



Anglia  
Square

COFFEE PAL

Good  
Coffee  
is  
Here

BREAD AND BUTTER

ASDA'S

ASDA'S

ASDA'S



# Site Strategies

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# Spatial Character - Detail & Outline Application Areas

A unique blend of character areas will be created at the ground floor. The pedestrian experience has been made the primary consideration and a new walkable neighbourhood will be created.

The key space is the Public Square of Anglia Square. This is proposed to be in a very similar place to where it is currently located. The masterplan proposals will make this space longer and remove the enclosures from the higher levels above, thus allowing the space to benefit from greater daylight and sunlight.

St Georges Gardens is a new green space created on the reinstated St Georges Street. This will be a calm and relaxing area that will allow for a cycle route connection through the space.

The Car Free Green Streets will reinstate the historic street pattern and allow pedestrians and cyclists to permeate what is currently a constrained site. The Green Street to the south will retain as many existing trees as possible whilst allowing vehicle access to Blocks G and J.

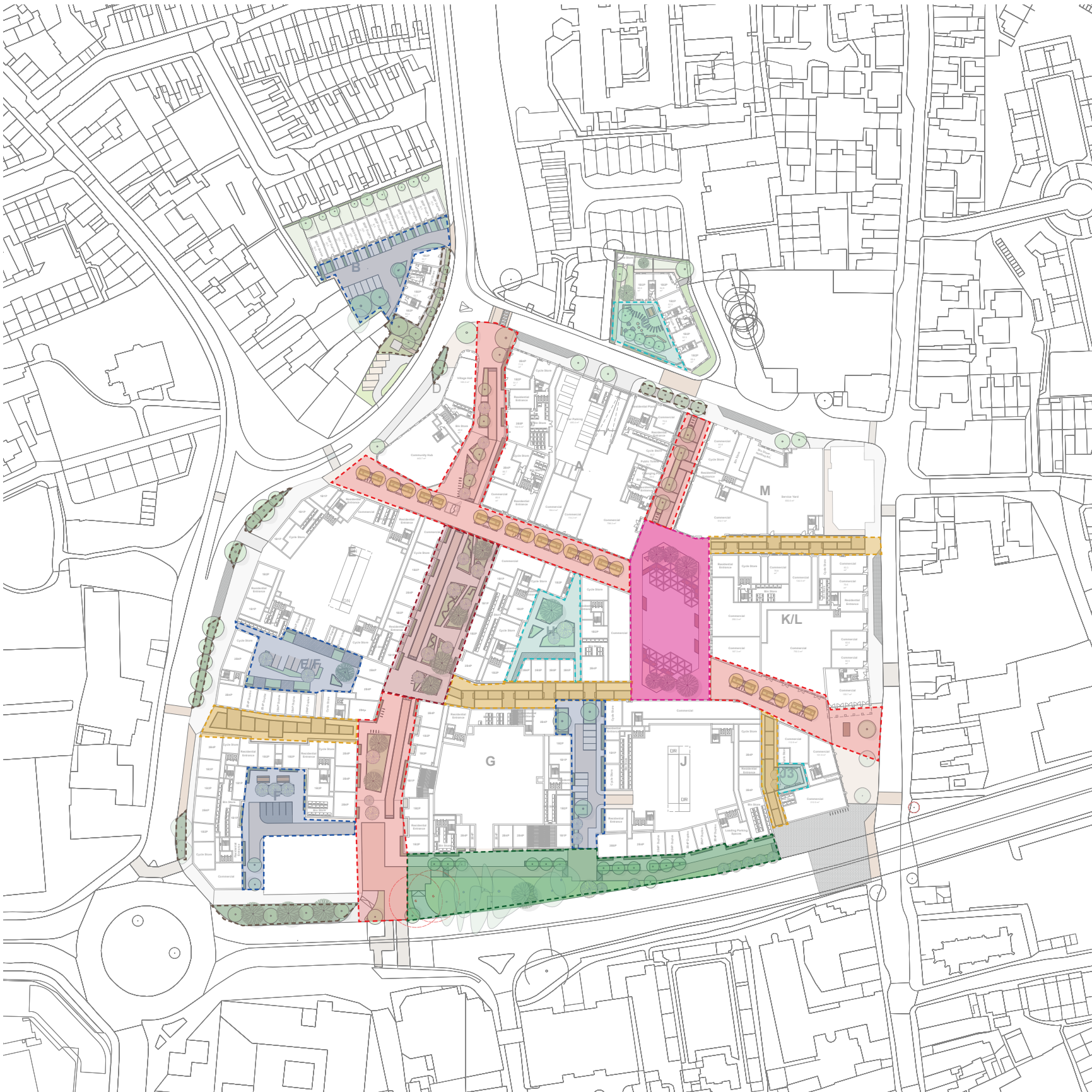
The Pedestrian Lanes allow for increased permeability in the east-west orientation, something that the site has lacked for a long time. This will be tight knit spaces akin to some of Norwich City Centre's historic streets.

Following from this, the Yards will also be representative of the character and grain of Norwich. Historically they were 'working' and functional spaces, so were predominately hard surfaced spaces. This functional aspect will be represented in an honest material palette.

The outward facing edges of the development allow opportunities for additional greening with planting and trees to improve air quality and bio-diversity.

KEY

- Public Square
- St. Georges Gardens
- Car Free Green Streets
- Pedestrian Lanes
- Green Street
- Yards
- Car Free Yards



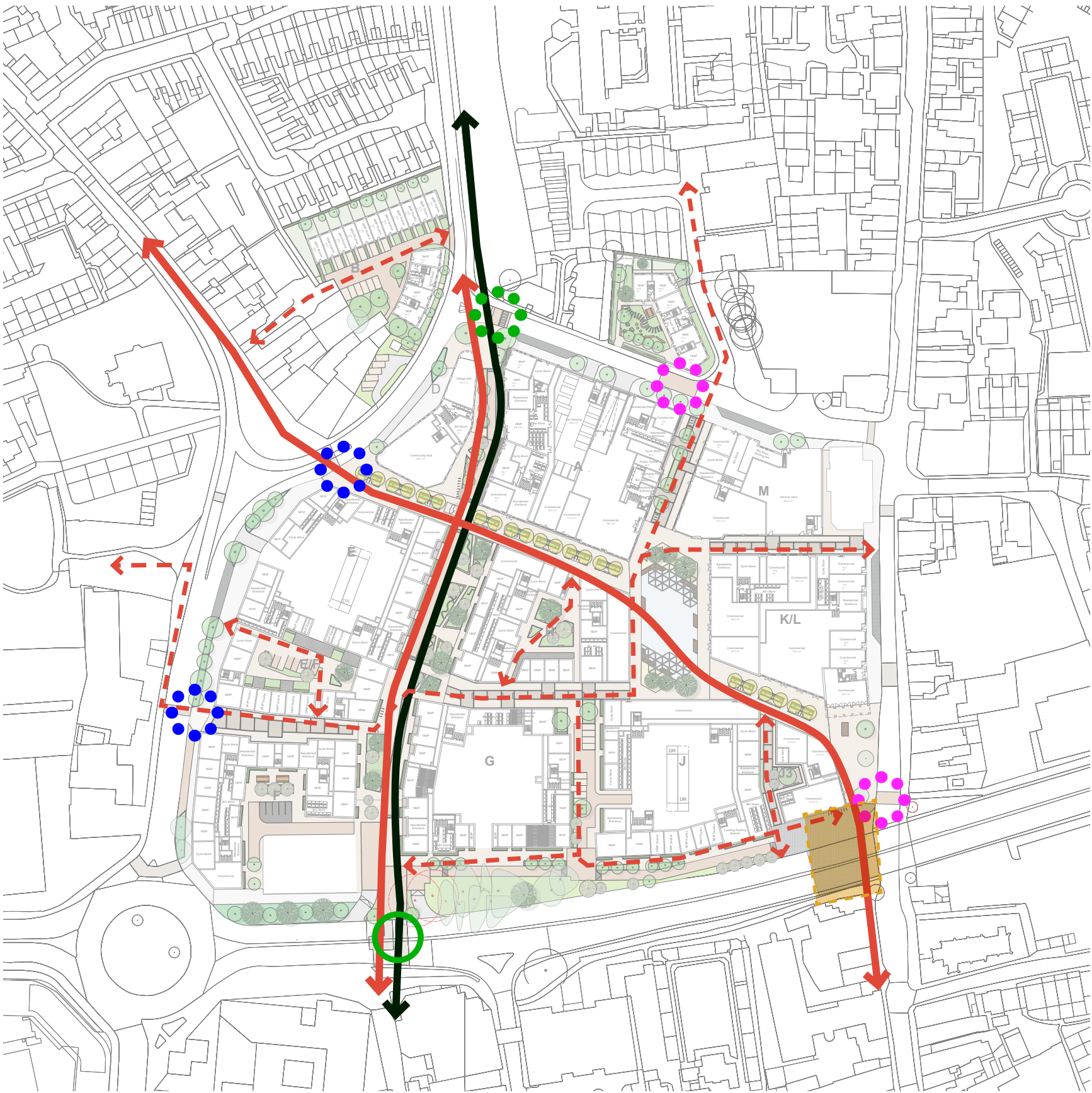
# Sustainable Travel Infrastructure - Detail & Outline Application Areas

As previously mentioned, the masterplan for Anglia Square has sustainable travel principles at it's core.

By reinstating the historic street pattern of St Georges Street there is an opportunity to connect into the Norwich City Council Yellow Pedalway cycle route. This will connect directly into Norwich City Centre to the south and beyond to Lakenham. From the city centre all of the seven Pedalways converge at St Andrews Plain. The Yellow Pedalway will also connect all the way up to Norwich Airport in the north.

Botolph Street will be fully reinstated and made a much more enhanced route. It will connect from St Augustines Street in the north west down to Magdalen Street in the south east. There are future aspirations from the highways authority to locate a Mobility Hub in this south east area to facilitate onward travel.

Many new pedestrian routes are created at ground level to create a masterplan that integrates into the Norwich city grain.



- KEY**
- ↔ New Designated Cycle Route
  - ↔ Primary Pedestrian Route
  - ↔ Secondary Pedestrian Route
  - New Cycle and Pedestrian Crossing (Toucan)
  - New Controlled Pedestrian Crossing (Puffin)
  - New Pedestrian Crossing (Zebra)
  - Pedestrian Crossing (Toucan) Completed 2018
  - Area for future Mobility Hub



# Visitor Cycle Parking - Detail & Outline Application Areas

As well as the improved cycle connections mentioned on the previous pages, facilities for cycle storage will be furnished in the public realm.

There is a requirement for a cycle space for every 10 dwellings. This will create a requirement of 110 spaces.

These spaces will be provided by Sheffield type cycle stands, allowing for two bikes to share one stand.

The stands have been located in places where the requirement to stop and park is considered greatest. This is along Botolph Street and on the edges of Anglia Square, to allow cyclists quick access into the shops. There are also spaces along St Georges Street and near the Mobility Hub area.

Residents of the properties will have long stay cycle parking allocated internally.

For further detail on the cycle strategy please see the Travel Plan associated with the planning application.



'SHEFFIELD' TYPE CYCLE STANDS

- KEY
- ↔ New Cycle Route
  - 🚲 112 Visitor Cycle Parking Spaces





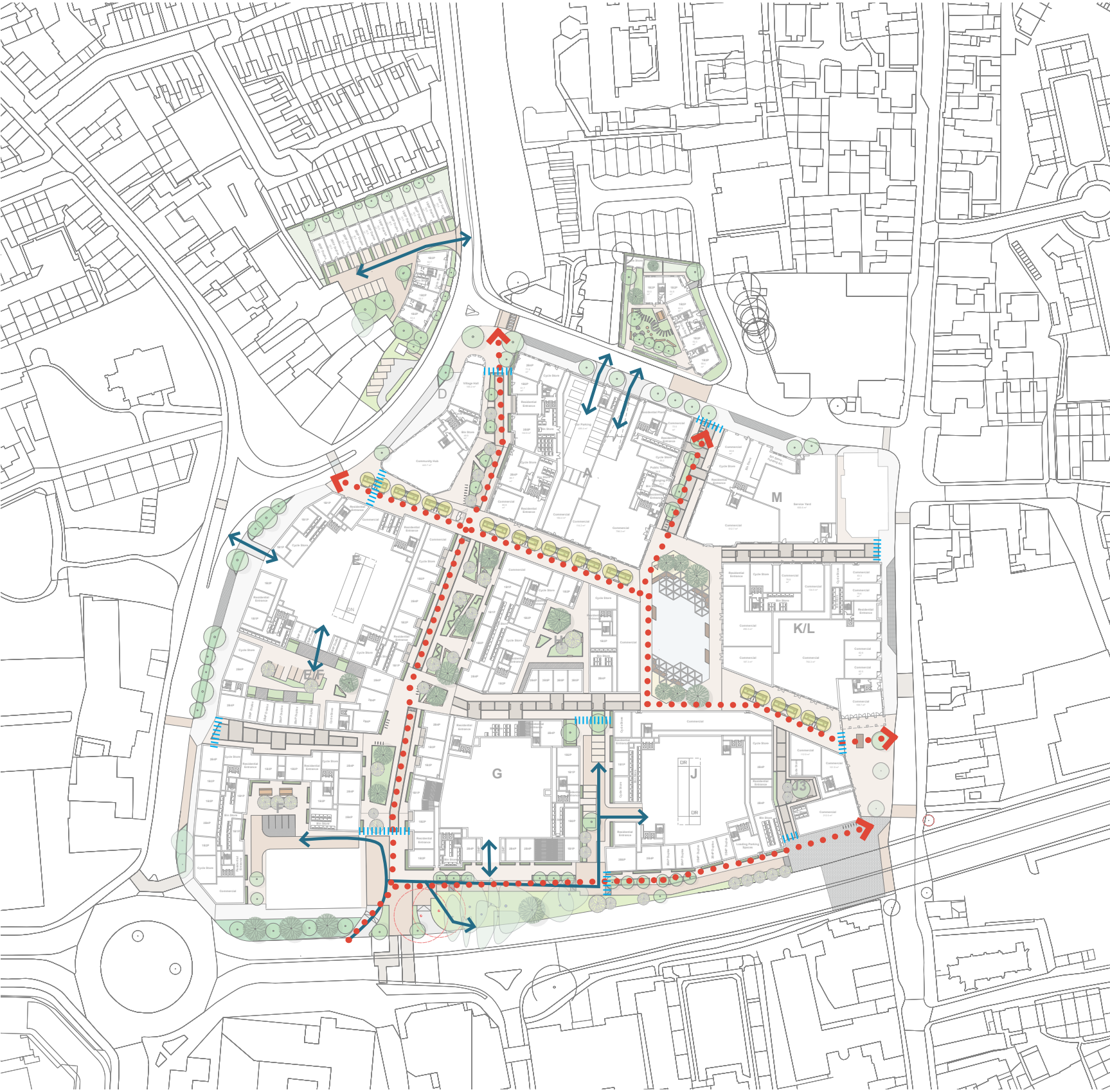
# Vehicular Movements - Detail & Outline Application Areas

There will be limited vehicular movements within the site. A pedestrian and cycle priority environment is one of the key principles of the masterplan.

The limited amount of car access will be to the periphery of the site to access the hidden parking areas. The main junction is located off St Crispins Road and this will allow for car users to access Blocks F, G and J. Cars will also access the concealed car park areas of Block E and Block A.

Although vehicles won't be able to access the internals of the site, there will be the capability for fire tender access. The requirements to access 15% of the facade for fire fighting purposes will be met.

There will be areas on the perimeter of the site which will be managed in a way to allow only certain vehicle users access at certain times. This is through features such as planting and trees, street furniture and where required, bollards.



## KEY

- Parking Access for Vehicles
- Fire Tender Access
- Vehicle Mitigation Line



# Servicing Strategy - Detail & Outline Application Areas

The majority of the servicing for Anglia Square will happen from the periphery.

There will be a number of additional loading bays created on the edges. This will allow for the main internal site to remain predominantly car free.

The new lay-bys to the north will allow for servicing to the residential units and also for taxi drop off and collection.

The intention is for the majority of the loading bays to be paved areas that can act as pathways when not occupied by vehicles.



- KEY
- Fire Tender Access
  - Refuse Truck Access
  - Loading Bay
  - Refuse Pick Up Point



# SUDs Strategy - Detail & Outline Application Areas

The Sustainable Urban Drainage Strategy at Anglia Square is to make the landscape as permeable as possible.

Planting beds along St Georges Street will allow for infiltration through spacings within the kerb upstands. Permeable paving will be used in residential areas for infiltration purposes.

New swales are proposed along Pitt Street which will collect surface water run off from the highway and relieve pressure on the sewage network.

Bio-diverse roofs will collect and store rainfall.

KEY

- Permeable Paving
- Swales
- Podium/Roof Terrace (Intensive Roof)
- Biodiverse Roof (Extensive Roof)
- Planting Bed With Infiltration Kerb
- Tree with SuDS tree pit





# Roof Landscape - Detail & Outline Application Areas

The roof landscape will provide another dimension to the landscape proposals at Anglia Square.

Here the strategy to show the difference between the podiums and the terraces can be seen.

Podium Gardens will be shared spaces with an abundance of planting and trees as well as play space and furniture.

Roof Terraces will be more hard paved areas with lower level planting to allow for views over Norwich.



**KEY**

- Roof Terrace
- Podium Garden



# Yard Character - Detail & Outline Application Areas

The Yard typology is key to the character of Norwich. Traditionally hard working spaces, they provide a unique level of intimacy.

The Yards will allow for pedestrians to pass through the spaces and dwell, adding another element of permeability.

Due to their functional typology, some will allow for cars to access into the space, and most are predominantly hard paved.

Almost all of the spaces are residential focused, and will propagate neighbourly interaction.

Cat and Fiddle Yard will be commercially lead, allowing for a spill out space for the associated unit.

**KEY**

- Residential Yards
- Car Free Residential Yards
- Car Free Commercial Yards
- Open Yards
- Semi Private Yards (gated with managed access)





# Yard Access - Detail & Outline Application Areas

**KEY**

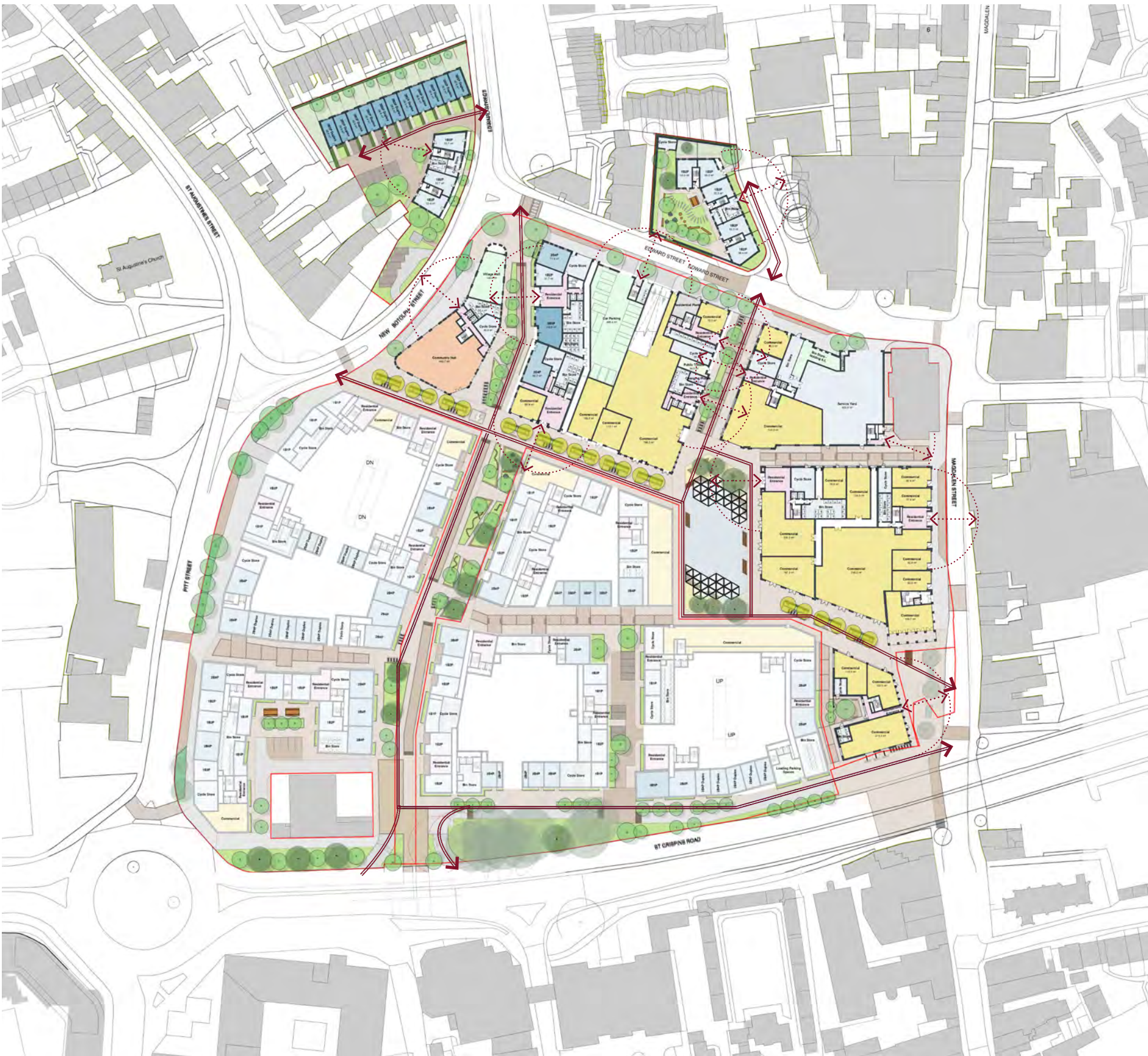
Open Yards

Semi Private Yards (gated with managed access)





# Fire Tender Access to Residential Cores - Detail Application Area



- ↑ Fire Tender Access
- ..... 18m Radius from Inlet
- 18m from Inlet
- Residential Core
- Fire Tender



# Mix - Typical Level - Detail & Outline Application Areas



- Studio
- 1 Bed 2 Person
- 2 Bed 3 Person
- 2 Bed 4 Person
- 3 Bed 5 Person

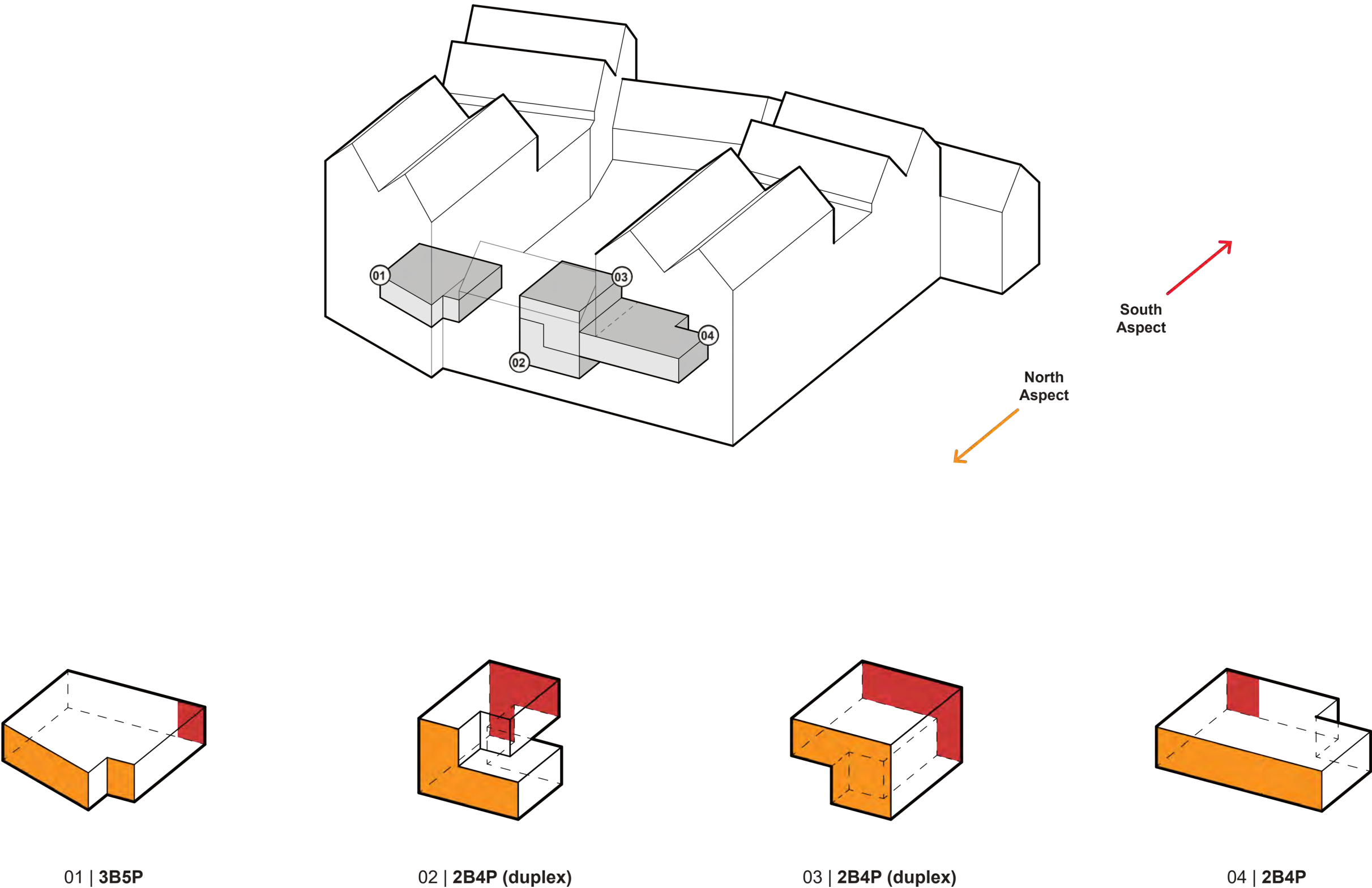


# Tenure - Detail & Outline Application Areas





# Dual Aspect Homes - Northern Facades Strategy





# Dual Aspect Homes - Typical Level - Detail & Outline Application Areas



**Detail Application Area**

Total Units: 367

Dual Aspect: 200

Dual Aspect Percentage: 54.50%

- Dual Aspect Home
- Dual Aspect Home - Outline Application



# Balcony Strategy - Typical Level - Detail Application Areas



- Bolt on Balcony
- Juliette Balcony
- Bolt on Balcony in a Recess



Bolt on Balcony Example



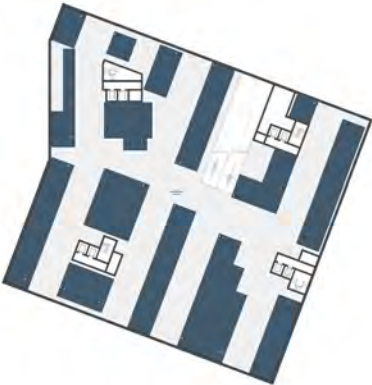
Juliette Balcony Example



Bolt on Balcony in a Recess Example



# Residential Parking - Ground Level - Detail Application Area





Building A Basement Level Residential

**Detail Application Area**

Total Units: 367

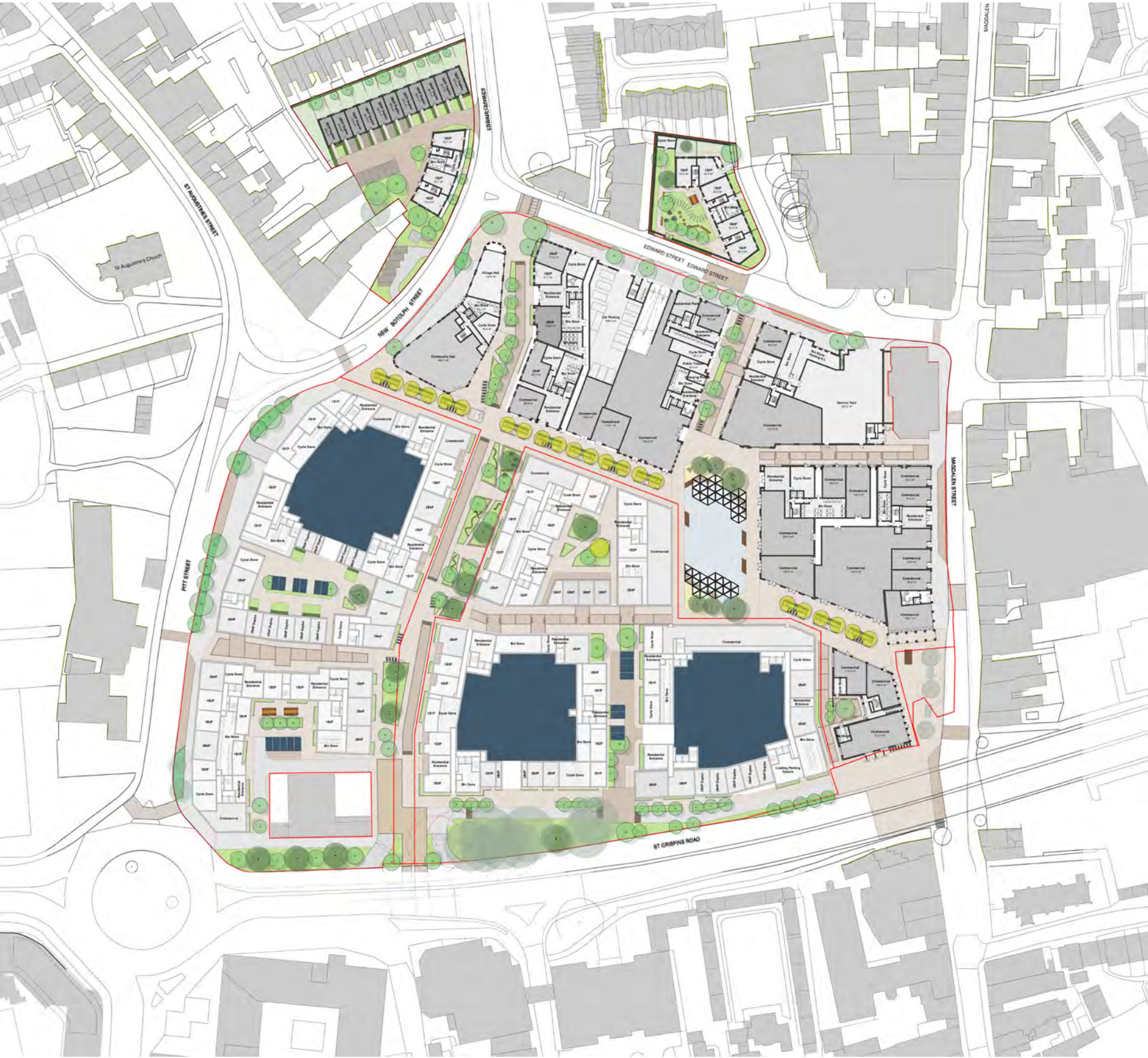
Parking Number: 146

Parking Percentage: 39.78%

-  Car Club Spaces
-  PrivateResidents' Parking



# Residential Parking - Ground Level - Outline Application Area



**Outline Application Area**

Total Units: 699  
Parking Number: 183 (Includes Level 01)  
Parking Percentage: 26.18%

- Car Club Spaces
- PrivateResidents' Parking



# Residential Parking - Level 01 - Outline Application Area



PrivateResidents' Parking



# Residetial Amenity - Detail Application Area



- Residential Podium Garden
- Residential Communal Roof Terrace
- Residential Private Roof Terrace

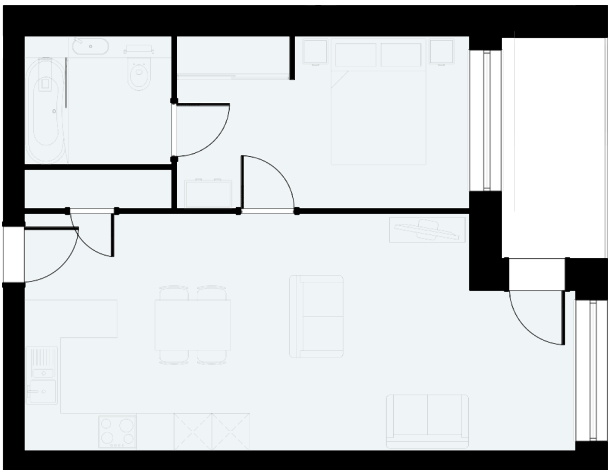


# Typical Apartment Layouts

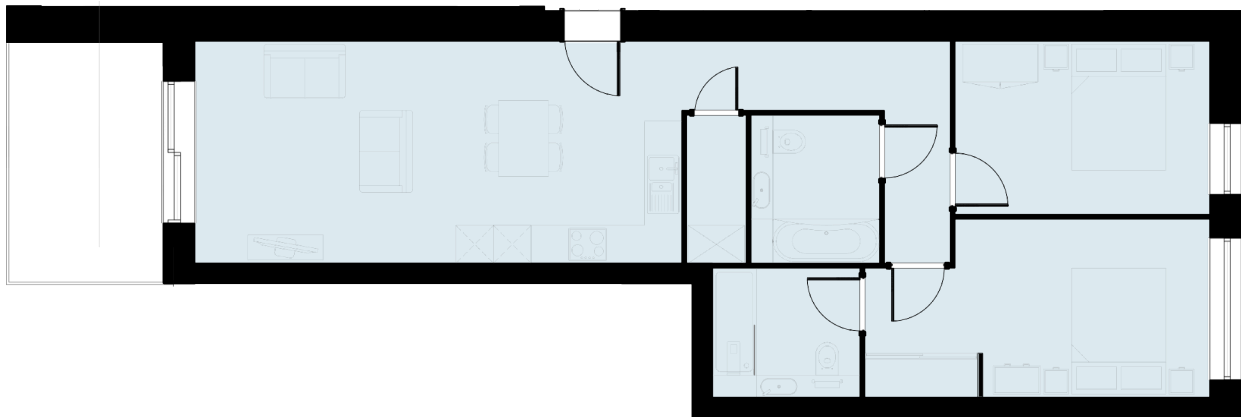
Unit Locator



1B2P



2B4P



2B4P

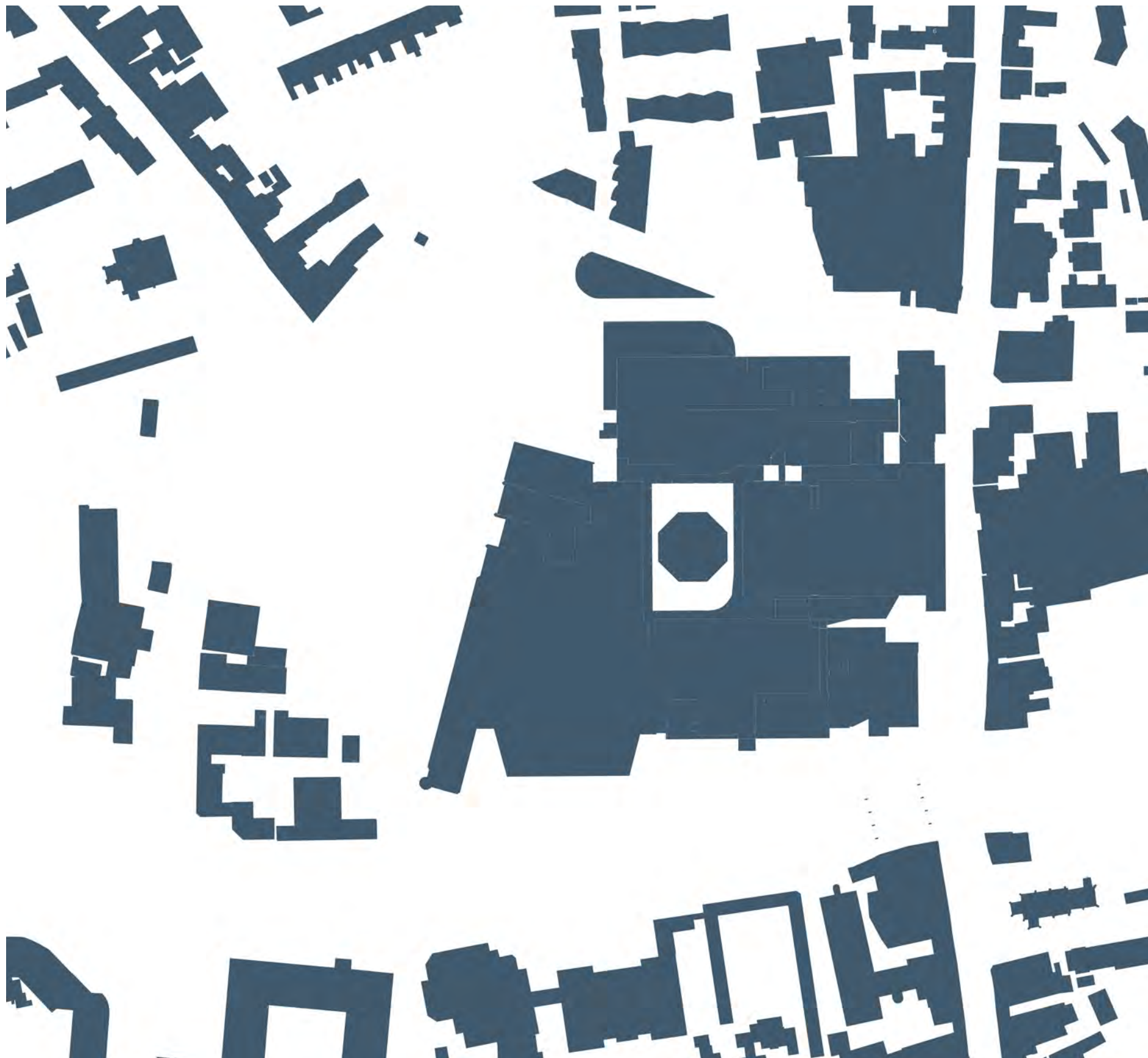


3B5P





# Existing Figure Ground





# Proposed Figure Ground - Detail & Outline Application Areas



Existing & Proposed Figure Ground Overlay



- Existing Figure Ground
- Proposed Figure Ground - Detail & Outline Application Areas



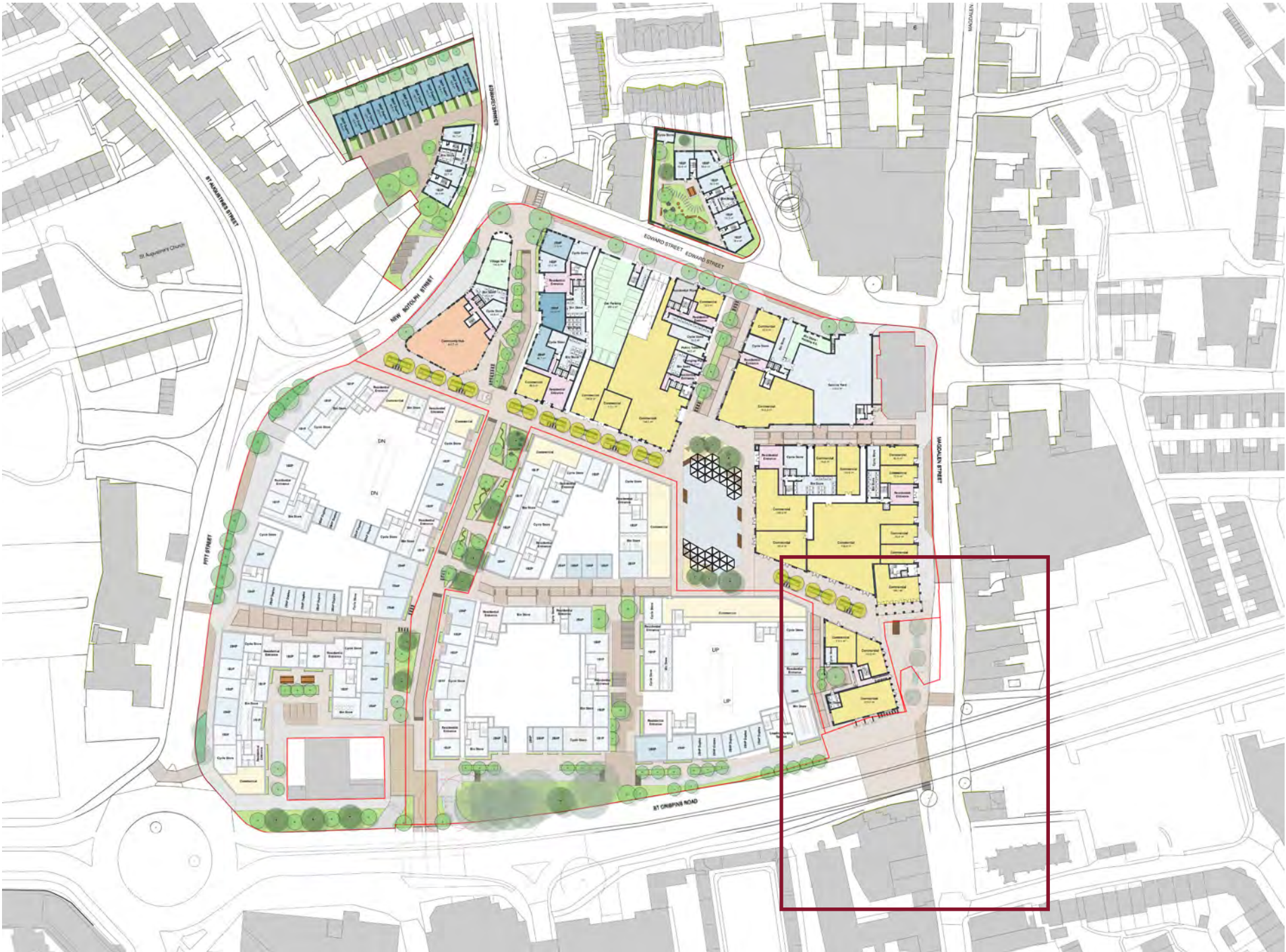
# Mobility Hub

## Scheduled Improvements

- 2.38 In conjunction with the preparation of this planning application, discussions have been held with NCC, NCoC and various other stakeholders regarding the provision of a 'Mobility Hub' on Magdalen Street. However, this will be subject to a separate planning application. Notwithstanding, it is acknowledged that all parties are looking to bring this facility forward and therefore it is expected to be approved and implemented within the near future.
- 2.39 The potential proposals are shown in **Figure 2.6**, and the potential improvements / changes include:
- Provide a total of 6 bus stops (3 x northbound and 3 x southbound) to increase capacity and ensure buses can stop within dedicated areas.
  - Revision to Magdalen Street car park to provide improved public realm area, including a generous amount of cycle parking provision. This will also include conversation of standard spaces to disabled parking, and the provision of active electric charging points for electric vehicles.
  - Provide a parallel pedestrian and cycling crossing on Magdalen Street to follow the desire line between the Site and the existing pedestrian route to the east, with NCC having aspirations to upgrade to a cycleway.
  - Removal of the existing crossing on Magdalen Street to facilitate the new crossing mentioned above.
  - Provision of cycle hire facilities (including for electric bikes), modern public signage, information boards, seating, lighting and planting.



Proposed Visual of Stump Cross including Mobility Hub Zone



Proposed Site Plan showing Mobility Hub Zone (subject to separate application) in context and location of Figure 2.6



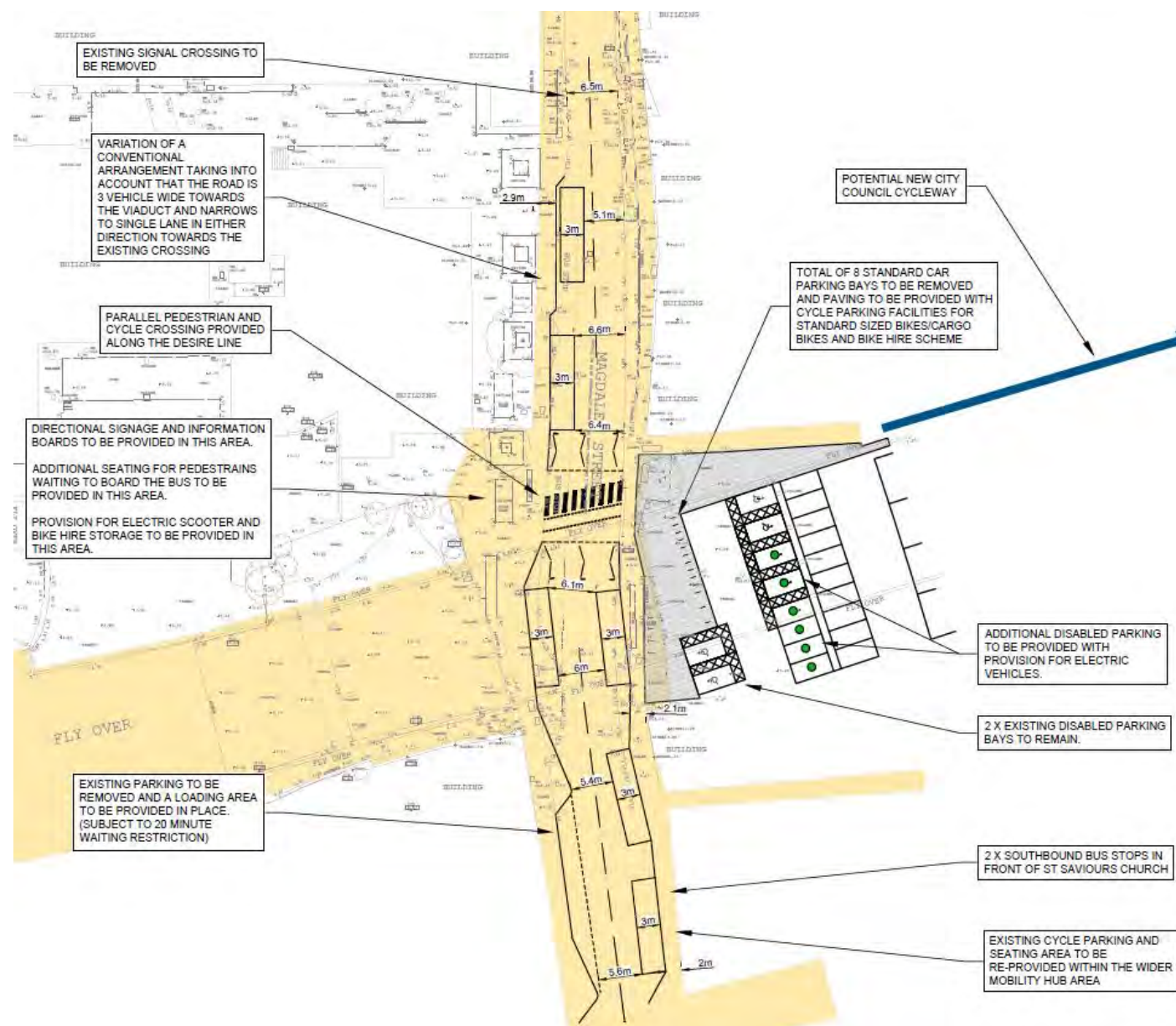
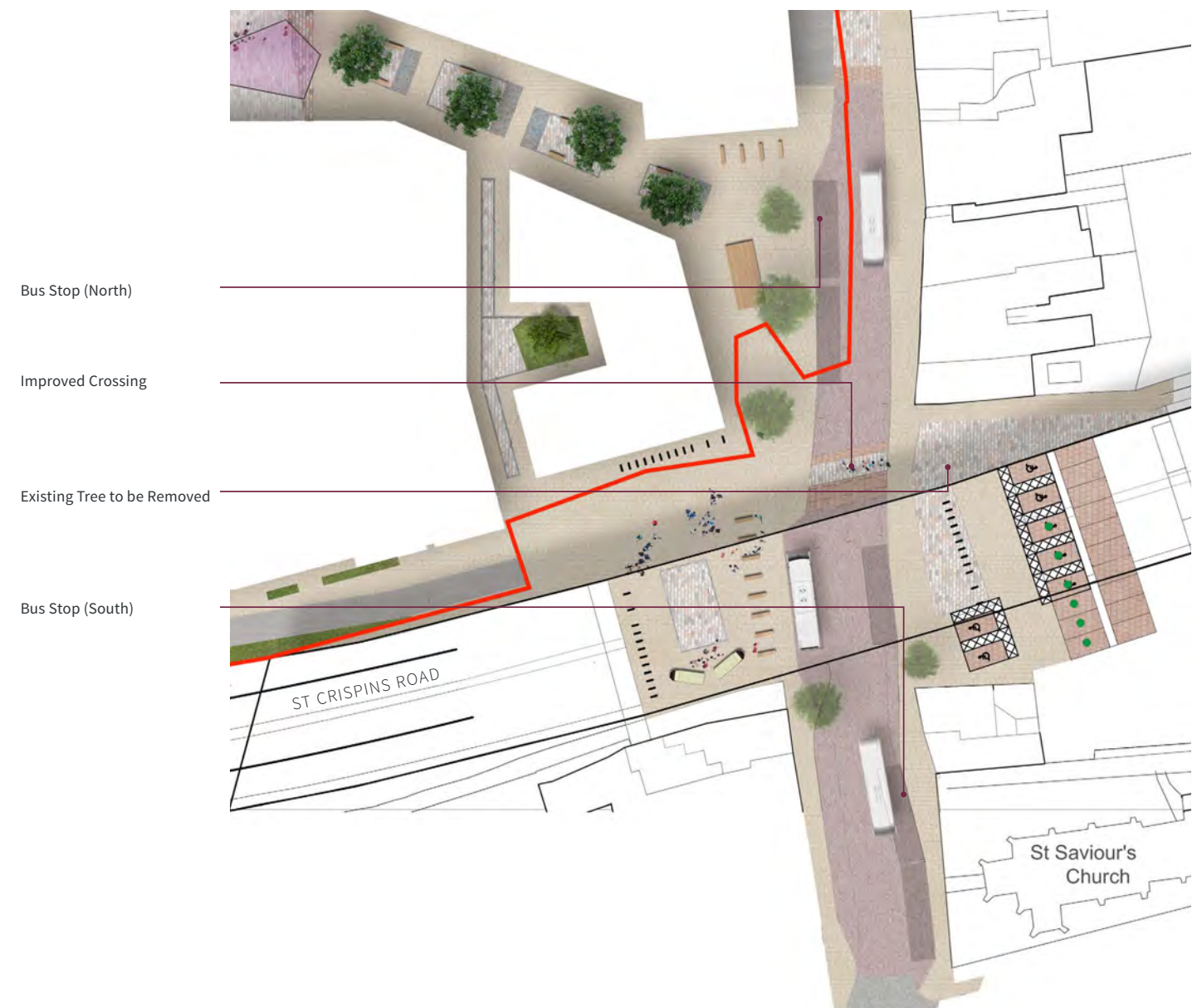


Figure 2.6



Conceptual Layout for Mobility Hub (subject to separate application)



