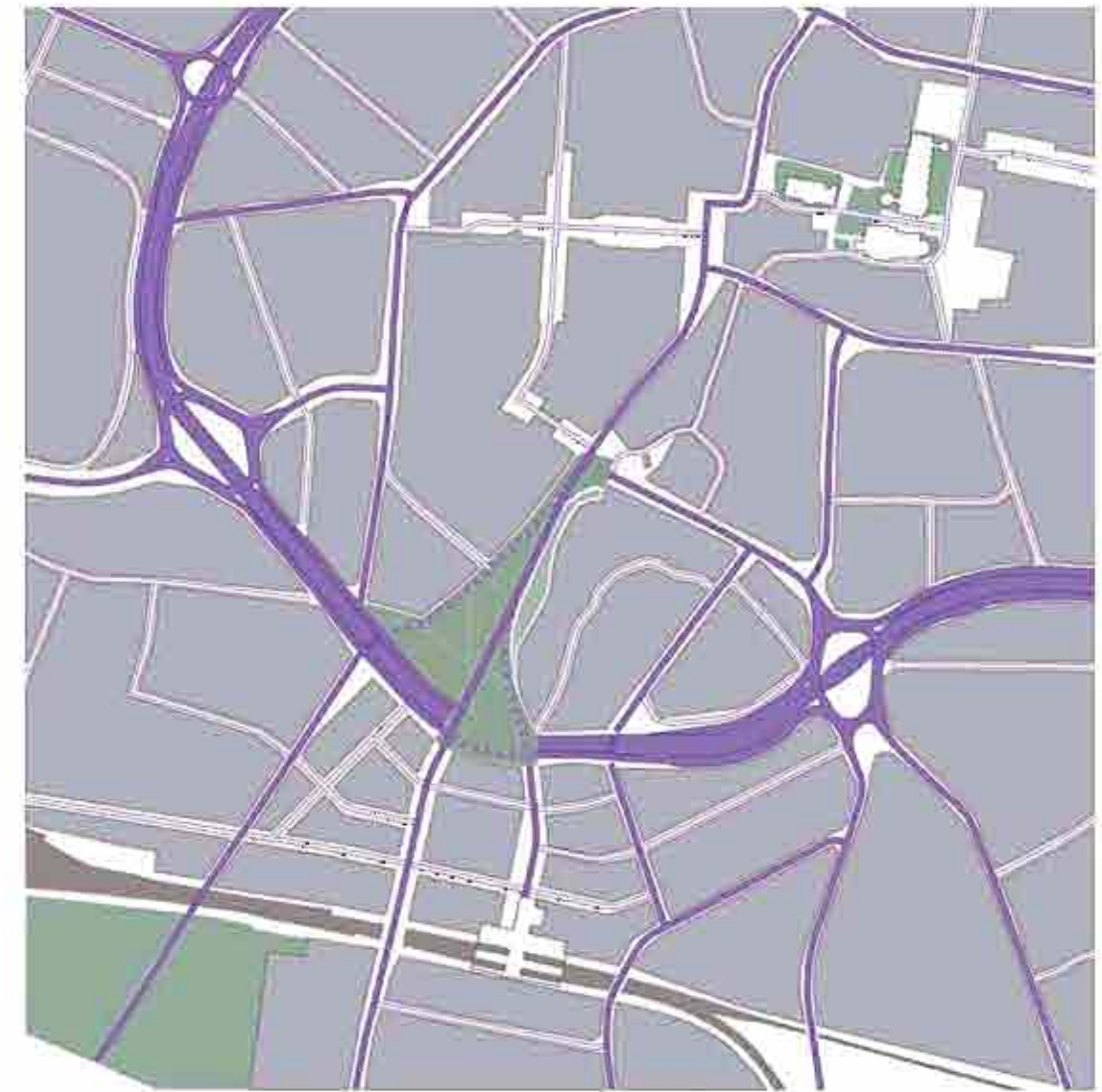




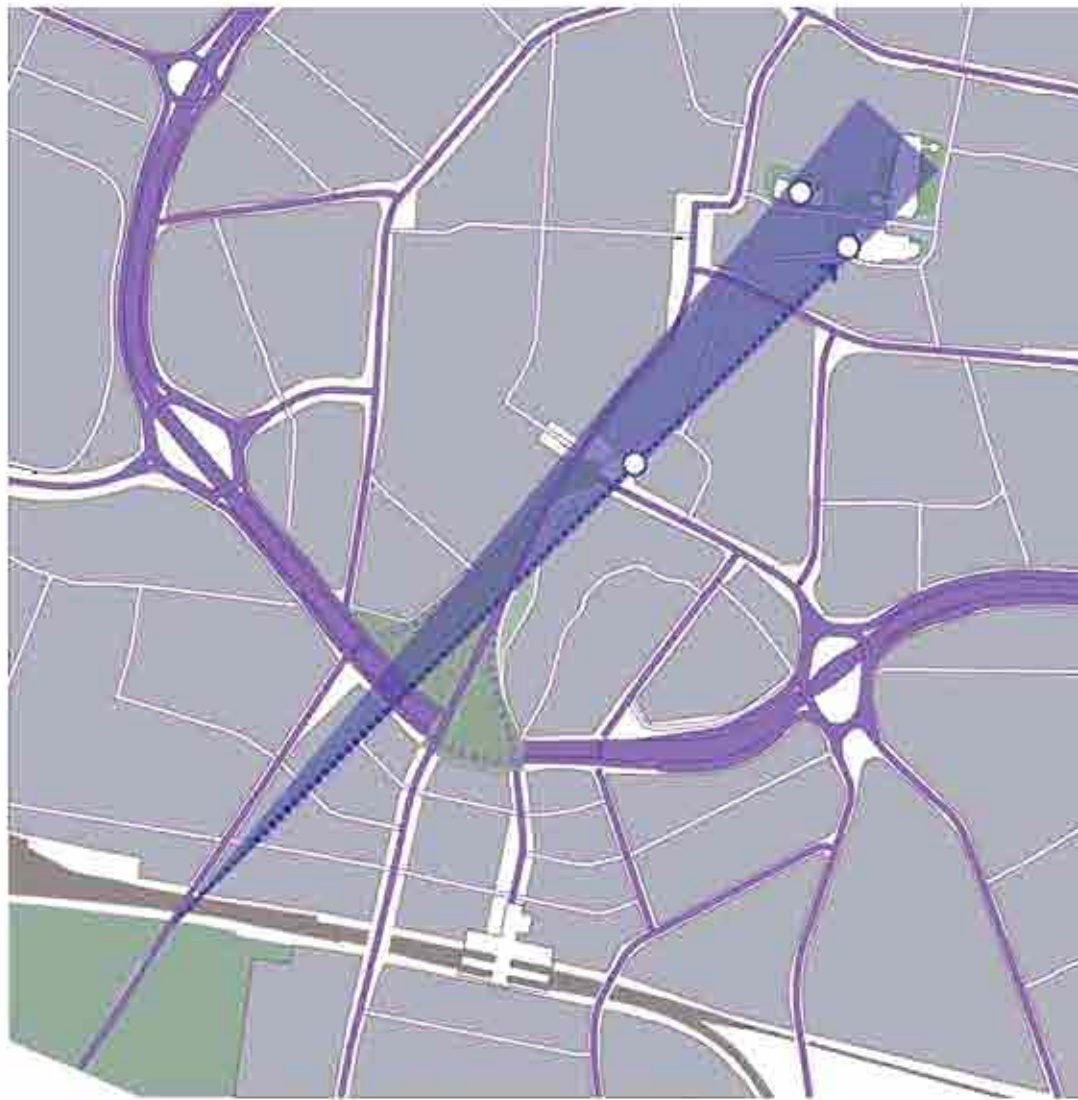
vi Establish strong frontages to new urban blocks

By establishing strong frontages or built edges to the primary routes, the public spaces that comprise the routes become well defined and controlled, and legibility is increased. This applies whether the route is an open square, a boulevard type street, or a smaller scale residential street. It also maximizes the efficiency of the building plots that are within the development.



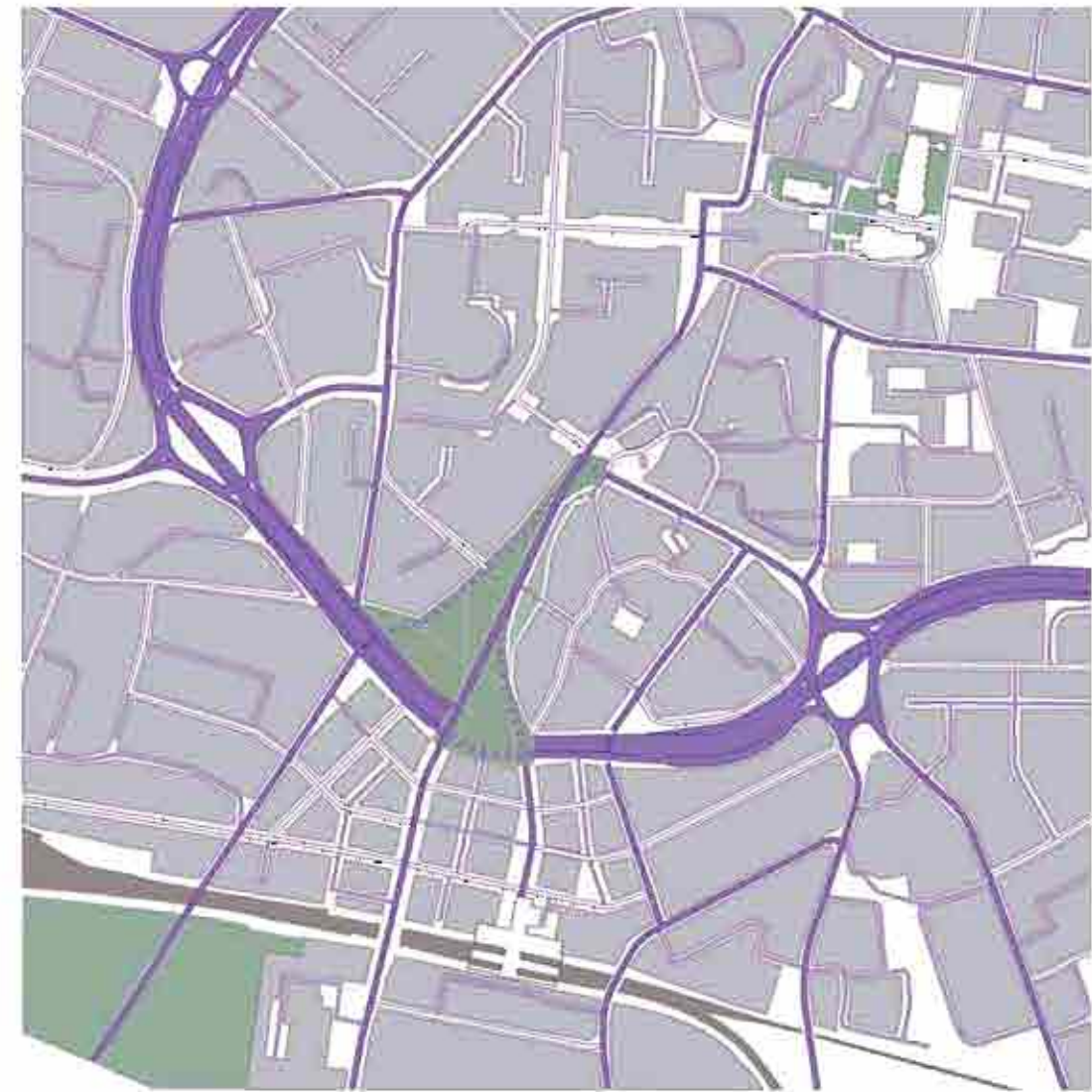
vii Identify secondary routes and blocks

Secondary routes, important local routes or connecting streets, are next defined. In the existing city fabric these are streets such as Park Road or Westminster Road. These routes subdivide the main urban blocks into a slightly finer grain. The new secondary routes of the masterplan tend to align with key existing routes, and allow movement through the main blocks.



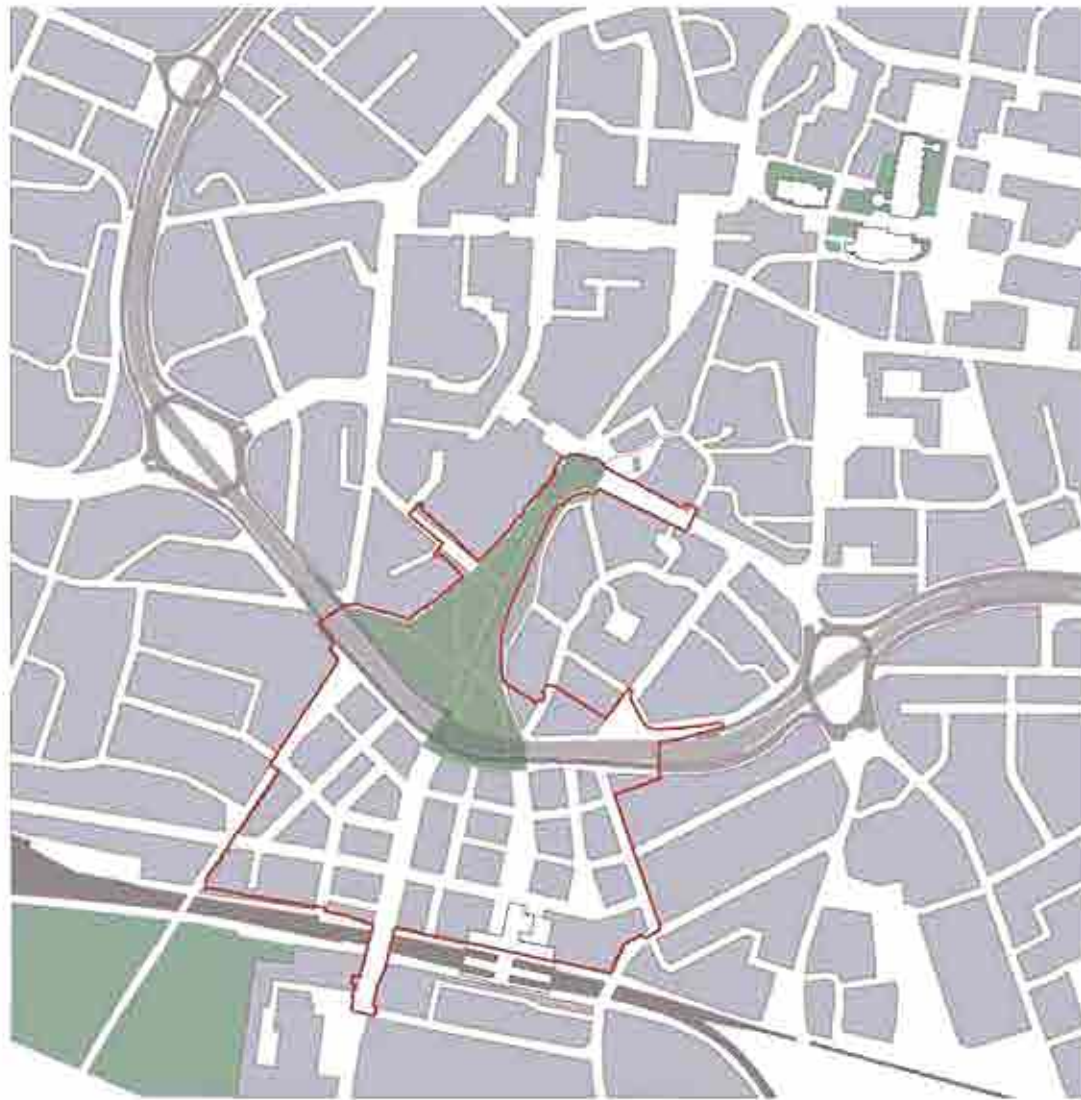
viii Align route to views of spires

One of these key secondary routes has been positioned to take account of key views towards the three spires from Spencer Park at the head of the footbridge. Due to the orientation of the spires from this position, we have chosen to align the street to give the best view of St Michaels and Christchurch spires, with Holy Trinity sitting further to the west.



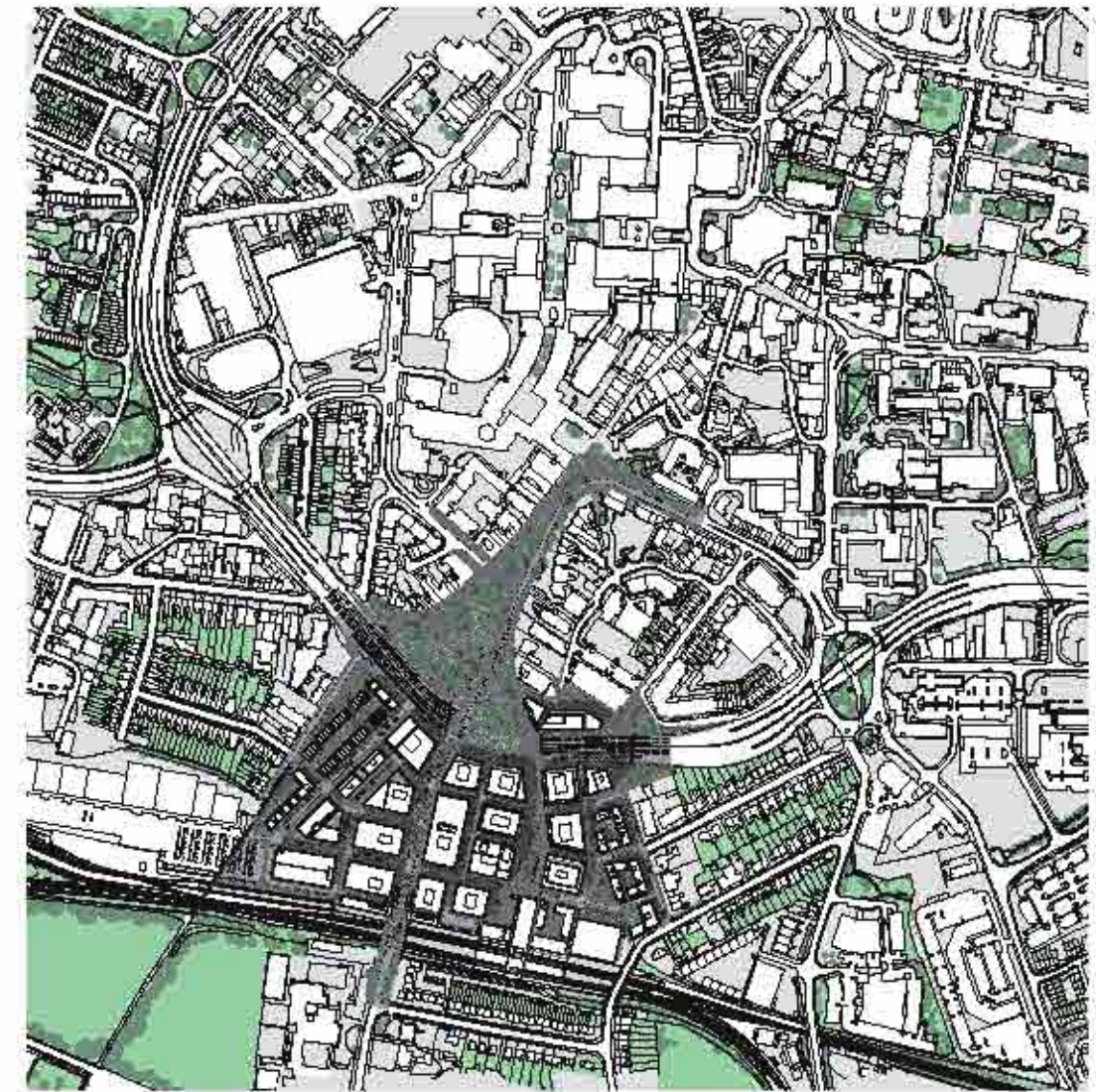
ix Identify tertiary routes and blocks

Third in the hierarchy are a finer network of routes, which give a further subdivision of blocks. These provide useful spaces between buildings, short cuts or smaller scale streets, lanes, or service routes. They are nevertheless important in giving character and variation to the masterplan and providing a breakdown of scale to ensure that buildings have an appropriate relationship to their surroundings.

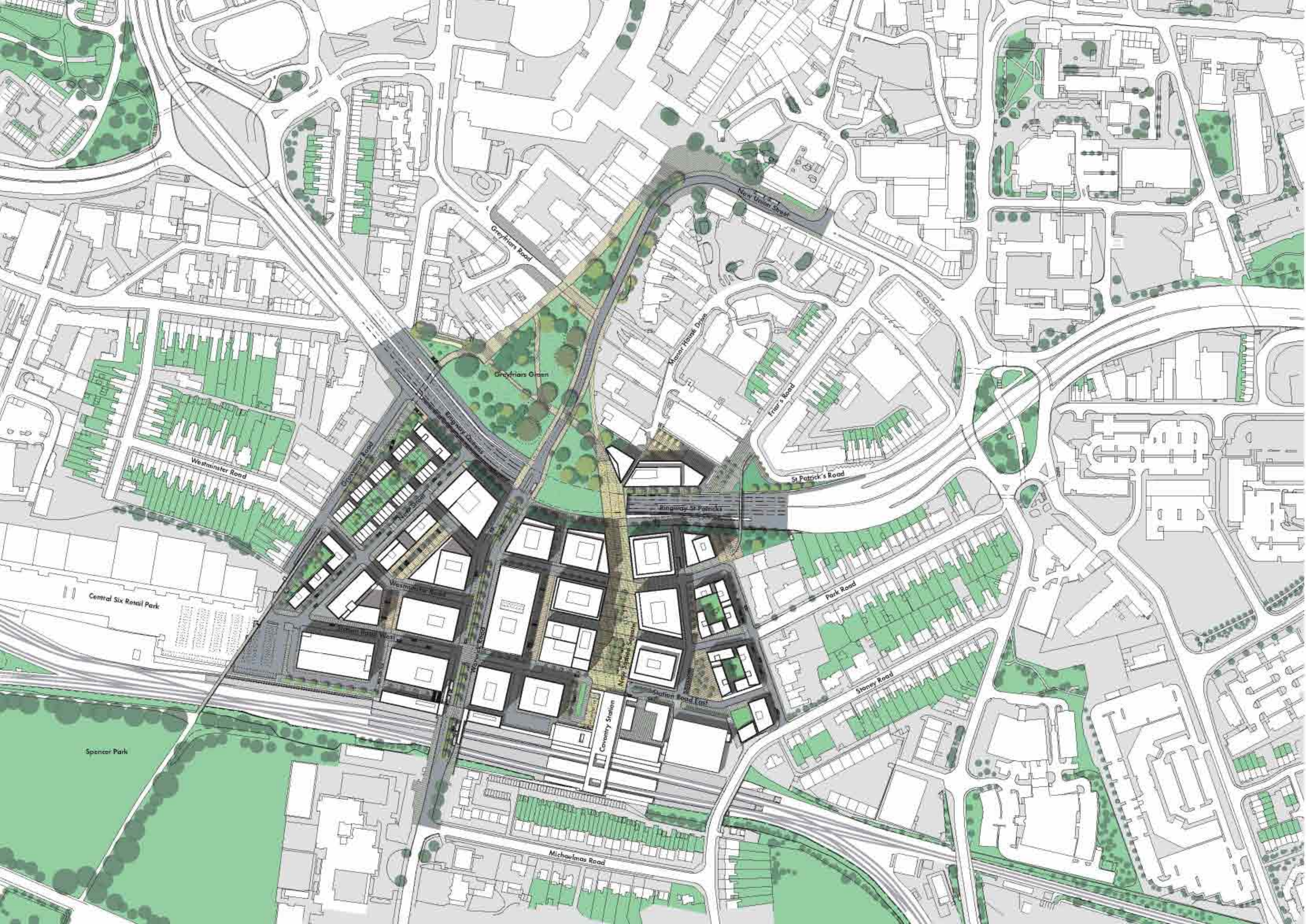


x **Masterplan blocks**

A series of spaces and building plots are therefore defined to form a simple masterplan that has been considered both in terms of the hierarchy of routes and spaces, and in terms of how these routes integrate and connect with the surrounding city context, producing a scale of urban grain that is consistent with its surroundings.



Proposed Masterplan 2



Central Six Retail Park

Spencer Park

Westminster Road

Greyfriars Road

Greyfriars Green

New Union Street

Manor Road Drive

Friar's Road

St Patrick's Road

Ringway St Patrick's

Park Road

Stoney Road

Coventry Station

Station Road East

Michawmas Road

08 Masterplan 2

Sub-division of the site

The urban design strategy described in the preceding pages have given rise to a series of routes and public spaces that sub-divides the site area into discernable building plots. Together, this arrangement forms a masterplan that is intended to be 'fixed for now' by planning conditions. The masterplan shown here can therefore be varied in the future within the Masterplan Principles, as detailed proposals come forward for specific developments and buildings within the site area. Variations of the masterplan would be submitted to Coventry City Council for approval. Where necessary, new names have been given to new streets and places which did not previously exist in order to identify and better describe their contributions to the overall masterplan.

Plots

The plots within the masterplan vary in size, dependant on the probable building use. Generally, plots have been designed to be relatively orthogonal in shape, allowing efficient and flexible building plans to be brought forward.

New streets and spaces

The main development areas have been defined by a number of routes and spaces that form key connections. These are Warwick Road, Station Square, and Station Road (east and west). At the edges of the site, Manor Road and Grosvenor Road are also fixes within the masterplan framework.

In addition to the main routes and spaces above, a series of secondary and tertiary routes are defined in the illustrative scheme. These routes are defined more flexibly within this planning application, some of the routes are fixed in terms of approximate location, whereas some are given the flexibility to be removed in future iterations of the masterplan.

A place to work

Generally, the masterplan is predicated on the idea that the area will be centred around a vibrant business community, with high quality office buildings occupying the central part of the site, around the re-designed Warwick Road and a new public square in front of the railway station. These office buildings would have other uses at ground level, for example restaurants, cafes or leisure activities, giving animation and activity to the spaces around the buildings during the daytime and also at night.

A place to live

At the western and eastern sides of the site, residential areas are proposed. These areas are built around the quieter areas of Manor Road and Grosvenor Road – existing residential areas. These residential neighbourhoods will enliven the area, and address the important east and west edges of the site, by creating new residential streets.

Transportation

A key part of the masterplan is the resolution and integration of all transportation modes. The removal of Junction Six will allow a more balanced approach to the movement of vehicle traffic around the site whilst still allowing sufficient movement to allow necessary traffic movement and access to the site. The masterplan also proposes a positive shift in emphasis for the railway station, in response to the likely extension and upgrading of the line to Nuneaton. This will provide a new bay platform to the west of Warwick Road. Masterplan 2 proposes a pair of new station entrance buildings on either side of Warwick Road, giving direct access to the new NUCKLE (proposed Nuneaton, Coventry, Kenilworth, and Leamington rail line upgrade) bay platform, and to an interchange area with buses on Warwick Road.



8.1 A Varied Townscape

Creating an animated community

It is important in any masterplan to recognize the need to create a sense of place that enables character to emerge as the development of the area progresses. Whilst this masterplan does not design the buildings or landscape between the buildings in detail, it can go some way in achieving this aim by setting out a variety of spaces, each with their own importance in the hierarchy of the plan, and each related to the proposed uses of the buildings around them.

A mix of uses

As well as offices and residential uses, described in the preceding pages, a mix of other uses will help to bring interest and life to the area in order to ensure that needs such as car parking are addressed. In general, ground-floor uses such as retail, restaurants or cafes, have been arranged to provide the maximum amount of activity to street frontages. Other uses such as hotels have also been included in several locations in the plan, and a new multi-storey car park has been proposed next to the railway lines to the west of the site, with good access from Warwick Road.

The allocation of uses around the site, on the ground floor and on typical floors, is shown in the following pages of this document. Although this suggests a particular arrangement of uses, it is possible in future iterations of the Masterplan, that different uses may emerge for specific plots – for example a residential building could take the place of an office building adjacent to Greyfriars Green. It will also be possible in the future to consider mixing uses vertically, that is having different uses within the same building.

A Variety of spaces

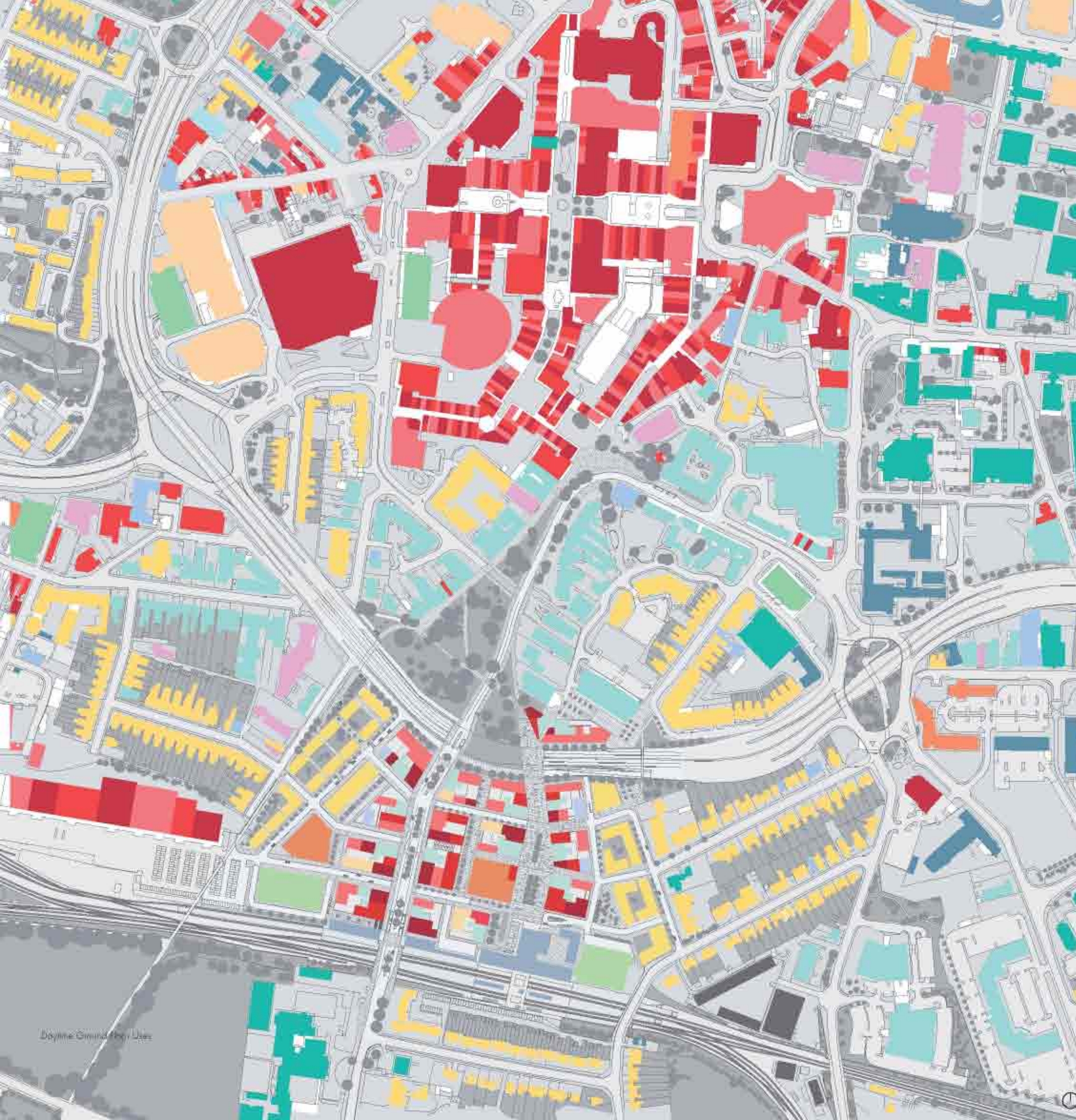
In addition to achieving a varied mix of uses, the streets and spaces of the masterplan must offer variety in order to avoid creating a monotonous urban quarter. The masterplan therefore sets out a number of different types of space: the green parkland of Greyfriars Green, the urban space of Station Square and the tree-lined boulevard of Warwick Road are three primary examples. Whereas the examples above are fairly large spaces, the change in scale to residential streets, and narrow lanes between buildings is also important. It is this variety of spaces that offers the potential to create a sense of character and place.

Amount of development

The maximum amount of development proposed for the Friargate masterplan area is 300,000 square metres (excluding car parking) as defined in the Masterplan Principles. This quantum of development is the maximum that is being applied for in the outline planning application. Within Masterplan 2, the development is broken down into areas by use as shown below (see area schedule in the appendix of this document for further detail). These areas are within the maximum areas set by the Masterplan Principles.

Proposed Uses - Masterplan 2

	Area
Shops and Services A1 - A5	11,498m ²
Offices B1	176,515m ²
Hotels C1	28,608m ²
Residential C3	41,952m ²
Assembly D1	923m ²
Leisure D2	1,096m ²
Transport (new station entrances)	2,122m ²
Car Parking (multi-storey)	20,565m ² (686 parking spaces)



- Retail
- Offices
- Residential
- Transport
- Hotel
- Civic / Institutional
- Places of Worship
- Community/Health
- Leisure/Cultural
- Multi storey car park
- Industrial

8.2 Daytime Uses & Activity

The variety of different uses and their disposition across the site area can be seen in the diagram opposite.

Offices, residential and retail

Residential uses are situated to the western and eastern edges of the site along Manor Road and Grosvenor Road, where some existing residential uses exist. Further towards the centre of the site, around Warwick Road and Station Square, the main use is office (B1), with a limited amount of ground floor retail (A1), and other 'A' use classes, for example restaurants, cafes and bars. The inclusion of these uses at ground level is designed to add activity and animation to the streetscape, and provide amenity for the people living and working in the Friargate area.

Hotels

Two hotel developments (C1) have been shown in the illustrative masterplan, situated on Station Square directly outside the station, and towards the south west of the site. These hotel buildings may attract quite different hotel operators depending on the position of the plot. The hotels would perform a commercial role for the business community in Friargate and to the city as a whole, as well as benefiting from the excellent transport connections in the area.

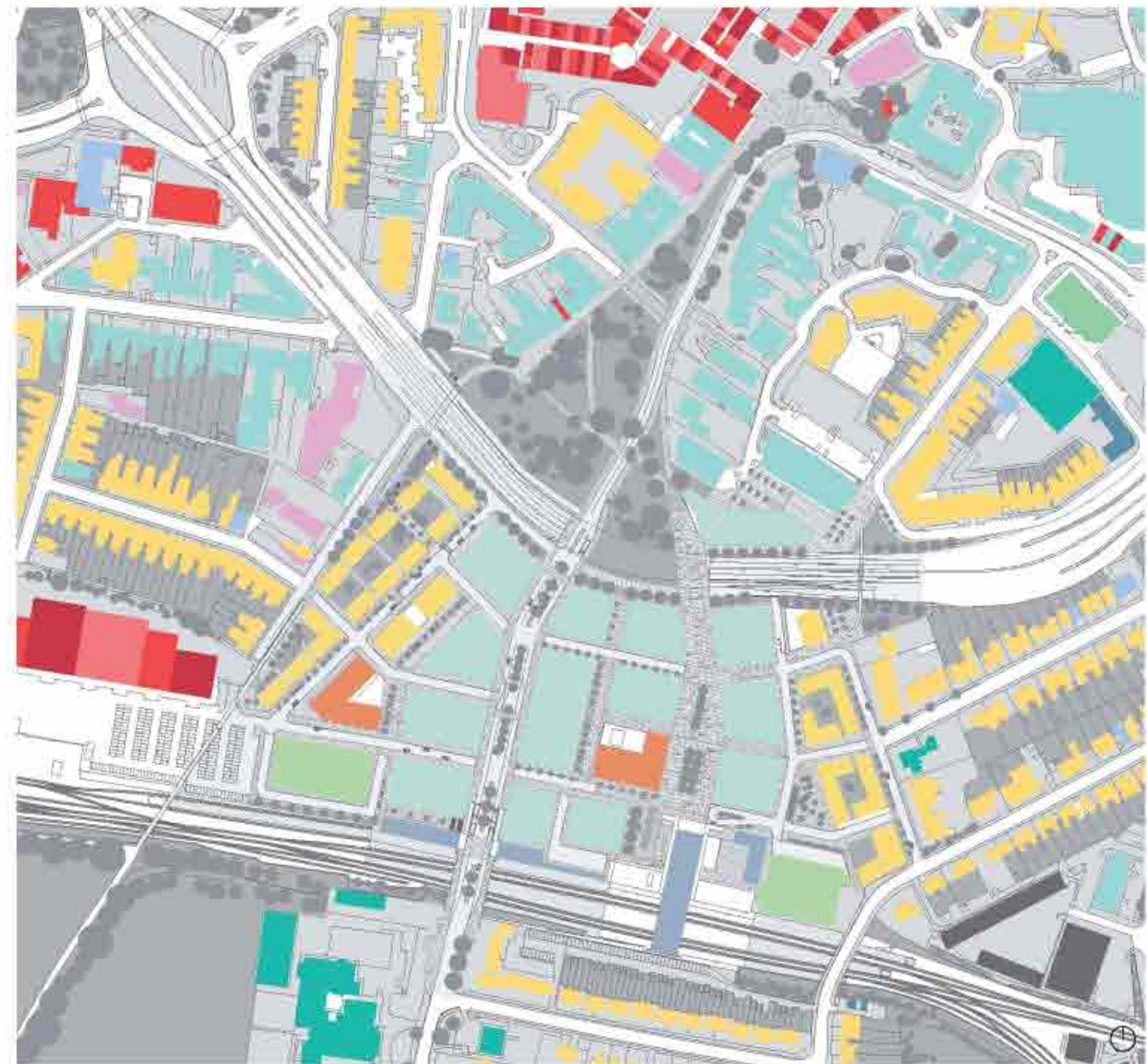
Transportation and car parking

As well as the main building of Coventry railway station, the option to include two alternative station entrances is proposed, on either side of Warwick Road. These will allow interchange between train services on the West Coast Mainline and branch lines and buses serving the city, Warwick University and the suburbs.

Two multi-storey car parks (MSCP) have been identified, one is existing, to the east of the railway station. A new MSCP is proposed to the south west of the site, adjacent to the railway and Central Six retail development, and accessed from Station Road off Warwick Road. This MSCP will accommodate parking for both railway users and short term public use.

Other Uses

A smaller amount of other uses are also shown in the masterplan. Community uses (D1) for example health centres, art galleries or nurseries have been illustrated at ground floor level, related more to the residential areas than to the main commercial areas. Leisure uses (D2) such as health clubs have also been illustrated in appropriate locations around the site.



Daytime Typical Floor Uses



Night Time Ground Floor Uses

- Leisure/Cultural
- Hotel
- Retail
- Transport
- Residential
- Inactive

8.3 Night Time Uses & Activity

A combination of active ground floor uses such as restaurants, cafes, bars and leisure around Station Square and Warwick Road with transportation and hotel uses on site will ensure that the Friargate area will be a well used and attractive place to be in the evening as well as in the daytime. This is important both to create a thriving local economy and a safe evening environment along key routes into the city centre.

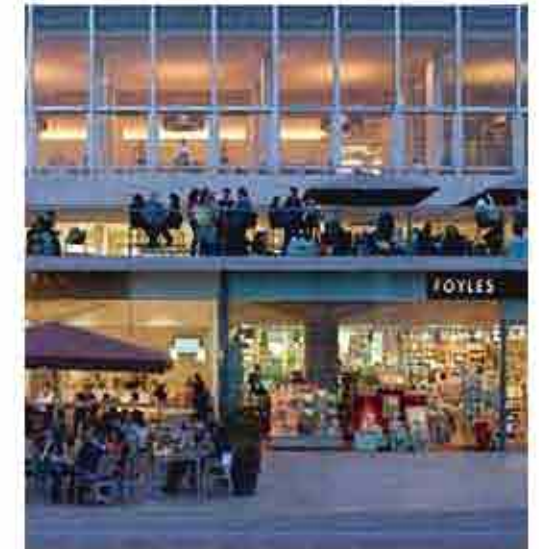
Public spaces will be designed to allow evening activity to occur; they will be well lit (without being over-lit), and be safe to use at night. A certain amount of controlled car parking could be provided in the surrounding streets and lanes in the evening; further increasing activity and ease of access.



Office Building, London



The Table Restaurant, London



Royal Festival Hall, London



Canteen Restaurant, London



Office Building, Sheffield



Bridley Place, Birmingham



Proposed Site Section - North / South along Warwick Road



Proposed Site Section DD - East / West through Ringway



8.4 Scale, Height and Massing

General massing

The massing of the site is designed to accommodate the proposed maximum amount of developable floor area, whilst responding to the surrounding areas in terms of scale. The scale therefore generally increases from the eastern and western edges inward toward the centre of the scheme around Warwick Road and Station Square. Where the size of buildings increases, they front onto generous public spaces, with smaller streets or lanes related to the secondary or tertiary building elevations.

The proposed site sections opposite show the proposed massing of the scheme in relation to existing buildings.





Height proposals

The maximum proposed height of buildings across the site has been set, in the Masterplan Principles, at 110m. None of the buildings in Masterplan 2 are shown to be this height – they are shown within the maximum height of the current tallest building on the site (Station Tower).

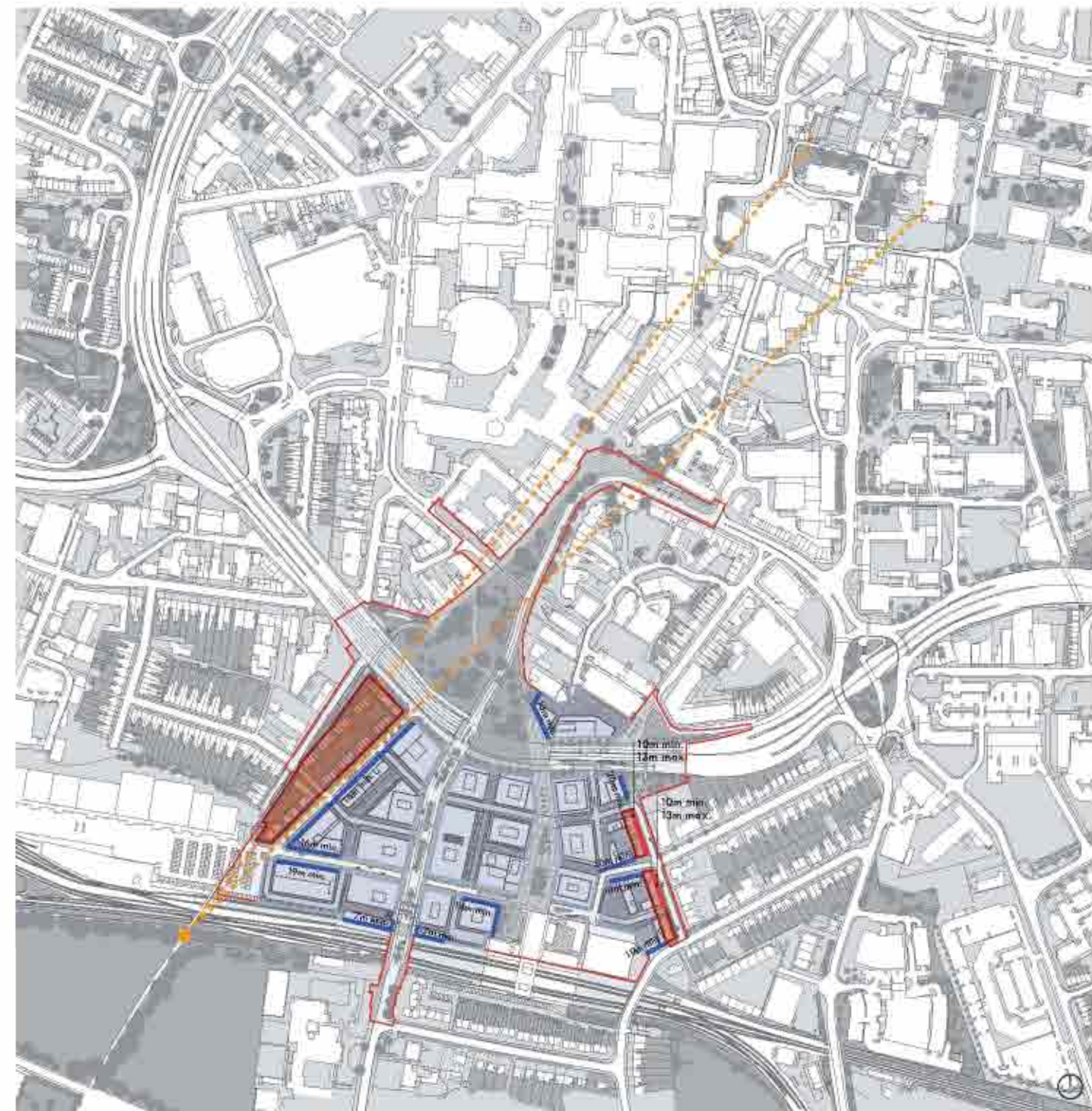
To the western edge of the site, between Grosvenor Road and New Street, the height of new buildings is deliberately restricted to four residential storeys. This is to protect the strategic views of the three spires from the Spencer Park footbridge, and to ensure an appropriate scale in relation to existing buildings along Grosvenor and Westminster Roads.

To the eastern edge of the site along Manor Road, there are also height restrictions of between 4 and 6 storeys, to ensure that the development of buildings along the road is not over-scaled in relation to the existing buildings.

Warwick Road and Station Square

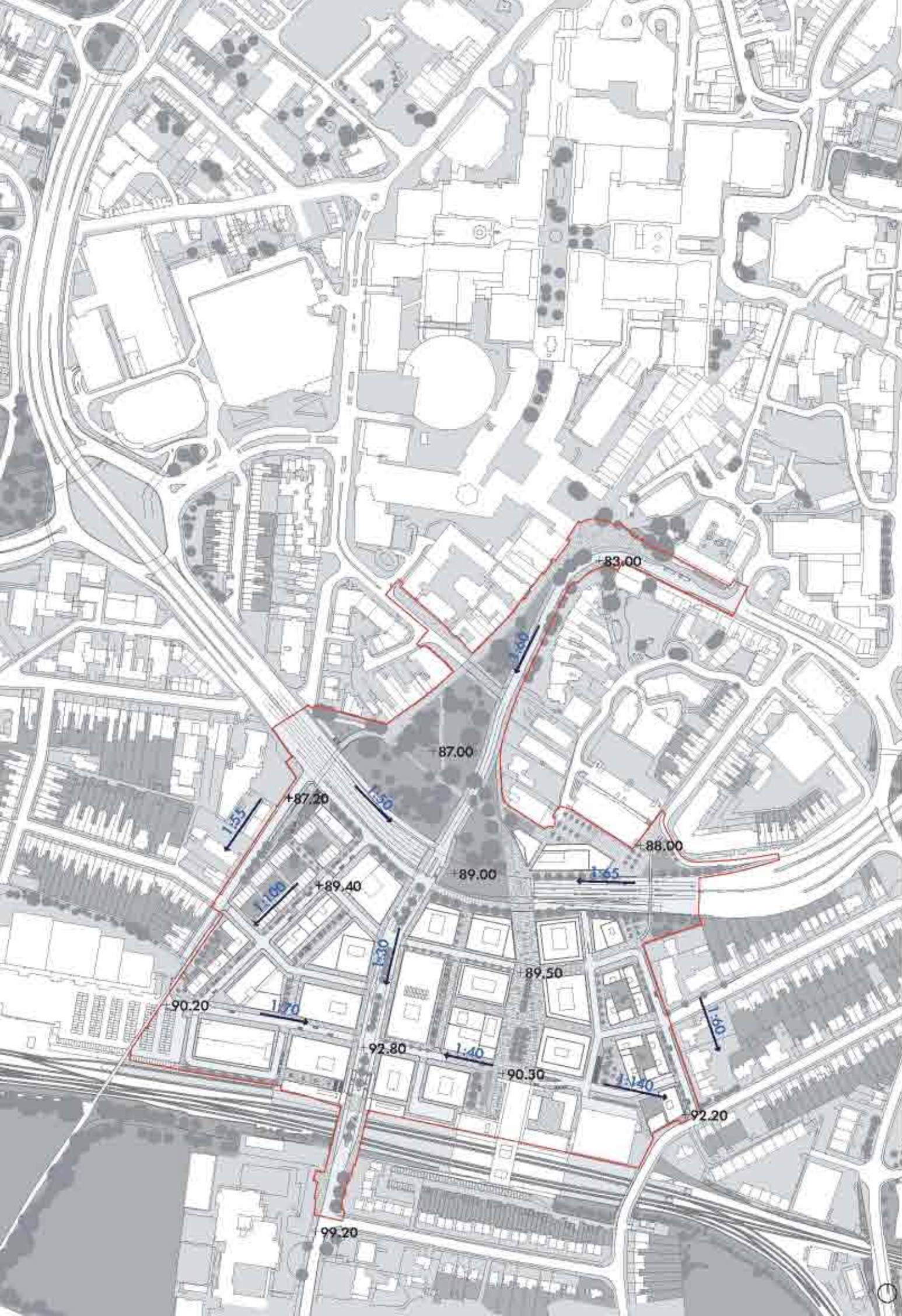
East of New Street the scale increases to accommodate a greater density of development and generate a more urban scale. Residential buildings are 8 storeys, whilst office buildings around Warwick Road are generally 8 storeys, providing a well defined and appropriate scale to this wide street. In Masterplan 2 two buildings have been shown rising to 13 storeys on Warwick Road. These have been positioned to 'mark' key moments in the movement along the street, as the street bends toward the city centre, and adjacent to the new Station entrance.

Around Station Square, the height of buildings is generally 8 or 9 storeys, in order to provide a strong edge to the square. In Masterplan 2, one hotel building adjacent to the railway station has been shown as rising to 18 residential storeys. This taller building has been positioned at the corner of Station Square, as a guiding element within the urban framework.



Minimum & maximum heights

-  Key views
-  Development zone with restricted building heights (10m min/13m max)
-  Development zone where tall buildings are possible (26m min/110m max)



8.5 Topography & Levels

Masterplan 2 maintains the natural levels of the site, which slopes from +99m at the south (Warwick Road) to +89m adjacent to the Ring Road, and +83m at the northern end of Greyfriars Green. The diagram opposite shows the general levels across the site, as well as the gradients of key streets or routes. Wherever possible, the masterplan will correct unsightly and inconvenient artificial interventions such as pedestrian underpasses, allowing all users to easily access and pass through the site at ground level.

The proposed masterplan takes advantage of the deep cutting constructed to contain the Ring Road by extending a green deck (+89m) between the relatively high natural topography at either side of the Ring Road. This generous at-grade connection to Greyfriars Green will be designed to avoid the need for stepped or ramped elements, ensuring that the new connection is easily accessible to all users.

The most direct connection between Warwick Road and Coventry Station formerly incorporated a number of stairs and terraced elements with low retaining walls. The proposed masterplan will replace this arrangement with a new street that gently slopes down from Warwick Road (+92.8m) to the new Station Square (+90.3m) at an easily accessible gradient of 1:40.

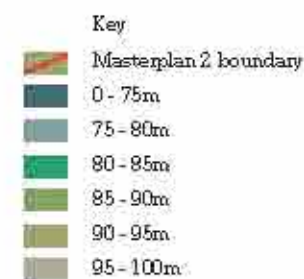
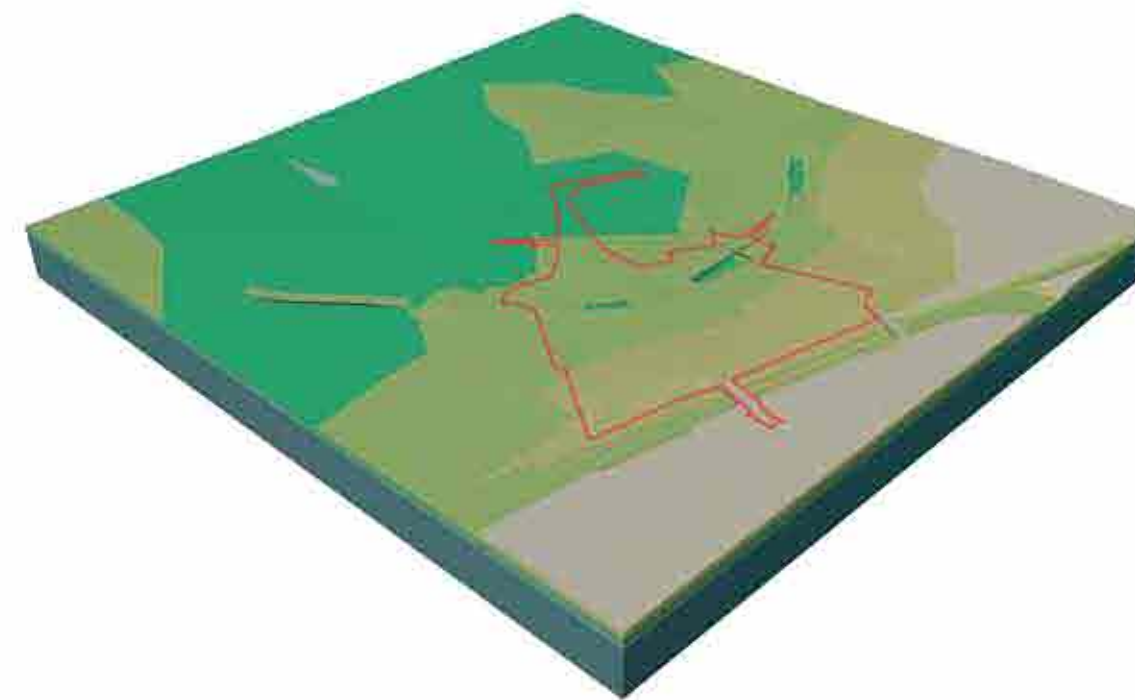


Diagram Showing Topographical Variation Across Locale

8.6 Routes

Pedestrian Routes

The masterplan addresses a number of existing problems with respect to pedestrian circulation across the site. A new green deck will replace the current underpass arrangement by extending Greyfriars Green across the Ring Road and directly connecting this space to the new Station Square. This will provide a new at-grade link from Coventry Station to the southern end of Greyfriars Green, north through Greyfriars Green and into the city centre.

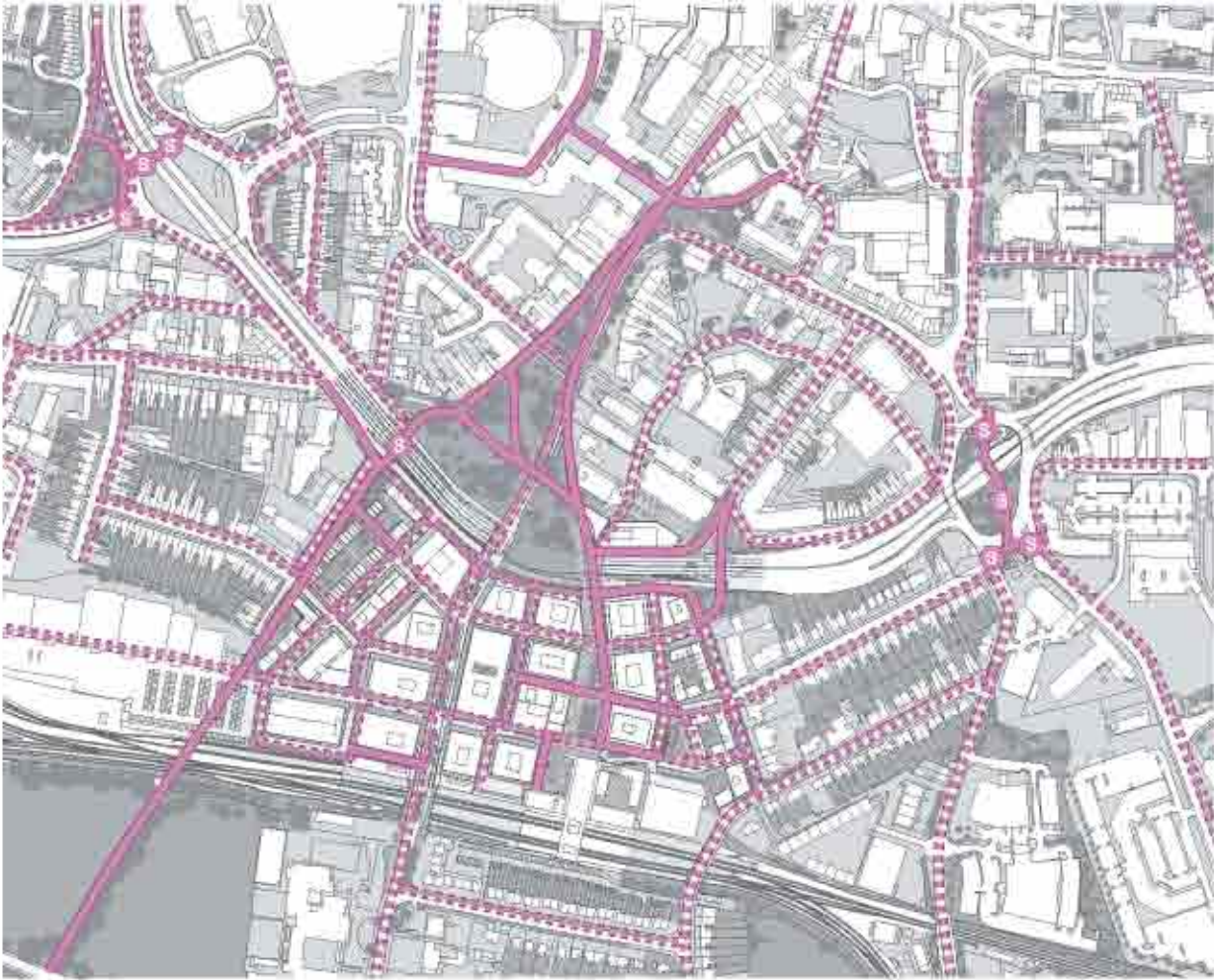
The existing pedestrian route across the Ring Road via an existing pedestrian bridge from Manor Road to Friars Road will be maintained and enhanced through the improvement of landscaping at either end of the existing bridge. The masterplan will also reconfigure the approach to the bridge from the south making the route more direct and legible for users.

The existing road configuration will be replaced by a clear and logical network of pedestrian friendly streets. The new street network will feature generous footpaths for ease of pedestrian movement and numerous trees to provide shade and enhance the aesthetic appeal of the area. The masterplan will also include a number of pedestrianised zones such as Station Square, lanes, and residential streets with shared surfaces.

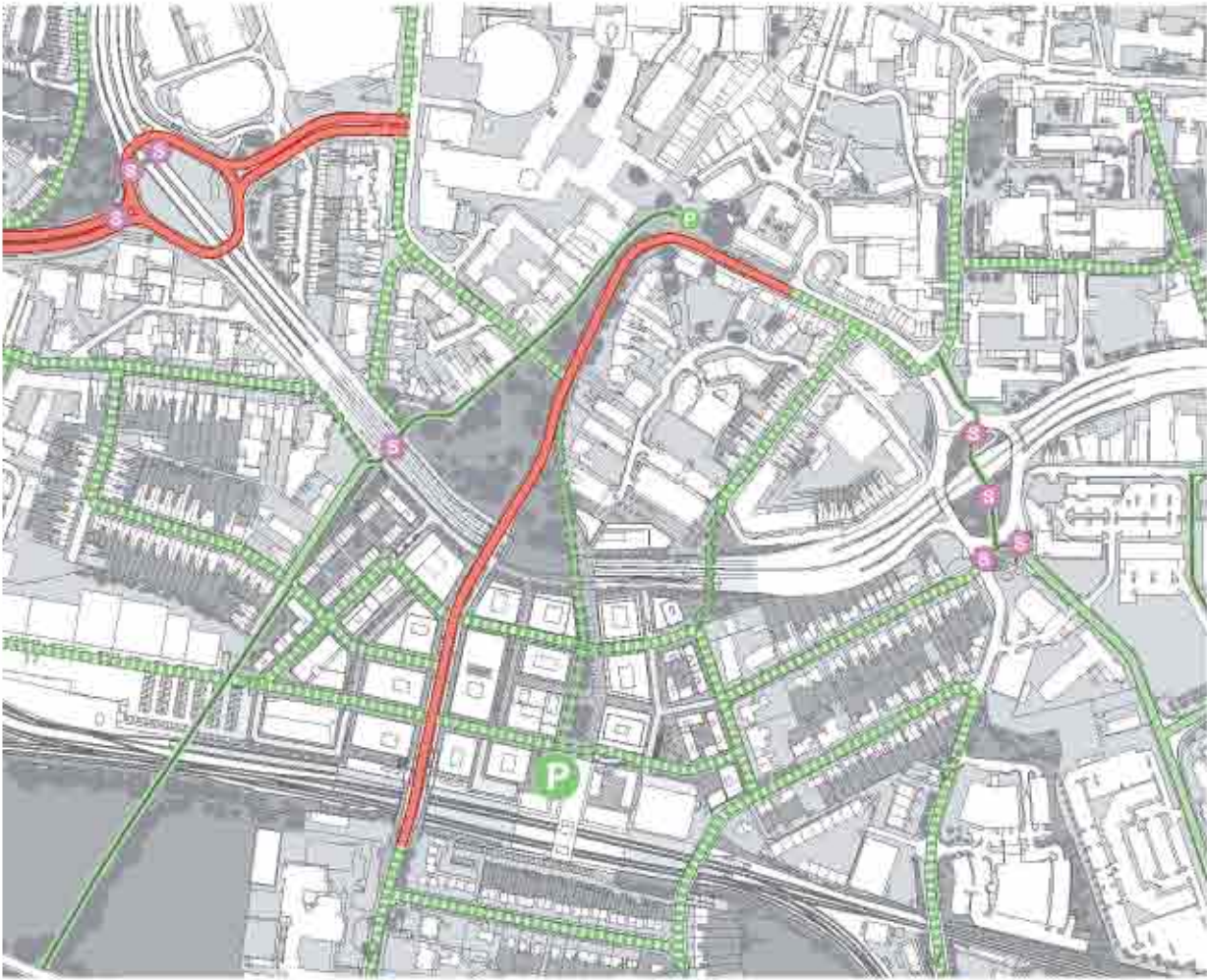
Cycle Routes

Cycle routes will be enhanced across the site through the creation of a clear and logical network of streets. The masterplan also proposes a direct, at-grade, cycle route that passes along Warwick Road, across Greyfriars Green and into the centre of the city.

- Traffic free route
- Footpath along street
- Shared surface route
- Pedestrian subway



- On road route - signed
- On road route - advisory
- Get off & push
- Traffic free route
- Blue lane
- Cycle park
- Pedestrian subway



Public Transport

The masterplan anticipates an evolving public transport strategy by indicating an extension to the existing Coventry Station. The new building will contain stairs and lifts as well as ticket barriers and make direct connection to the bus stops on Warwick Road. Future plans to upgrade the Nuneaton line and create new links to Kenilworth, Leamington Spa and the Thames Valley will be housed in a similar building to the west of the bridgehead and will enable Coventry Station to establish a new additional frontage alongside a revitalised Warwick Road.

Warwick Road has been identified as a critical transport corridor with potential to be reinforced. As such the existing Warwick Road will be realigned and upgraded to establish the new Warwick Road as a pedestrian friendly boulevard with dedicated bus lanes and a direct connection into Coventry City centre for buses, cyclists and pedestrians.

Existing bus stops, currently spread across the site, will be repositioned along Warwick Road to create a convenient and direct interchange with the extended Coventry Station. Buses will be able to proceed from the new bus stops adjacent to new Coventry Station buildings, directly along Warwick Road using the newly created bus lanes, and across Greyfriars Green into the city centre.

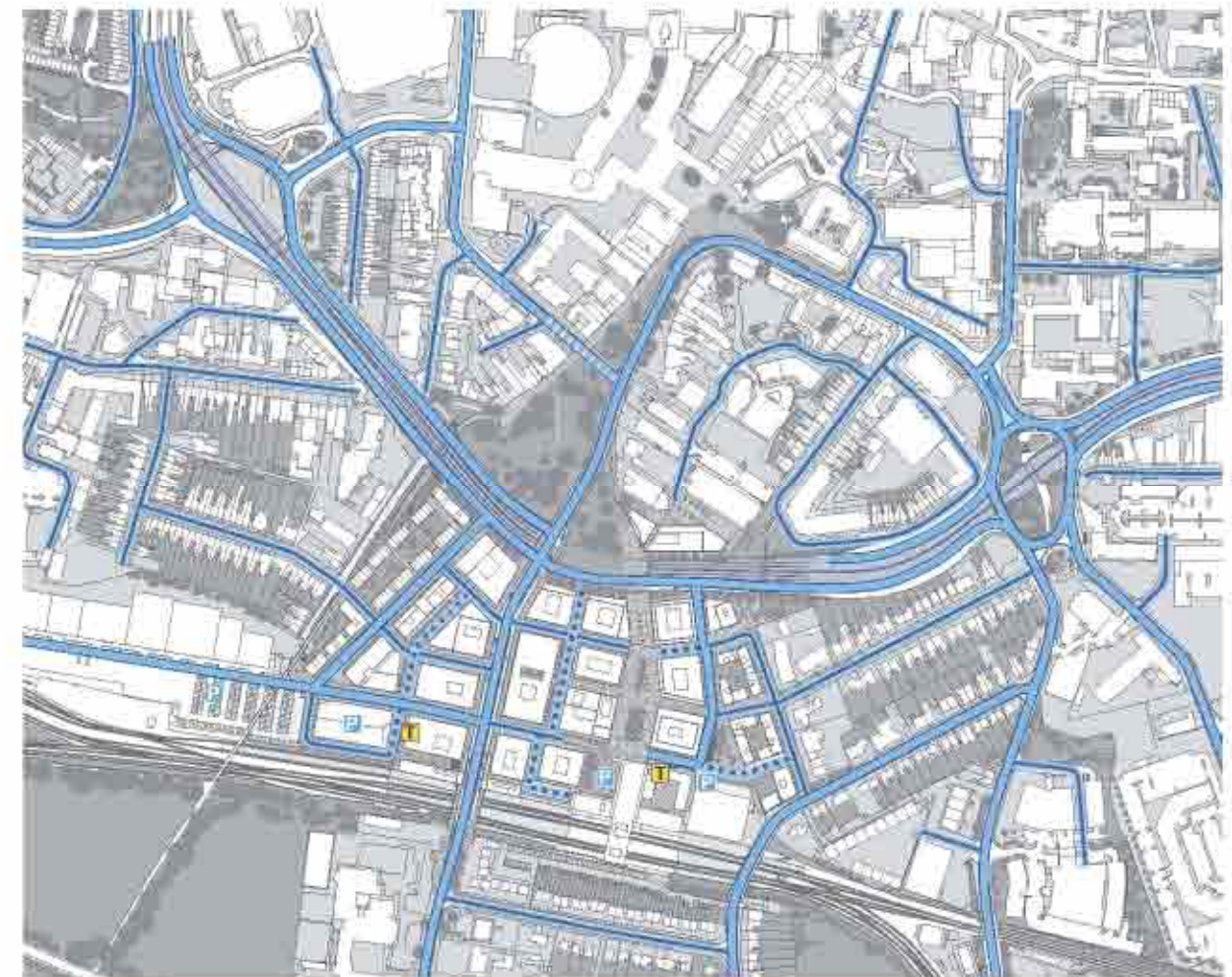
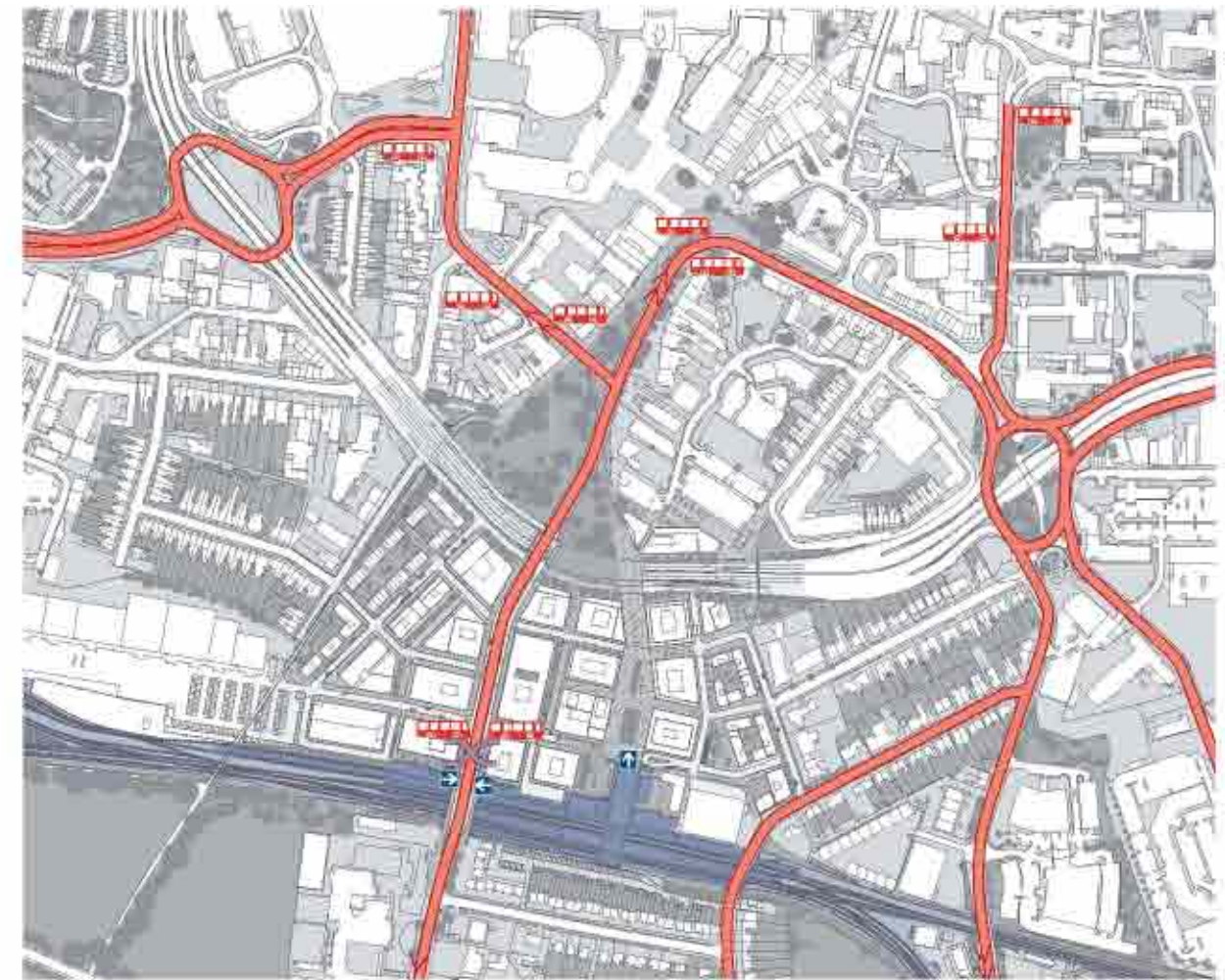
Cars & Taxis

Delivery of the masterplan will result in a number of critical changes to the current movement of vehicular traffic across the site. One of the central tenets of the masterplan is the removal of high-speed vehicular traffic from at-grade level. This will involve the downgrading of the existing Junction Six and the creation of a green deck across the Ring Road. The removal of the presence of the Ring Road from at-grade level will generate significant improvements in pedestrian amenity as well as providing an opportunity to improve integration between surrounding local roads and the proposed Friargate street network.

Extending local street patterns across the site will help to tie together the surrounding urban fabric and integrate the new masterplan into its context. For this reason, the masterplan extends the existing Park Road (to the east) and Westminster Road (to the west) into the centre of the site. The existing Warwick Road has been retained and enhanced through the removal of the existing Junction Six to establish a more direct north/south connection across the site. The layout of the remainder of the new Friargate street network has been made in response to these axial connections and therefore the resultant guided street pattern is both consistent with its surrounding context in terms of character and inherently legible for movement and way finding.

Private car parking has been accommodated in a number of ways. A new multi storey car park has been located on Station Road West and provision for on street parking has been made on most secondary streets. It is anticipated that the commercial buildings and some of the residential buildings will have basement car parking facilities.

The Station's car and taxi pick up and set down areas are shown moved to the western and eastern sides of the existing station building respectively. This will remove the conflict between pedestrian and vehicular traffic in the square, leading to a safer and more pleasant urban environment.





8.7 Landscape and Places

The design of the public realm, the publicly accessible spaces, squares, streets, lanes or parks, is key to the success of any development.

The Masterplan Principles set out a landscape strategy that extends and enhances Greyfriars Green, defines a significant urban quarter at the station entrance and enhances Warwick Road. The following pages set out a more detailed landscape strategy by defining each type of space, and describing the landscape and urban design elements that comprise the space.

Masterplan 2 places equal importance upon the buildings that make up the proposed development and the public places that are located between them. There are a number of existing spaces, such as Greyfriars Green and the small area adjacent to the Coventry Station where the masterplan proposals greatly improve the quality of the space. Elsewhere, a coherent street network, divided into primary, secondary, and tertiary routes, is established. Each type of street has a character appropriate to its position in this hierarchy. Where possible these are straightforward extensions to, or are, existing roads that are enhanced as part of the masterplan development.



8.7.1 Planting Strategy

The proposed masterplan will enhance the existing landscape at Greyfriars Green and introduce both structural landscape and local planting at specific places throughout the scheme. Significant existing trees will be retained wherever possible and semi-mature and mature trees planted across the site. This strategy will establish the Friargate development as an attractive and balanced quarter of the city centre.

The existing vegetation south of the Ring Road is both sporadic and unstructured. As each of the Friargate developments are brought forward, a greater definition of structured landscape, with planting arrangements employed with greater consistency along the majority of the new streets will help to transform this area. A mature avenue of trees is proposed along the Warwick Road Boulevard to extend the attractive character of the Warwick Road immediately to the south of the site linking through the new development and into Greyfriars Green.

New planting along the sides of the Ring Road will be intensified to improve the appearance of the Ring Road and reduce the dominance of the Ring Road from surrounding vantage points. The new green deck connecting the new Station Square and Greyfriars Green will cover and hide a significant section of the Ring Road. Planting around both ends of the underpass is designed to reinforce and announce the presence of Greyfriars Green to the passing motorist and also disguise the presence of the Ring Road to users of the park.

Residential zones to the eastern and western parts of the site have a more informal landscape typology. Planting and tree foliage from the large private and shared gardens at the rear of new residential properties will be visible from the streets, and enhance the more informal domestic character of these areas. This strategy responds to the existing residential neighbourhoods adjoining the site by ensuring that the Friargate development establishes a cohesive and woven interface with the surrounding districts.



Survey of Significant Vegetation Existing Condition



Survey of Significant Vegetation Proposed Condition

8.7.2 Place Typologies

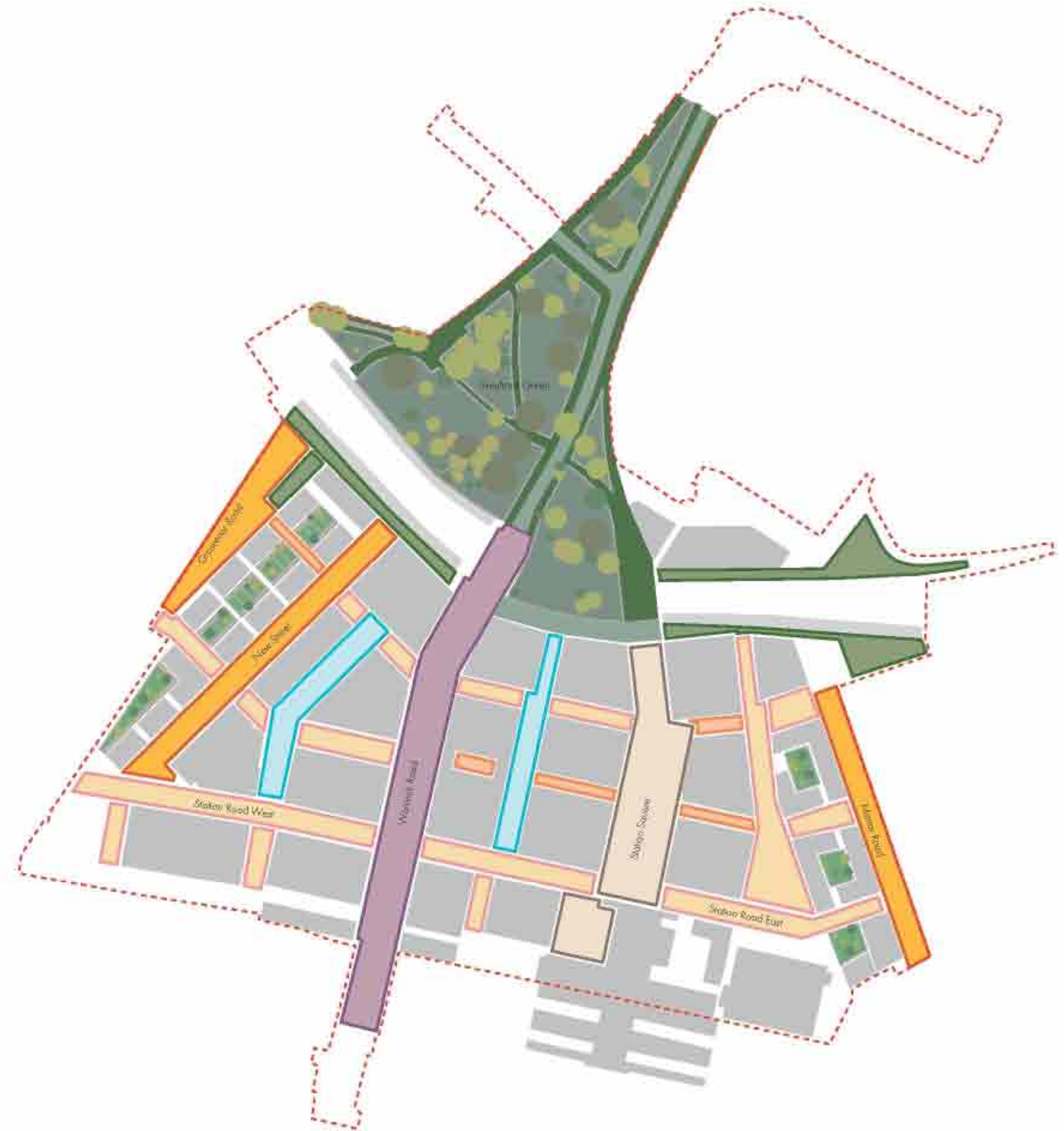
Within Masterplan 2, a framework has been established which acknowledges the importance of a clear structure of interconnected public spaces, and provides an outline design and description of each place type. It is intended that more detailed designs for each place will be brought forward at a later stage.

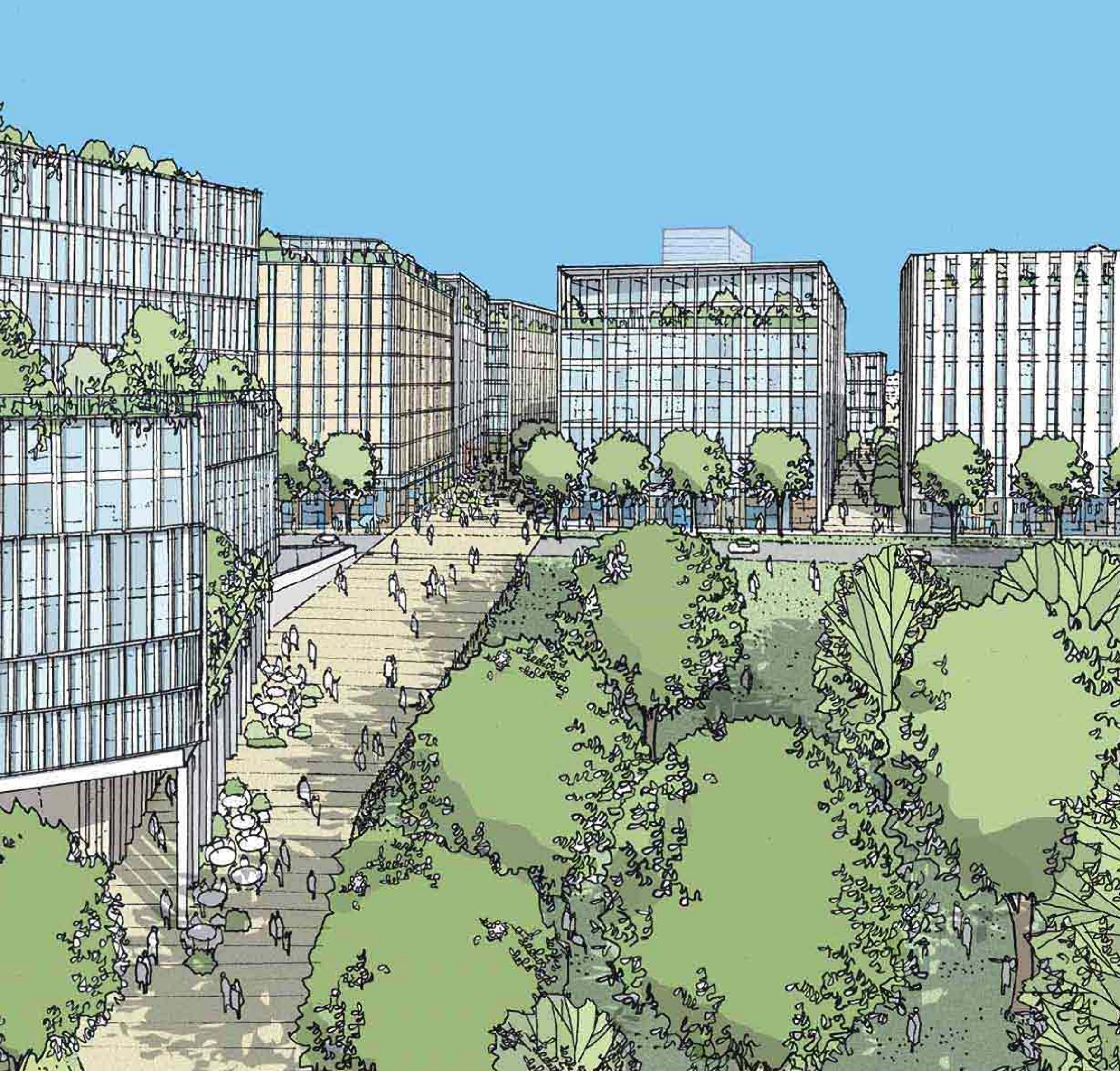
The diagram opposite identifies each component of public realm within Masterplan 2 and describes it in terms of its type, for example 'park' or 'public square'. These place types are described in the key.

Specific streets and places of particular interest will be described in detail on the following pages.

Key

-  Park - Soft landscaped area with public paths, mature trees and lawns. Any trafficked routes running through these areas should be 'shared surfaces' with details and materials appropriate to give priority to pedestrians and cyclists.
-  Ring Road Edge - Tree-lined or planted spaces providing a green edge to the Ring Road and slip roads.
-  Public Squares - Hard landscaped open spaces with fixed seating, and tree planting.
-  Boulevards - Broad, tree-lined avenue with wide pedestrian footpaths and pedestrian crossings.
-  Link Roads - Vehicular streets providing connections within the site. Mature planting with generous footpaths.
-  Residential Streets - These are conceived as straightforward streets, sometimes with parking bays. Combined with planting, hard paving and street lighting they connect easily both to the surrounding existing street pattern, and in detail to building lines or private gardens.
-  Lanes - Short pedestrianised streets providing local connections. Intimate in scale, these streets also serve to break up building blocks and increase the level of permeability across the site.
-  Shared Space - Predominantly pedestrian streets with shared surfaces for cars, and parking bays.
-  Residential Courtyards and Gardens - Landscaped spaces with a mixture of hard materials, trees and planting.





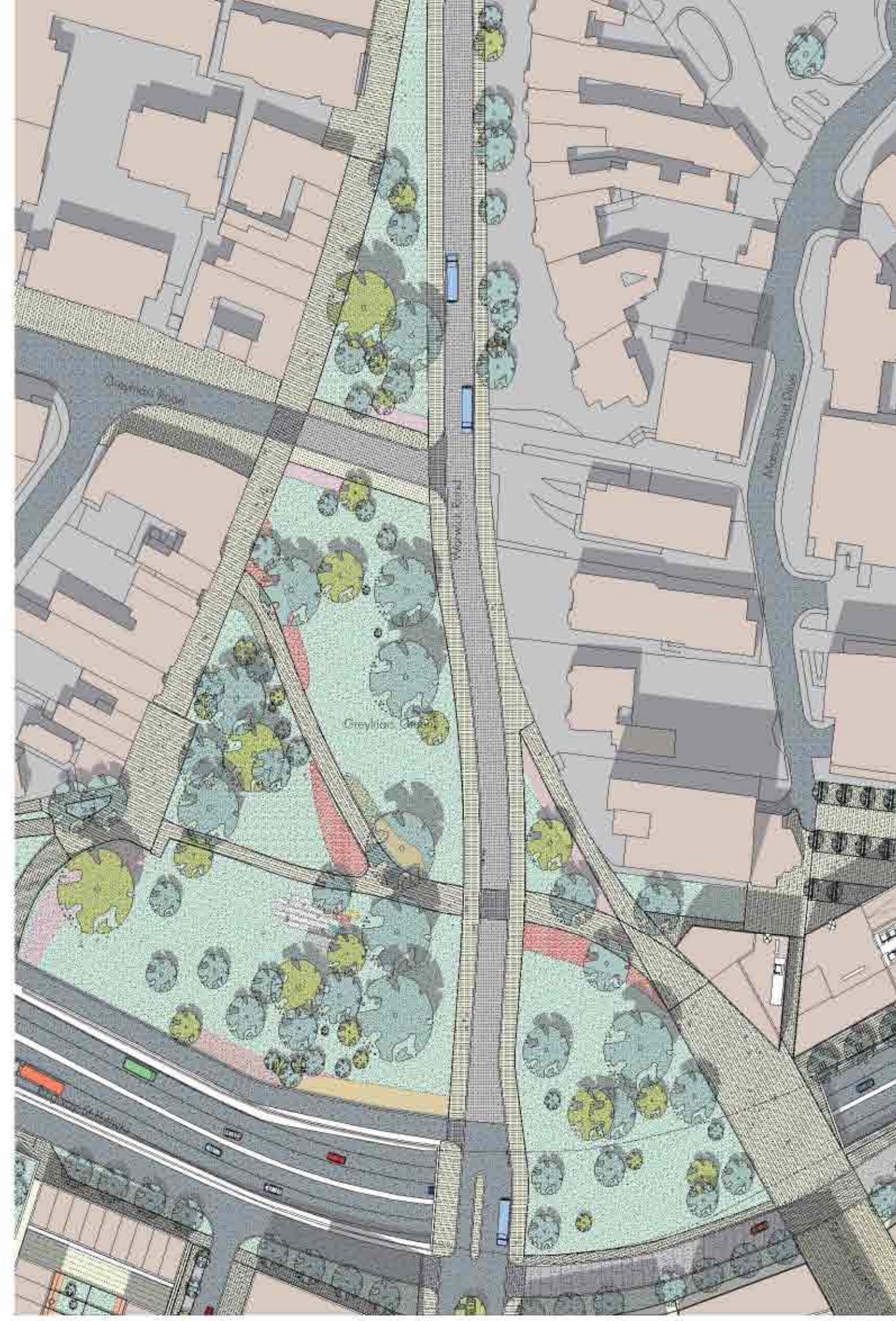
Aerial Perspective Looking Toward Station Square from Greyfriars Green

8.7.3 Greyfriars Green

The removal of the Junction Six roundabout and its associated elevated approach roads will provide the opportunity to simplify the Warwick Road junctions with the Ring Road at grade, and to incorporate a more straightforward slip road configuration. This change will remove a number of the retaining walls and barriers that corral Greyfriars Green on its south and eastern flanks so that its full extent can be properly enjoyed as a place without traffic domination, as well as a place to see from all sides and access from the surrounding buildings. A reduced width Warwick Road will cross Greyfriars Green on the approximate historic line of the old road so that the row of existing mature oak trees once again mark the route into the city.

The proposed new vehicular surface will be set level with the surrounding grassed and planted areas and will be conceived as a shared surface for pedestrian, cycle, bus and car (northbound only) use. At the western side the subway under the junction with Greyfriars Road will be removed altogether, as will all the central reservation barriers so that the northern conclusion of the park at its connection to the city centre and the retail precinct at Bull Yard will be both straightforward and legible. All the mature trees in this location will be retained as will the copper beech and limes that mark the edge of The Quadrant on the eastern side. With the removal of vehicular dominance, more restaurant and café uses may be encouraged within the existing crescent of older buildings, particularly along the western edge of the park.

The park landscape will be extended to the south via a new 'green deck' over the Ring Road, to make the new pedestrian link to Coventry Station. The green deck is shown at its maximum extent, due to Ring Road head height constraints. As the new pedestrian route extends from the station into Greyfriars Green, the treatment of surfaces and design of this important route will need to be considered both as part of the whole composition of Greyfriars Green, and as the vital civic link that it will become.





Perspective view : Roof Garden Overlooking Greyfriars Green

8.7.4 Ring road edge

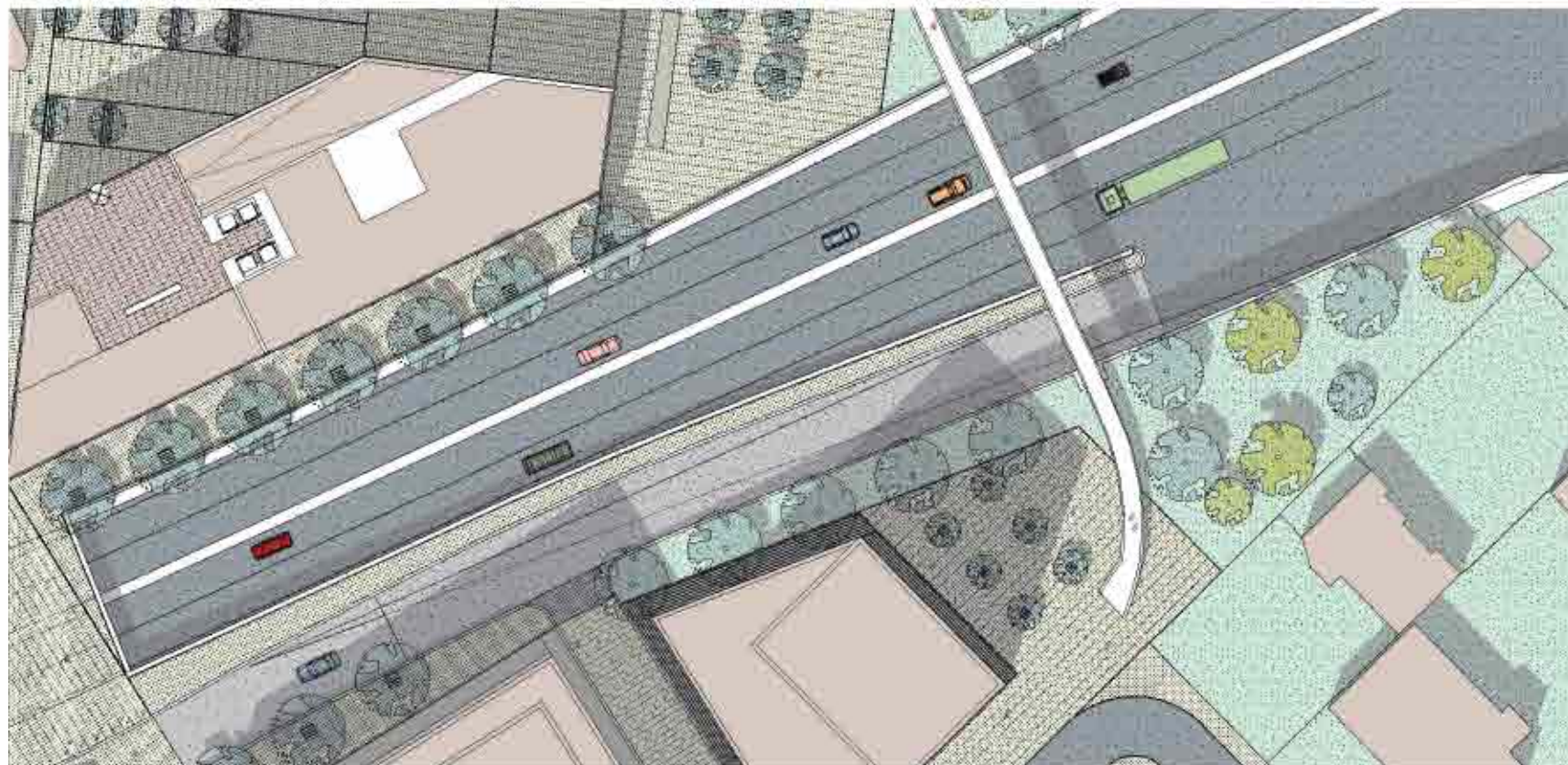
Although the impact of the ring road has been subdued to a large extent by decking over it, it is not possible to completely deck over the ring road across the full width of the site due to minimum clearance restrictions in relation to the vehicular traffic. Therefore a landscape strategy has been developed to specifically address this condition.

The 'greening' of the ring road will provide a visual buffer to the busy road from neighbouring buildings. As Greyfriars Green is extended across the Ring Road, it will be lined on its southern edge with trees to form a strong screen set in front of the new buildings. This flanking strip of landscape will be planted to provide a 'green edge', visible from the ring road that will announce the presence of the park to passing motorists. This row of trees will continue west across Warwick Road to maximise its effect and clearly mark the edge of the park. The commercial offices and residential apartments situated behind this row of trees, which form the built edge, will enjoy views across the park towards the city centre and the three spires. To the east of

the new green deck, the edges of the developed areas adjacent to the Ring Road will be treated in a similar way, both on the southern and northern sides of the Ring Road. The eastern and western peripheries of the green deck will also feature planting, such as shrubs or creepers, designed to soften the effect traffic entering and exiting the tunnel beneath the park.

This landscape provision will provide an important habitat and wildlife corridor, helping to connect larger green spaces, and is in line with the Coventry City Council's Urban Design Framework.

The buildings along this edge, facing Greyfriars Green and the ring road, are intended to form a strong edge, both to define the southern edge of park and provide a strong character to the area. It is possible that the use of these buildings will vary in future versions of the masterplan, and that the alignment of these edge frontages may alter in response to detailed landscape designs.





8.7.5 Station Square

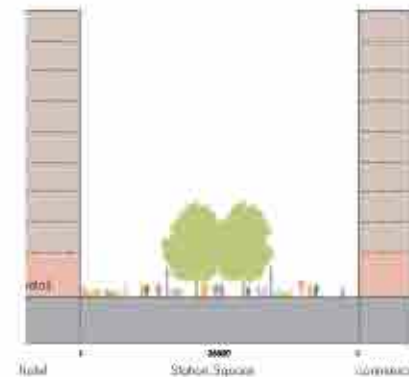


Station Square will be approximately thirty seven metres wide and one hundred and five metres long, and will extend from Coventry Station at its southern end to Greyfriars Green at its northern end. It will be lined on both its long sides by a series of new commercial office buildings with restaurant, café and retail uses, and office entrances on the ground floors, and nearest the station, a hotel. The Square will be car free so that the restaurants and cafes can set up outdoor seating to encourage activity and use within the new landscape. In its current design the surfaces will be finished in high quality hard landscape materials with trees and benches set out to provide places to stop and sit. New lighting will be provided to enhance these locations and to produce clear directional cues demarcating the route between the station and the city centre.

An additional public square located to the western side of Coventry Station will enhance the setting of the listed station buildings. The conversion of this space, currently covered in tarmac and vehicles, into something more useful and friendly will be enabled through the relocation of the existing taxi services from this location to the eastern side of the station building. The space will be used as a pick-up and drop-off area for private vehicles, but vehicles will be controlled and managed. Trees, planting, seating areas and and cycle parking will also enhance this area.

Owing to the width of the new square, it is proposed in Masterplan 2 that the buildings fronting the space could generally be nine commercial storeys high, i.e. of a similar height to the width of the square. The hotel building to the south west corner, adjacent to the Station has been identified as a possible taller building, holding the corner of the square next to station.

The view of the station from Greyfriars Green (shown on page 80) shows how the inflection of the building facades along Station Square helps to direct and frame the route to the station, providing a highly legible route.



Perspective View - Station Square Looking Toward the Railway Station





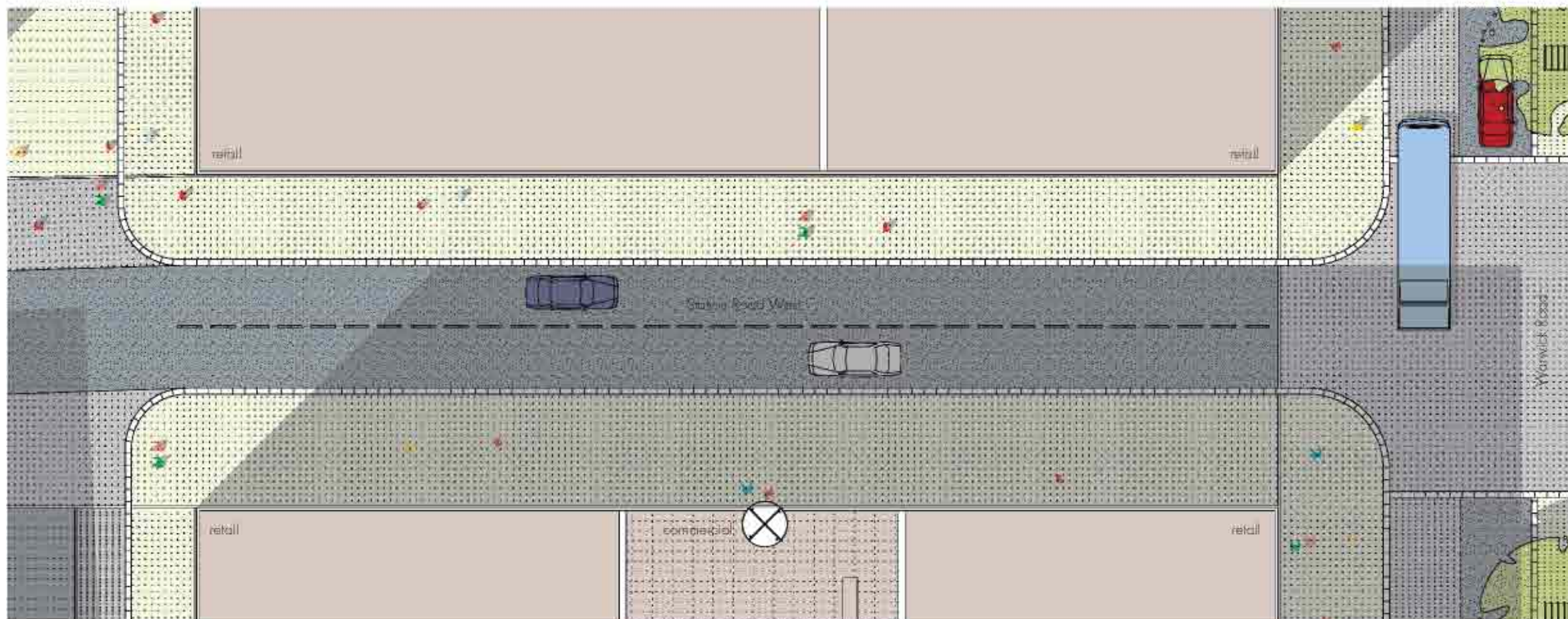
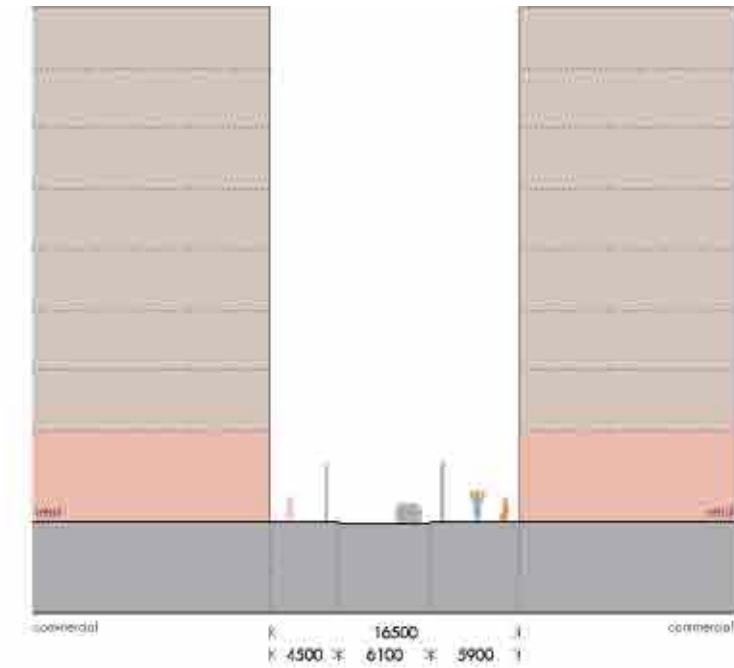
The new layout of Warwick Road will allow relatively tall buildings to be built facing the street. In Masterplan 2, the building height is generally 8 commercial storeys, with 2 taller buildings of 13 storeys; these taller buildings would occur at key moments along the street; the first on the western side of the street marking the turn towards Greyfriars Green, and the second next to the new Station entrances, providing a landmark on the approach to the city from the south.

The diagram illustrates a street layout with the following features:

- Street Layout:** A central 'Bus Lane' with a blue bus, flanked by two 'Lanes' on either side. A 'Pedestrian Crossing' is marked with a zebra crossing in the center.
- Buildings:** Commercial and retail buildings are shown on both sides of the street. A 'Railway' is located on the right side.
- Urban Elements:** The street is lined with trees, streetlights, and pedestrian crossings. A 'Coventry Station' is labeled on the right side.
- Labels:** The diagram includes labels for 'pedestrian crossing (zebra crossing)', 'commercial', 'retail', 'Railway', and 'Coventry Station'.

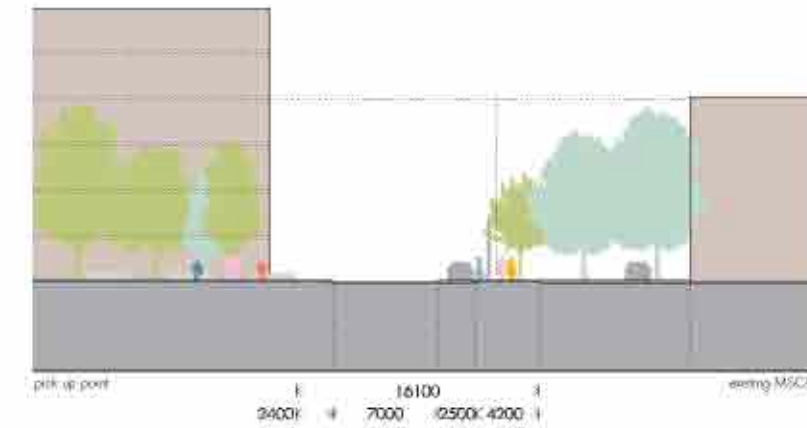
8.7.7 Station Road West

Station Road West will be an important link between Warwick Road and the existing Central Six Retail Park as well as linking Station Square and Warwick Road. Conceived as a normal street with relatively generous pavements, the road will provide access to New Street and the residential area to the west of the site, service access to the commercial buildings to the east and west of Warwick Road, pedestrian access between Station Square and the new Warwick Road boulevard, and access to the new multi storey car park.



8.7.8 Station Road East

Station Road East will be an important vehicular connection between the surrounding road network and Coventry Station. New drop off and pick up areas for taxis will be located to the east of the station, primarily accessed directly from the ring road to the north. Taxis will be well managed, and will wait next to a landscaped area adjacent to residential buildings. Access to the existing station facilities and the British Transport Police will be maintained.



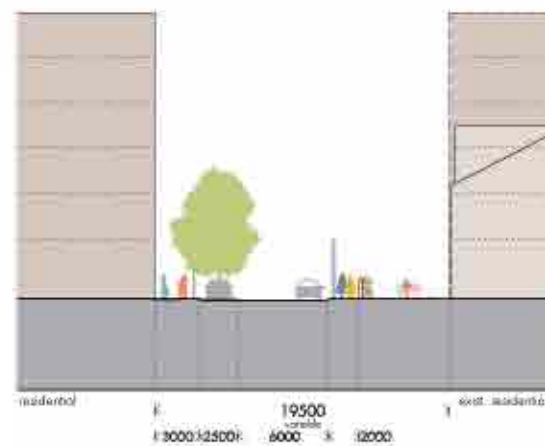


Perspective View Manor Road looking Toward Station Square

8.7.9 Manor Road

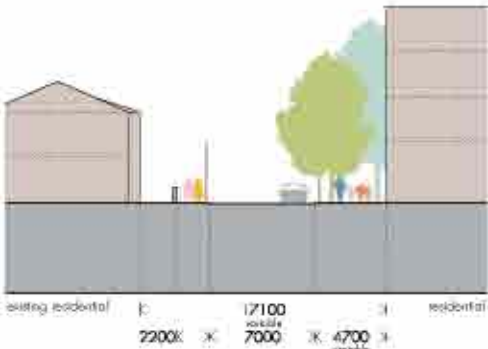
The existing Manor Road will be maintained and will form the eastern boundary of the site, connecting to the existing city fabric. The buildings that remain or are planned on the eastern side of the road are a mixture of semi-detached villas and more modern and larger buildings of up to six storeys in height. The new buildings within the masterplan will form a conventional building line in a series of blocks, allowing for a small amount of 'defensible space' between the building line and pavement line. The typology for these buildings (as shown in Masterplan 2) is a mixture of town houses and maisonettes of up to six storeys along the Manor Road frontage, with ground floor entrances and apartments at the ground and upper floors. On-street parking is provided in a conventional way interspersed between a line of planting.

At the northern end of Manor Road, a building of 18 residential storeys has been shown. This location is suitable for a taller building both to mark the termination (or start) of Manor Road, and to give a sense of 'arrival' to the Friargate area from the Ring Road and the footbridge from Friar's Road.



8.7.10 Grosvenor Road

Grosvenor Road will form the western boundary of the site. It is a cul-de-sac at its southern end, closed off by a service entrance to the Central Six Retail Park. Here the terrace of existing houses on its west side face onto the machinery ramp as it rises to meet the bridge across the railway to the south. The new four storey residential buildings will form a conventional building line along the eastern edge and will be arranged as town houses and maisonettes accessed from the ground floor, and a series of apartments at the upper floors. At its northern end, Grosvenor Road will be altered to link directly to the westbound lane of the Ring Road. For pedestrians and cyclists a new ramp and landscaped area will link to a lower level connecting with the existing subway leading to Greyfriars Green.



8.7.11 New Street

New Street will be a new road following a diagonal line of sight taken from the elevated pedestrian and cycle bridge as it crosses the railway lines from Spencer Park to the south, to the city centre and the three historic spires of Christchurch, St Michaels and Holy Trinity. The height of the buildings will change from four storey residential west of this road (to allow views of the spires) to eight to ten storey residential, hotel or commercial offices on the eastern side. On street parking will be provided in a conventional way interspersed between a line of planting.

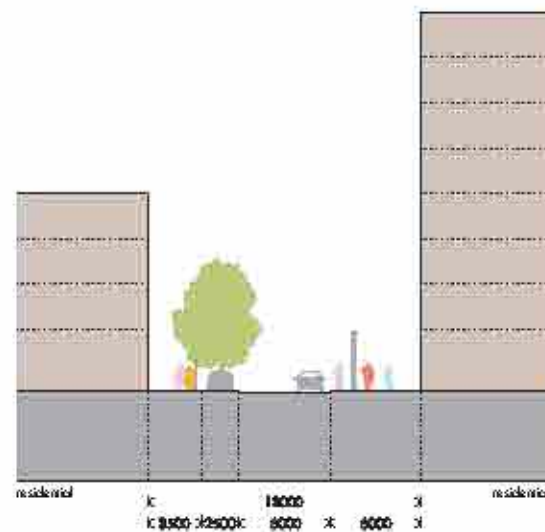
The character of this street is intended to be primarily residential, with a clear view of the spires at its northern end providing a memorable backdrop to the locale.



Perspective View - Existing view from bridge



Perspective View - Proposed view from bridge



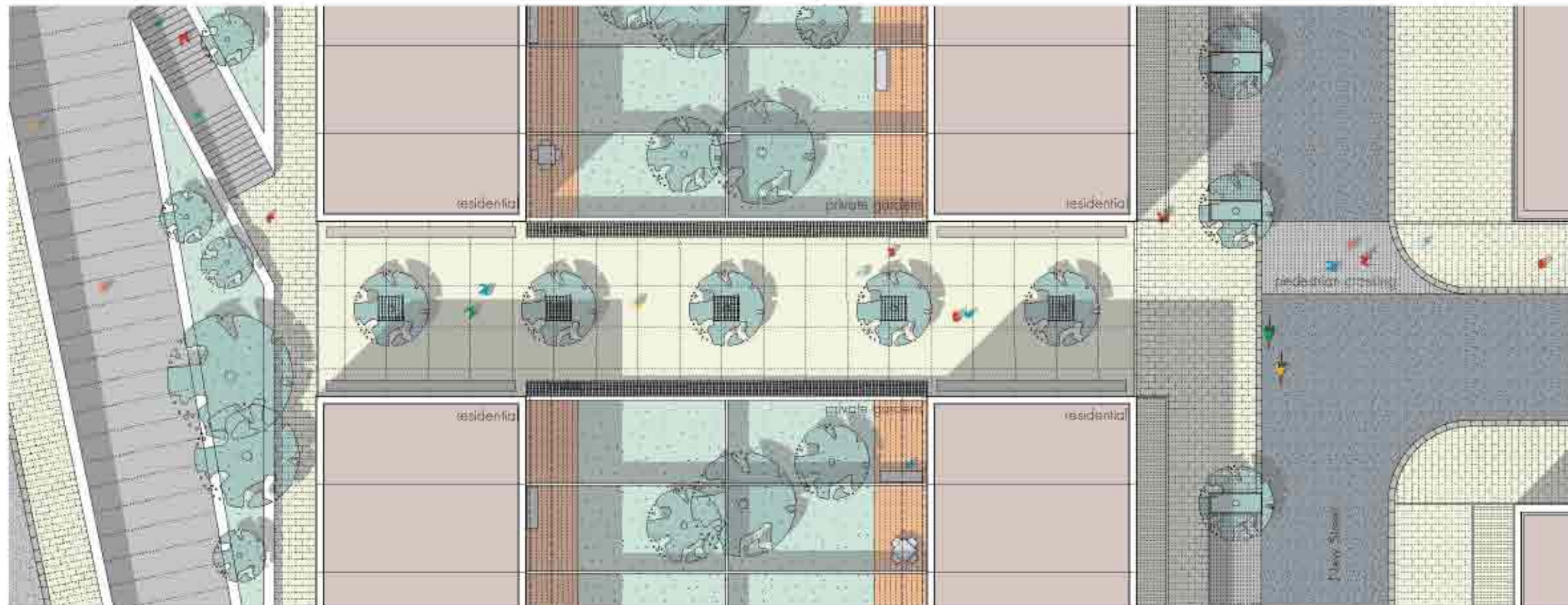
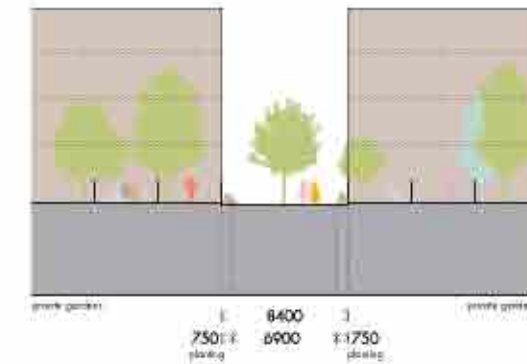


Perspective View - Lane Passing Between Residential Buildings

8.7.12 Lanes, Residential Areas

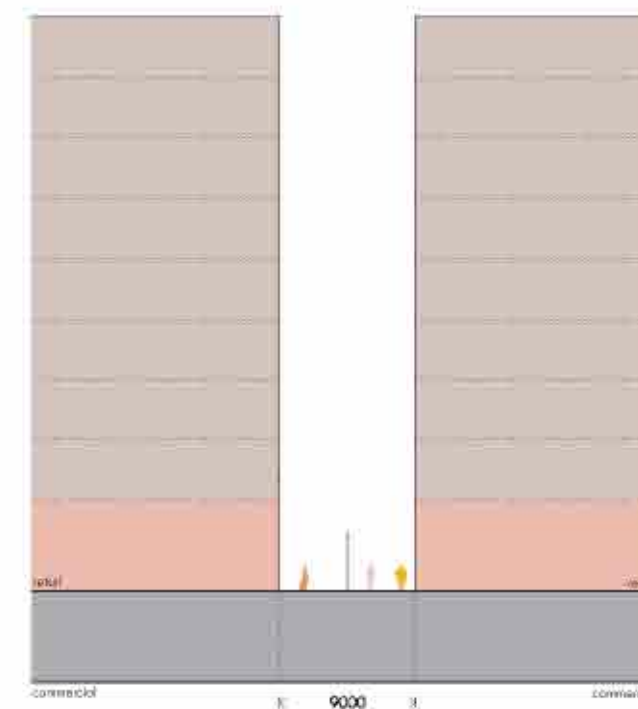
These tertiary connections are important capillaries that feed into the larger network of streets, making an important contribution to the vitality and successful urban feel of the spaces. At a human scale they can become much used as short cuts or variations in a walk and break up the building blocks allowing vital accessibility to the developments from all sides.

Lanes in residential areas will be designed to take advantage of private gardens at the rear of residential buildings. Glimpses of mature trees and other domestic features such as rear balconies will be visible from the lanes, giving the space a distinctive character. Privacy for local residents will be maintained through the use of fixed screening and buffer zones containing shrubs and other planting. These lanes would be overlooked by windows in the residential buildings, to give a sense of security.



8.7.13 Lanes, Commercial Areas

Lanes in commercial areas help break down the urban grain and contribute a greater diversity of space to the development. These thin passageways will contrast with the broad public squares, boulevards and other streets, although they will still take advantage of as much active frontage as possible to enliven the lane and ensure that they are secure places to be. The narrowness of the lanes will be offset by a relatively short length and east/west orientation, thus ensuring that adequate levels of sunlight is maintained throughout the day and a prevailing sense of openness is ensured at all times.



8.7.14 Shared Space

Conceived as predominantly pedestrian streets with shared surfaces for local vehicular traffic. These streets will also contain parking bays in a conventional manner. Combined with trees, hard paving and street lighting they will connect easily both to the surrounding existing street pattern to building lines or private gardens.

These spaces usually form the backs of buildings, and are therefore an appropriate place for parking and service activities. They will still be overlooked by the office buildings above, and will benefit from a high level of activity by the inclusion of parking areas.

