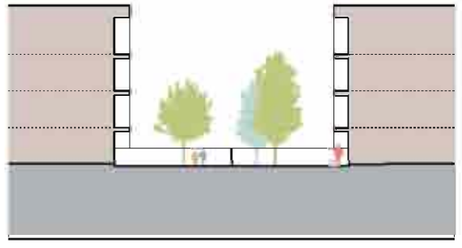
Aerial View - detail of residential courtyard gardens from the north

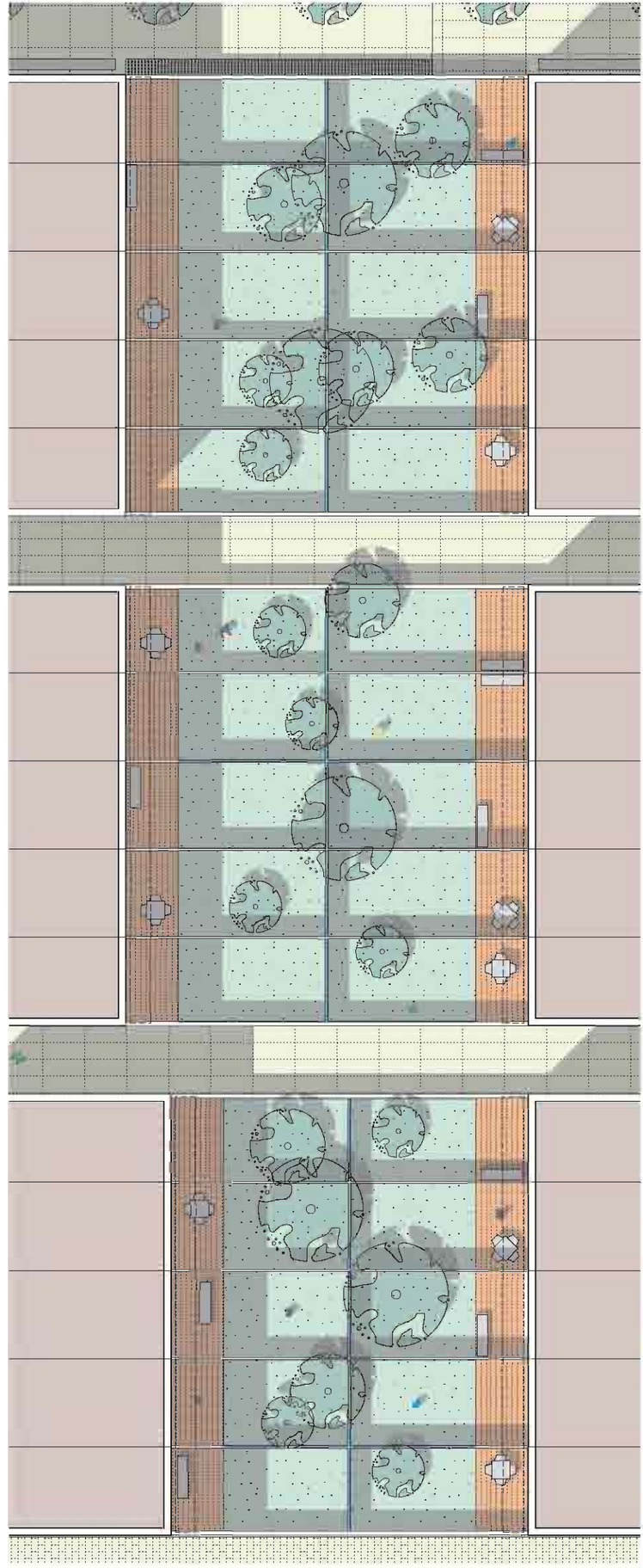
8.7.15 Residential Courtyards and Gardens

Although these spaces will be largely private to the residents, they nevertheless form an important element of the scheme, and may include green roofs or landscaped terraces, balconies, courtyards, back gardens, or small planted 'defensible spaces' in front of residential buildings balconies at higher level will add private space and the benefit of good views

Whilst the landscaping at these areas will largely be controlled by the residents or property managers, they are also important for the wider public experience of the area; they will be visible from the street, will provide important habitats for wildlife, and will contribute to the site-wide strategy for sustainable drainage They will also provide an invaluable amenity for the residents who will occupy them and utilise these spaces for leisure and recreation

Clear distinctions between public and private territories will be made to prevent the creation of ambiguous landscape spaces in and around residential buildings The creation of secure landscape spaces with an appropriate level of privacy will help to ensure that residents can comfortably occupy and utilise all available outdoor spaces This design practice will also encourage residents to establish a sense of ownership and will lead to improved levels of upkeep and maintenance





View looking towards Station Square from Greyfriars Green

8.8 Access

Introduction

This chapter sets out a framework for the approach to inclusive design and the good practice standards which will be applied across the site It is recognised that good practice will evolve over time, and this will need to be addressed as the detailed proposals for each element of the scheme are brought forward in future submissions This process will provide a framework for an ongoing dialogue between all stakeholders and will ensure the vision of an accessible environment is delivered

The needs of disabled people should be integrated within all developments, from their design, layout, physical condition and the inter-relationship of uses In particular town centres and residential areas should have well defined and safe access arrangements for disabled people travelling in private vehicles, disabled public transport users and disabled pedestrians

Equal Access for All

The general principles which will be addressed within the scheme to achieve this overall vision include:

- Providing a successful urban structure which provides a pedestrian friendly environment, and also allows sufficient access by car
- Providing an integrated public transport system with easy access for disabled people
- Providing level access to buildings
- Minimising the gradients along key routes, and avoiding level changes wherever possible
- Providing ramps, lifts or escalators where level changes are unavoidable; and
- Using lighting, colour, signage and tactile surfaces to assist people when moving around the area
- Providing facilities such as seating where this would be of benefit to disabled people

The Friargate Masterplan

More specifically, the Friargate masterplan will improve the environment for disabled users by;

- Extending the existing Coventry Station to improve accessibility
- Providing new bus stops on Warwick Road directly outside the new entrances to Coventry Station
- Removing the Junction Six roundabout and reconfiguring the general transport infrastructure
- Removing a number of pedestrian underpasses beneath Junction Six and provision of an at-grade landscaped connection across the Ring Road
- Removing the pedestrian underpass below Greyfriars Street, and replacement with an at-grade crossing
- Provision of new taxi and private car drop off / pick up facility located to the eastern side of Coventry Station, freeing the space immediately outside the front doors of the station from vehicular traffic and establishing a safer and more legible pedestrian environment
- Establishing a clear and legible network of secondary streets to better facilitate pedestrian and vehicular movement across the site
- Realigning Warwick Road to establish this key boulevard as a pedestrian friendly route with dedicated public tansport lanes and a direct connection to the centre of Coventry
- providing a low impact dedicated bus route across Greyfriars Green to replace the existing four lane traffic route; and
- Working with existing site topography, and ensuring that gradients along all routes are minimised
- Using design details and materials that enhance, rather than impede, the accessibilty of the scheme

Consultation

Local disabled people can offer valuable knowledge of the barriers they face in the environment, and thus it is expected that detailed schemes will consult with the appropriate bodies at a detailed design stage

8.9 Sustainability

Sustainability links together environmental, economic and social issues in a complex relationship which has to be balanced. In the construction industry it has more recently become a catchword, with many differing and interrelated definitions involving building performance and effect on the environment.

By its very nature an initial masterplan cannot expect to define a detailed specification for the buildings in their final form as it needs to maintain a level of flexibility to anticipate and adapt to future events and conditions. The kinds of technologies, priorities, equipment and methods of measurement that we have access to today may not be as relevant or appropriate in five, ten, or fifteen years time. There are now however overriding and established principles that can be followed to minimise the impact on the environment, particularly the levels of carbon emission and energy use, and to mitigate climate change.

A site wide energy strategy is being developed. An initial study (appended to this application) has assessed anticipated energy use and carbon emissions for the development, and potential reductions that may be achievable in the future.

In this masterplan we are promoting a holistic view of what sustainability means at every level, so that when designs for individual buildings are brought forward they complement the site wide energy strategy. Consideration should be given to how the designs of individual buildings, including the selection and use of materials, impact on the immediate environment of each specific site, during the design and construction phases and in the life of the development thereafter.

Areas where it is possible to be specific within Masterplan 2 are as follows;

Water

Wherever possible rainwater will be collected, stored and recycled for non potable uses such as flushing WCs and watering landscape. As building designs come forward, the economic use of water for services will be considered.

Rainwater run off from the hard landscape surfaces will be managed to prevent the surcharging and flooding of the drainage infrastructure using a Sustainable Urban Drainage System (The SUDS strategy is contained within the submitted flood risk assessment).

Within Masterplan 2, a number of green areas have been proposed, ranging from parkland, planting along streets or green roof terraces. These areas will help to absorb water and attenuate the run-off during times of heavy rain.

Energy Conservation

A central energy centre is being investigated, possibly located within the footprint of one the buildings. Local generation of power will enable the waste and heat from electricity production to be recycled and used elsewhere in the masterplan, leading to an increased efficiency and a reduction in the overall carbon footprint of the development. The relevant study forms an appendix to this application.

The Masterplan Principles set minimum performance standards for future Commercial buildings of BREEAM 'Very Good', and for domestic buildings of Code for Sustainable Homes code 3. Whilst buildings have not yet been designed, they will in the future be designed to maximise the benefit from passive solar shading on the east, south and west facades. High performance insulating glass will be encouraged, reducing heat loss through façades. Plant should be selected offering the best in class performance in terms of low energy consumption and flexibility for operational economy.

Biodiversity

The existing environment of Greyfriars Green will be reinforced and enhanced by the new elements of landscape delivered by the masterplan. This includes new trees and planting forming 'green corridors' to enable wildlife to inhabit the site area.

In Masterplan 2, a number of roof terraces, balconies and green roof areas have been suggested. Where practical, roofs should be designed to incorporate terraces or hard and soft landscape beneficial to the users, and to incorporate areas of sedum to promote biodiversity.

Tree and plants within the public realm will be selected to compliment the environment and encourage biodiversity.

Transportation

The location of the site benefits from excellent public transport links, principally Coventry Station. This will inherently limit car use by visitors to and users of the development.

Car use is further controlled within Masterplan 2 (and also in the masterplan Principles), by allowing only a limited number of well managed car parking spaces across the site. This will encourage the use of public transport, walking and cycle use. As the development process progresses, electric and hybrid vehicles will be promoted.

Cycling is encouraged within Masterplan 2, with a number of cycle routes identified throughout the site (see section 8.6). Secure cycle parking provision will be located in key positions (e.g. outside the Station) and facilities offered within buildings.

The proposed transportation interchange between bus and train on Warwick Road will encourage the use of public transport, both bus and rail. The location of new Station entrances on Warwick Road will ensure that the transfer from bus to rail is quick, legible and accessible.

Renewable Energy

Renewable forms of energy generation fuels will be encouraged where these are practical and can be sourced economically.

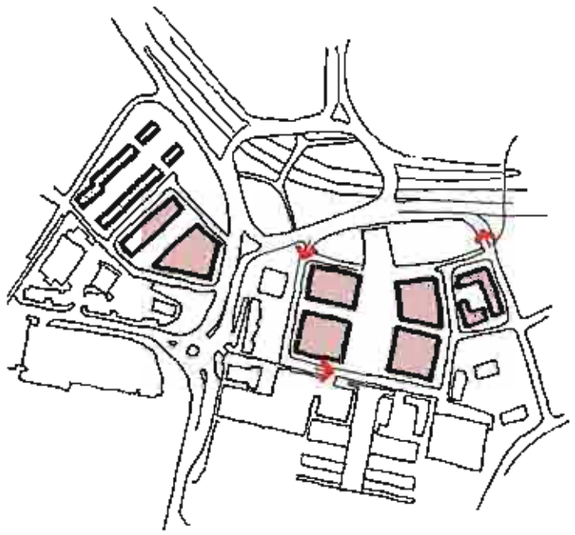
8.10 Deliverability

The following images illustrate an indicative phasing strategy for the early implementation of Masterplan 2

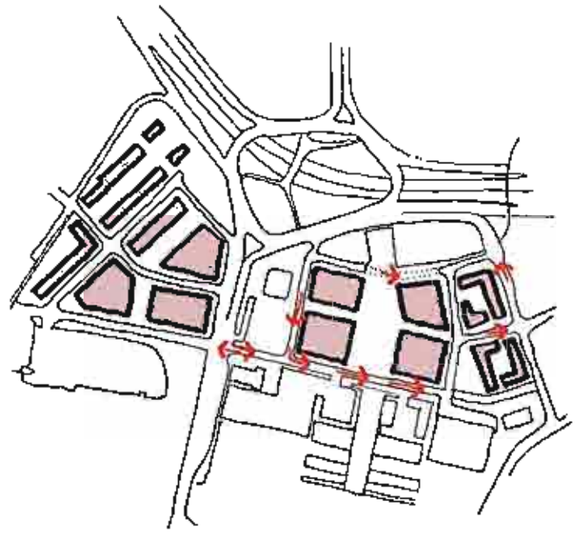
The first phases of development centre around the delivery of the new Station Square that will link Coventry Station with Greyfriars Green and the city centre Subsequent phases describe a sequence for the implementation of further components of the proposed masterplan

The impact of the incremental development upon neighbouring areas needs to be considered as part of the overall strategy Preservation of pedestrian and transport links will be given a high priority during construction works, with all phases of development designed to reduce disruption to users and to provide alternative routes as required to ensure that access is maintained wherever possible throughout the entire development process This will ensure that surrounding residents, businesses and users and operators of Coventry Station will be able to co-exist with these changes with relatively minimal disruption In this proposal the first clusters of new buildings are centred on Station Square This ensures that the principal new public space is delivered at an early stage of the development, and as a result, is capable of acting as the central piece of urban fabric throughout the development of the remaining parcels of land

Phase 01
The first phase of development is intended to create the new Station Square, and start to define the future route from the railway station to the city centre Some residential development would also take place to the east of the site Access to the station is maintained from junction 6 and egress via Manor Road (as is the current situation)



Phase 02
Further development of commercial buildings to the west of Warwick Road and residential adjcent to Grosvenor Road the the west of the site Access to and from the station is still from junction 6 and Manor Road



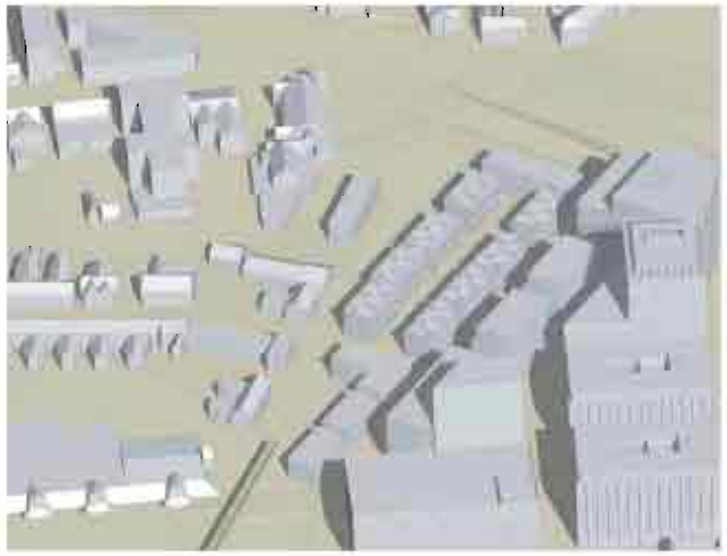
Phase 03
Further residential development to the south east of the site adjacent to Manor Road, and commercial and residential plots to the west of Warwick Road In this phase Warwick Road starts to be reconfigured, allowing access to the station from Warwick Road Manor Road woudl remain as egress from the station environs

8.11 Sunlight Daylight Analysis

The diagrams opposite have been produced to illustrate the potential shading effects of the development on the existing area of Grosvenor Road. It has been agreed with Coventry City Council that, due to the limitation in height of the proposed buildings to the east of Grosvenor Road, it will not be necessary to carry out further studies in this regard within the Environmental Statement.

Note: This analysis is for illustrative purposes only

Grosvenor Road - **9am**, 21st March



Grosvenor Road - **12noon**, 21st March

Grosvenor Road - **3pm**, 21st March

Appendices

Perspective View - Station Square

Rev	Date	Description
P1	29.06.09	FOR INFORMATION

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Architects

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FRIARGATE, COVENTRY

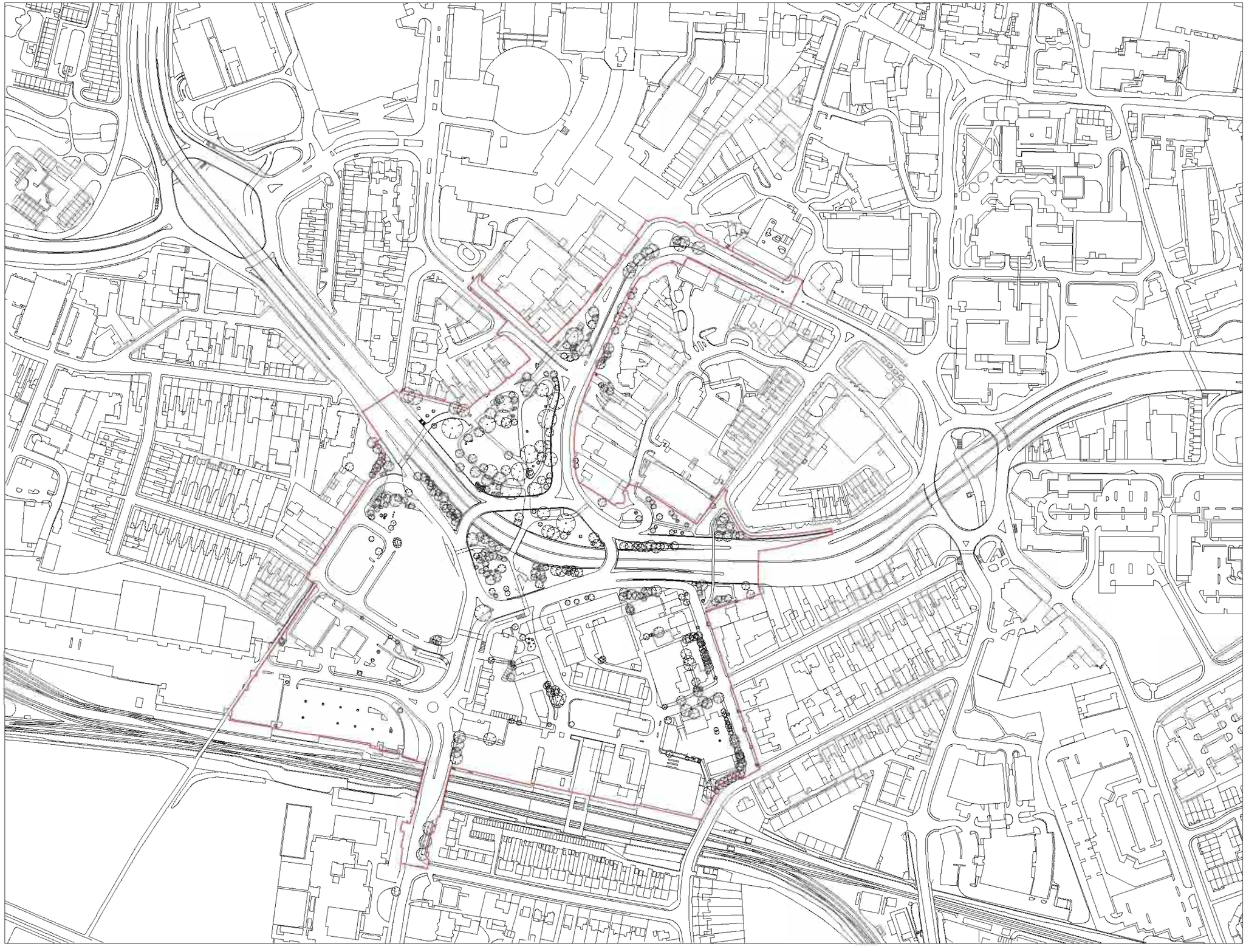
MASTERPLAN 1

EXISTING SITE PLAN

612_00_07_001

SCALE: 1:2000 @A3 DATE: 090622

P1



Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All dimensions shall be verified on site before proceeding with works. All levels are nominal. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. All levels are to metres. This drawing is for design intent only. This drawing is to be read in conjunction with other documentation from the architect, design team, main contractor and employer's agent. The architect must be notified of any discrepancies.

REV	DATE	DESCRIPTION	CHD
P1	090922	PLANNING APPLICATION	

REV	DATE	DESCRIPTION	CHD

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facsimile 020 7921 0101
email info@alliesandmorrison.co.uk

FRIARGATE, COVENTRY

MASTERPLAN 1

RED LINE BOUNDARY

612_00_07_008

A&M JOB NO: 612

SCALE: 1:1250 @ A0

P1

Rev	Date	Description
P1	29.05.09	FOR INFORMATION
P2	08.11.10	FOR INFORMATION

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FRIARGATE, COVENTRY

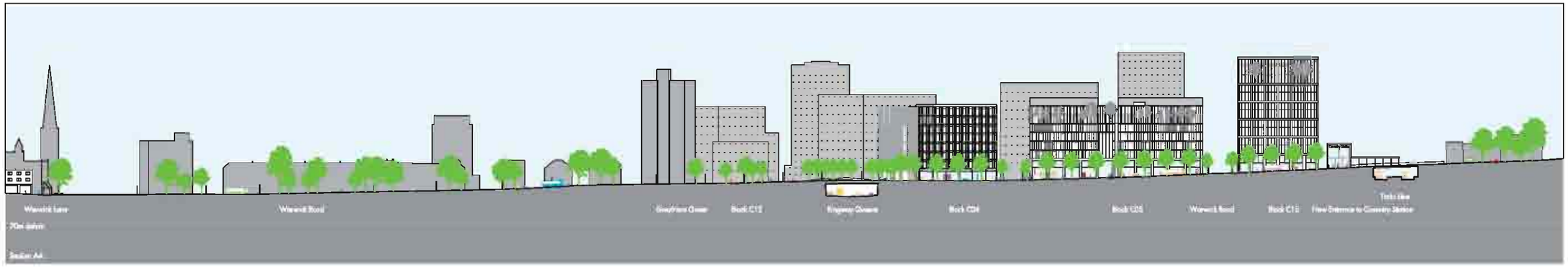
MASTERPLAN 2
GENERAL ARRANGEMENT

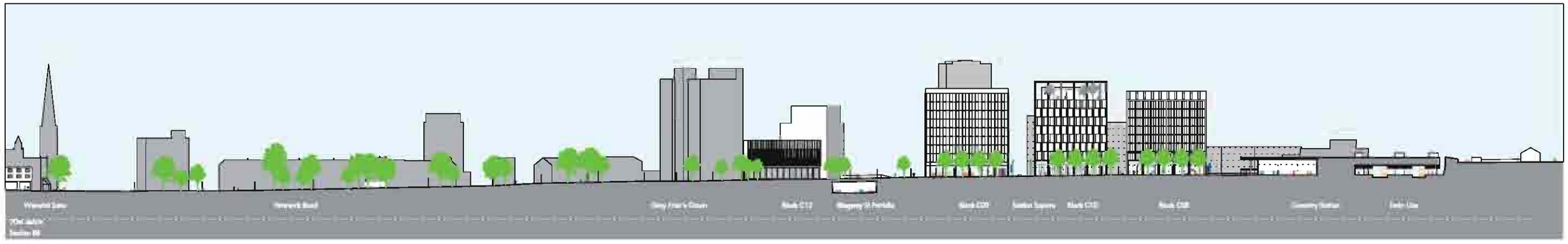
MASTERPLAN 2

612_00_07_002

SCALE: 1:2000 @A3 DATE: 090622

P2





General Notes :

Do not scale off the drawing. Use figured dimensions only.

All levels are nominal.

Figured dimensions are in millimetres.

This drawing is to be read in conjunction with scope of works,specification, schedules and all other relevant drawings and documents

Rev	Date	Description
P1	090618	PLANNING APPLICATION
P2	101109	PLANNING APPLICATION

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FRIARGATE, COVENTRY

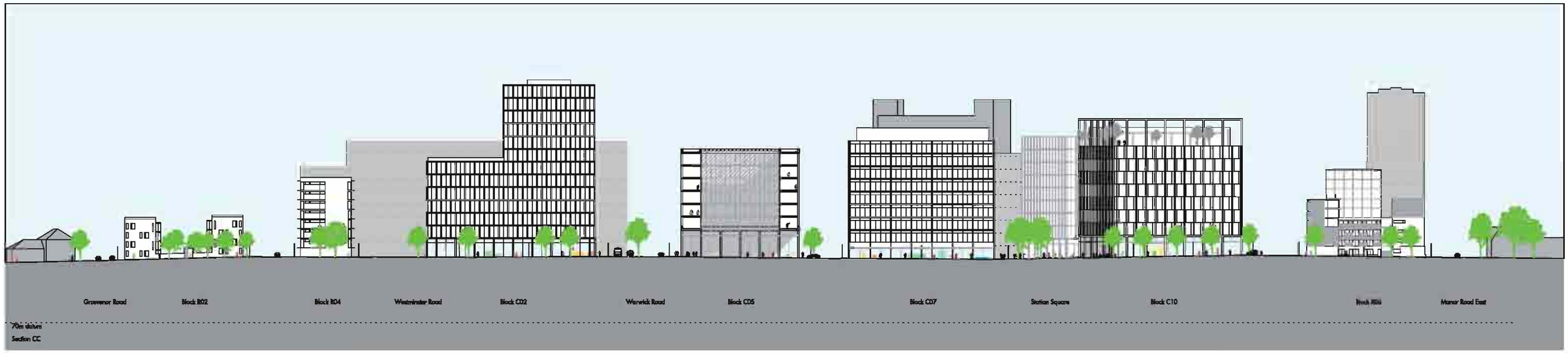
MASTERPLAN 2
SITE SECTIONS

SECTION AA, BB

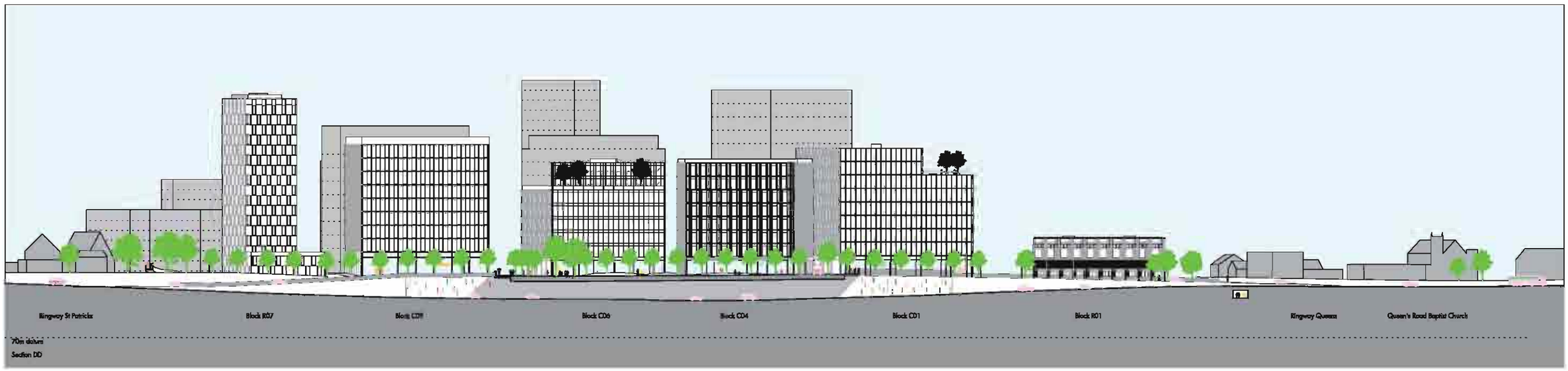
612_00_07_003

SCALE: 1:2000 @A3 DATE: 090618

P2



Section CC



Section DD

General Notes :

Do not scale off the drawing. Use figured dimensions only.

All levels are nominal.

Figured dimensions are in millimetres.

This drawing is to be read in conjunction with scope of works,specification, schedules and all other relevant drawings and documents

Rev	Date	Description
P1	090618	PLANNING APPLICATION
P2	101109	PLANNING APPLICATION

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FRIARGATE, COVENTRY

MASTERPLAN 2
SITE SECTIONS

SECTION CC, DD

612_00_07_004

SCALE: 1:1250 @A3 DATE: 090618

P2

GREYFRIARS ROAD
NEW UNION STREET
GREYFRIARS GREEN
RINGWAY QUEENS
GROSVENOR ROAD
NEW STREET
RINGWAY ST PATRICKS
WARWICK ROAD
STATION ROAD WEST
STATION ROAD WEST
STATION SQUARE
STATION ROAD EAST
MANOR ROAD EAST

REVISED OUTLINE SUBMISSION 2010

Rev	Date	Description
P1	29.06.09	FOR INFORMATION
P2	11.11.09	AMENDED
P3	17.11.09	AMENDED
P4	17.09.10	AMENDED / MASTERPLAN 02
P5	25.11.10	AMENDED - NOTE ADDED

KEY:

PRINCIPAL PUBLIC REALM AREAS

INDICATIVE ALIGNMENT

GREYFRIARS GREEN

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FRIARGATE, COVENTRY

MASTERPLAN PRINCIPLES
PUBLIC REALM AREAS

DIAGRAM 1

612_00_07_005

SCALE: 1:3000 @A3 DATE: 09/06/10

P5

REVISED OUTLINE SUBMISSION 2010

Rev	Date	Description
P1	29.05.09	FOR INFORMATION
P2	17.09.10	FOR INFORMATION
P3	22.11.10	AMENDED - NOTE ADDED

KEY:

- DEVELOPMENT ZONES
- DEVELOPMENT ZONE BOUNDARY
- SECONDARY VEHICULAR ACCESS ROUTE
- FIXED POINT OF CONNECTION TO EXISTING STREET
- LIMIT OF DEVIATION FOR SECONDARY ROUTES (UP TO BUILDING FRONTAGE)

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FRIARGATE, COVENTRY

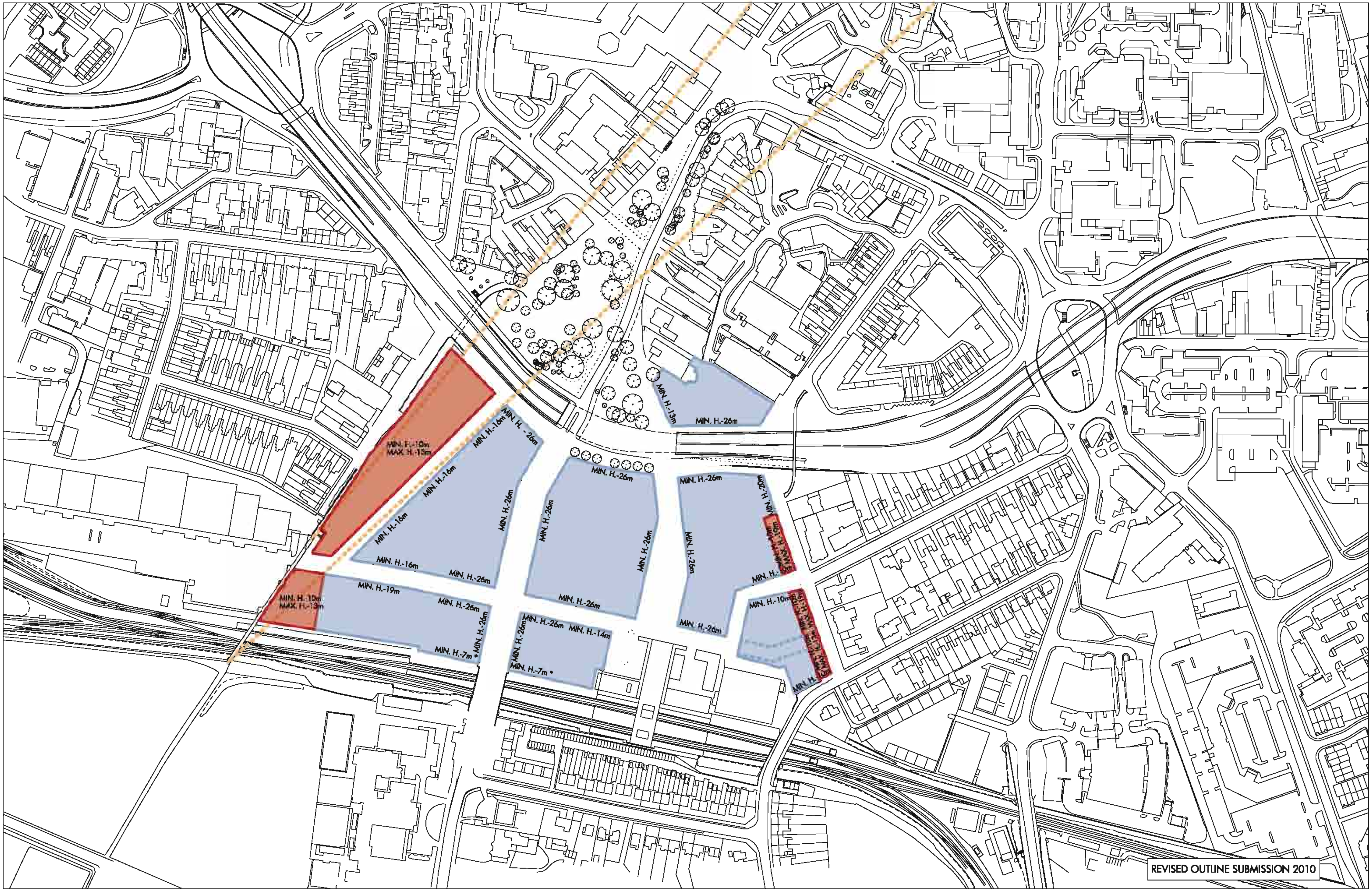
MASTERPLAN PRINCIPLES
DEVELOPMENT ZONES

DIAGRAM 2

612_00_07_006

SCALE: 1:3000 @A3 DATE: 09/06/10

P3



Rev	Date	Description
P1	29.06.09	FOR INFORMATION
P2	17.09.10	FOR INFORMATION
P3	22.11.10	AMENDED - NOTE ADDED

KEY:

- KEY VIEW
- DEVELOPMENT ZONE WITH RESTRICTED BUILDING HEIGHTS
- DEVELOPMENT ZONE WHERE TALL BUILDINGS POSSIBLE (110m MAXIMUM HEIGHT)

MIN. H.-10m / MAX. H.-13m — APPROXIMATE MINIMUM/ MAXIMUM HEIGHTS ABOVE STREET LEVEL OF FRONTAGE TO BE ACHIEVED OVER 75% OF PLOT EDGE

MIN. H.-7m * — APPROXIMATE MINIMUM HEIGHT, ABOVE LOWER ADJACENT STREET LEVEL, OF BUILDING WITHIN DEVELOPMENT PLOT

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FRIARGATE, COVENTRY

MASTERPLAN PRINCIPLES
HEIGHT LIMITS PLAN

DIAGRAM 3

612_00_07_007

SCALE: 1:5000 @A3 DATE: 090618

P3

Coventry Friargate

Area Schedule - Masterplan 2

Revised 100827

Plot	Use								
	A1-A5	B1	C1	C3	D1	D2	MSCP	transport	total
R 01				3,628					3,628
R 02				5,644					5,644
R 03				3,564					3,564
R 04				6,934					6,934
R 05				6,590					6,590
R 06				6,134					6,134
R 07				6,814					6,814
R 08				2,644					2,644
H 01			13,709						13,709
H02	128		14,899						15,027
C 01	1,091	12,351			132				13,574
C 02	688	17,344			357				18,389
C 03	688	13,508				357			14,553
C 04	455	8,845				148			9,448
C 05	1,916	20,984							22,900
C 06	732	9,774							10,506
C 07	511	12,094				229			12,834
C 08	927	13,392							14,319
C 09	682	12,075			254				13,011
C 10	586	13,034			180				13,800
C 12	889	9,191							10,080
C 12A	263	1,586							1,849
C13	1,074	11,982							13,056
C14**							20,565		20,565
C15	662	14,041							14,703
C 16	206	6,314				362			6,882
TOTAL	11,498	176,515	28,608	41,952	923	1,096	20,565	0	281,157

Station*								2122***	0

Notes: All areas are Gross External Areas, in square metres

* Station refers to approximate area of proposed new station entrance buildings on Warwick Road
** Plot C14 is Multi Storey Car Park
*** Assumes average two levels to entrance buildings

Project Team

Developer
Friargate Coventry LLP

Project Manager
Gardiner & Theobald

Masterplan Architect
Allies and Morrison

Planning Consultants
GW Planning Ltd

Traffic and Highways
Arup

Environmental Engineer
Waterman Environmental

Masterplan M&E Engineers
Waterman Building Services

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