



Historic
England

HE1/2 Appendix 1: Ash Sakula Report
2 December 2019

Ash Sakula Architects

Anglia Square, Norwich





Church Yard

St Augustine's Church
Rectory
(Seats for 250)

BM 27.2

Church Yard

Free
Trade
Tavern

ROSE YARD

Rose Inn

Britannia
Tavern

Crape Manufactory

The Shuttle
(P.N.)

MIDDLETON
YARD

Duke of
Sussex
(P.N.)

King Arms
Pub

Queen Adelaide
(P.N.)

BURROWS YARD

LITTLE CHERRYTREE YARD

CHERRYTREE YARD

St Olave's Church
Site of

Cherry
Tree
(P.N.)

CHERRY ISLANDS

GREEN'S LANE

Hope
Tavern

Methodist Chapel
(United Free)
Seats for 800

Ward P.N. Boundaries

Schools
Play Ground

DRAKES COURT

TWO BREWERS
YARD

Tower in Hand
(P.N.)

STONEMASONS' YARD

Fortune of War



Malthouse

BECKHAM'S YARD

Queen's Arms (P.M.)

Phoenix Brewery

HACON'S YARD

Whitehorse Inn

Smithy

St Botolph's Church (Site of)

Edinburgh Light (P.M.)

STUMP CROSS

Post Office

BISHOP'S YARD

ELEPHANT YARD

Doughty's Hospital (A.D. 1687)

Cat & Fiddle (P.M.)

All Saints Church (Site of)

Norman's School (Boys)

St Paul's Terrace

St Paul's Tavern

BARRED YARD

Stanley Home (P.M.)

White Rose (P.M.)

ARIEL'S COURT

RAYFIELD'S YARD

Queen Victoria (P.M.)

Duncan Arms

LINCOLN'S COURT

Church Yard

St Saviour's Church (Rectory) Seats for 200

Hope Brewery (P.M.)

Harper's Buildings

Mischel Tavern

Pendleton House

Letter Box



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01603 664667

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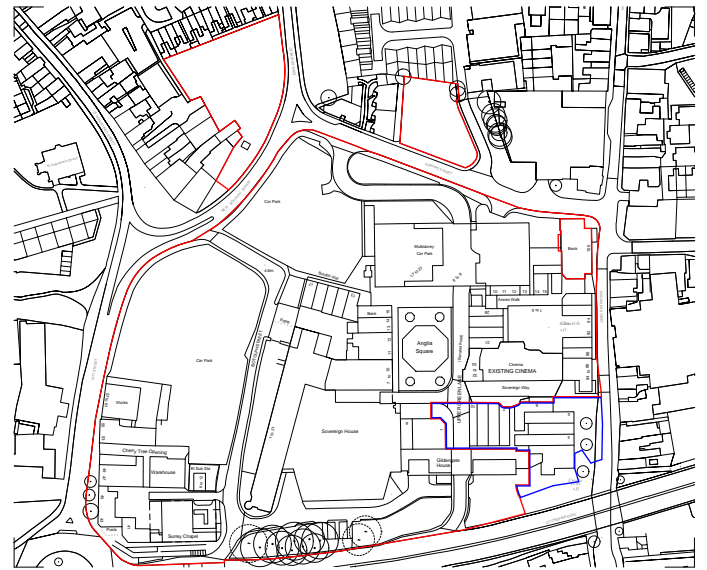
Introduction

Anglia Square is a 1960s shopping and office precinct in the northern part of Norwich's city centre. Its retail offer is poor, and many of its buildings are empty.

The current redevelopment proposal for Anglia Square replaces the current precinct with a new precinct. It includes a new shopping centre, 1,250 homes and more than 1,500 car parking spaces in blocks of 6 to 12 storeys. At its centre is a 20 storey tower.

Historic England has objected to the proposals in view of their effect both on the immediate neighbourhood of Anglia Square and on the significance of Norwich's City Centre Conservation Area and that of many of the historic buildings within it.

Ash Sakula were commissioned by Historic England to develop an alternative approach to Anglia Square, showing how its redevelopment could complement its neighbourhood and the historic cityscape of Norwich. This was to be informed by both Norwich City Council's Policy Guidance Note and the Norwich – North City Vision produced by St. Augustine's Community Together and the Cathedral, Magdalen and St Augustine's Forum.



Existing site plan



Current proposal for Anglia Square - one disconnected precinct replaced by another.

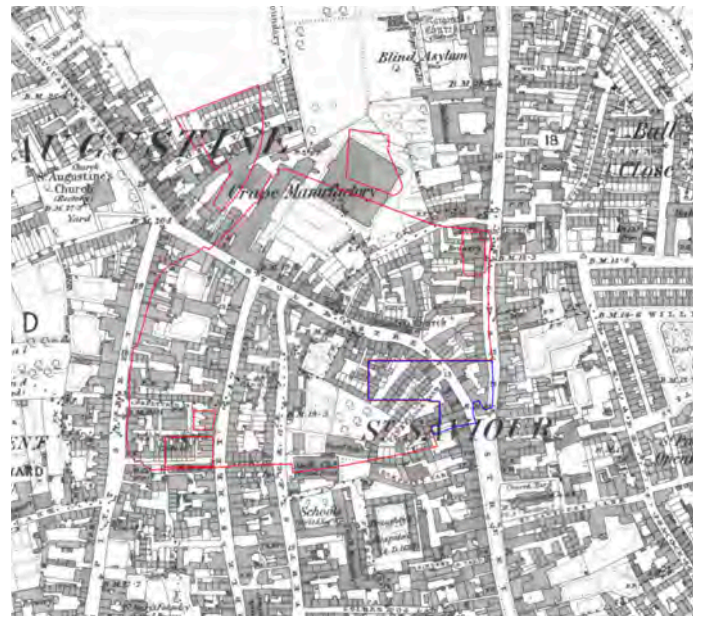


Anglia Square as is and as was: the ghost of the past overlaid on the present. Stump Cross, junction of Magdalen and Botolph Streets.

Anglia Square in history

The medieval street plan survived for centuries. Botolph Street was a main approach into the city from the north west, its junction with Magdalen Street located at Stump Cross in the south east corner of Anglia Square.

Construction in the 1960s of the ring road flyover and Anglia Square obliterated the line of Botolph Street, an important approach to Norwich from the north which ran diagonally across the site.



OS Map 1886



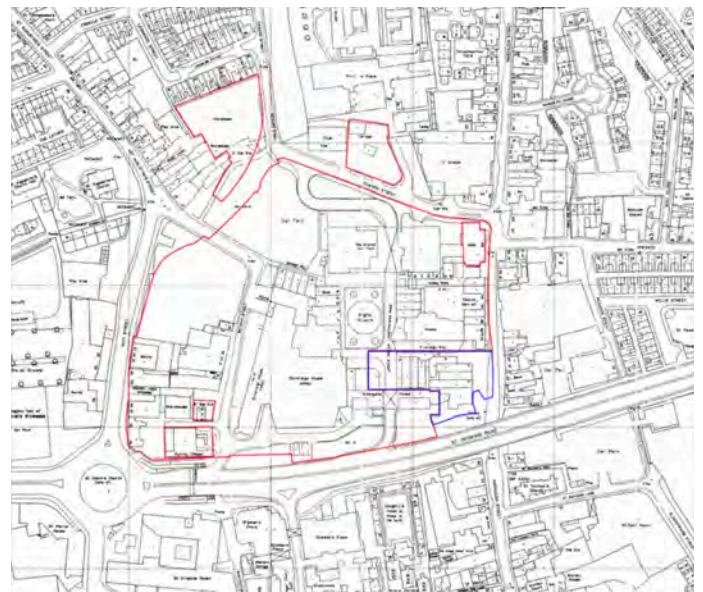
The King's Arms pub at the junction of Botolph Street and Calvert Street, photographed by George Plunkett in 1956.



OS Map 1955



Morant's Map 1873



OS Map 1994



Aerial view of Anglia Square as existing

Anglia Square today

Photographs taken at Anglia Square in May 2019.





Magdalen Street, Norwich 1935 ©George Plunkett

Urban design principles

We believe the following principles and vision should guide development of Anglia Square:

Response to existing context

- Respond to the historic character of Norwich;
- Recreate earlier routes and desire lines as important parts of the townscape setting;
- Remove cars and reduce parking;
- Protect views of the cathedral spire and the city hall tower from as many locations on the site as possible;
- Minimise the impact of the flyover; and, very importantly
- Safeguard and ensure the continued vibrancy of Anglia Square by creating an authentic neighbourhood which connects with and complements the areas around itself.

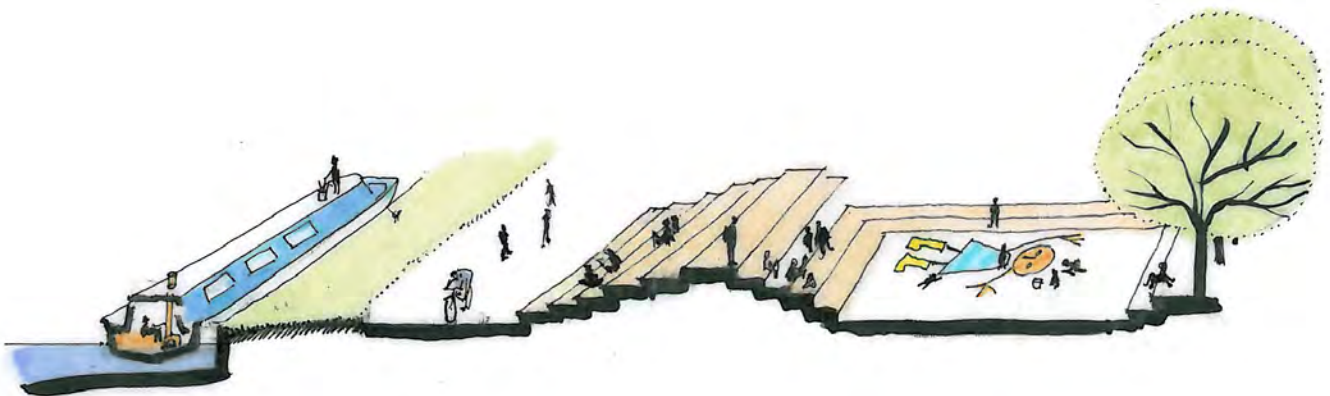
Planning

- Create a mixed use development;
- Create a safe and legible public realm to encourage walking and cycling;
- As well as dedicated play areas, make the whole public realm a playable landscape.
- Create pocket open spaces;
- Improve connections;
- Ensure new routes reflect pedestrian desire lines;

- Create good urban homes with a mix of sizes and tenures; and
- Enable a mix of large and small shops, cafés and restaurants.

Urban design

- Respond to the local character of Norwich;
- Create an informal, permeable pattern of streets that responds to how people want to move through the city;
- Create positive relationships between the site and surrounding streets by creating visual and physical links between these;
- Respond to the existing urban structure of the area, continuing its street-based urbanism;
- Ensure that development creates well defined areas of private, semi-private and public open spaces;
- Locate entrances and windows to create street level activity, active frontages and eyes on the street;
- Remove all but essential vehicular movement; and
- Develop a comprehensive programme of meanwhile uses to build interest and recognition in Anglia Square's future before and during the regeneration process.



An example of a playable public realm: Ash Sakula's Wickside, Hackney Wick, London



Simple buildings, complex public realm: Ash Sakula's Tibby's Triangle, Southwold

Key ideas

In particular, we have set down a number of key themes which we believe should be followed in the redevelopment of Anglia Square:

Cat's cradle of routes

A hierarchy of routes from large to small.

Different ways of getting from A to B.

Activity in the public realm makes everywhere safer and more interesting.

Routes follow desire lines

Traditional street layouts are a near infallible guide for where people want to go.

Traffic needs adapt to the street pattern, not the other way round.

Ease of movement encourages walking, enlivening the whole public realm.

Streets are places not corridors

Streets find reasons to widen, narrow and curve.

Trees in clumps not avenues.

Significant buildings and corners are given prominence.

Pedestrian priority throughout, with cycle and car movements tamed.

Learning from Norwich

Streets come in all shapes and sizes.

Buildings are predominantly two, three and four storey, with occasional higher and larger buildings.

The urban grain is intricate, syncopated and surprising.

Learning from other places

Amsterdam: more cycles and fewer cars makes a better city.

London: slowly discovering that two way streets are nicer than one way.

Toronto: cyclists spend more money than motorists.

Freiburg: greening and sustainability adds value.

A complex mix of uses mirroring the intricacy of the traditional city

No zoning: industrial, commercial, retail and residential uses can co-exist happily.

One building can house different uses – either simultaneously or over time.

Thoughtful design solves noise, disturbance, early morning deliveries and other issues.

Convivial urban living appropriate to an inner city location... low rise high density

Sharing common utilities: garden plots, recycling places, toolsheds, cycle stores.

Avoiding corridors, lifts and common parts, bringing people out onto the street and reducing cost.

Dual aspect homes.

Smaller gardens, more shared community space.

Less concern about 'privacy', more about 'community'.

Reducing car dependency

Fewer parking spaces.

More frequent buses with convenient bus stops.

Cycle friendly townscape, and lots of hoops.

Pedestrian priority throughout.

Public spaces and quiet corners

Some parts of the new Anglia Square should be busy and buzzy: bustling crowds, bright lights, laughter.

Other spaces should be calm, quieter, places of relaxation and repose.

A playful public realm for children of all ages from 8 months to 80.

A bit of the city

Anglia Square should not be a separated precinct, but a seamless part of the city of Norwich.

New routes should connect organically with existing streets.

The built form should generally match Norwich's existing townscape in mass, height and spatial intricacy.

Exceptions to this should be for 'special' buildings and uses.



Public space with clear connection

Kanic building on corner of Magdalen Street

Houses accessed from above / Pedium (shops & cars under)

Retained

Cyclists

Shopping pedestrian route

Buildings kept low against St Augs Public space.

Street still exists today

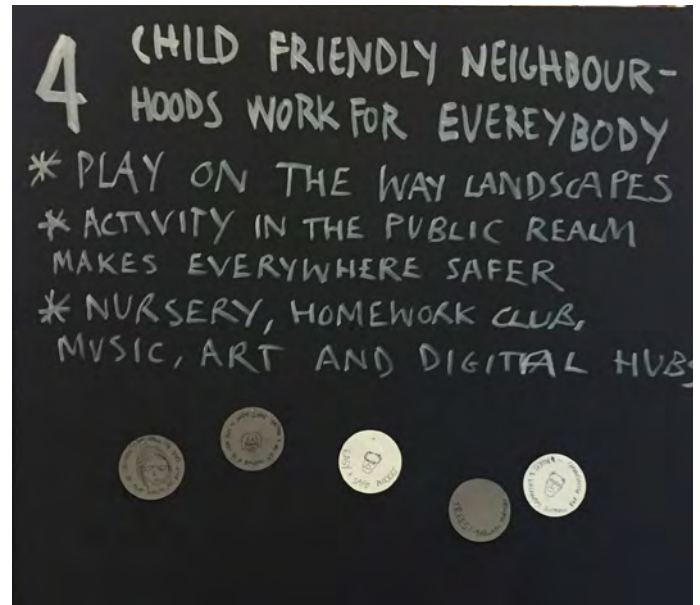
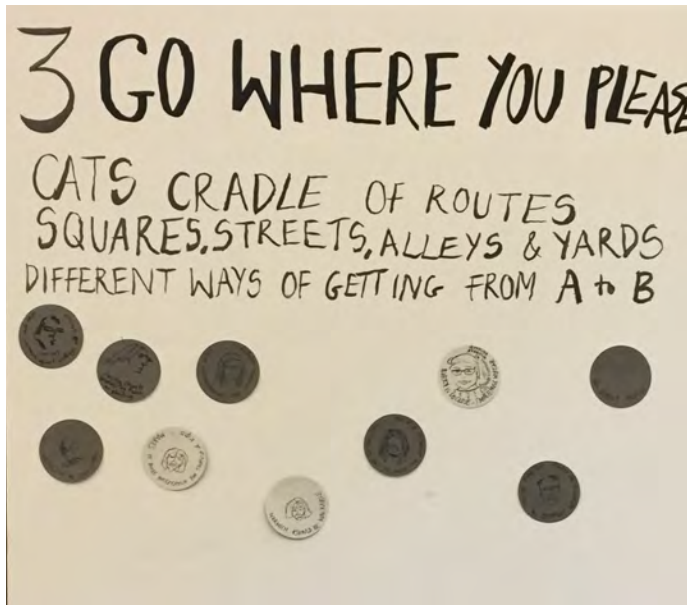
1885 (now)

Sharpie FINE POINT Permanent Marker

Co-design: community charrette

We ran a day-long community charrette on Saturday 1 June 2019 in St Augustine's Church Hall, adjacent to Anglia Square.

We presented our initial thinking and invited all-comers to share their vision of what Anglia Square could become. Their inputs have helped form this vision for its future.





1885 map overlaid with Anglia Square site boundary

An alternative proposal

The starting point for our alternative masterplanning approach is the 1885 map of the area, displaying a medieval street pattern which remained essentially unchanged for centuries until the construction of Anglia Square and the city ring road in the 1960s.

What is clear is that the desire lines represented by the ancient alignments of Botolph Street, Middle Street, Calvert Street and the unnamed lane along the south eastern edge of the manufactory remain as valid today as when they first emerged, and they have formed the basis for our proposed layout, as shown in the plans and images over the next few pages.

Anglia Square as it exists is the result of 1960s urban renewal. In line with the precepts of the time it is a precinct, separated from and to some extent isolated from its surroundings. We do not think that an appropriate planning response to the redevelopment of Anglia Square is another precinct. Rather than separating the new development from its neighbourhood, we have aimed to connect it, by means of streets which connect with its surroundings, building forms that are in scale with its neighbours and, where possible, to reconnect the severances caused by the major roads around the site, particularly on its south and west sides.

Anglia Square is close to the centre of Norwich and well-served by buses. We are proposing to limit the amount of car parking provided. This will encourage walking, cycling and public transport, helping Norwich become less car-dependent, as befits a twenty first century city. There are four surface car parks. In time, with less car-dependency, they can be developed for housing.

Anglia Square's network of streets is permeable to cars, servicing and delivery vehicles, and emergency services. You can have things dropped off at or close to your house, but you cannot park there. All streets are shared surface, with pedestrian priority, creating a safe, attractive, playable public realm.

Botolph Street and Magdalen Street are lined with shops, cafés and restaurants with homes above. Retail units are a range of sizes, but are predominantly small, to encourage independent traders. There are three large units, one under the cinema multiplex, one on the corner of Magdalen Street and Edward Street, the third infilling the waste ground under the flyover.

On Middle Street, Calvert Street, New Street and

Elephant Row are studios and workshops. Those on Elephant Row act as a buffer to the ring road flyover. Intended for artists, they have large windows facing north and a communal roof terrace.

Homes are a range of typologies. All are dual aspect, and every home has either a small garden or a large roof terrace. There are occasional five storey tower houses but the predominant urban form is made up of three storey townhouses and four storey stacked duplexes, creating streetscapes in scale with Norwich's traditional architecture.

Every home also has its own front door onto the street. There are no common parts, lifts, shared staircases, balconies or corridors. This means that net to gross is 100%, so both the construction cost and residents' service charges are lower. It also promotes health and wellbeing: visible activity on the street rather than hidden activity in lifts and corridors encourages chance encounters with neighbours, conviviality and the growth of an authentic community.

Materials: highly insulated walls clad in local brick with large, high-performance timber-framed windows. Roofs are green, brown or have PV panel arrays.

Anglia Square becomes an integral piece of the city of Norwich, a neighbourhood with homes, workplaces, a chapel, a cinema, supermarket, hotel and a range of independent shops, cafés and restaurants, including a rooftop sky garden with views across the city.

The approach we have developed is informed by the Council's Policy Guidance Note and the Norwich – North City Vision, and would provide the following accommodation.

Headline figures

Homes	595
Residential mix	1-bed 103 2-bed 420 3-bed 72
Shops, cafés, restaurants	46 units, 6,315 sq m
Hotel	100 rooms
Cinema	8 screens 1,750 sq m
Workshops and studios	48 units, 2,490 sq m
Chapel	190 sq m
Car parking spaces	266





ELEPHANT ROW STUDIOS

THE SKY BAR

SOUND TENTS Hotel



ST AUGUSTINE'S STREET

ST AUGUSTINE'S CHURCH

NEW STREET CAR PARK
50 spaces

NEW STREET

BECKHA CAR PA
20 spaces

EDWARD

GRAPE CAR PARK
60 spaces

GILDENCROFT PARK

CHERRY TREE CAR PARK
136 spaces

PITT STREET

CROWN WAY

BOTOLPH STREET

KING SQUARE

GRIMES YARD

OLAVE'S WALK

MIDDLE STREET

CALVERT STREET

HOWLETTS ROAD

SUNDAY PARK

CHERRY LANE

GREEN'S LANE

CALVERT PLACE

ELEPHANT

ST CR

Ground Floor Plan

1:1,000 @ A3



- Residential
- Shops, cafés, restaurants
- Workshops and studios
- Hotel
- Cinema
- Chapel





ST AUGUSTINE'S STREET

ST AUGUSTINE'S CHURCH

GILDENCROFT PARK

PITT STREET

NEW STREET

EDWARD

PHOENIX SQUARE

BOTOLPH STREET

CROWN WAY

KING SQUARE

GRIMES YARD

MIDDLE STREET

OLAVE'S WALK

HOWLETT'S ROAD

CALVERT STREET

SUNDAY PARK

CHERRY LANE

CALVERT PLACE

ELEPHANT

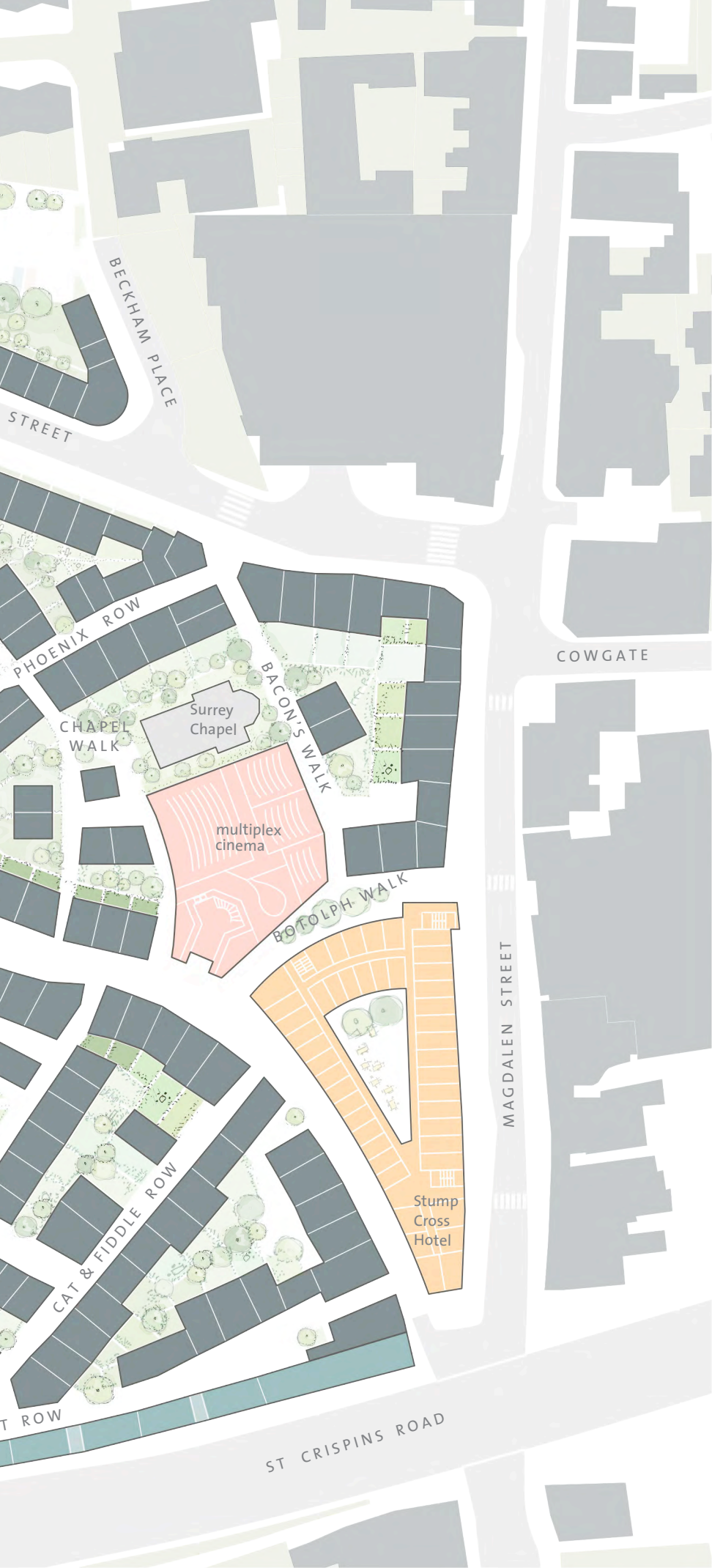
GREEN'S LANE

First Floor Plan

1:1,000 @ A3



- Residential
- Workshops and studios
- Hotel
- Cinema
- Chapel
- Terrace over retail





Upper Floor Plan

1:1,000 @ A3

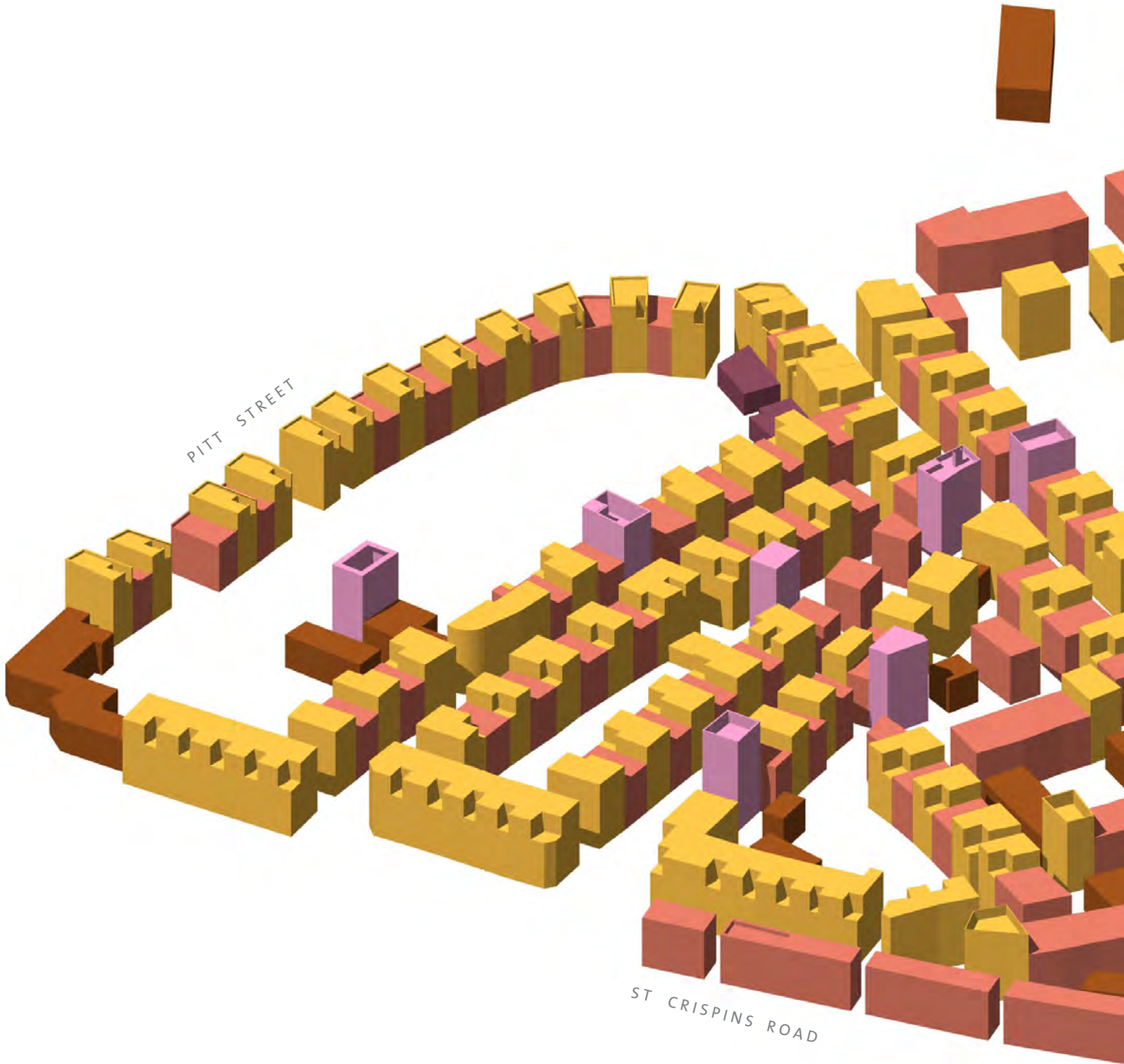


 Residential

 Tower house

 Roof terrace





Building heights



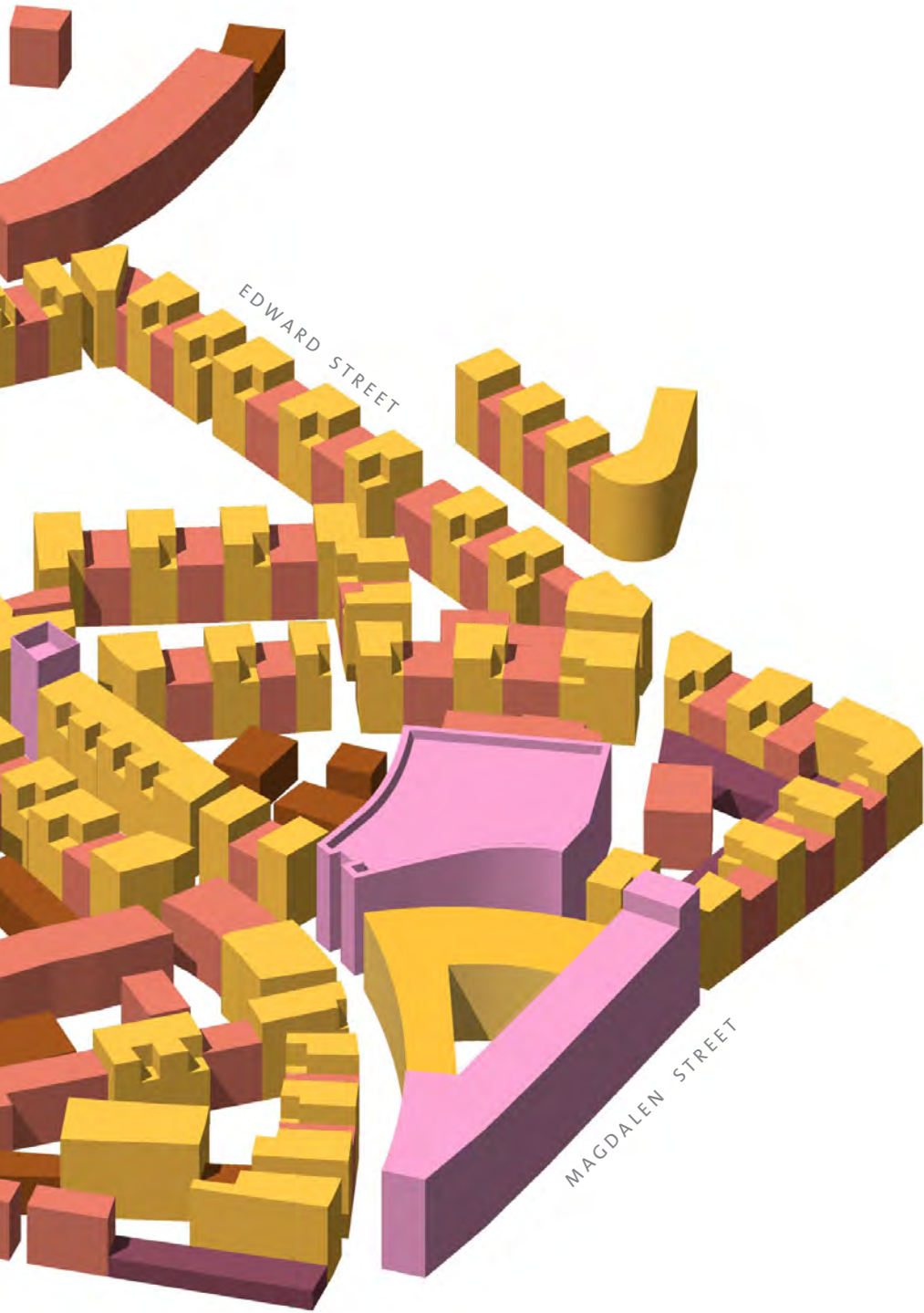
1 storey

2 storey

3 storey

4 storey

5 storey





Roof top view of the Sky Garden looking south along Botolph Street and Magdalen Street to the city centre and cathedral





Calvert Place, looking north up Calvert Street to Botolph Street





Botolph Street looking up towards St Augustine's Street





Aerial view down onto part of Botolph Street showing townhouses, stacked duplexes and a tower house, all with rooftop terraces and PVs.



Three storey townhouses, four storey stacked duplexes with double front doors, and towerhouses at Ash Sakula's award-winning The Malings in Newcastle-upon-Tyne.



Anglia Square under construction, 15 December 1966, looking south towards the city centre with Middle Street to right



CARTER
BUILDERS

CONSTRUCTION SITE

Ash Sakula Architects

6 Doughty Mews
London WC1N 2PG
020 7831 0195
ashsak.com

Contact Robert Sakula
07764 902 223
robert@ashsak.com

