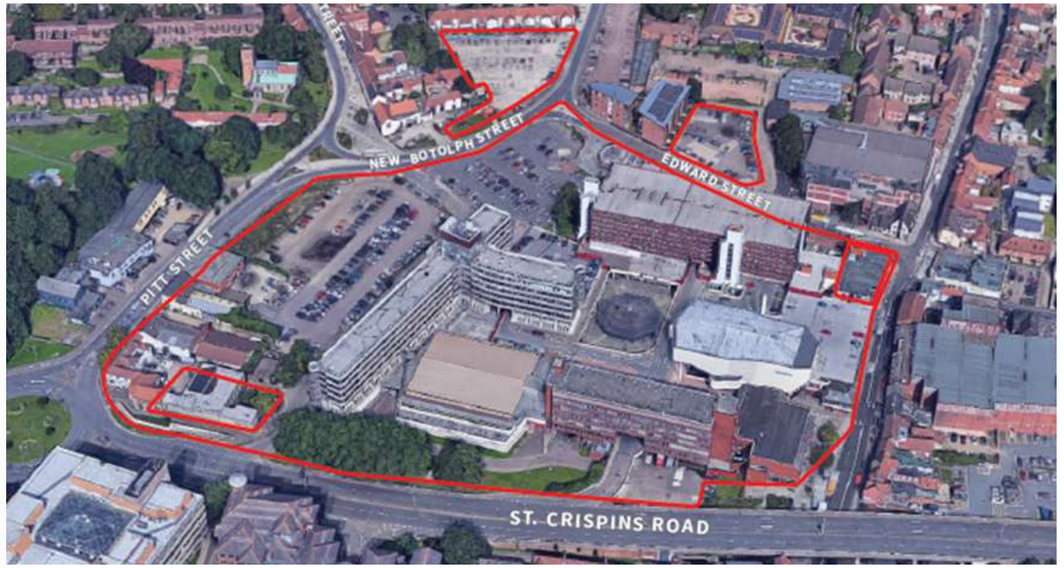


Figure 3: Aerial View of the Site



What does the Site include?

The land within the planning application is made up of three parcels.

Parcel 1: The largest parcel is the Anglia Square shopping centre. This parcel is bordered by New Botolph Street and Pitt Street to the west, Edward Street to the north, Magdalen Street to the east and St Crispin's Road to the south.

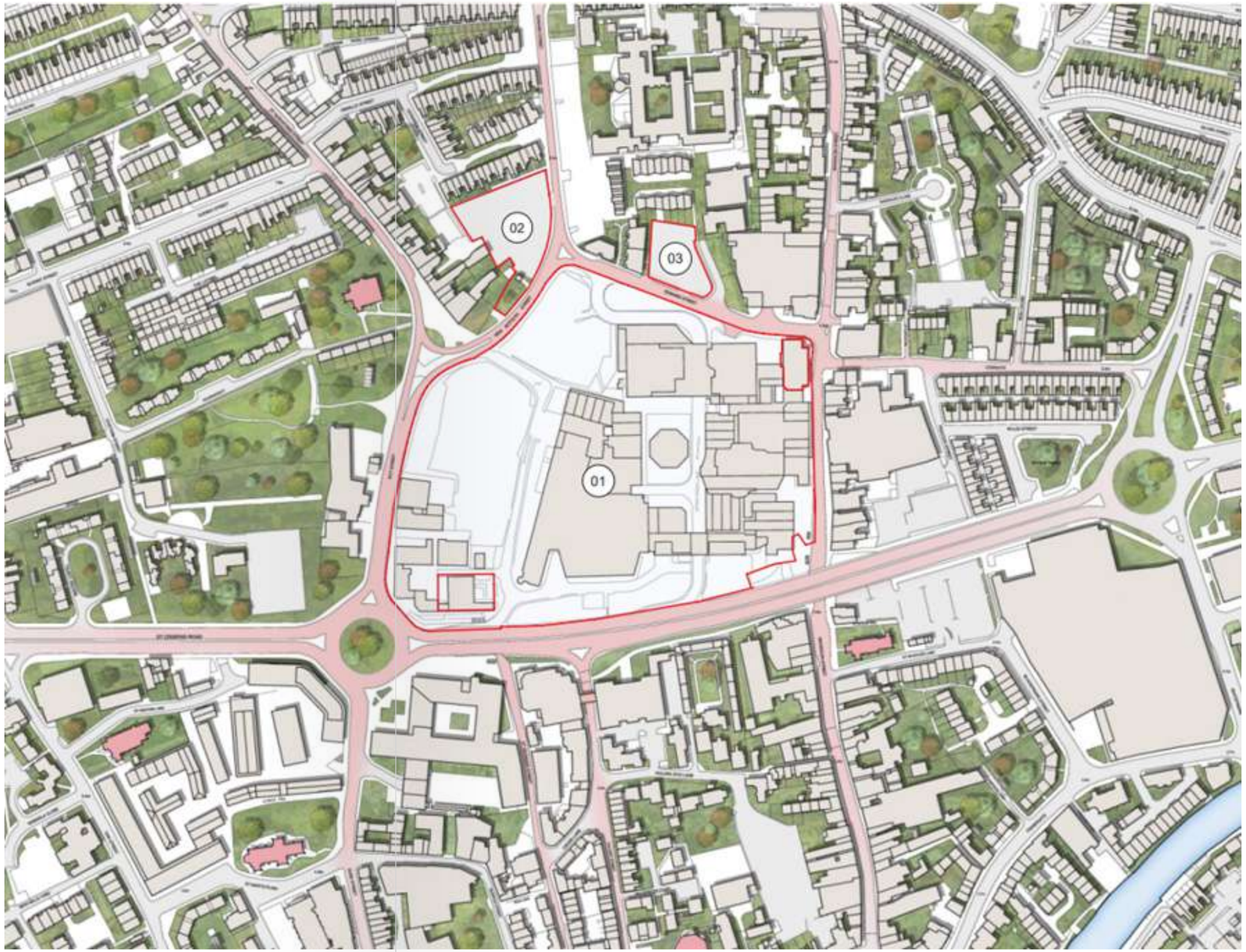
Anglia Square shopping centre is a 1960s/1970s shopping centre of retail, leisure and office buildings. The shopping centre is arranged around a pedestrianised area and includes large format stores and smaller units. These are occupied by a mix of national and independent retailers. A multi-storey car park (which is not in use) fronts Edward Street. Within the south western part of the Site is Surrey Chapel Free Church and premises fronting Pitt Street, which are occupied by businesses and social enterprises. The buildings at Nos 43-45 Pitt Street (within the Site), are locally listed, meaning they contribute positively to the local character and sense of place because of their heritage value. The local planning authority have therefore offered some level of protection from future development.

All land within the red line boundary is part of the planning application, except for two exceptions:

1. Surrey Chapel
2. The former Barclays Bank building at the north eastern corner of the Site.

Parcels 2 and 3: The remaining two parcels of land are to the northwest of New Botolph Street/west of Edward Street, and to the north of Edward Street and west of Beckham Place. These two parcels of land are used as surface level car parking.

Figure 4: Parcels of Land within the Site



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Site Background and Context

What are the environmental sensitivities?

The UK has some areas that are protected for their ecological importance. These have an impact on any proposed development within or close to the designated protected area, where the appropriate body[2] will need to grant permission. Special Protected Areas (SPA) are designated sites that try to protect rare and vulnerable birds. Special Areas of Conservation (SAC) aim to provide increased protection to a variety of animals, plants and habitats of importance to biodiversity. A Site of Specific Scientific Interest (SSSI) describes an area that is of particular interest to science due to the rare species of fauna or flora it contains, or geological/physiological features that may lie in its boundaries.

The closest ecological designations are Broadland SPA, Broadland Ramsar the Broads SAC and the River Wensum SAC. Some SSSI designations underpin the Broadland SPA, Broadland Ramsar and The Broads SAC designations.

Those of relevance are Yare Broads and Marshes SSSI, (approximately 7.6km to the southeast), Crostwick Marsh SSSI, (some 7.5km north) and Bure Broads and Marshes SSSI, (some 10.3km to the northeast). River Wensum SAC is situated approximately 3.2km to the northwest of the Site at its closest point, contiguous with River Wensum SSSI.

The Site is not within or near any non-statutory[3] designated site. The closest such site is Train Wood County Wildlife Site (CWS), 0.4km to the west of the Site at its closest point, near to the River Wensum (which at this point is not designated SSSI or SAC).

Transport and Access

Entrance and exit to the Site is via New Botolph Street to the west, Edward Street to the north and St Crispin's Road to the south.

The Site is located in an area with many footpaths and facilities for pedestrians, most of which lead into Anglia Square from Magdalen Street.

Norwich railway station provides services operated by East Midlands Trains and Greater Anglia and is located to the southeast of the city centre, approximately 1.5km from the Site. Trains from Norwich railway station provide a direct service to Liverpool Lime Street, including destinations such as Nottingham, Sheffield and Manchester Piccadilly. Greater Anglia provide direct services towards Great Yarmouth, Lowestoft, Sheringham and Ipswich, Colchester, and London Liverpool Street, as well as Ely, Cambridge and Peterborough.

Air Quality

The Site is located within the Central Norwich Air Quality Management Area (AQMA)[4] which covers the entirety of the city centre. An AQMA is in place because the local air quality is unlikely to meet the Government's national air quality objectives.

Flood Risk

There are no existing watercourses (including public foul or surface sewers) within the Site. The River Wensum flows approximately 500m south of the Site.

Based on Environment Agency flood maps, the Site is located within Flood Zone 1. This means the Site is at a very low risk of river flooding (i.e. less than 1 in 1000-year probability). The Site is not shown to be at risk of significant surface water flooding[5] according to publicly available data sources. The Site is not at risk of reservoir breach.

[2] The organisation given responsibility for the safeguarding the area.
[3] These sites receive some protection from development via local planning documents.
[4] An Air Quality Management Area (AQMA) is declared for an area where the local air quality is unlikely to meet the Government's national air quality objectives.
[5] Surface water flooding occurs when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

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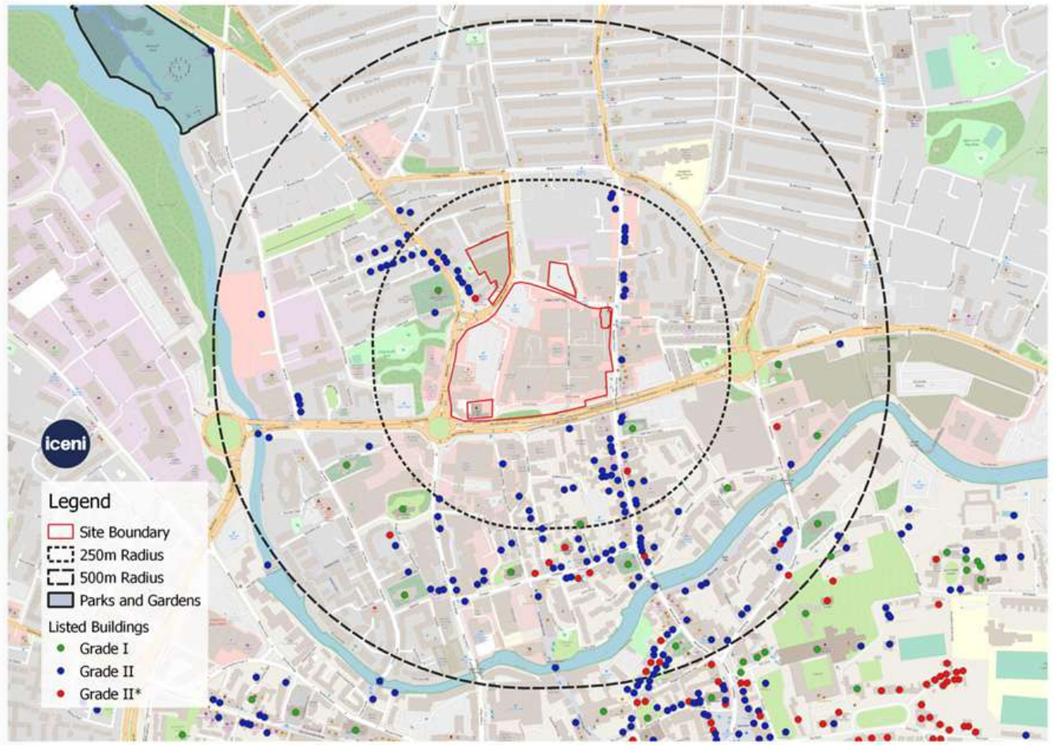
Built Heritage and Townscape

The Site is within the Norwich City Centre Conservation Area[6] (NCCCA). The nearest designated structure is the Grade II[7] listed No 75 Magdalen Street, located opposite the Site. There are three further Grade I listed churches nearby. These are St Saviour's, St Martin at Oak and St Mary's Coslany.

There are no designated heritage assets[8] within the Site. The Site is not covered by any designated viewpoints[9]. The locally listed '43-45 Pitt Street' is located within the Site.

Figure 5 shows the heritage assets near to the Site.

Figure 5: Nearby Heritage Assets



[6] A conservation area is of historic and architectural interest in which there are legal restrictions on what changes can be made to buildings, greenery and street furniture in order to preserve the unique character of the place.
[7] Grade Listed buildings are of special architectural or historic interest with national importance that is worth protecting. In order of least importance to most importance they are Grade II, Grade II* and Grade I.
[8] The recognition of particular heritage value(s) of a significant place by giving it formal status under law or policy intended to sustain those values.
[9] The recognition of particular viewpoint value(s) in relation to a significant place by giving it formal stats under law or policy intended to sustain those values.

Background to the EIA

The Need for EIA

An Environmental Statement records the findings of an Environmental Impact Assessment (EIA). An Environmental Statement allows the possible environmental impact of a proposed development to be taken into account.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') describe when an EIA is required by law. The EIA Regulations also describe what information must be included in an Environmental Statement. The Proposed Development falls within the EIA Regulation category of 'urban development project, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas' for development that includes more than 150 residential units.

In an EIA, a specialist will determine the significance of an environmental impact relating to their topic are (e.g. noise, air quality, built heritage). They will do this by assessing who or what is being affected – this is known as receptor sensitivity. They will also assess how big the change is from the existing conditions at the site – this is known as magnitude of impact. If needed, the specialist has then suggested mitigation measures, which will reduce, avoid or offset these environmental effects.

Residual effect are those effects that will remain after mitigation measures are put in place.

Approach to the ES

A Scoping Report was sent to Norwich City Council in December 2021. The Scoping Report requested the Council's opinion on the topics that were proposed to be included in the EIA Report. The Council also requested the opinion of statutory consultees[10], including Historic England, Natural England and the Environment Agency.

Two meetings were held with the public. The first was undertaken in November 2021. The second was in January 2022.

The Council responded and confirmed that the below topics should be included in the EIA Report.

- Air Quality;
- Archaeology;
- Ecology;
- Highways, Traffic and Transport;
- Noise and Vibration;
- Socio-Economics; and
- Heritage, Townscape and Visual Impact Assessment (HTVIA).

It should be noted that the following matters were 'scoped out' of the EIA (but addressed elsewhere in the application as standalone planning documents):

- Arboriculture;
- Daylight;
- Sunlight and Overshadowing;
- Wind Environment and Microclimate;
- Flooding;
- Drainage and Water Environment;
- Ground Conditions;
- Human Health;
- Major Accidents and Disasters; and
- Waste.

[10] A statutory consultee is legally required to be consulted.

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Structure

The ES is made up of four volumes. These are shown in Table 1.

Table 1: Structure of the ES

	Topic	Responsibility
1	Introduction and EIA Methodology	Iceni Projects
2	Description of Site, Surroundings and Background	Iceni Projects
3	Proposed Development, Demolition, Construction and Description of Alternative	Iceni Projects
4	Socio-Economics	Iceni Projects
5	Archaeology	RPS Group
6	Ecology	Ecology Solutions
7	Highways, Traffic and Transport	Iceni Projects
8	Air Quality	Aether
9	Environmental Noise	Stansted Environmental Services Ltd
10	Residual Effects, Mitigation and Cumulative Effects	Iceni Projects
Vol II	Heritage, Townscape and Visual Impact Assessment	Iceni Projects
Vol III	Technical Appendices	Various
Vol IV	Non-Technical Summary	Iceni Projects (with input from the EIA team)

The Proposed Development

The Applicant is seeking hybrid planning permission (part outline, part detailed).

Detailed Component

The area of land within the Detailed Component is shown in Figure 6. The area included in the Detailed Component is 2.25 hectares.

The Detailed Component will provide eight buildings – Buildings A, B, C, D, M, KL and KL and public realm.

Buildings A, D, J3, K/L and M will be located in the main site area. Block B will be located in the parcel of land to the northwest of New Botolph Street/west of Edward Street. Block C will be located in an area of land to the north of Edward Street and West of Bechkam Place.

Figure 6: Detailed Component red line boundary

The Detailed Component will seek detailed planning permission for:

- 367 residential units (apartments, duplexes and houses);
- 450 residents' cycle and refuse stores, plant rooms, 146 car parking spaces, landscape works to podia and roofs for residents' communal use;
- 5,808sqm (NIA) flexible commercial and other non-residential floorspace, including community uses. The community uses include the following facilities for the entire local community, not just residents of the scheme:
- Public toilets and "Changing Places" facility;
- Community Hub; and
- Community hall.
- Commercial service yard with adjoining commercial refuse store;
- Car club bays, 32 visitor cycle parking spaces, service infrastructure, widened footways, formation of laybys, segregated cycle route from Edward Street to St Crispins Road, and other associated highway works and improvements;
- Public realm spaces with landscape works. This will comprise 9 streets and 6 squares/courtyards; and
- New and amended means of access on Edward Street, and closure of means of access on New Botolph Street.

Buildings A, J3 and M will provide commercial floorspace at ground level. Block K will provide commercial floorspace at ground, first, second and third floors. Buildings B, C and D will not provide any commercial floorspace.

Block D will provide a community hub and village hall at ground floor and a community hub on the first floor, both of which will be available for community use. The hub will offer a managed collection service to parcels and deliveries to the site.

The building heights (including ground floor) will range from 1 to 8 storeys. The tallest building will be Block B.

The appearance of the buildings within the Detailed Component have drawn on the local architecture, character and materials used for inspiration. The materials used will be brick, framed windows, lightweight cladding and metal/glass balustrades.

Figure 7 shows how Building M has been designed. The other buildings will look similar.

Figure 7: Building M Design

The Detailed Component will provide significant landscaped areas and new public realm, including Anglia Square public realm, St Georges Gardens, St Georges Street, Botolph Street, Beckham Place, Annes Walk, Cat & Fiddle Way and Cat & Fiddle Yard.

Anglia Square public realm will provide a useable, hard surfaced space in the middle of shops which will including planting and trees. The landscape proposals for the Detailed Component are shown in Figure 6.

Figure 8 shows the landscape masterplan – most of this will be included in the Detailed Component.

Figure 8: Landscape Proposals

What landscape and wildlife improvements are proposed?

The landscaping strategy sets out a planting strategy which proposes that approximately 100 new trees will be planted at ground floor level, consisting of a diverse mix of native tree species as well as understorey planting to provide both visual screening and ecological benefits.

The roof landscape will provide residential podium gardens in Buildings A, M and K/L, residential community roof terraces in Buildings D, A, M and K/L and residential private roof terraces in Buildings D, M and J3. The location of these is shown in Figure 9.

What access and parking provision is made and how will the Proposed Development connect to the local utilities?

The Detailed Component of the Proposed Development will provide 146 parking spaces. 8 of these will be wheelchair accessible.

The existing entry to the Site on Edward Street and New Botolph Road will be closed.

A new entryway for cars is proposed via a new entrance off St Crispins Road, between Buildings F and G. Car parking access to Buildings A and B will be provided on Edward Street. Service Yard entrances will be provided on Edward Street and St Crispins Road. Pedestrian access will be provided on Edward Street, Magdalen Street and within the Site.

How is waste to be managed?

Bin storage will be provided on the ground floor of buildings. The waste strategy to support future development in the Outline Component will be confirmed in the reserved matters application.

How will flood risk and drainage be managed on the Site?

Drainage and flood risk will be managed on site through a combination of Sustainable Drainage Systems (SuDS) techniques including permeable paving, swales, podium/ roof terraces, biodiverse roofs and planting beds.

How will the Proposed Development address climate change and sustainability?

An Energy Strategy is provided for the Detailed Component. The proposed design includes for the integration of renewable technologies in the form of Air Source Heat Pumps (ASHP). Surface water runoff storage and attenuation measures and (SUDS) will be considered to reduce and delay the discharge of rainfall run-off to public sewers and watercourses.

Full details regarding how the site will address climate change and sustainability will be confirmed at the 'reserved matters' stage.

Figure 9: Roof Landscape

Outline Component

The remaining land within the redline boundary will be within the Outline Component. The area included in the Outline Component is 2.4 hectares. The Outline Component will provide six buildings – Buildings E-H and J, and public realm.

The Outline Component of the planning application will seek outline planning permission for:

- Up to 733 residential units;
- Up to 2,192 sqm (NIA) flexible commercial and other non-residential floorspace;
- Means of access, cycle and refuse stores, plant rooms, up to 304 car parking spaces, car club bays, cycle parking, landscaping, service infrastructure, widened footways, formation of laybys and other associated highway works and improvements; and
- Public realm spaces comprising 3 streets and 4 courtyards.

The buildings within the Outline Component will range in height from 3-8 storeys. The tallest buildings (7-8 storeys) will be within the centre of Site and at the southwestern corner, beside the roundabout junction of St Crispin's Road and Pitt Street. The lower heights will be in the more sensitive parts of the Site such as the northwestern are beside New Botolph Street.

Eleven parameter plans have been submitted with the planning application. These parameter plans fix the maximum building height, the land uses that are permitted, where buildings will be located and where public realm and access to the Site will be located.

A Design Code is also submitted for the Outline Component which provides greater certainty on the quality and appearance of the buildings. This provides a code for the design of future phases of development for the proposed reserved matters application.

<u>How many buildings will be included in the proposals?</u>

The Proposed Development will be made up of 14 buildings. These will be Buildings A, B, C, D, E, E/F, F, G, H, J, J3, K/L and M. The location of the Proposed Development Plots is shown in Figure 10.

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Figure 10: Location of Buildings A-M

Demolition and Construction

How long will demolition and construction of the Proposed Development take?

Demolition and construction of the Proposed Development will take place in four stages. Demolition and construction of the Proposed Development will take approximately 8 years.

Stage 1: Demolition of the multi-storey car park and construction of Buildings A, B, C, D and M.

Stage 2: Demolition of the cinema and shops beneath from Anglia Square to Magdalen Street, and construction of Buildings K/L and J3.

Stage 3: Demolition of Sovereign House and Gildengate House, and shops beneath. Construction of Buildings G, H and J.

Stage 4: Demolition of any remaining buildings on Pitt Street if not removed earlier for archaeological investigations. Construction of Buildings E, E/F and F.

Stages 1 and 2 will form part of the Detailed Component. Stages 3 and 4 will form part of the Outline Component.

The timetable for demolition and construction is set out below, and the locations of the buildings to be demolished are shown in Figure 11. This may change depending on when planning permission is approved.

Table 2: Demolition and Construction Timeframe

Stage
Stage 1 (December 2022 – September 2024)
Stage 2 (July 2024 – June 2026)
Stage 3 (April 2026 – March 2028)
Stage 4 (April 2028 – December 2030)

What environmental management and mitigation measures will be put in place?

A Construction Environmental Management Plan has been submitted with the planning application. The Construction Environmental Management Plan

include controls for environmental protection during the demolition and construction works. A Construction Environmental Management Plan will also be submitted with the 'reserved matters' planning application. Measures to manage traffic during demolition and construction will be agreed with the Council before work begins. As well as this, vehicle movements will be spread over the course of the working day, with the prescribed hours of work to be agreed with NCC. Construction workers will be encouraged to use public transport where possible.

An archaeological evaluation will be designed in consultation with the archaeological advisors to the Council.

How will material be managed and reused?

Where possible, materials to be recycled will be sorted on-site and stockpiled ready for collection.

What information was the environmental assessment based on?

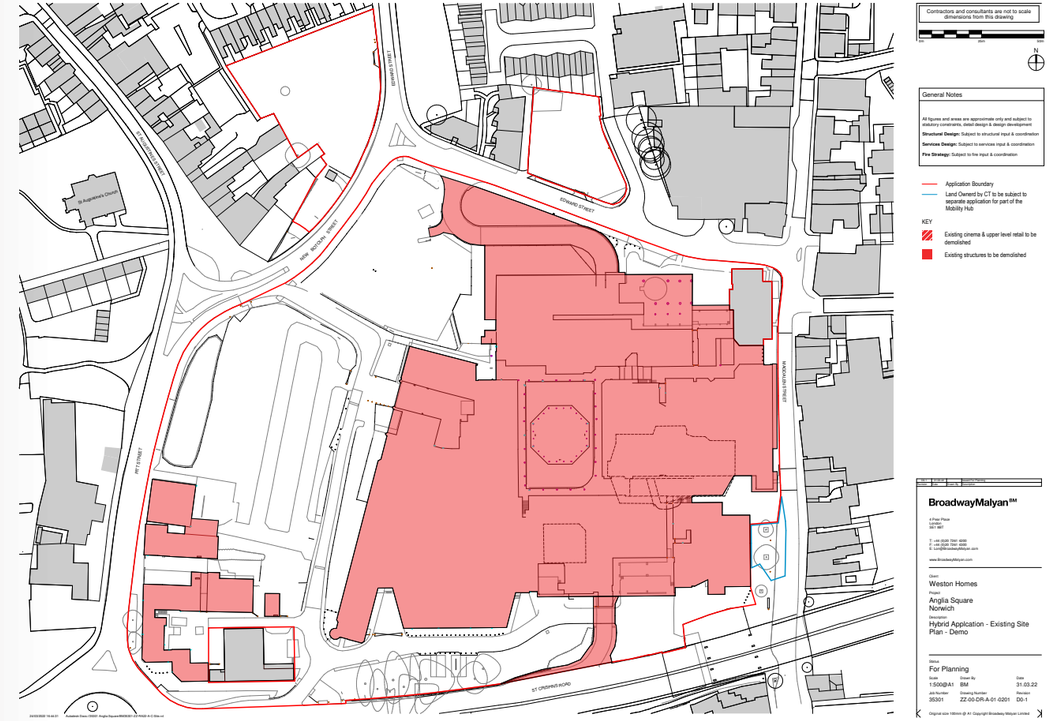
The environmental assessment was based on the detailed drawings, Design Code and Parameter Plans submitted with the planning application.

The detailed drawings provide a detailed description of the Detailed Component of the Proposed Development.

The Design Code sets out a range of principles that guide the design of the Outline Component.

Parameter Plans include information on the maximum proposed land use, buildings heights, areas of potential built development, structure of landscape and green infrastructure and access and movement of the Outline Component.

Figure 11: Buildings within the Site that will be Demolished



Alternatives

The Applicant has considered options other than redeveloping the Site.

The options considered by the Applicant are:

- **Option 1:** Do nothing i.e. leave the Site as it is;
- **Option 2:** Alternative site location or alternative site boundaries; and
- **Option 3:** Alternative designs and design evolution.

<u>Option 1: Do nothing i.e. leave the Site as it is</u>
This option refers to leaving the Site in its existing state. In the absence of the Proposed Development, it is reasonable to assume that the Site would largely remain in its present condition i.e., the existing Anglia Square shopping centre and associated land. The Site has been identified for redevelopment for many years within various local planning policy documents. If the Site was not developed, the negative environmental effects associated with demolition and construction wouldn't happen e.g. dust and construction traffic. However, the benefits of the Proposed Development would also not come forward.

<u>Option 2: Alternative site location or alternative site boundaries</u>
No alternative sites were considered by the Applicant, as they own the Site. Minor changes have been made to the redline boundary since the beginning the environmental assessment.

<u>Option 3: Alternative Designs and Design Evolution</u>
A lot of meetings have taken place with Norwich City Council, Norfolk County Council, Historic England, national and local stakeholders and the public. There have been three distinct chapters of design evolution, between March 2021 and March 2022.

Stage 1: This stage focused on gaining an understanding of the neighbourhood and local priorities for the development. It raised awareness about the project and built links with the community. Before plans were on the table, Ideas Week established a set of Community Aspirations for the site.

Stage 2: Stage 2 focused on design development. First presenting the Concept Masterplan at an early stage to understand if proposals were heading in the right direction. Further to this, a summer of design development resulted in the Draft Masterplan which was presented for community review.

Stage 3: Stage 3 focused on the Draft Masterplan evolution and checking back to see how proposals had responded to feedback. It also looked in-depth at important community aspects such as the park and community benefits and concluded in the Final Masterplan exhibition and Focus Sessions.

During the development of the design, the project team met with the below stakeholders during 2021 and 2022:

Norwich City Council, Norfolk County Council, Historic England, Norwich Cathedral, the Norwich Society, Norwich Cycling Campaign, Save Britain's Heritage, Norwich Access Group, Vision Norfolk, Norwich Age UK, Bicycle Links, Surrey Chapel Norwich, Norwich Men's Shed and Hair Care Share.

At each event, feedback was taken into account. This was done both at in person events and via a feedback form. Views at stakeholder groups were also offered in person or via letters. Each event explained the changes that were made as a result of consultation events.

As the design of the Proposed Development has evolved, it has undergone independent design review. This has been via a peer review panel (i.e. from an independent architect) and a community review panel appointed by Norwich City Council.

Technical Assessments

Socio-Economics

Introduction

The socio-economic assessment considers the impact of the Proposed Development on the local community in the context of the area immediately surrounding the Site (the Local Impact Area) and the wider Norwich City (the Wider Impact Area) during both the demolition and construction phase, and once the Proposed Development is complete and occupied.

The Site is located in the Norwich which is one of the most deprived authorities in England. There is generally a younger population in the Local Impact Area and Norwich compared with the East of England. The average weekly workplace earnings for full-time employees in Norwich are slightly lower than East of England, which the proportion of 16-64 year olds with a qualification of NVQ level 4[13] and above is slightly higher than East of England.

What are the potential effects during demolition and construction?

It is anticipated that the Proposed Development will take approximately 8 years to complete and will generate a 7% increase in the number of construction jobs in Norwich over the construction period, which would result in a temporary beneficial effect.

What are the potential effects of the completed Proposed Development?

Once the Proposed Development is complete and operational it is anticipated to generate an additional 2,321 residents. The additional income and expenditure generated by new residents to the Proposed Development would provide positive benefits to the local economy, adding to the vitality and viability of local centres including existing shops and service businesses in the Local Impact Area.

The increase in population will also impact upon the availability of education, healthcare, open space, sports and recreation provision within the Local and Wider Impact Areas. Generally, it is considered that the Proposed Development can accommodate the existing or planned provision and therefore will not negatively impact upon the social infrastructure provision.

The new housing will contribute towards Norwich's housing target (including affordable provision) and has the potential to enhance the quality and quantity of housing options within the Norwich market.

This assessment has also considered the impact of the Proposed Development in-combination with other schemes within Norwich in terms of social and community infrastructure, employment opportunities and housing provision. It concludes that, these cumulative schemes, together with the Proposed Development, would deliver new housing, generate new employment and have a positive impact on the local economy through increased spending, which together would have a beneficial effect in terms of socio-economics.

[13] NVQ level 4 is a National Vocational Qualification of higher education (above A-levels, below diploma).

Archaeology

Introduction

The archaeological assessment provides an assessment of the likely significant effects on archaeological assets[14] as a result of the Proposed Development. It identifies that there is a high potential for Saxon - Early Medieval, Medieval and Post Medieval remains on the site and proposes mitigation and offsetting measures to remedy these impacts, and assesses the likely residual impacts. A detailed Archaeological Impact Assessment (Appendix 5.1) has been prepared in support of the application proposals, and should be read in conjunction with this Chapter. Please note that impacts on the setting of Scheduled Monuments beyond the site boundary are addressed in the 'Heritage, Townscape and Visual Impact Assessment' section.

The Site, known as Anglia Square, lies partly within the extent of Anglo Saxon and Early Medieval Norwich and within the Late Medieval city walls of Norwich, and continued to be occupied in the Post Medieval and modern periods, before being subject to major redesign and redevelopment in the 1960's.

This assessment has established that there are no designated archaeological assets (World Heritage Sites, Scheduled Monuments, Protected Wreck Sites or Registered Battlefields) either within the site or within the wider 250m study area. It has also determined that the site lies within The Area of Main Archaeological Interest defined by Norwich City Council in their Development Management Policies in their Local Plan. Previous archaeological work on the site, together with an Archaeological Impact Assessment undertaken in support of the Proposed Development, have established that there is a low potential for the survival of prehistoric and Roman archaeological remains on the site, but that the potential for Anglo Saxon, Medieval and Post Medieval remains on the site is high, although post depositional impacts associated with the redevelopment of the site in the 1960's and 1970s are thought to be severe and widespread.

The eastern part of the site clearly lies within the extent of the Late Saxon defences of Norwich, shown by previous archaeological investigation. The expansion of the city in the Early and Late Medieval period brought the entirety of the site within the settled area, and domestic and industrial activity has been identified in archaeological investigations both within the site and the surrounding area. Despite having been replaced by 19th century cellars and later 20th century development, there are likely to be extensive archaeological remains of Late Saxon, Early and Late Medieval and Post Medieval date present on the site, including structural remains and burials related to the churches of St Botolph's and St Olave's, both of which have their origins in the Late Saxon period and remained in use into the early Post Medieval period.

What are the potential effects during demolition and construction?

This assessment has determined that there will be no impact on any designated archaeological assets or their setting during the construction phase of the project.

The impact on undesignated buried archaeological remains on the Site will be either mitigated through design changes to allow preservation of important remains in situ or offset through a comprehensive programme of archaeological investigation, recording and dissemination, designed in consultation with the archaeological advisors to the LPA. Once this mitigation and offsetting have been undertaken, the residual effects on buried archaeological remains are considered to be slight, which is not significant in terms of the EIA Regulations.

What are the potential effects of the completed Proposed Development?

No impacts are predicted on either designated or undesignated archaeological assets during the operational phase of the project.

[14] A site, monument, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its archaeological interest. Archaeological asset includes designated heritage assets and assets identified by the local planning authority and recorded in their Historic Environment Record (HER).

Ecology

Introduction

This chapter of the ES has been prepared by Ecology Solutions and presents an assessment of the likely significant effects of the Development with respect to Ecology. Mitigation measures are identified, where appropriate, to avoid, reduce or offset any significant adverse effects identified and/or enhance likely beneficial effects. Taking into account the mitigation measures, the nature and significance of the likely residual effects are reported.

The Site has very low ecological interest. It consists largely of buildings and hard surfaces, with very little vegetation. Opportunities for wildlife are very limited, and only a few bird species were recorded within the Site.

The potential for adverse effects on designated sites of nature conservation importance as a result of increased recreation has been raised by Natural England. A strategic approach to addressing these potential effects has been published.

What are the potential effects during demolition and construction?

The Proposed Development will deliver a high quality landscape strategy as part of the design. This will include new habitats for wildlife and people, and deliver a net gain[15] for biodiversity. Particular measures such as bat and bird boxes will be included to encourage roosting and nesting. Other measures will encourage hedgehogs and invertebrates. Good practice measures during on site during construction will avoid potential adverse effects on designated sites.

What are the potential effects of the completed Proposed Development?

The new habitats and open space provided by the Proposed Development will offer recreation opportunities for new and existing residents, while the scheme will also comply with the agreed strategic approach to avoidance of recreation effects across the region. Potential adverse effects on designated sites will therefore be avoided.

[15] Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state following land development projects.

Highways, Traffic and Transport

Introduction

This section assesses the demands and effects of the Proposed Development on the existing transport network and its users in the area. To understand whether significant environmental effects are likely, a comparison has been made between predicted traffic flows both 'with' and 'without' the Proposed Development. A Travel Plan has also been prepared as a guide to managing travel to and from the Proposed Development.

What are the potential effects during demolition and construction?

The construction of the Proposed Development will result in an increase in the number of Heavy Goods Vehicles'[16](HGVs) movement during a temporary period, both to construct the buildings and the proposed road / landscaping works. It is estimated that across a typical day there will be 40 movements associated with construction. A serious of mitigation measures will be included to minimise the disruption caused by these construction vehicles.

What are the potential effects of the completed Proposed Development?

In order to mitigate the identified impacts of the Proposed Development, a number of strategies will be put in place. These will include walking and cycling movement being placed at the forefront of the design principles for the Proposed Development, with the internal site layout benefitting from the provision of new links, tying into existing routes which therefore facilitate excellent opportunity for the use of sustainable modes of transport. To further encourage this, a FTP (Framework Travel Plan) has been prepared which will encourage the use of these modes.

The Proposed Development is expected to result in a reduced level of vehicular movements once occupied, given the scale of development proposed compared to the existing uses on the site, specifically in regard to car parking. As such, with the site fully occupied it is expected that the roads within the study area would experience a reduction in daily traffic flows and therefore the proposed development will result in an improvement in regard to traffic when compared to the existing scenario.

[16] A large vehicle with a total weight over 3,500kg including cargo.

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Air Quality

This Air Quality Assessment provides Norwich City Council with an assessment of the impact the Proposed Development will have on air quality of the Site and surrounding area.

The Transport Assessment shows that the Proposed Development will not result in any increase in traffic flows on the surrounding road network in 2034, the first full year of occupation. In addition, there will be no air pollutant emitting on-site energy generation. Therefore, the assessment is concerned with the current air pollutant concentrations across the site and does not assess the impact of the development as there is none.

The assessment utilises local monitoring data (undertaken by Norwich City Council and the Applicants own diffusion tube survey) and dispersion modelling to estimate the nitrogen dioxide (NO_2) and particulate matter (PM_{10}) pollutant concentrations and their compliance with Air Quality Strategy objectives at relevant receptor locations across the Site in 2034 under two scenarios – a "without policy applied" scenario and a "with policy applied" scenario. The former assumes no improvements in the road transport fleet between 2019 (the base year) and 2034, whereas the latter assumes the expected emission improvements in the vehicle fleet due to the increasing stringent Euro standards that vehicles have to meet and the increasing uptake of electric vehicles.

In the "without policy applied" scenario, the model predicts annual mean NO_2 concentrations to be below the annual mean NO_2 objective at all modelled receptor locations on the first floor and higher floors. At ground floor level, NO_2 concentrations are estimated to exceed the annual mean NO_2 objective at modelled locations towards the east of the site at Buildings K/L, M and C. Building K/L and M at ground floor level is proposed for commercial use and therefore the annual mean NO_2 objective does not apply at this location. Receptor C will however be used for residential use and therefore the annual mean objective will apply at this location.

Research suggests that the 1-hour mean NO_2 objective is likely to be exceeded where annual NO_2 concentrations exceed 60 µg/m^3. At all receptors, modelled concentrations are below 60 µg/m^3 and therefore exceedance of the hourly objective is not an issue.

With regards to PM_{10}, concentrations at all receptors on all floors were modelled to be below the annual mean objective and $PM_{2.5}$ is also shown not to be an issue. Indicative results also show that there are no estimated exceedances of the daily mean PM_{10} objective.

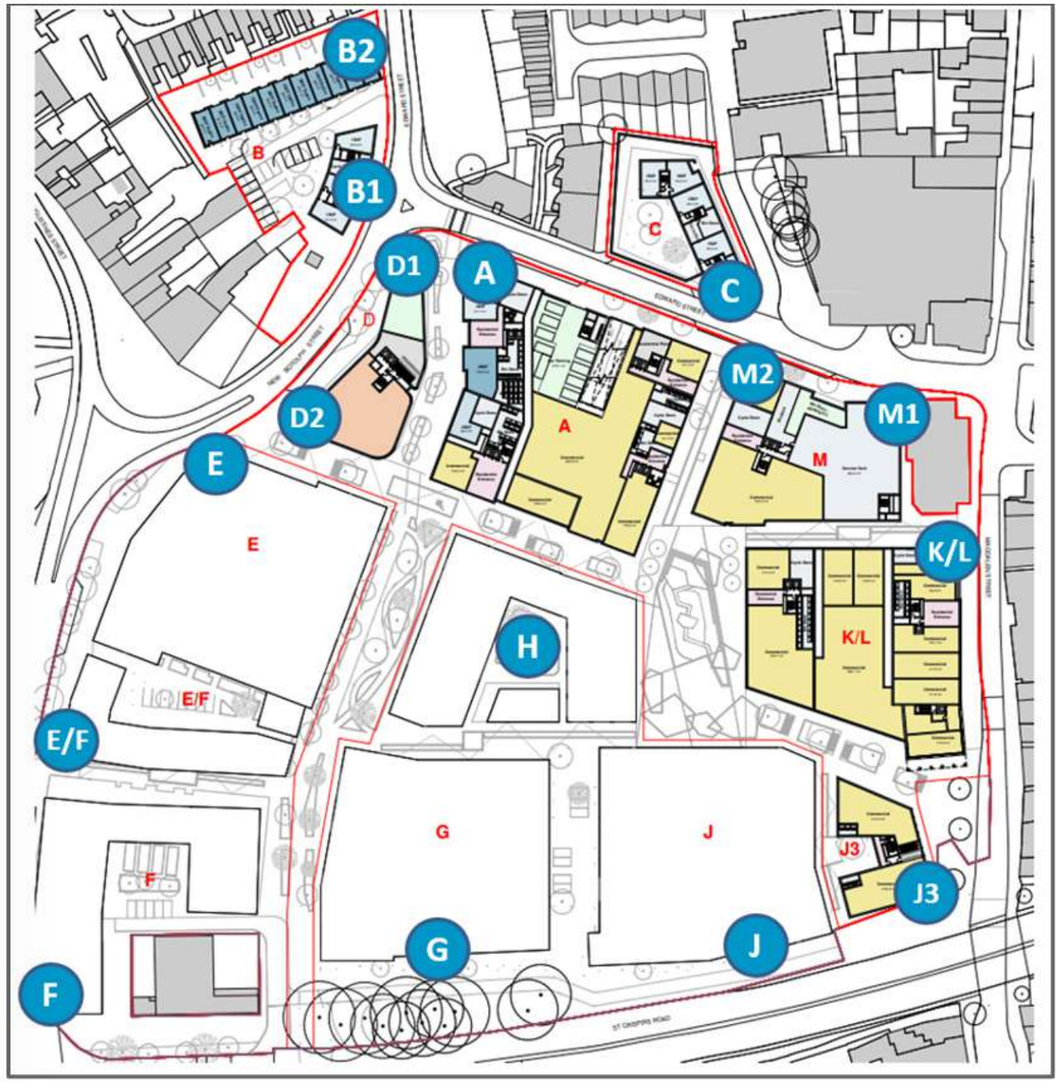
In the scenarios modelled with the predicted impact of UK air quality and climate change policy, the model predicts annual mean NO_2 concentrations to be below the annual mean NO_2 objective at all modelled receptor locations including ground floor. The results for this scenario indicate that annual mean NO_2 concentrations would be substantially lower compared to the 'Without Policy Applied' scenario.

It is worth noting that the ADMS results using 2019 as the base year are substantially higher the 2021 – 2022 short term diffusion tube survey results giving confidence that air quality will not an issue across the site.

There are no concerns related to PM_{10} concentrations in the 'With Policy Applied' scenario.

Based on the ADMS results for the 'With Policy Applied' scenario, no mitigation is needed to reduce residents or employees' exposure to air pollution as the air quality strategy objectives are estimated to be met by at least 10% at relevant receptor locations. This scenario is the most likely outcome and was endorsed by the planning inspector in the previous application.

As identified previously, the Proposed Development will not give rise to an increase in traffic levels and there will be no air pollutant emitting on-site energy generation. Therefore, the emissions arising from the site are being minimised as much as possible.



Locations of the receptors around the Proposed Development used in the Air Quality modelling

Environmental Noise

Introduction

The purpose of an Environmental Noise Assessment is to ascertain the existing noise environment within which a proposed development is located.

The assessment includes the undertaking of measurements from different areas of the Site over a minimum of 24 hours, so as to review both daytime and night-time noise levels

Once measurements have been retrieved, the primary source of noise is identified which in the instance of Anglia Square, (the Site), is road traffic noise associated movements on St Crispins Road and New Botolph Street located on the southern and western boundary of the development Site.

Following this, a review of the Proposed Development scheme is undertaken, which looks at how noise from the primary source may affect future residents of the Development in order to propose mitigation measures that will afford adequate protection as recognized by UK Standards/Guidance.

Mitigation measures will include;

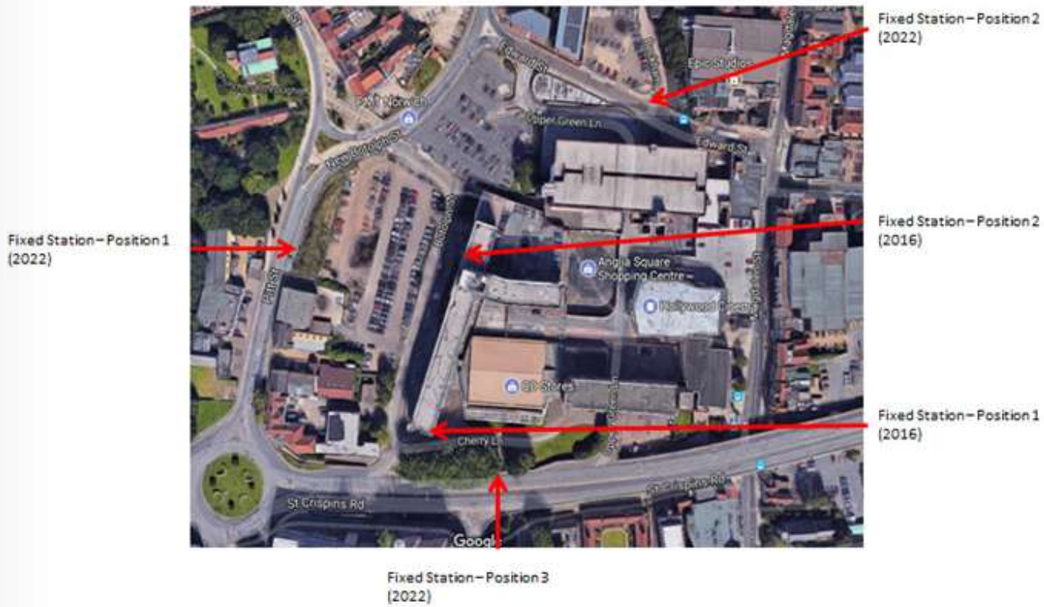
- The fitting of windows with an acoustic reduction value of Rw 36dB.
- This can be achieved with a typical glazing configuration of 10mm/6-16mm/10mm.
- Acoustically treated trickle vents with an acoustic reduction value of Dnew 38dB in the open position will be needed for the habitable rooms.

What are the potential effects during demolition and construction?

The assessment also confirms that the mitigation measures can be achieved with standard construction materials.

What are the potential effects of the completed Proposed Development?

The internal noise requirements (as set out in 'British Standards') will be achieved, after mitigation measures are put in place. These mitigation measures will relate to the design of the Proposed Development, and will give protection from noise and protect the health and well-being of future residents of the Proposed Development.



Locations of the fixed monitoring points around the Proposed Development used in the Environmental Noise modelling

Built Heritage, Townscape and Visual Impact

Introduction

The Heritage, Townscape and Visual Impact Assessment (HTVIA) at ES Volume II identifies the sensitive built heritage, townscape and visual receptors (defined as above-ground heritage assets, townscape character areas and key viewpoint locations respectively) and assesses the potential effects of the proposed Development on the heritage significance and setting of heritage assets, key qualities of townscape character areas and the visual amenity and experience of key viewpoint locations. It aims to understand whether there would be any significant effects arising from Development.

The Site, which comprises 4.65ha, is located within Norwich City Centre Conservation Area. Anglia Square forms a character area within the Conservation Area, and is described in the Conservation Area Appraisal as being 'of very poor townscape quality which visually severs the northern housing areas from the rest of the historic central area' (p. 43). The Site therefore presents an opportunity for significant enhancement.

The scope of the assessment was agreed with Norwich City Council (NCC) and Historic England (HE) prior to commencing the report. A careful consideration of the assessment process associated with the previous scheme for the Site (NCC reference 18/00330/F), was at the core of this process. To further focus scoping, a Zone of Visual Influence ("ZVI") study was also carried out to establish which assets have some potential to experience effects upon their significance as a result of the proposed development. The final scope of assessment includes 84 heritage assets (47 Listed Buildings, 2 Scheduled Monuments, and 35 Locally Listed Buildings (NDHAs)), 8 townscape character areas and 40 viewpoint locations.

To assess the potential effects of Development, the assessment uses a combination of drawings, design documentation (i.e. the Design and Access Statement) and Accurate Visual Representations (AVRs) which were produced for all 40 views as either rendered or wirelines.

What are the potential effects during demolition and construction?

The Proposed Development entails a phased demolition of the existing Anglia Square complex and the erection of a mixed-use development. Works are expected to take 7-8 years to complete, finishing in 2030. The Demolition and Construction are anticipated to have temporary and reversible effects on Built Heritage, Townscape, and Visual Receptors. In summary, the anticipated Demolition and Construction effects are as follows:

- Temporary major to moderate adverse effect on the setting of built heritage receptors in closest proximity to the Site (within and including the Anglia Square, Northern City, and Colegate Character Areas).
- Temporary minor adverse or negligible effects are anticipated on the settings of the remaining built heritage receptors further away due to great screening effects by intervening development around the Site.
- Similarly, construction and demolition effects on close-range townscape and visual receptors are anticipated to be of a moderate to major significance and adverse in nature. Close-range townscape receptors are Character Areas 2, 3, and 4 (Northern City, Anglia Square, and Colegate); Close-distance views are as follows: 13, 15, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 38.
- The effects on medium-distance townscape views are expected to be of a minor to moderate significance and adverse in nature. The affected townscape receptors are the southern half of Character Area 1 (Low-Density Residential), Character Area 5 (Northern Riverside), and views 11, 12, 14, 15, 16, 18, 19, 20, 21, 37.
- Construction and Demolition effects on long-distance views (where only cranes and the construction of the tallest elements are likely to be visible), would be of a negligible to minor significance and adverse in nature. Affected receptors are: the northern half of Character Area 1 (low-density residential), Character Areas 6 – 8 (Elm Hill and Maddermarket; Civic; and Cathedral Close), and views 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 17, 36, 39, 40.

Mitigation measures, including a phased demolition and construction programme, have been put in place to reduce the temporary negative effects on surrounding Built Heritage, Townscape, and Visual Receptors.

What are the potential effects of the completed Proposed Development?

Overall, the assessment finds that, on balance, the scheme will deliver enhancements to the historic environment as a whole. The proposed development is anticipated to have a Moderate Adverse impact on the Church of St Augustine, but this harm is weighed against heritage benefits elsewhere. The impact of the Proposed Development on the other heritage assets is considered to be either Neutral or Beneficial (with effects ranging from Minor Neutral to Moderate Beneficial). The effects on townscape receptors range between no effect and moderate beneficial. The effects on visual receptors range from no effect to major beneficial. Where moderate or major effects are identified, these are considered to be significant, however in all cases these would either be beneficial or neutral. This means that the heritage significance and setting of all heritage assets would be preserved or enhanced, the character of the surrounding townscape would be either maintained or enhanced and the visual amenity of the key views would be either maintained or enhanced. This is due to the carefully-considered and high-quality design of the form, scale, massing and detailed of the Development which both responds to its existing local context and contributes to the emerging sense of place in this part of Norwich.

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Residual Effects, Mitigation and Cumulative Effects

Cumulative Effects

The EIA Regulations require an EIA Report to describe the likely effects of a development on the environment when taken cumulatively with other environmental effects and any current or prospective ('reasonably foreseeable') development in the vicinity of the Site.

There are two types of cumulative effect, which are commonly known as 'Type 1' and 'Type 2' effects respectively. These are generally defined as follows:

- **Type 1:** The combined effect of individual effects, for example noise, airborne dust or traffic on a single receptor (defined as 'effect interactions'); and
- **Type 2:** The combined effects of nearby development schemes which are either consented or under construction which may, on an individual basis, not be significant but, cumulatively, have a likely significant effect (defined as 'cumulative effects').

No cumulative effects have been identified that would give rise to additional mitigation measures.

Summary of Mitigation and Residual Effects

In summary, significant environmental effects during the construction and operational phases including the following:

Table 3: Summary of Significant Environmental Effects

What is the effect?	Will it be a positive or negative effect?	How big will the effect be?
During Demolition and Construction		
Construction employment	Positive	Moderate
Demolition noise and vibration	Negative	Minor / Moderate
Close proximity heritage, townscape and visual receptors	Negative	Moderate / Major
Medium proximity heritage, townscape and visual receptors	Negative	Minor / Moderate
Once the Proposed Development is Operational		
Operational employment	Positive	Moderate
Expenditure by residents	Positive	Moderate
Deprivation experienced by existing population	Positive	Moderate / Major
Housing targets	Positive	Moderate / Major
Crime	Positive	Moderate
Heritage Impact on: ▪ 71 Botolph Street ▪ Former Church of St Saviour ▪ Former Church of St James ▪ Anglia Square Group	Positive	Moderate

What is the effect?	Will it be a positive or negative effect?	How big will the effect be?
During Demolition and Construction		
Heritage Impact on: ▪ 2 - 9 Octagon Court ▪ Old Meeting House ▪ Church of St Mary ▪ Church of St Martin at Oak ▪ Church of St George ▪ Bacon's House ▪ Church of St Clement ▪ The Cathedral of the Holy and Undivided Trinity ▪ Church of St Giles ▪ Roman Catholic Cathedral of St John the Baptist ▪ Waterloo Park	Neutral[17]	Moderate
Heritage Impact on: ▪ Church of St Augustine	Negative	Moderate
Heritage Impact on: ▪ City walls and towers ▪ Norwich Castle	Neutral	Major
Townscape and Visual Impacts on: ▪ Anglia Square ▪ Junc Edward Street / Magpie Road (east side Edward Street) ▪ Outside 21 Tombland Street ▪ Junction Oak Street / St Martin's Lane ▪ Outside 107 Magdalen Street ▪ Junc Colgate / St George Street ▪ Corner of 59 Magdalen Street ▪ Junction of St George's Street/St Crispin's ▪ Northeast Corner Duke Street/St Crispin's/Pitt St Roundabout ▪ Norwich Castle	Positive	Moderate
Townscape and Visual Impacts on: ▪ Waterloo Park	Neutral	Moderate
Townscape and Visual Impacts on: ▪ Seating area in north west corner of St Augustine's Churchyard	Neutral	Moderate / Major
Townscape and Visual Impacts on: ▪ Doughty's Hospital courtyard (south end)	Positive	Major
Townscape and Visual Impacts on: ▪ In front of St Augustine's Church porch	Neutral	Major

Once the Proposed Development is operational, the positive impacts associated with bringing this development forward are considered to far outweigh any negative effects.

[17] A Moderate or Major Neutral effect is a balance between positive and negative effects. This might be because some detailed design aspects are not viewable because of distance, however other aspects of the design, such as the silhouette of the building, may still be seen.

Availability of ES Volumes

All volumes of the ES (including the NTS) are available to view online, at the following link:

https://planning.norwich.gov.uk/online-applications/

All volumes of the ES (including the NTS) can also be viewed as a hard copy at the Council's offices. If you need help in locating the ES, please do get in touch. The contact details are:

Telephone: 020 3640 8508

Email: impact_management@iceniprojects.com

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