

ANGLIA SQUARE

First Week of Public Consultation and Stakeholder Engagement, September 2021

Summary of Stakeholder Feedback

Tuesday 7th September

MAGDALEN STREET TRADERS' ASSOCIATION, (MATA)

- Car Parking
 - Inclusion / Use of 30 min parking / drop off bays is important
 - Advise that current car parks are used to serve the city centre for commuting, more so than shopping at Anglia Square
 - Electric car charging for on-street spaces would be beneficial
- General Approach
 - Supportive of new vision which has maintained the best elements of the previous scheme but improved on the proposals overall
- Demographic
 - Need to consider elderly / disabled shoppers' needs
 - Need to consider students
 - Both of the above are significant contributors to the vitality of the area's shops

NORWICH SOCIETY

- Strategy for new scheme
 - Happy with this
- Policy Guidance Note
 - Questioned how relevant this is now and whether it needs reviewing / amending?
- Local Architectural Referencing
 - Liked approach, particularly the reference to the previous 'warehouse' building on Botolph St. Stated that this was one of the first buildings to use curtain walling and there was great upset when it was lost....this should be a key reference for reinstating scale.
- Retail / Parking
 - Advised that neighbouring concert / events space does have drop offs (tour buses) using Edward Street. Can this tie into our allocated bays?
- Community Hub
 - Liked and appreciated this
 - Like the idea of a social space not just a delivery drop off facility
- Unit Design
 - Were happy at the introduction of more varied typologies
 - Acknowledged the shift to 50% dual aspect flats is beneficial
- Renewables
 - Agreeable to Air Source Heat Pump (ASHP) strategy in place of gas boilers
 - Understood tech issues with electrical capacity
- **'Heartened'** by our current approach

Wednesday 8th September 2021

ST AUGUSTINES COMMUNITY TOGETHER RESIDENTS ASSOCIATION, (ACT)

- General
 - Positive response
 - Really like idea of residents' hub, and asked whether the wider community could use that space
 - Like deliveries strategy where delivered to central location
 - Could we retain and incorporate the artists, the area is an important emerging arts quarter?
 - Keeping existing services like Boots and their pharmacy on site would be very good
- Public spaces
 - Security of the residential courtyard open spaces should be carefully considered to discourage crime and anti-social behaviour, potentially should have gates to close them to the public at night.
- Masterplan / Scale
 - Welcome new layout with more open spaces
 - More comfortable with the approach presented
- Residential units
 - Would like to see greater variety of unit sizes
 - Could we increase affordable provision?
- Sustainability
 - Can we incorporate PV panels?
 - Can we incorporate electric charging points?
- Design/character:
 - Like the 'warehouse style' historic buildings that were on Anglia Square but knocked down

NORWICH ACCESS GROUP & VISION NORFOLK

- Accessible Vehicular Parking / Taxis
 - Disabled users' needs to be considered, eg ticket machines at suitable height maybe with touch screens
 - How much accessible parking provision is proposed?
 - General 30mins wait time might not be sufficient, so surface car park with longer waiting time for disabled users might be needed in place of these
 - Electric Charging Points....are these accessible / what about technical details?
 - Indicated preferred location for taxi pickup point on Edward Street
- Inclusive Design
 - Noted Hub facility with single point for deliveries, and multi-function space available for community use,
 - Encouraged to see "Changing Places" WC provision in addition to accessible WC
 - Have we got provision for breast feeding room?
 - Provision for prayer space?

- Access Group to provide details of website highlighting accessible areas throughout Norwich
- A new pedestrian crossing on Edward Street should be located close to proposed new small supermarket location at Anglia Square
- Consideration is needed in respect of hard surfacing, to avoid uneven cobbles and to ensure sufficient dropped kerbs
- Would like cycle routes to be segregated and clearly defined by materials etc to avoid conflicts with pedestrians and visually impaired
- Bus shelters – wish to see replacement of two missing from Anglia Square, and with adequate weather protection
- Dwelling sizes should be adequate to be adaptable to wheelchair use and blocks of flats should have two lifts

NORWICH CYCLING CAMPAIGN

- Welcome the proposals for residents' cycle parking being secure and under cover
- Seek plenty of shopper/visitor parking of the Sheffield stand design at multiple locations throughout the site – details of these will be considered when available
- Details such as signage, dropped kerbs, surface / paving materials need to be suitable for cycling – we wish to be consulted as these details are developed during the project
- A direct cycling route North-South connecting the cycle crossing of St Crispin's Road to existing cycling facilities on Edward Street is welcomed
- St Crispin's Road Crossing and junction with vehicular access / egress for residents' parking areas:
 - Needs to be carefully considered
 - Phasing of the traffic lights is important
 - Priority for cyclists is needed over proposed vehicle movements
- Need for a segregated cycle path on this north-south cycle route connection, meeting all requirements of LTN 1/20 "Cycle Infrastructure Design", to avoid conflicts with pedestrians, but segregation is not needed on other routes through the site, where shared use can be acceptable if sufficient space allows
- Government policy on cycling must be followed
- Edward Street represents a great opportunity for cycling on the north side – the current plans for a shared use pavement are inadequate
- Additional buses are likely on Edward Street to serve expanded P&R services north of the city. Transport for Norwich should integrate buses, cycling and taxi drop-off following all the relevant guidance in LTN 1/20 "Cycle Infrastructure Design"
- Once the Environment Act receives Royal Assent, the new regulations may have several implications in respect of air pollution, which is the responsibility of Norwich City Council
- Concern over any required use of mechanical ventilation in housing to mitigate air pollution since existing levels of pollution adversely affect cyclists and pedestrians at ground level
- Norwich Cycling Campaign consider the overall plans to be a significant improvement from the previous proposals

SURREY CHAPEL - Philip MacDonald

- Parking issue
 - Have a congregation of approximately 222 so estimate about 100 cars. A small proportion may walk or cycle, but many are older or volunteers with equipment so need to park nearby. Appreciate cannot provide 100 spaces, but provision for those unable to walk / get public transport should be considered
 - Have 9 spaces on their land, but everyone else parks on the surrounding roads and car parks.
 - Agreed majority would be capable of parking at Duke Street car park and walking to church from there, but would like some spaces for non-walkers.
- Any new chapel proposal would like something larger than present to allow for growth of community and of the range of activities that cannot currently be undertaken
- Masterplan / layout
 - The increase in streets, connections and types of spaces makes the proposal more interesting
 - With smaller and locally focussed retail / commercial offer, feels more like a local neighbourhood.
- Further discussion to be had on potential relocation / incorporation within the redevelopment

NORWICH OVER THE WENSUM NEIGHBOURHOOD FORUM (NOW)

- General
 - Positive response to master plan principles, would like to see next level of detail
- Existing uses
 - Surrey Chapel important asset to the local community as does parent & toddler groups etc
 - Independents / existing traders important to keep
 - Arts and recycling / re-use shops are desirable
 - The covered area / pagoda in Anglia Square is really important, making it useable in all weather to gather
- Things would like delivered:
 - Would like a community space where people/groups can meet or nursery can be offered in morning
 - Any restaurants and cafes should have outdoor seating
 - Would like one or two cash points if possible
 - Supportive of food store
- Masterplan / layout
 - Agree the yards & narrower streets are important part of Norwich character that should be incorporated
- Proposed uses:
 - Residential hub / centralised delivery a good idea
- Technical assessments
 - Wind assessments need to take account of north-easterly wind - something Norfolk often experiences, and which is bitter/harsh when it does occur

- Think of where higher scale development goes in respect of daylight / sunlight impact
- Affordable housing
 - Should be fully integrated into the scheme
 - 10% provision should be an absolute minimum, like idea of viability review mechanisms potentially increasing provision as project progresses

Friday 24th September 2021

NORWICH CATHEDRAL

- Principle of layout and land uses is appropriate for the site. The details of design and massing will be important to consider once these are available to review