

7.1 Setting the Brief

The streets are crucial arteries through the site and will be designed with pedestrians and cyclists as the priority.

Connecting into the wider streetscene will be key to the design of the streets and lanes. Views from the streets beyond are key also, for example at the gateways of Stump Cross and St Georges Street.

There is an opportunity to green the streets with trees and planting, and also Sustainable Urban Drainage features such as swales.

There is a hierarchy of routes through the masterplan and this is defined by the use, such as commercial streets for shopping or residential streets where people will live.



DESIGN DEVELOPMENT SKETCHES

7.2 St Georges Gardens

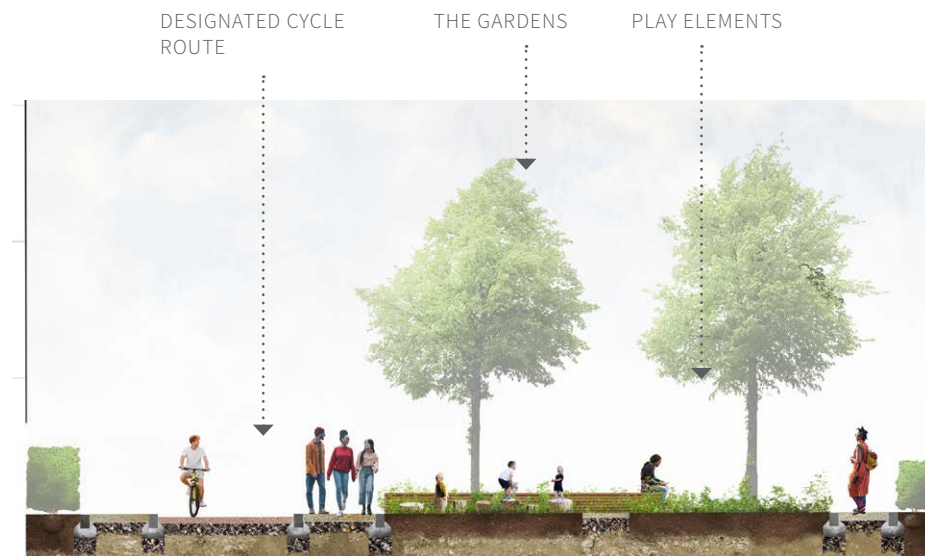
St Georges Garden will offer a peaceful respite from the adjacent civic spaces.

It will allow for the residential properties to sit in unison with the Yellow Pedalway and create a green buffer. Semi-mature trees, with hedgerows and shrub planting will create a green heart to counter balance Anglia Square. This will also offer a bio-diversity benefit to the centre of the scheme.

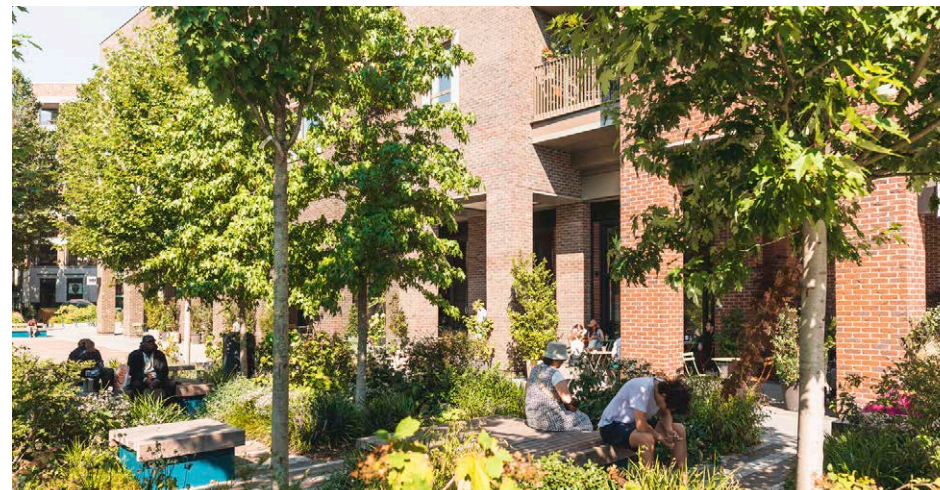
The Pedalway will be marked out with a minimal upstand kerb and change of surface material and colour. This approach has been developed through the consultation process with the local interest groups.

St. Georges Gardens will also offer the chance for play within the green areas, with natural play items such as stepping stones and logs, balance beams and mounding.

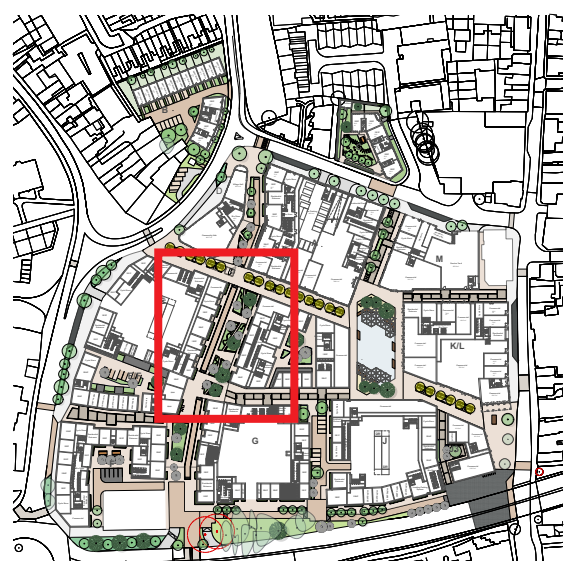
St Georges Gardens Section (A-AA)



ELEPHANT AND CASTLE, LONDON

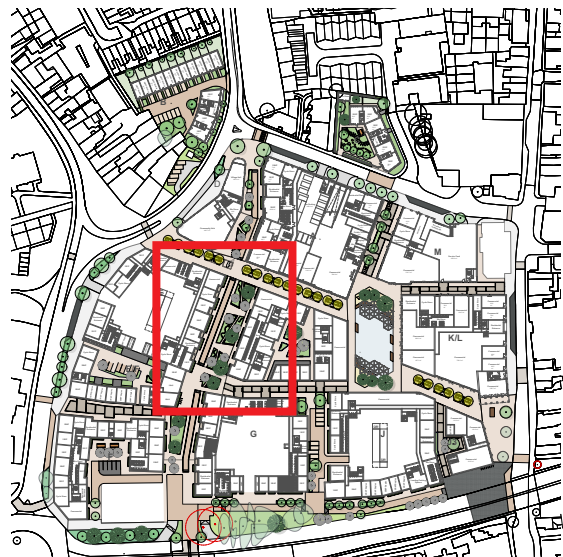
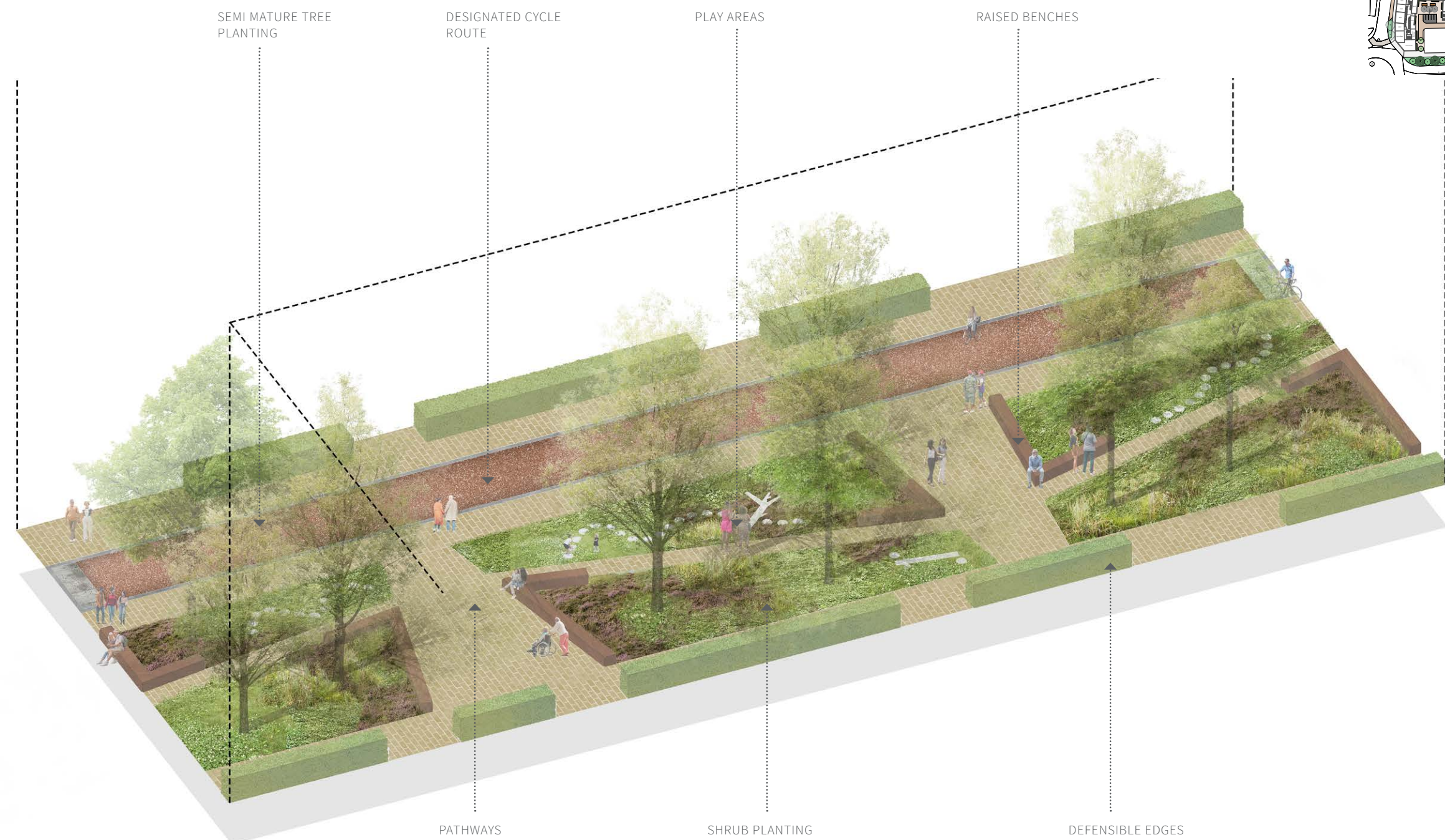


TRAPÈZE, PARIS



7.3 St. Georges Gardens

AXONOMETRIC



7.4 St. Georges Gardens

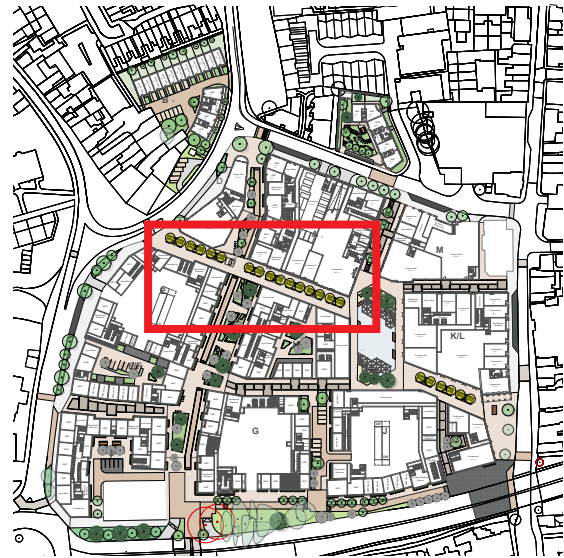


LOCATION PLAN

This view looks north up the designated cycle route towards Botolph Street. The benches, play items and planting can be seen.



7.5 Botolph Street



Botolph Street Section (A-AA)



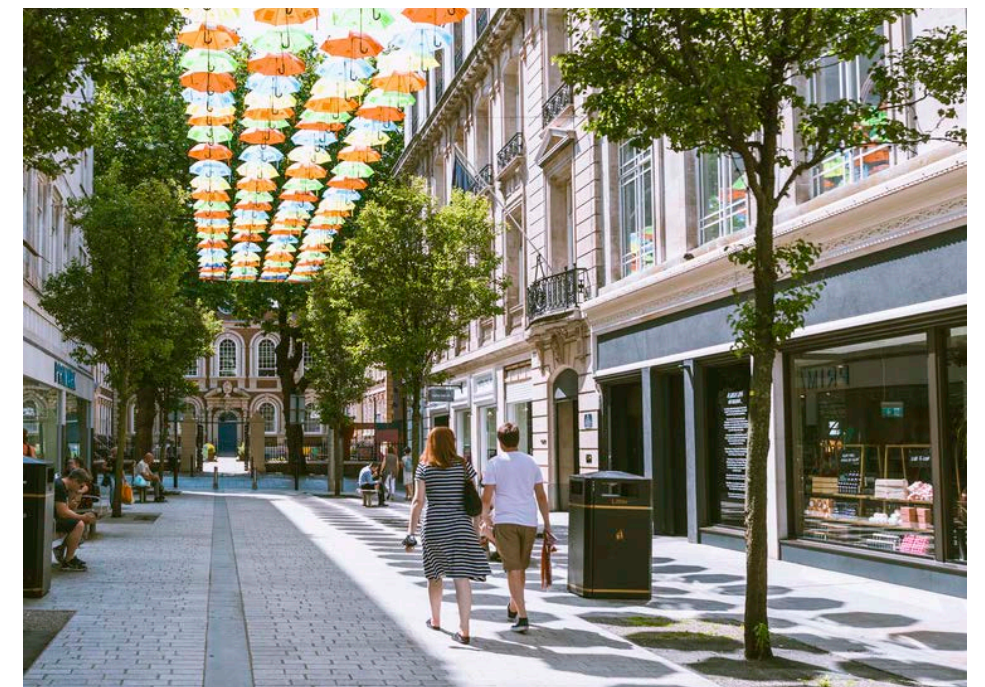
KEY

- 1 Street Trees in Pairs
- 2 Area for Public Art
- 3 Arrival Area for Community Hub
- 4 Clear Pedestrian Route

SHAW'S ROAD, ALTRINCHAM

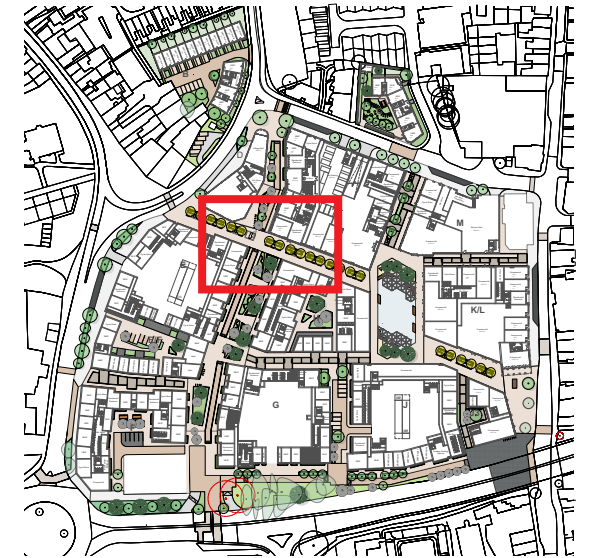
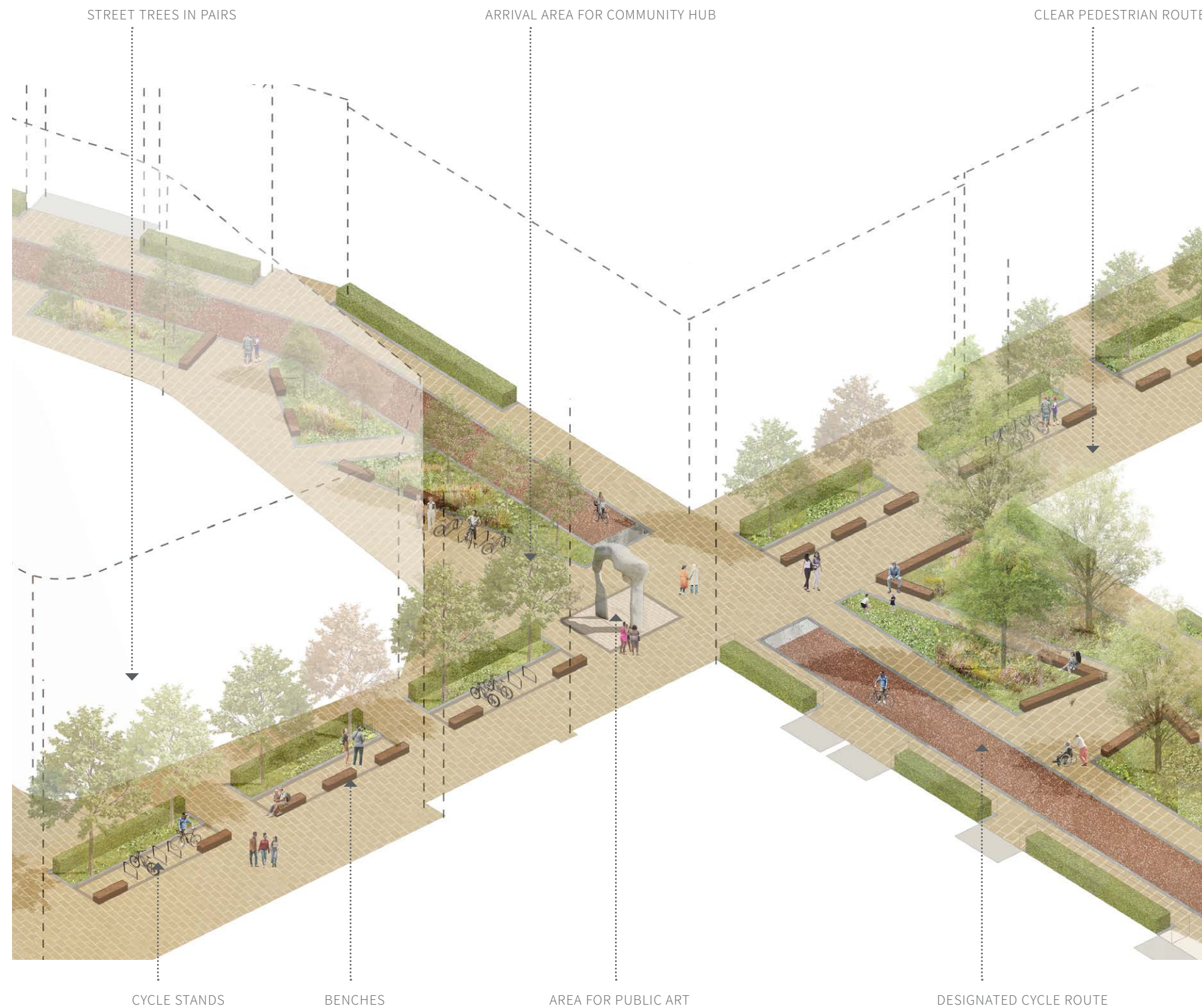


CHURCH ALLEY, LIVERPOOL



7.6 Botolph Street

AXONOMETRIC



7.7 Botolph Street



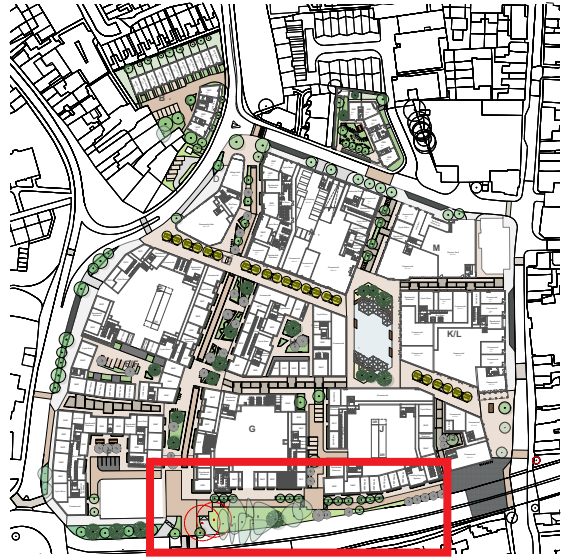
LOCATION PLAN

Within this view looking west along the reinstated Botolph Street, the area for potential public art can be seen.

The intention for the public art is that it will be opened up for a competition, with a local artist taking on the brief being the preference.



7.8 St Georges Street South



The key driver behind the green space at St Crispins Street is to retain as many trees as possible.

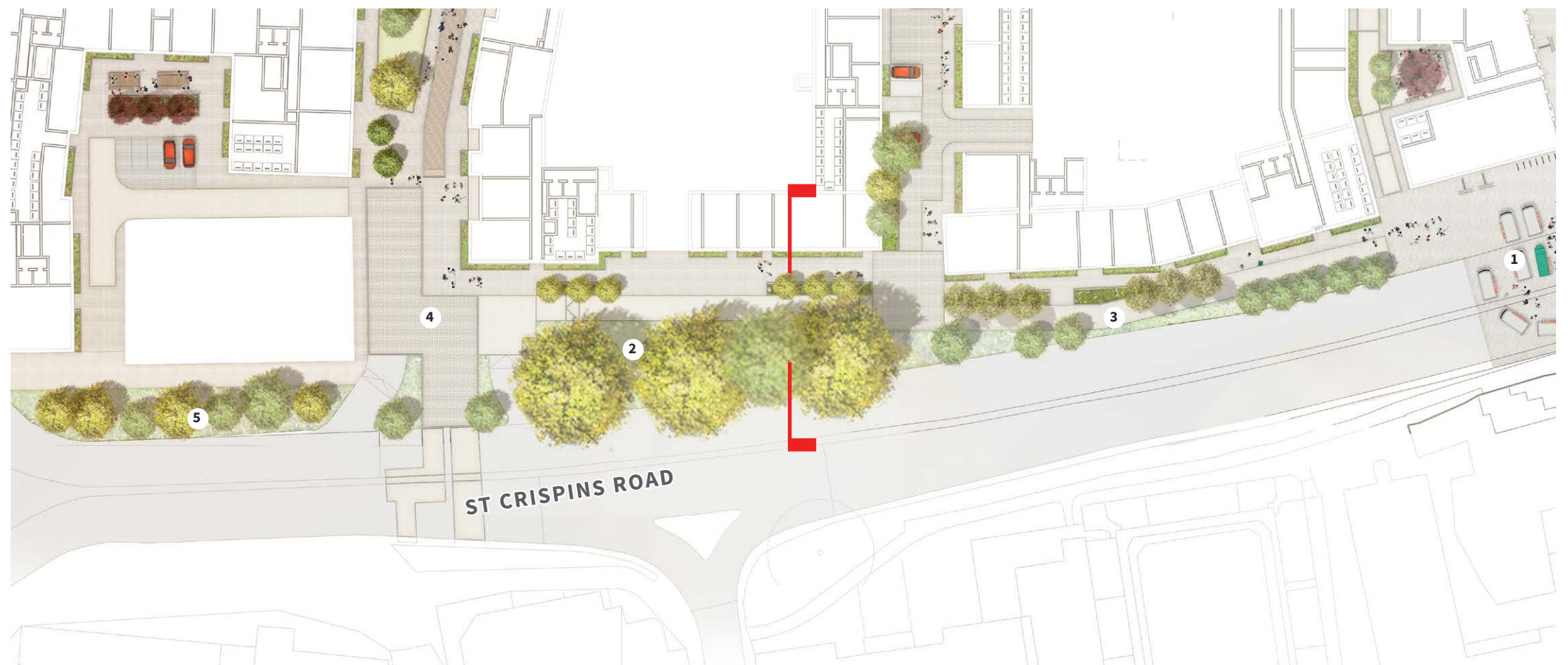
There are currently nine London Plane Trees and two Limes. Two of the London Plane trees will be removed to allow for the new access into the site. This loss will be mitigated substantially over the site with new tree planting. Specifically in this area there is a chance to introduce a large number of new trees, along the new east-west route along Cherry Lane and also by extending the existing verge area and creating a swale with tree planting within it.

A strong green edge to the rising St Crispins Road will be created on the southern aspect.

St Crispins Green Space Section



Grey To Green, Sheffield



KEY

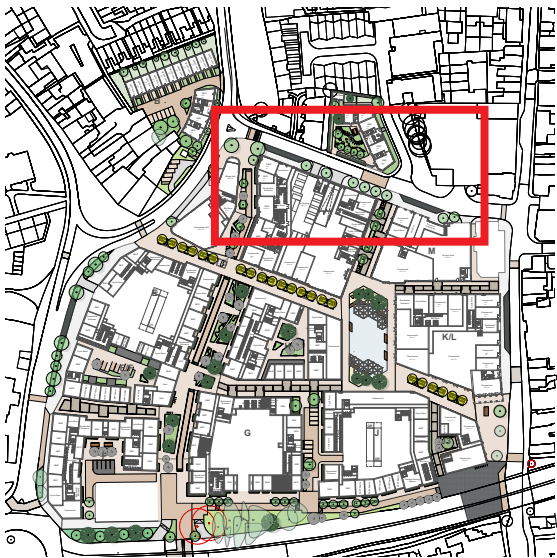
- 1 Mobility Hub (Under Flyover)
- 2 Retained Trees
- 3 Cherry Lane
- 4 Raised Table at Entrance
- 5 New Swale and Street Trees

7.9 Edward Street

Edward Street to the north will welcome visitors on foot with two new crossing points and enhancements to the streetscene.

Street trees will improve the air quality, whilst also adding some human scale to the facade.

Service bays on the street will add functionality to the street whilst assisting less able bodied shoppers with a taxi drop off point.



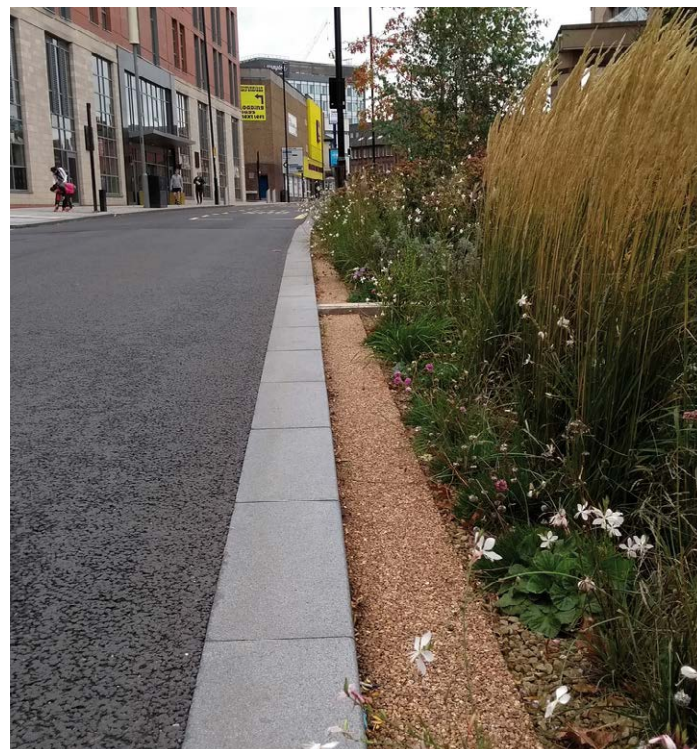
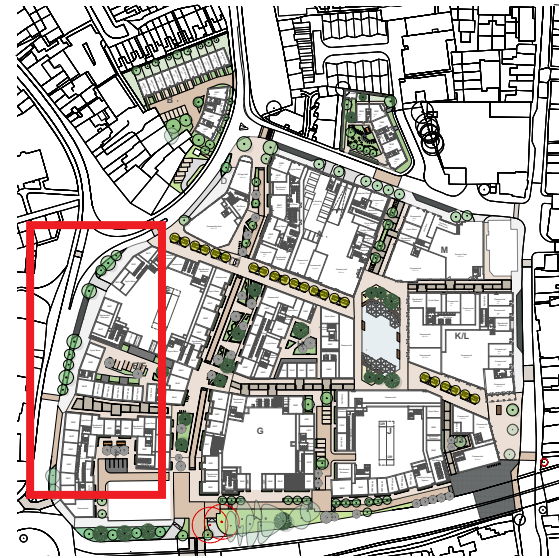
7.10 Pitt Street

Pitt Street will also offer another chance to connect into the wider cityscape.

A new crossing across Pitt Street will connect the masterplan proposals into Gildencroft Park and play space. A clear route from east to west is created which is currently lacking.

Further enhancements to Pitt Street include the possibility for swale planting along the road edge to capture surface water run off before it is dissipated into the drainage connection.

The swale planting will be complimented by trees that are capable of surviving in wetland areas such as Alders and River Birch.





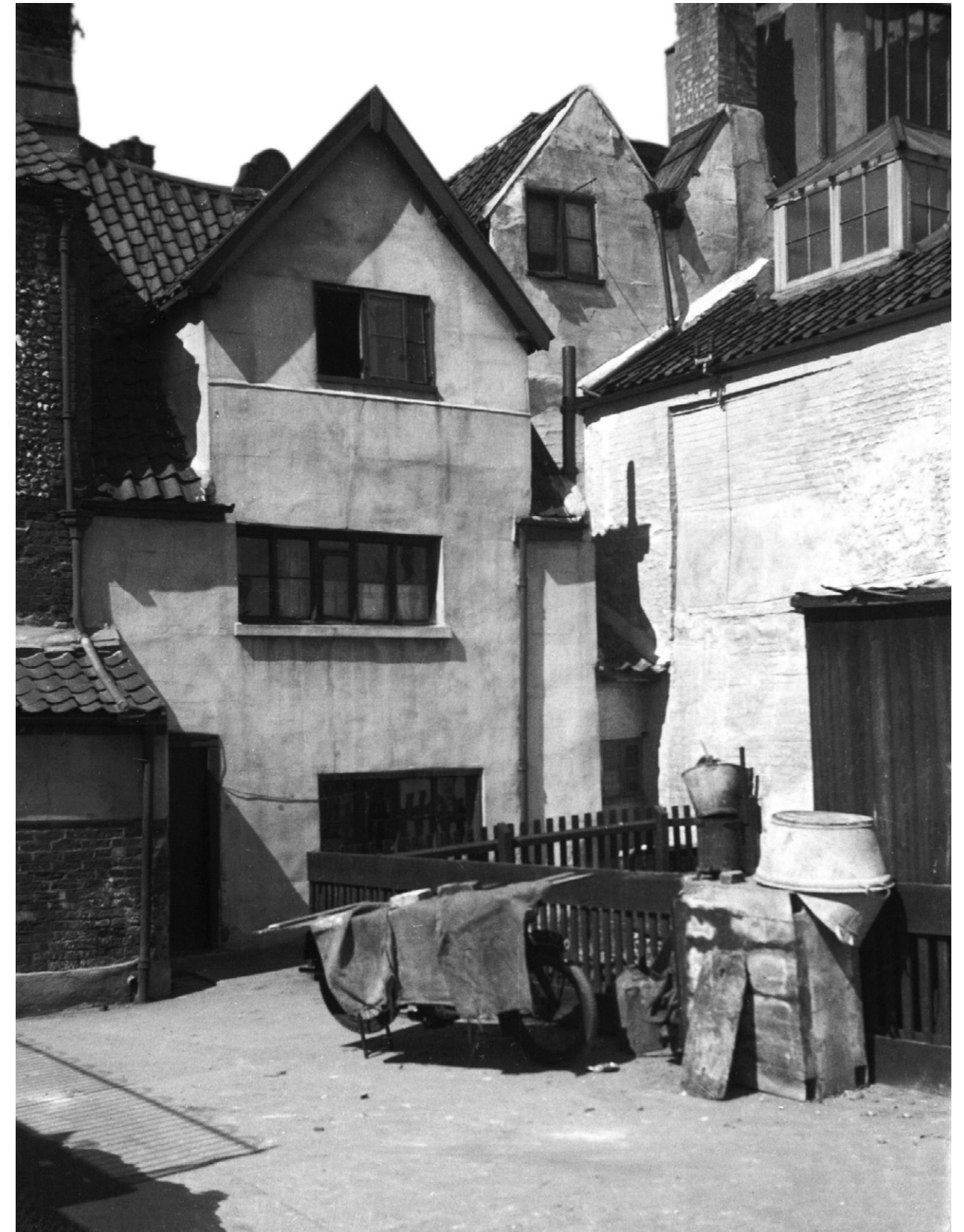
8.1 Setting the Brief

The Yards are a key component in grounding the masterplan in Norwich.

They will be introduced as spaces for the residents to mingle and interact whilst providing a functional use. Some will have space for cars, whilst being clearly pedestrian priority.

They will be primarily hard surface spaces but with significant tree planting. Defensible planting to ground floor properties is also of importance.

They will provide crucial tertiary connections through the masterplan to offer an alternative to the major north-south and east-west routes.



MAGDALEN STREET NEW YARD, 1937 BY GEORGE PLUNKET

8.2 Calvert Yard

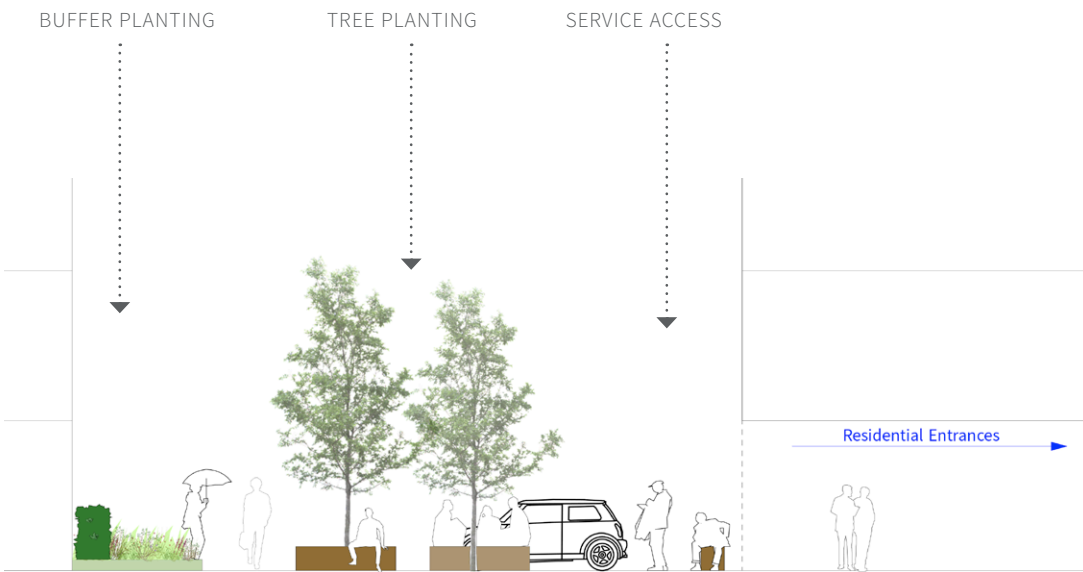
Calvert Yard will be a functional space allowing for clear movement for residents and for other users to permeate through the space.

Low car movements will access the residents car park of block J and some additional visitor spaces.

The space will connect from Anglia Square in the north to cherry lane in the south and beyond into the city centre.

Tree planting and shrubs will soften the edges and create defensible space.

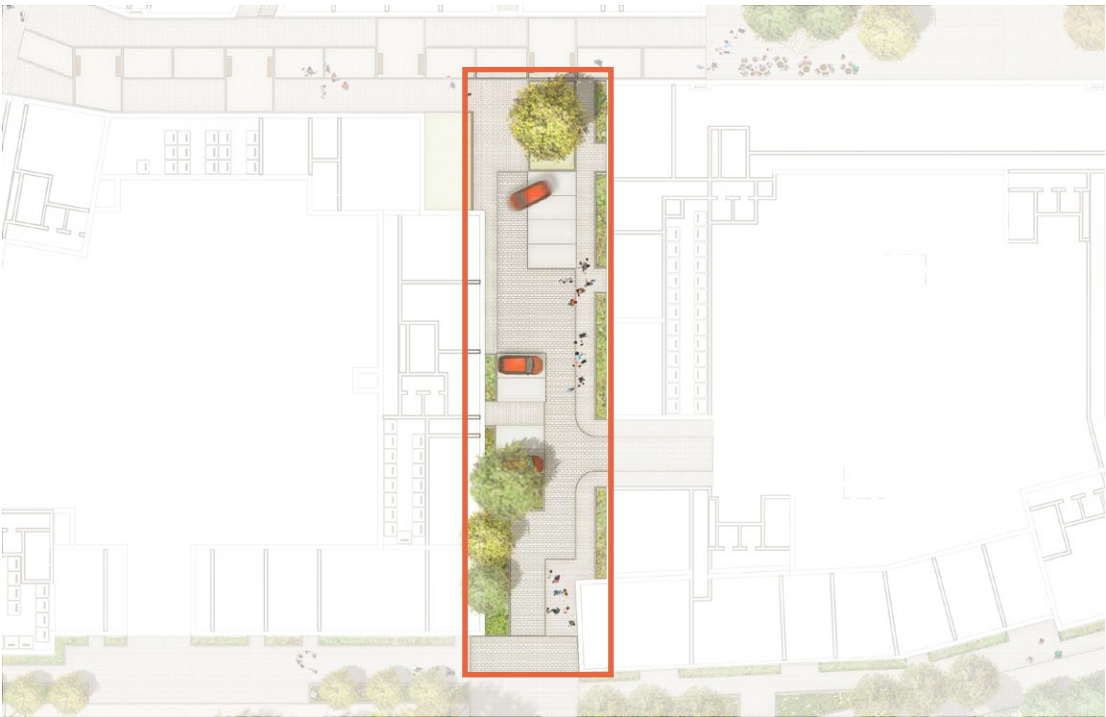
Calvert Yard Section



Goldsmith Street, Norwich



LOCATION MAP



Marmalade Lane, Cambridge



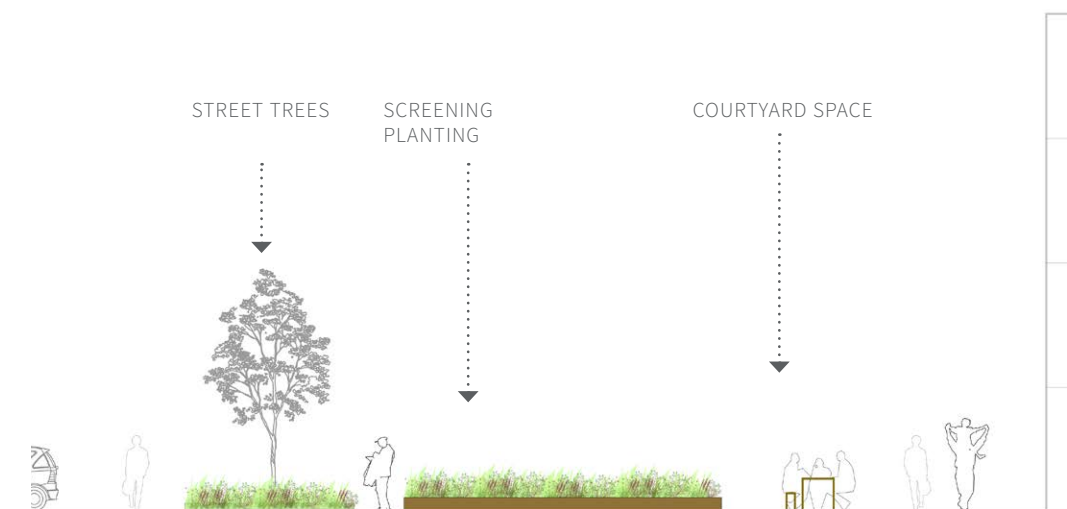
8.3 Cherry Tree Yard

Cherry Tree Yard will be reminiscent of yard spaces all over Norwich.

It will be primarily a hard space with a small number of trees, but of a significant size.

A small number of vehicular movements will take place with a pedestrian route being the focus. The pedestrian route will be a secondary access from the internal site to Pitt Street.

Cherry Tree Yard Section



Trumpington Meadows, Cambridge



LOCATION MAP



Sugar House Island, London



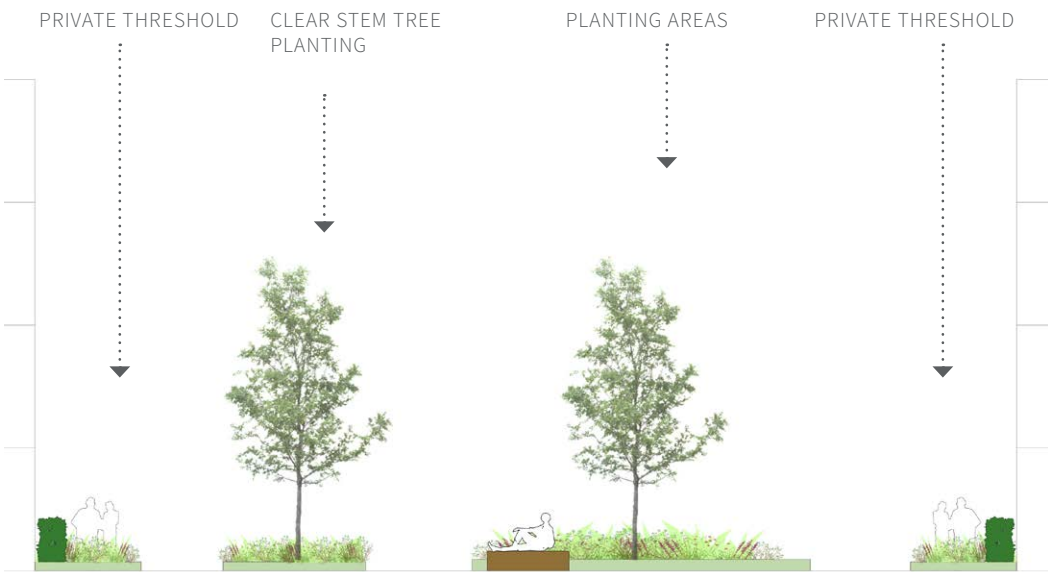
8.4 Sovereign Yard

Sovereign Yard is centrally located in the masterplan and will provide a peaceful respite from the buzz of nearby Anglia Square.

Central trees and planting will offer spaces for residents to sit and interact.

Non-residents of the site will be able to access the space during day times, and the area will create a pleasant secondary route from north east to south west.

Sovereign Yard Section



Sugar House Island, London



LOCATION MAP



Hammarby Sjöstad, Stockholm



9

HARD AND SOFT LANDSCAPE STRATEGY

9.1 Norwich City Council Design Guidance

The hard landscape strategy for Anglia Square will be in keeping with the heritage of Norwich but adding a contemporary element.

Norwich does not have a single hard surface typology and much like its urban grain, has a patchwork of forms.

There is a beauty in this functional approach to what works in each specific place. This approach will inform the proposed hierarchy of hard landscape materials for the proposals at Anglia Square.

TRAFFIC STATUS	SECTION OF STREET	STREET QUALITY		
		STANDARD	SUPERIOR	PRESTIGE
PEDESTRIAN LANE	FOOTWAY	NOT APPLICABLE	SAXON (NATURAL)	YORKSTONE
	CARRIAGEWAY	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	KERB	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
SINGLE LEVELSHARED SURFACE WITH VEHICLE ACCESS	FOOTWAY	NOT APPLICABLE	SAXON (NATURAL)	YORKSTONE
	CARRIAGEWAY	NOT APPLICABLE	TEGULA (PENNANT GREY)	GRANITE SETTS OR TEGULA
	KERB	NOT APPLICABLE	CONSERVATION	GRANITE
FOOTWAY AND CARRIAGEWAY ON SEPARATE LEVELS	FOOTWAY	ASPHALT	SAXON (NATURAL)	YORKSTONE
	CARRIAGEWAY	ASPHALT	ASPHALT	ASPHALT
	KERB	BS CONCRETE	CONSERVATION	GRANITE

STREETSCAPE QUALITY PLAN

'Standard' Quality

Edward St. shown as 'standard' quality.

'Superior' Quality

Magdalen St. and Pitt St. shown as 'superior' quality. Assumed that New Botolph St. would be commensurate

Approx. Site Boundary

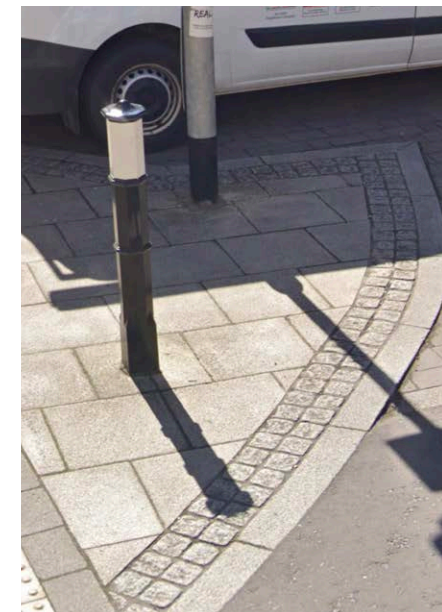
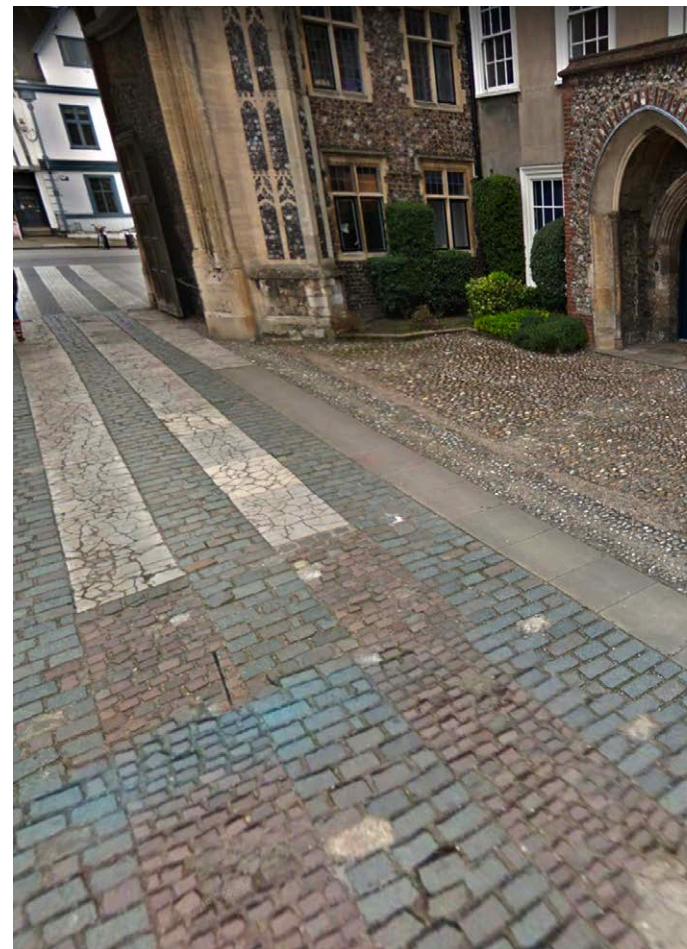
Plan extracted from LPA design guidance of 2006, hence the absence of New Botolph Street



9.2 Existing Materiality Of Norwich

Highly formalised paving in distinct 'medieval' aesthetic most prevalent in areas of historic and cultural significance

Offers iconic 'historic' aesthetic however also creates issues for maintenance and accessibility.



Formalised contemporary paving arrangements with an element of variation in colour, texture and unit size.

Cultural influence seen throughout the city in the use of 'historic' materials.

Lack of over-arching strategy results in often unsightly interfaces with contemporary materials and finishes - both high quality and low .

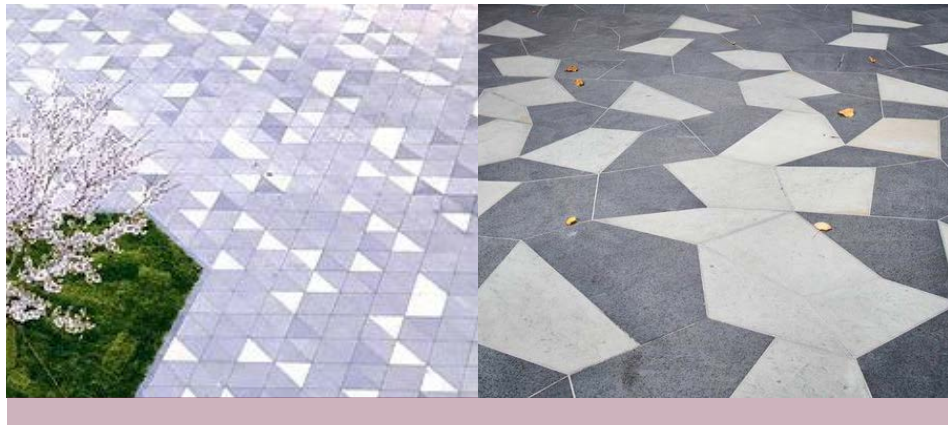


Flint cobbles in particular are seen as being characteristic of Norwich's cultural heritage. Whilst they create a very iconic and softened aesthetic, the irregularity of the surface creates issues with accessibility and legibility.

9.3 Ground Plane Materiality - Private Land

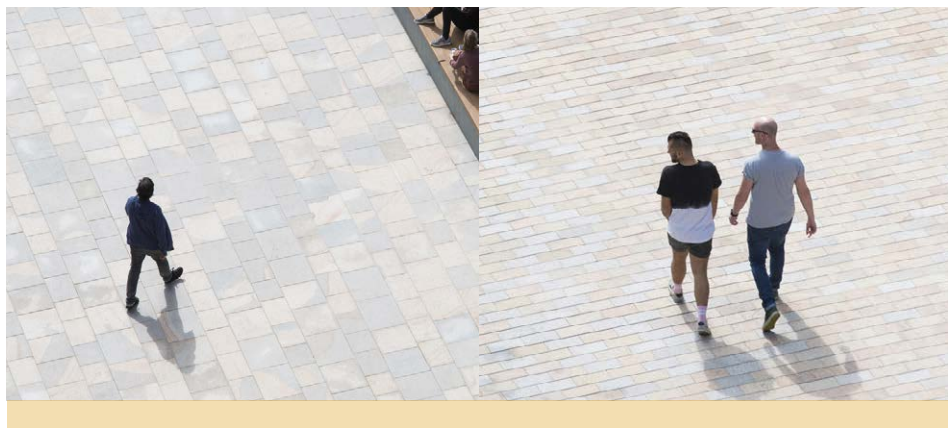
FEATURE PAVING - BESPOKE

A strong bespoke paving arrangement is proposed for the 'inner' square at Anglia Square. This will work alongside the canopy and bench designs.



HIGH QUALITY - NATURAL STONE PAVING

For the most high profile areas natural stone in different sizes is proposed. Flag sized units are proposed in Anglia Square and smaller units are proposed in Botolph Street.



PUBLIC REALM - CONCRETE BLOCK PAVING WITH NATURAL STONE AGGREGATE

For the secondary areas, concrete blocks are proposed. This will create an intimate setting for the more residential areas.



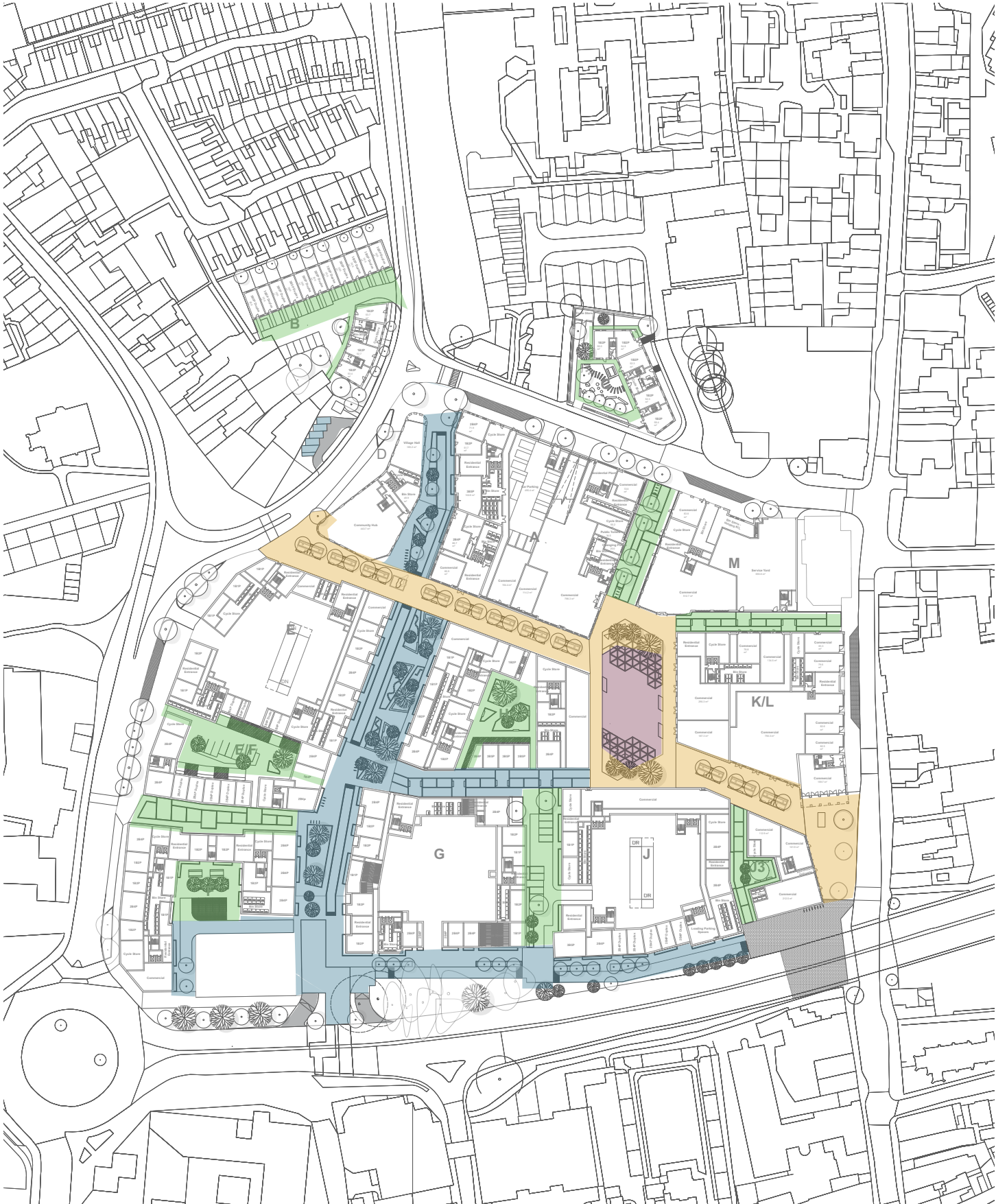
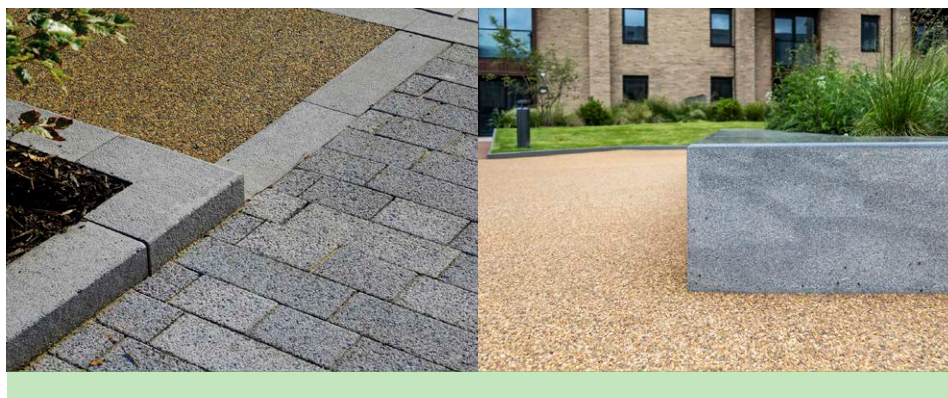
YARD AESTHETIC - SMALL/ VARIED UNIT SIZE

TUMBLER CONCRETE BLOCKS

RESIN BOUND AGGREGATE

Within the yards concrete blocks will be used.

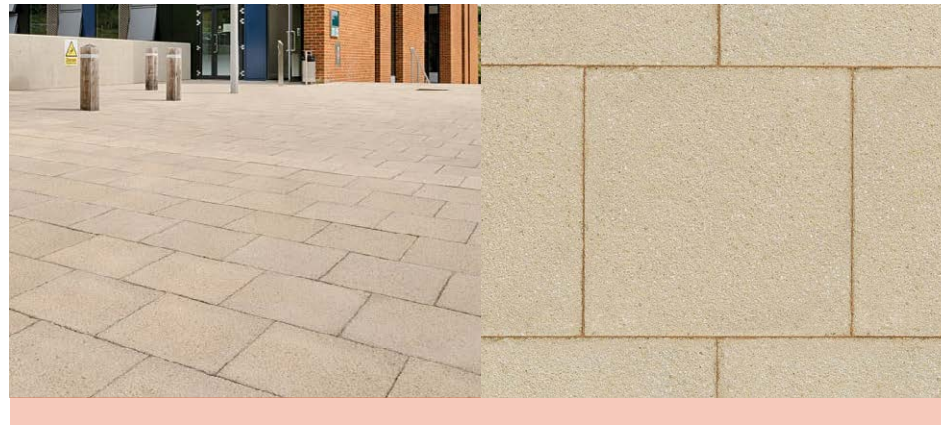
The roof terraces will also use concrete blocks with resin bound aggregate.



9.4 Ground Plane Materiality - Adoptable Areas

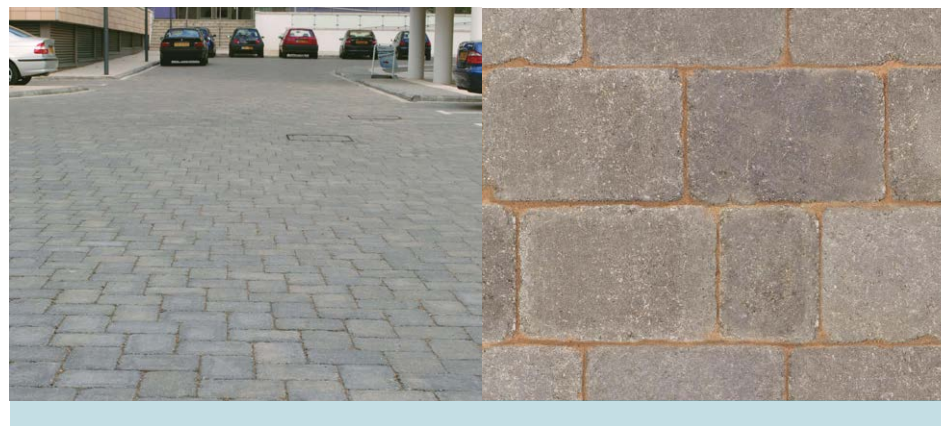
**TEXTURED CONCRETE PAVING
SLABS**

MARSHALLS SAXON



TUMBLED CONCRETE SETTS

MARSHALLS TEGULA



**ASPHALT WITH CHIPPINGS
ROLLED IN**

