



# TRANSFORMING NUNEATON

Town Centre Site Capacity  
Opportunity Study  
January 2019

# DRAFT

# TRANSFORMING NUNEATON



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Site Review

Redevelopment Feasibility, Massing Proposals & Capacity Schedule

#### Overall Capacity Schedules & Summary

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## INTRODUCTION

Further to strategic vision works, IDP have been commissioned to develop those principles to ascertain development capacity potential in the heart of Nuneaton. This document presents feasibility studies across twelve sites, identified in the overarching strategy as transformative development sites for the regeneration of the town centre.

Proposals introduce a mix of uses in looking to deliver flexibility and sustainability of proposals, whilst incorporating key development aspirations for the town including a new theatre, leisure and entertainment facilities, integrated transport interchange, town centre business centre, new library facility, medical hub and education spaces.



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# STRATEGIC VISION OVERVIEW



- Introduce a mix of uses into the town centre, delivering vibrancy and flexible sustainability.
- Bringing green spaces into the town centre, encouraging leisure time to be spent within the town centre.
- Face development onto the ring road, creating attractive active frontages to main points of arrival.
- Frame and create attractive views into the town centre

- Celebrate existing heritage assets and encourage their appreciation.
- Create a new home for the arts in the town centre.

- Create a single transport interchange and ensure high quality arrival into the town centre
- Capitalise on opportunity for riverside aspects

Architectural gateways to encourage views and routes into the town centre

New pedestrian focused green corridor approach into Nuneaton

Development fronting out onto the ring road

Extension of Bridge Street to courthouse frontage

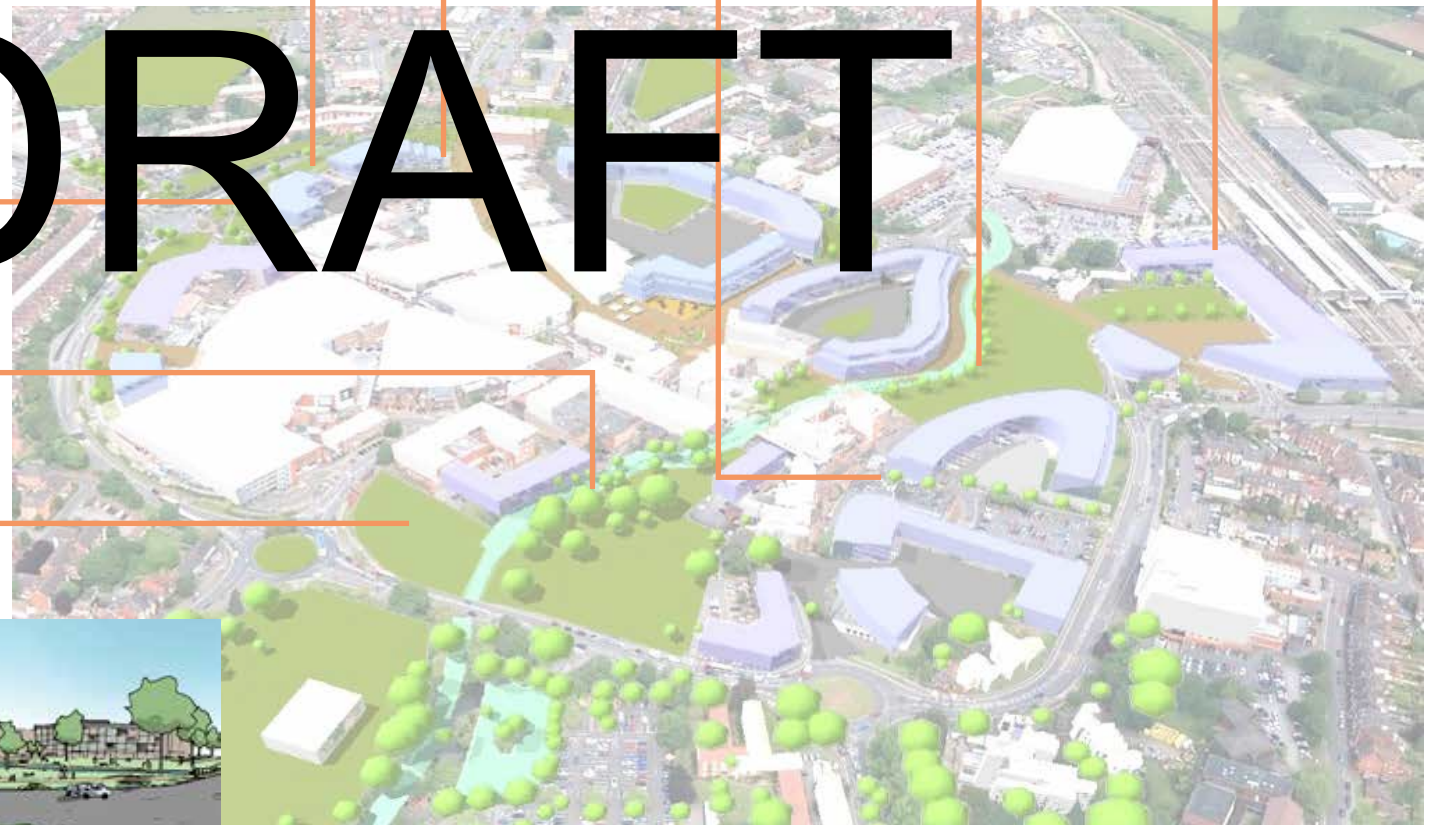
Proposed location of new transport interchange

Linear parks proposed to roadside producing environmental buffers

Riverside aspect and development sites identified. Producing higher value development plots.

Creating high quality arrival points into the town centre — civic approach from A444

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# TRANSFORMING NUNEATON FEASIBILITY STUDY

## KEY DEVELOPMENT SITE IDENTIFICATION



**Site One** — Dugdale Street Land Assembly

**Site Two** — Abbey Street Car Park

**Site Three** — Newtown Road Land Assembly

**Site Four** — Harefield Road Bus Station Land Assembly

**Site Five** — Abbeygate and Heron House Land Assembly

**Site Six** — Bondgate Approach

**Site Seven** — Vicarage Street Land Assembly

**Site Eight** — Railway Station & Back Street

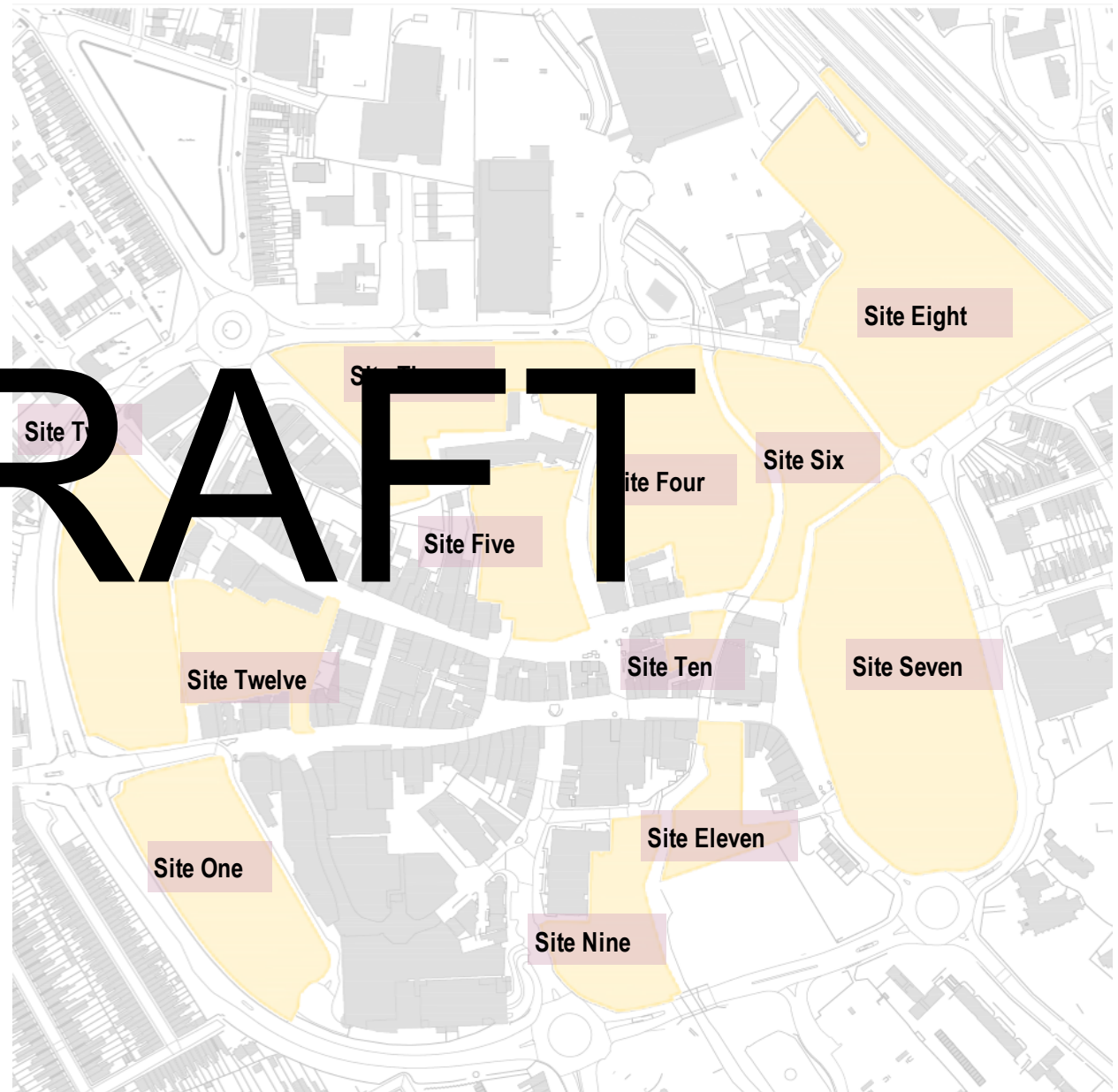
**Site Nine** — Mill Walk

**Site Ten** — Newdegate Street Pocket

**Site Eleven** — Bridge Street & Mill Street

**Site Twelve** — New Public Square linking  
Abbey Street and Queens Road.

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## SITE FEASIBILITY STUDIES

### Site 1 - Dugdale Street Land Assembly

#### Site Review

Bounded By Dugdale Street, the Roanne Ringway and Queens Road, Site One occupies a prominent frontage to the ring road, whilst lacking in the provision of positive frontages toward this main traffic route. The site currently accommodates a service access to the neighbouring Ropewalk shopping centre, and a collection of small businesses housed in two storey accommodation, the back of which are exposed to the ring road.

Notably, facing toward Dugdale Street and making a connection to the residential districts of Windsor Street and beyond, the Ropewalk centre presents a secondary entrance broadly aligned to a pedestrian crossing over the Roanne Ringway. In addition to the commercial uses, the site also accommodates two surface level car parks with a cumulative capacity of 68 spaces.

#### Site constraints, opportunities and dependencies

The site presents an opportunity to change the face of Nuneaton town centre by redevelopment providing positive frontages to the ring road, redevelopment should look to maintain parking numbers on site whilst increasing footfall to the neighbouring town centre retail offering. The site could house a number of uses, and should look to build upon the opportunity presented by interaction with the shopping centre, strengthening of the pedestrian linkage to outlying residential districts should also be incorporated into proposals whilst an improvement to the environmental quality bounding the ring road should also be a priority.

A land assembly will be required on the site, however once in place the sites redevelopment is not dependant on others also coming forward.





## Site 1 - Dugdale Street Land Assembly

### Feasibility Layout



Four storey development, mixed use with double height retail space and two floors of residential and car parking over

Linear park delivered to roadside producing positive outlook and environmental buffer.

Multi storey site parking for 550 cars over four floors

Town centre medical hub location, set over three floors and utilising parking availability in neighbouring developments

Town centre education medical education location, set over three floors

Reinforce route from residential district into retail offering

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## SITE FEASIBILITY STUDIES

### Site 1 - Dugdale Street Land Assembly

#### Massing Proposals & Capacity Schedule

##### Schedule of development

**Retail Space** = 2100m<sup>2</sup> double height

**Education Space** = 1060m<sup>2</sup>

**Medical Practice** = 3800m<sup>2</sup>

**Residential Units** = 11 x 1 bed and 47 x 2 bed apartments = 58 units total

**Car Parking Provision on site** = 550 spaces

Town centre medical education location, set over three floors

Multi storey car park with private spaces for residential units and public parking

New town centre medical hub, three storey in height

Four storey development, mixed use with double height retail space with first floor of residential over

Built form articulated as a 'collection' of buildings, responsive approach to market town precedents

Linear green space aside Roanne Ringway, active retail and residential frontages presented toward roadside

Strengthen route to the Ropewalk shopping centre

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## SITE FEASIBILITY STUDIES

### Site 2 - Abbey Street Car Park

#### Site Review

Located aside the Roanne Ringway and in part forming a key gateway into the town from the Queens Road approach, development Site Two currently acts as a large surface car park with a capacity of 425 spaces. Formally associated to the neighbouring, now vacant, co-op superstore, the site stretches from Queens Road to the South to Abbey Street at the North from where vehicular access to the site is currently gained.

The site is bounded by the Roanne Ringway to the West, and the former superstore to the East, running along the Eastern boundary of the site a pedestrian route of 'new century way' links the two streets and a number of small retail premises open onto the route. To the North the site sits in the context of the setting of the heritage asset of the former Ritz theatre, redevelopment proposals should therefore pay due regard to this and look to improve the setting of the heritage asset.

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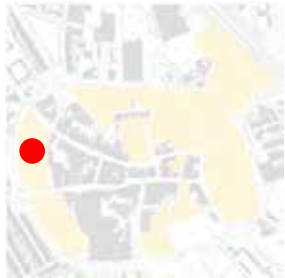
#### Site constraints, opportunities and dependencies :-

Development on this site should be mindful of creation of a positive setting to the heritage asset of the theatre, whilst looking to form architectural gateways into the town centre, framing attractive views into the town. The sites development is not dependant on any other parcel coming forward but is closely integrated with the development of a New Public Square on the former co op building —Site Twelve. The success of delivery of gateways into the town are reliant on Site One and Two. The strategic vision also promoted the inclusion of positive environmental elements to the immediate boundary to the ring road which should look to be incorporated whilst proposals should form positive active frontages toward the ring road, something the site by the nature of its use currently does not deliver.



## Site 2 - Abbey Street Car Park

### Feasibility Layout



Opportunity for urban square bounded by new development and heritage assets of the former theatre and Kingsholme pub

Four storey mixed use development -  
Retail at ground floor, residential above

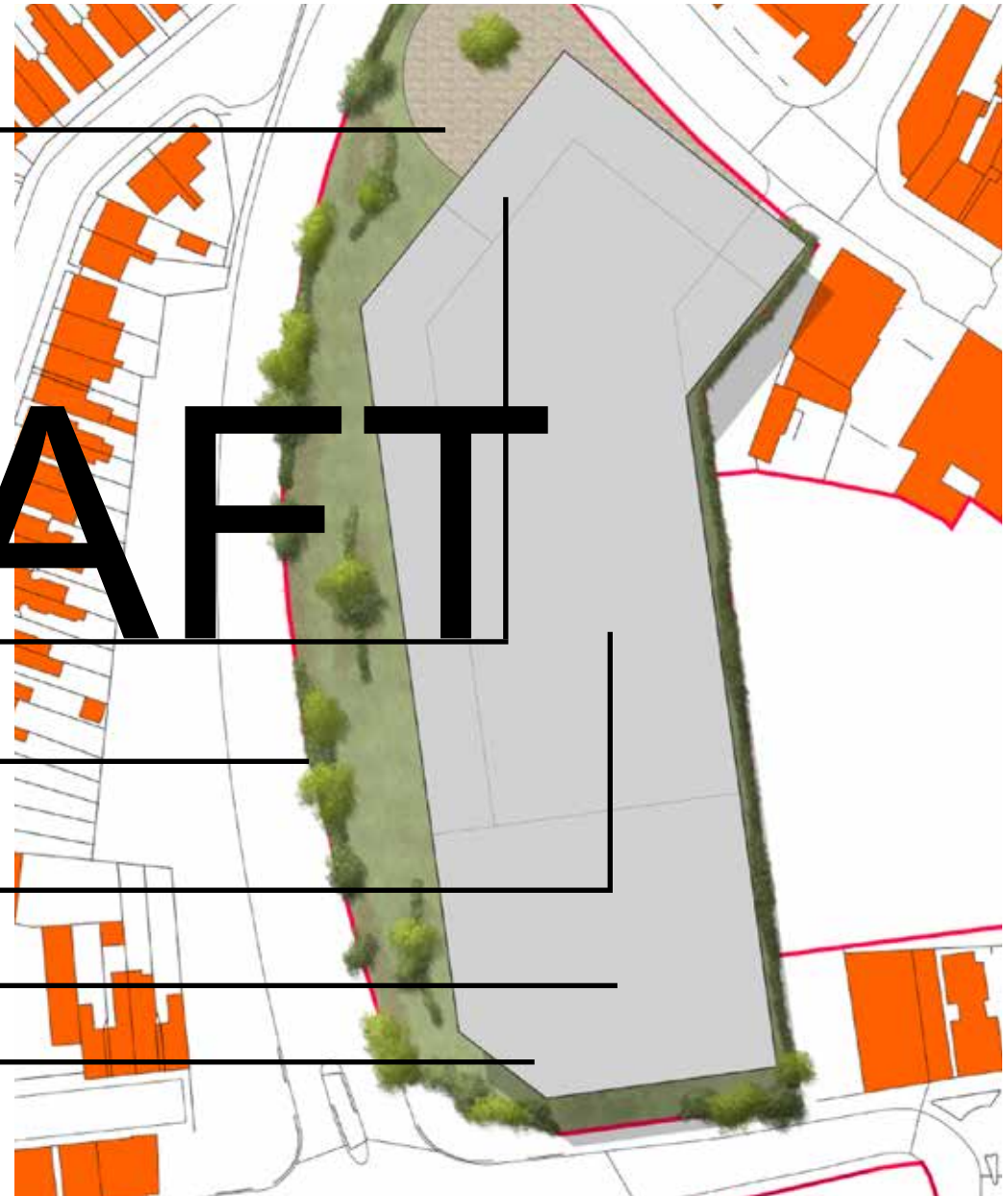
Linear park delivered to roadside producing positive outlook and environmental buffer.

Multi storey site parking for 700 car parking spaces

4 storey leisure and entertainment development

Built form forming architectural gateway into Nuneaton town centre

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## Site 2 - Abbey Street Car Park

### Massing Proposals & Capacity Schedule

#### Schedule of development

**Retail Space** = 600m<sup>2</sup>

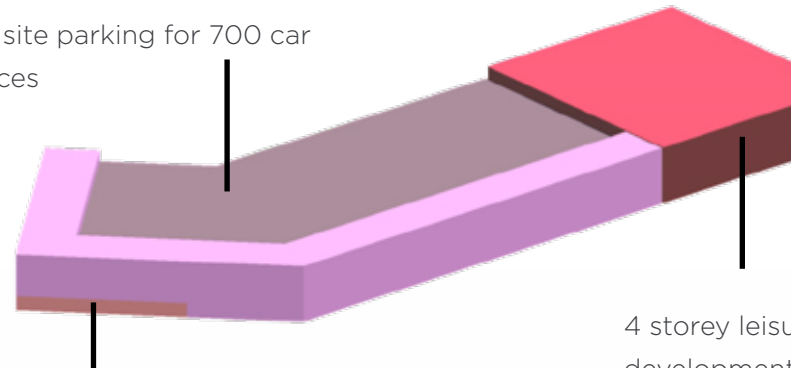
**Residential Space** = 17 x 1 bedroom and 66 x 2 bedroom apartments = 83 units total

**Leisure / Entertainment facility** =

2460 m<sup>2</sup> footprint

**Car Parking Provision on site** = 700 spaces

Multi storey site parking for 700 car parking spaces

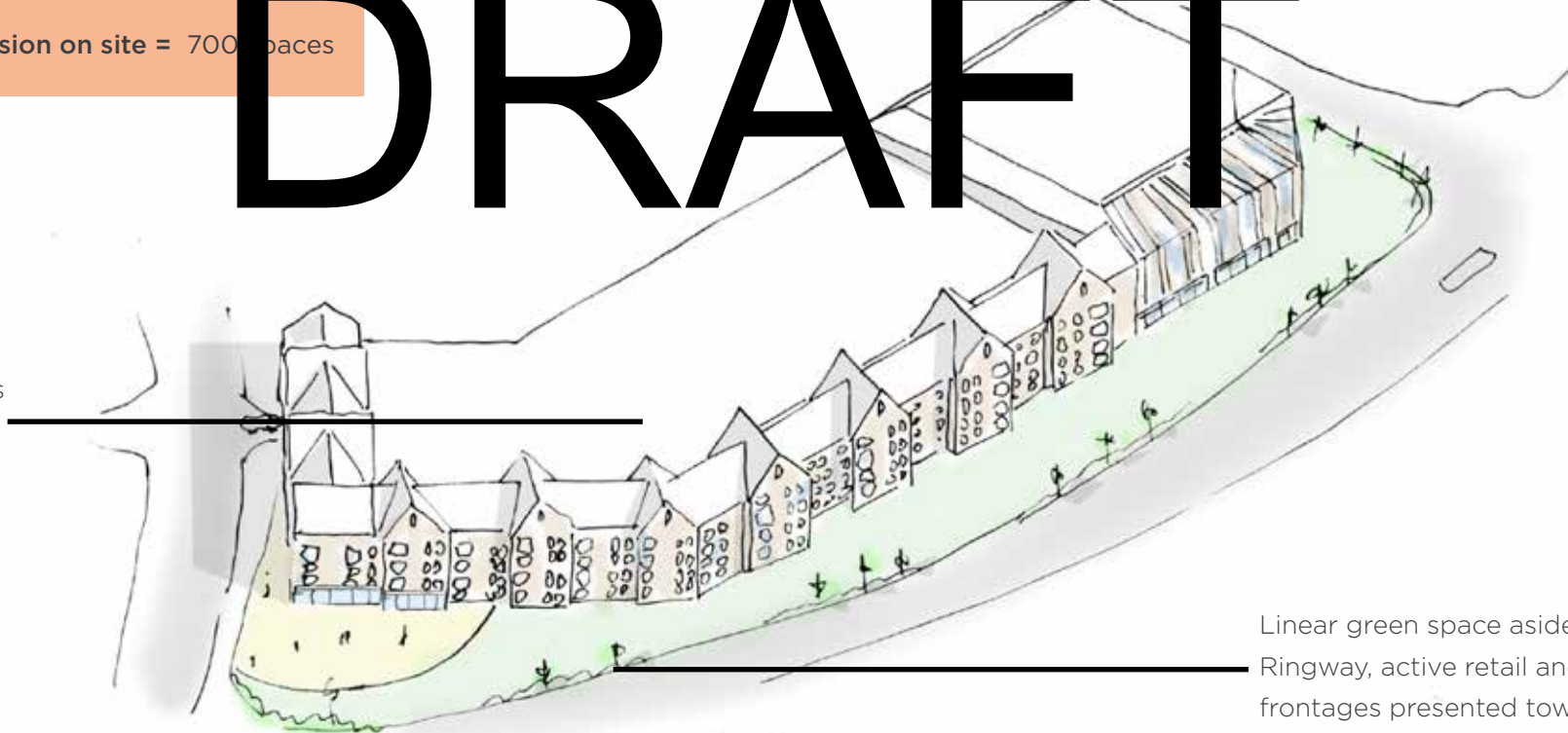


4 storey leisure and entertainment development

Four storey residential development with an element of ground floor retail

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Multi-storey car parking provisions contained behind primary frontages



Linear green space aside Roanne Ringway, active retail and residential frontages presented toward roadside

## SITE FEASIBILITY STUDIES

### Site 3 - Newtown Road Land Assembly

#### Site Review

Development Site Three is identified as a land assembly of the Harefield Road multi-storey car park, and the site of the current Halfords & Dreams stores on the junction of Corporation Street and Newtown Road, the development site then extends back from the ring road to bound Burgage Place and wrap the boundary of the existing telephone exchange.

Again this is a site which is able through redevelopment to provide a more positive and active frontage to the town, with the approach from the Abbey Gardens area along Corporation Street a key point of arrival into the town. The site currently accommodates 602 public car parking spaces within the Harefield Road car park, whilst along Corporation Street to its Western Edge a number of active commercial uses are seen outside the identified development site boundary.

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#### Site constraints, opportunities and dependencies :-

To the sites North Western corner, similar to development Site Two, redevelopment will be seen in the context of the heritage asset of the former Ritz theatre, however in a less sensitive situation, access to commercially active sites along Corporation Street should be retained. The site should aim to deliver positive active frontages to the ring road whilst also making best use of land to the site interior around Burgage Place and ensuring connections into the town centre.

The development of the land parcel is not dependent on the development of others however the rehousing of retailers should be made priority in the town on other sites. The loss of the car parking facility on site should be considered with replacement capacity found elsewhere in the town.



Site 3 - Newtown Road Land Assembly

Feasibility Layout



Suggested location of town centre main education base, positive transparent frontage toward Corporation Street with massing up to four storey

Town centre residential apartment scheme, double sided and set over four floors, rear amenity space and surface level 32 parking spaces

Built form forming architectural gateway into Nuneaton town centre

Outdoor area for sole use of education facility

Town centre parking provision of 36 spaces at surface level —potential opportunity for small multi-storey to increase capacity

Extension of Burgage Place providing vehicular access to development Site Five





## SITE FEASIBILITY STUDIES

### Site 3 - Newtown Road Land Assembly

#### Massing Proposals & Capacity Schedule

##### Schedule of development

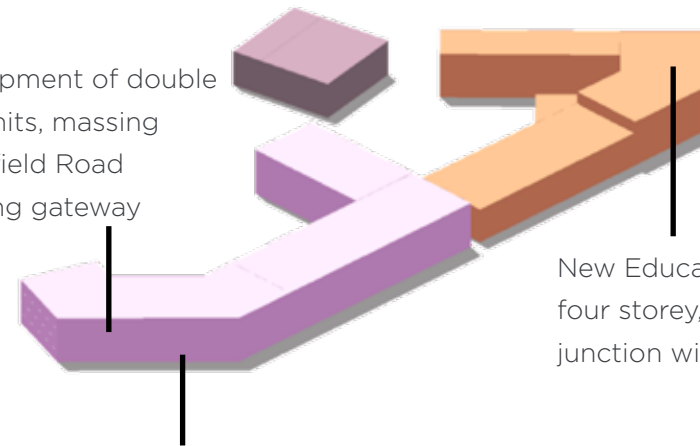
**Educational Space** = 8900m<sup>2</sup>

**Residential Space** = 26 x 1 bedroom and 107 x 2 bedroom apartments, 133 units total

**Car Parking Provision on site** = 189 spaces



Four storey development of double sided residential units, massing increasing to Harefield Road Junction articulating gateway



New Education facility of three and four storey, massing increasing to junction with Corporation street

Four storey residential development

New multi storey parking provision on Burgage Place

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Positive frontages to roadside

Car parking provisions contained to block interior

Built forms forming gateways into town centre

## SITE FEASIBILITY STUDIES

### Site 4 - Harefield Road Bus Station Land Assembly

#### Site Review

Development Site Four is identified as the current bus station and assembly of lower value properties along Newdegate Street and Harefield Road. Currently the bus and taxi hub for the town, the site offers prime redevelopment potential with an aspect to the River Anker to the Eastern boundary, whilst immediately South of the identified development site a number of good quality architectural examples are present along Newdegate Street.

#### Site constraints, opportunities and deliverables:-

There are currently no routes across the site which need to be maintained however consideration should be given to the rear access of some properties on Newdegate Street. In line with the aspirations of the strategic vision the site could be delivered as a perimeter block type layout following the street patterns and river alignment, if possible the opportunity to develop within the block should be explored which may be a potential site for mews type housing development. It is understood that this site is identified as one which may be a preference for the arts, a theatre use should be explored through feasibility studies. Waterside aspects to the East are a key opportunity to drive value of redevelopment on the site, new properties could then benefit from the aspect onto the River Anker and beyond to a green corridor along Bondgate.

The sites development is dependent upon Site Eight's redevelopment, which relocates the primary bus station and taxi hub to a combined transport interchange, and is also heavily influenced (although not dependent) upon the delivery of a green corridor along Bond Gate and Bond Street.



## SITE FEASIBILITY STUDIES

### Site 4 - Harefield Road Bus Station Land Assembly

#### Feasibility Layout



New town centre arts venue housing theatre, located in prime location with aspects toward new open space and interchange arrival routes. Massing up to five storey - three storey theatre with educational facility on top two floors

Theatre restricted parking and service provisions

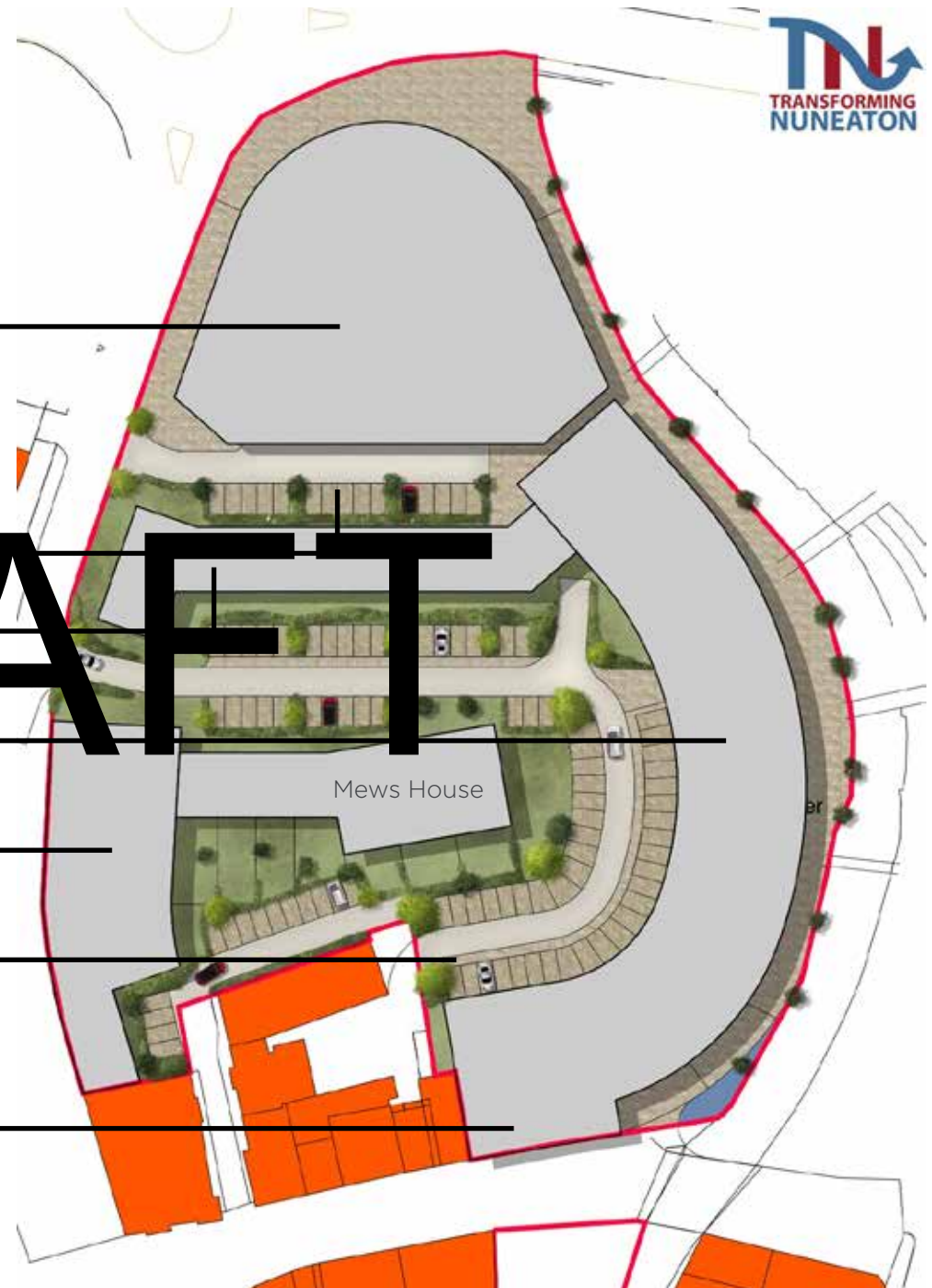
Town centre residential development perimeter pocket park

Four storey mixed use development with central focal point of five storey, ground floor retail spaces with residential apartments over

Three storey mixed use development with ground floor retail and residential apartments over.

Car parking provisions kept to site interior, linkage to rear of existing properties on Newdegate Street retained. Approximately 103 spaces on site

Secondary focal point with aspect towards new pocket park, mixed use retail / residential.





## SITE FEASIBILITY STUDIES

### Site 4 - Harefield Road Bus Station Land Assembly

#### Massing Proposals & Capacity Schedule

##### Schedule of development

**Arts Space / Theatre = 4350m<sup>2</sup>**

**Arts Education = 1300m<sup>2</sup>**

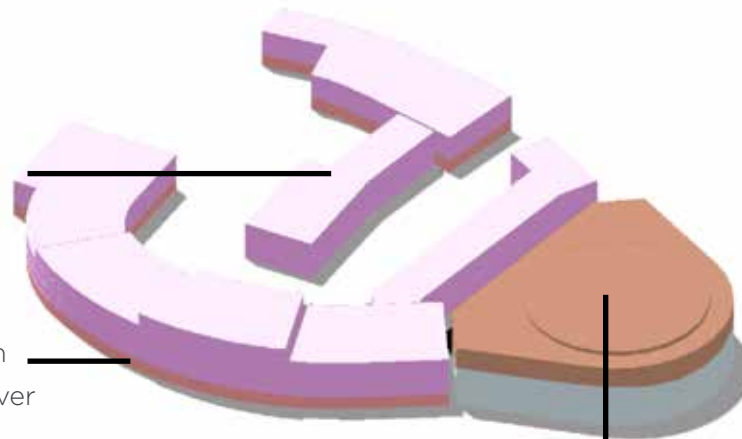
**Retail Space = 3200m<sup>2</sup>**

**Residential Space = 27 x 1 bedroom and 108 x 2 bedroom apartments, 135 apartment units, plus 10 block interior mews houses. 145 residential units total**

**Car Parking Provision on site = 103 spaces**

Block interior mews house development

Waterside retail units with high value residential apartments over



Five storey new home for the arts in the town centre, prime location, fronting waterside and new public green space

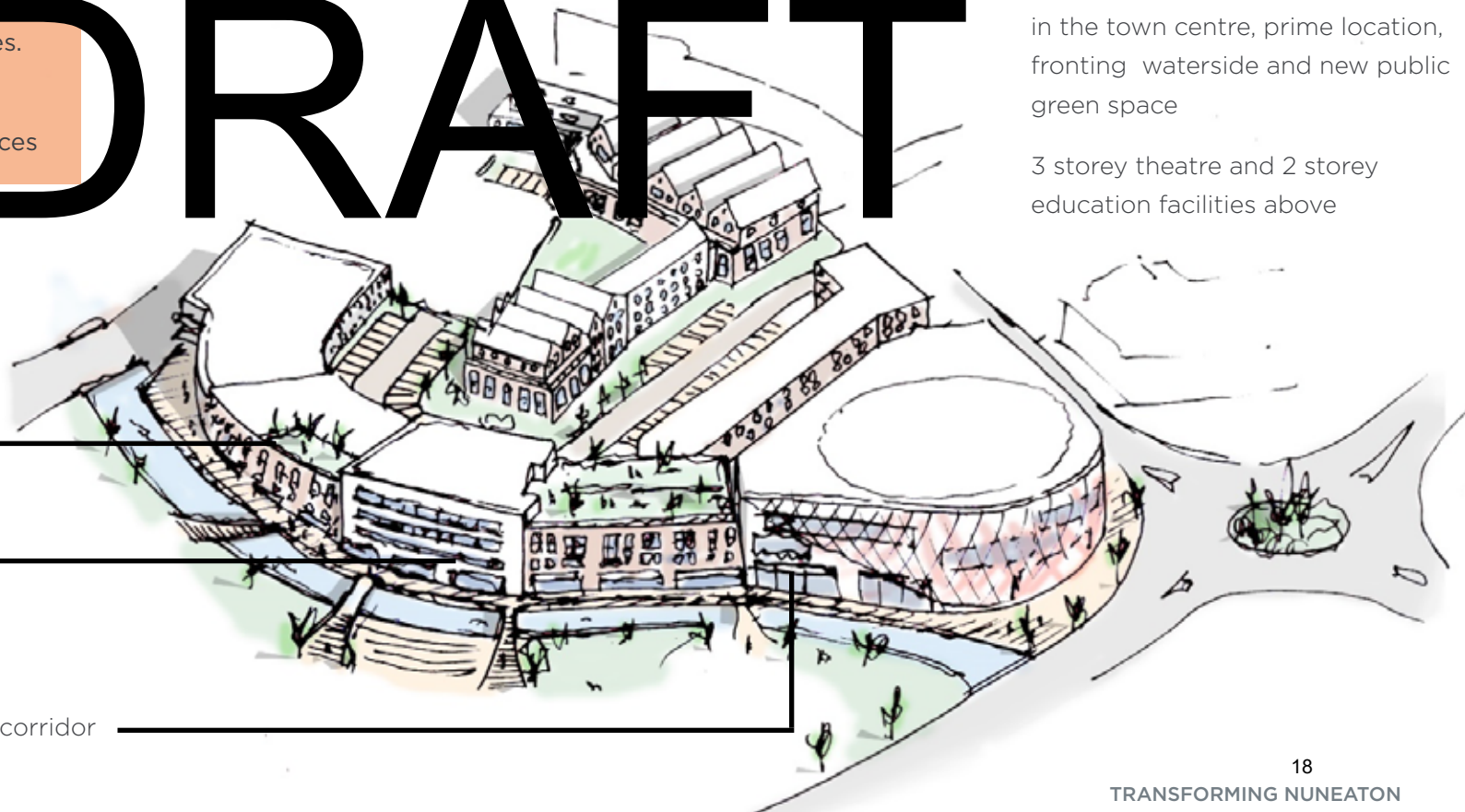
3 storey theatre and 2 storey education facilities above

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High value waterside retail and residential opportunity

High architectural status building located centrally toward green space

Landmark new theatre building, with relationship to waterside and new green corridor



## SITE FEASIBILITY STUDIES

### Site 5 — Abbeygate & Heron House Land Assembly

#### Site Review

Development Site Five is identified as the site of the current Abbeygate shopping centre and Heron House office complex, this sites redevelopment would have a close inter-relationship with proposals for Sites Three and Four in sharing approaches and potentially forming connections between to ensure pedestrian permeability. Buildings on site at present are of little architectural quality and understood to be under occupied, redevelopment therefore looks to raise quality and aspiration and in turn raise the values achievable on the site.

#### Site constraints, opportunities and dependencies

The site presents an opportunity to reshape the heart of the town by reinforcing the formality and appreciation of the market place around which a number of heritage assets are located. Around the site are buildings of significant scale and as such development of a similar scale should be sensitively achievable. Similarly to Site Four, the opportunity to accommodate mews housing in the site interior could be considered to add to the mix of housing choices on offer in the town centre. The development parcel is not dependent on other development parcels implementation, however vehicle access to the site via Burgage Place to the West should be carefully considered in the context of feasibility studies for development Site Three.



## SITE FEASIBILITY STUDIES

### Site 5 — Abbeygate & Heron House Land Assembly

#### Feasibility Layout



New connection from Burgage Place to Harefield Road

Inner block residential mews development

63 spaces delivered on site, suggested dedicated to residential use on site

Turning head provided on site for servicing — rear service entrances for ground floor retail

Prime residential units—opportunity for rooftop amenity space with views over town toward Riversley Park

Three and four storey development comprising ground floor retail units, with commercial and residential units over

Enlarged market place public square at the heart of the town centre, allowing heritage assets a more positive setting

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## Site 5 — Abbeygate & Heron House Land Assembly

### Massing Proposals & Capacity Schedule

#### Schedule of development

**Office Space** = 660m<sup>2</sup>

**Retail Space** = 1940m<sup>2</sup>

**Residential Space** = 10 x 1 bedroom and 41 x 2 bedroom apartments = 51 apartment units, plus 6 block interior mews houses. 57 residential units total

**Car Parking Provision on site** = 63 spaces

Three Storey residential mews development in block interior

Market Place retail units with high value residential apartments over

Two floors of residential units over retail

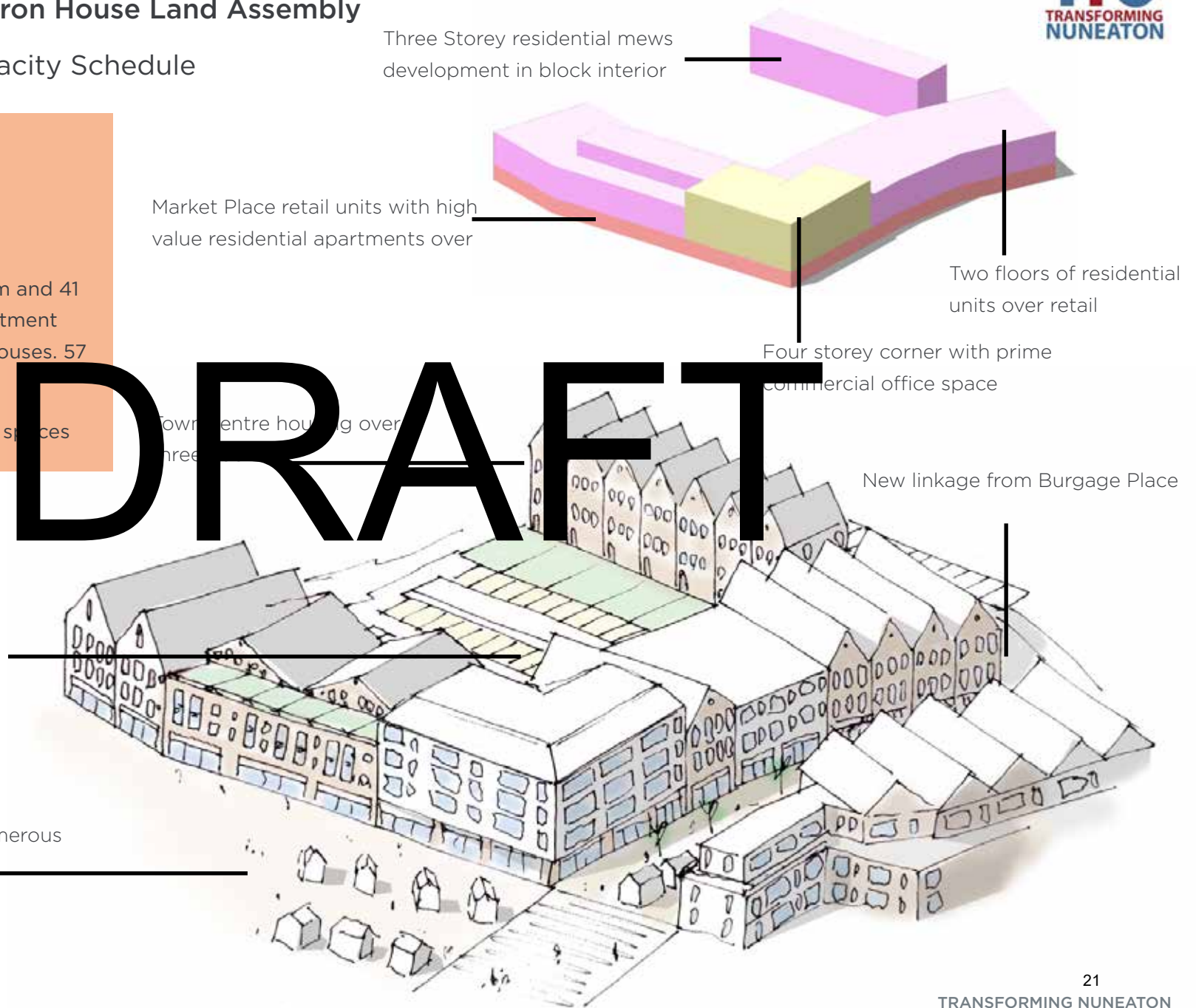
Four storey corner with prime commercial office space

New linkage from Burgage Place

Car parking provision within block interior

Enlarge Market Place, setting of numerous heritage assets

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## SITE FEASIBILITY STUDIES

### Site 6—Bondgate Approach

#### Site Review

Development Site Six is identified as that which forms a new green corridor in the town alongside the waterside of the River Anker and delivers high quality, legible routes into the town from the railway station (development Site Eight as a combined transport hub). The site currently accommodates a number of small scale businesses and is bounded by the Vicarage Street land assembly and the current site of the bus station.

Sited to the South of the site is a key asset of the former conservative club of lofty three stories in height, whilst development of up to six stories in height is present around Wheat Street.

#### Site constraints, opportunities and dependencies :-

The site delivers a key opportunity for improving the impressions of the town centre and the use of the rail station, opening up this area as a town centre leisure space and legible route into the town centre, transforming the setting of a number of neighbouring regeneration sites. The design approach should be to shape the space to celebrate the existing assets in the town, markedly the waterside aspect and framing architectural heritage assets.



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## SITE FEASIBILITY STUDIES

### Site 6—Bondgate Approach

#### Feasibility Layout



New mixed use building over three floors, bounding open space

Theatre place frontage

New hard landscape routes introduced alongside waterside, retail units with positive frontages introduced to frame space

High quality urban green space approach to town centre, new leisure space introduced into town centre — multiple destinations with mix of uses and routes

Hard landscaped public space incorporating steps down to waterside

Architectural focal point (Site Four)

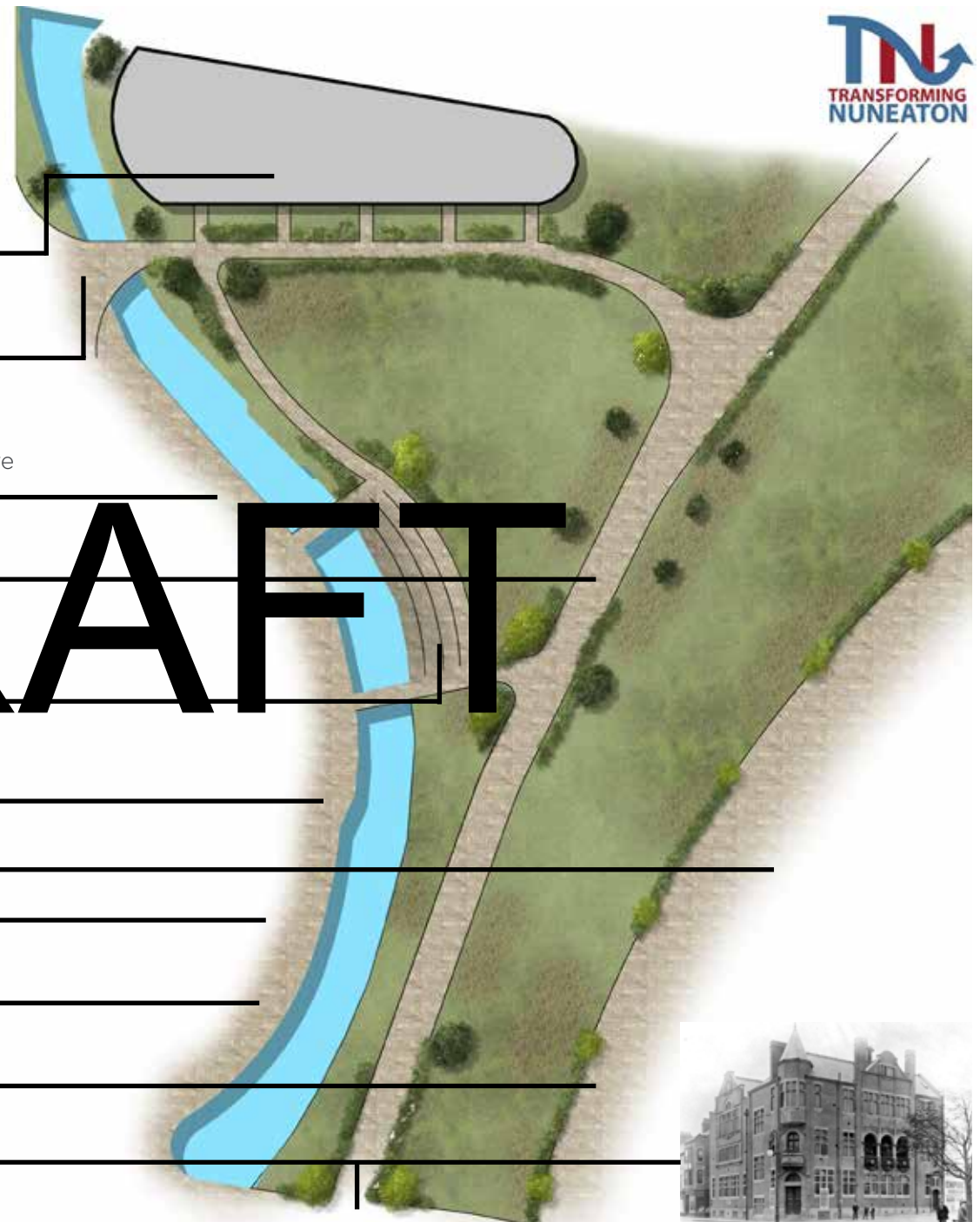
Architectural focal point (Site Seven)

Built form framing new open space

Deliver pedestrian routes with open spaces provided in front of retail units

Built form framing new open space

Open space and route frame heritage asset of former Conservative Club





## Site 6—Bondgate Approach

### Massing Proposals & Capacity Schedule

#### Schedule of development

#### Hard & Soft Landscaped Route

Retail Space = 930 m<sup>2</sup>

Residential Space = 5 x 1 bedroom and 20 x 2 bedroom apartments = 25 units total.

Open space and route  
frame heritage asset  
of former Conservative  
Club

Plaza crossing water and connecting to  
primary green space

Theatre place frontage

Architectural focal point

Built form framing new open space

Architectural focal point

Mixed use development

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## SITE FEASIBILITY STUDIES

### Site Seven — Vicarage Street land assembly

#### Site Review

Development Site Seven is identified as the land assembly of sites around Vicarage Street, the site is currently under utilised with a number of vacant plots, whilst also located within the boundary is the current library, retail uses and commercial premises. Located centrally and bounding the A444 a surface level public car park 'Justice Walk' accommodates 119 spaces.

#### Site constraints, opportunities and dependencies –

The site has public frontages throughout which offer the opportunity for new high quality, active fronts to be incorporated. The opportunity to incorporate the frontage of the courts building should be explored through the extension of Bridge Street, whilst car parking provision should be kept to the site interior to reduce the dominance of parking provisions on the streetscene. This key redevelopment site for the town is subject to a land assembly being completed, however its redevelopment could be enacted without the reliance on other development parcels coming forward, the site is suitable for a number of uses, consideration of residential, commercial and retail units should be given, whilst also exploring the suitability of the site for the location of a new arts centre, library or town centre business centre facility.



## SITE FEASIBILITY STUDIES

### Site Seven — Vicarage Street land assembly

#### Feasibility Layout



Five storey residential block

Retail ground floor units with three storey

Raised private amenity areas

Car parking provisions kept to site interior, linkage to A41 via currently closed access onto Wheat Street, 82 spaces provided to site interior

Site identified for town centre hotel potential, potential for underground car parking available if necessary

Continuation of Bridge street with visual termination of courthouse frontage

Location of new Nuneaton library and business centre

Car parking provisions kept to site interior, access gained from Church Street, 57 spaces shown to site interior

Outward facing residential apartment over five floors, with commercial office space formalising extension to Bridge Street, providing frontages to ring road throughout.

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## SITE FEASIBILITY STUDIES

### Site Seven — Vicarage Street land assembly

#### Massing Proposals & Capacity Schedule

##### Schedule of development

**Commercial Space** = 7300 m<sup>2</sup>

**Retail Space** = 2750 m<sup>2</sup>

**Hotel** = 4030m<sup>2</sup>

**Library and Business Centre** = 5300m<sup>2</sup>

**Residential Space** = 60 x 1 bedroom and 243 x 2 bedroom apartments = 303 apartment units total, plus 7 town houses. = 310 residential units total

**Car Parking Provision on site** = 139



Existing courthouse

New library and business centre

Five storey development with architectural focal point

Town centre hotel over retail

Mixed use, residential over retail uses

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Parking to block interior

Prime frontages toward green space



## SITE FEASIBILITY STUDIES

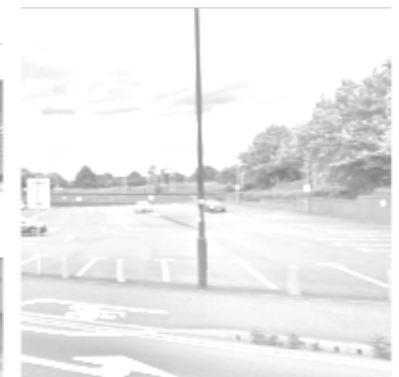
### Site Eight — Railway Station & Back Street

#### Site Review

Development Site Eight incorporates the current railway station, site of Dunelm homewares, the station retail park and associated surface parking, along with an area on land to the North of the railway currently accommodating two businesses. The site is allocated in the strategic vision as the site of a new combined transport interchange, accommodating rail, taxi and bus arrivals into the town centre (in addition other local stops throughout the town). Sited at the head of a proposed green corridor to be established alongside the River Anker the development parcel becomes a key driver for the regeneration of the town centre. The site is bounded by the Railway Tavern and Coach house, which are historic buildings which would benefit from a more positive setting, the key challenge at this site is controlling traffic movements across the area and ensuring pedestrian traffic to approach the town unimpeded by these vehicle movements.

#### Site constraints, opportunities and dependencies:-

The development parcel presents the opportunity to transform the quality of arrival into the town and build upon the key asset of a main line railway station. Relocation of the bus station to this site allows for the regeneration of development Site Four and ensures a high quality approach to the town via all modes of public transport. The current large surface level car park aside the railway station and the Leicester Road along with the parcel of land to the North presents an opportunity for large capacity town centre parking in new multi storey car parks, replacing some of the capacity from elsewhere in the town and encouraging use of public transport facilities.

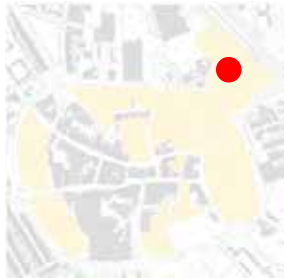




## SITE FEASIBILITY STUDIES

### Site Eight — Railway Station & Back Street

#### Feasibility Layout



New multi-storey public car park over 4 floors

Existing platform arrangement retained

Bus and Coach links

Vehicle routes accessible to public transport only

Upper floor commercial space

Central interchange hub and access to town centre

Head of green corridor and route into Nuneaton town centre

New multi-storey public car park over 6 floors

Vehicle access onto site at position of current junction for access to new multi-storey only

Town centre community hub over two floors

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## SITE FEASIBILITY STUDIES

### Site Eight — Railway Station & Back Street

#### Massing Proposals & Capacity Schedule

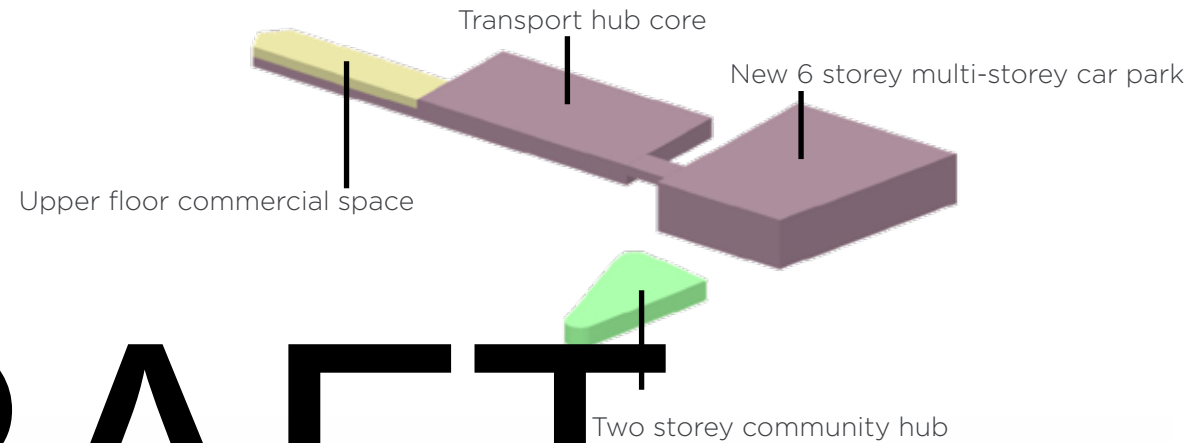
##### Schedule of development

**Commercial Space = 765 m<sup>2</sup>**

**Retail Space = 930 m<sup>2</sup>**

**Community Centre = 1818 m<sup>2</sup>**

**Car Parking Provision on site = 1050 spaces**



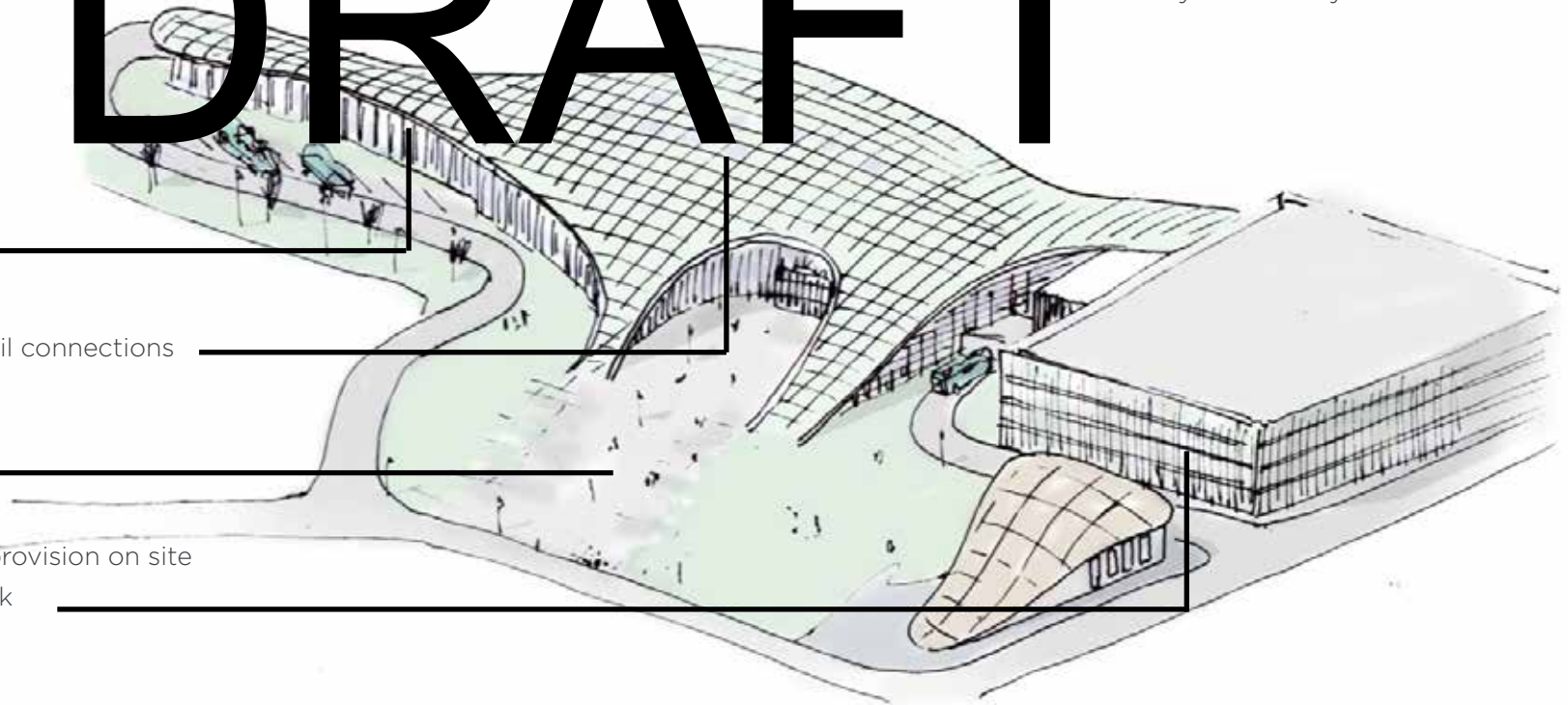
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Bus and Taxi facilities

Central interchange space & rail connections

Head of green corridor

New multi storey car parking provision on site  
of current surface level car park



## SITE FEASIBILITY STUDIES

### Site Nine — Mill Walk

#### Site Review

Development Site Nine is identified as the arrival to the town from the A444 to the South from Coventry, the strategic vision identifies this site as a key approach and gateway to the town, proposing a 'civic' frontage to the town, allowing the flank elevation of the older Town Hall to be exposed and appreciated on arrival to the town by the loss of the 1980's Council Offices currently located on the junction of Vicarage Street and Coton Road.

The site currently houses the 1980's Council Offices, electrical substation and a surface level car park for public use of 46 spaces. A pedestrian bridge crosses the River Anker at this point making a connection from the memorial gardens to the Town Hall and Coton Road and this connection should look to be retained.

#### Site constraints, opportunities and dependencies :-

The implementation of the strategy for this site requires the clearance of the more recent council offices and the relocation of the electrical substation, the site presents an opportunity to 'change the face' of the town on arrival from the South, and deliver uses complemented by a waterside and park-side aspect.



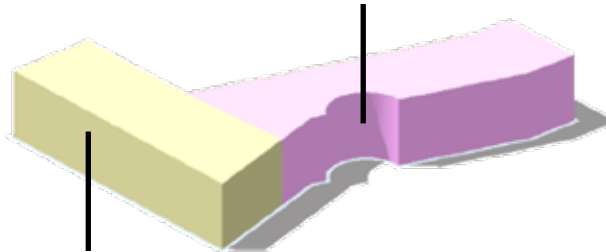
# SITE FEASIBILITY STUDIES

## Site Nine — Mill Walk

### Feasibility Layout



New residential accommodation over three floors with water and park-side aspect



Prime commercial office space over three floors



#### Schedule of development

Office Space = 1100m<sup>2</sup>

Residential Space = 3 x 1 bedroom and 13 x 2 bedroom apartments = 16 units total.

Car Parking Provision on site = 26 spaces

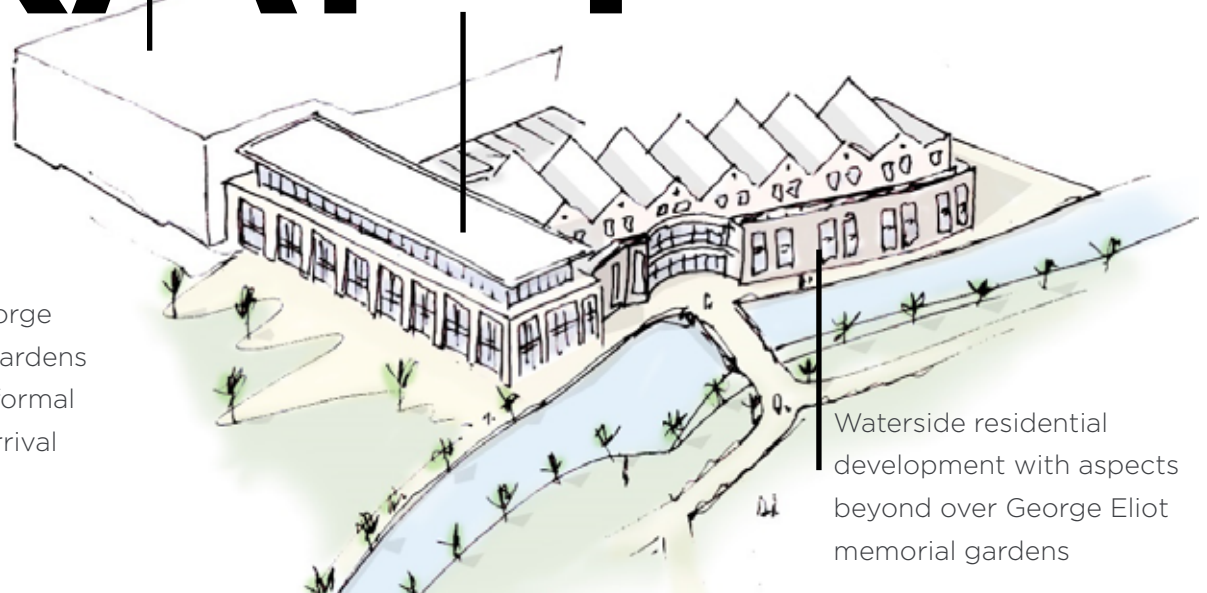
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Existing Town Hall

Extension of George Eliot memorial gardens and creation of formal civic space on arrival from A444

New commercial frontage over formal civic arrival space, prime office space proposed



Waterside residential development with aspects beyond over George Eliot memorial gardens



## SITE FEASIBILITY STUDIES

### Site Ten — Newdegate Street Pocket

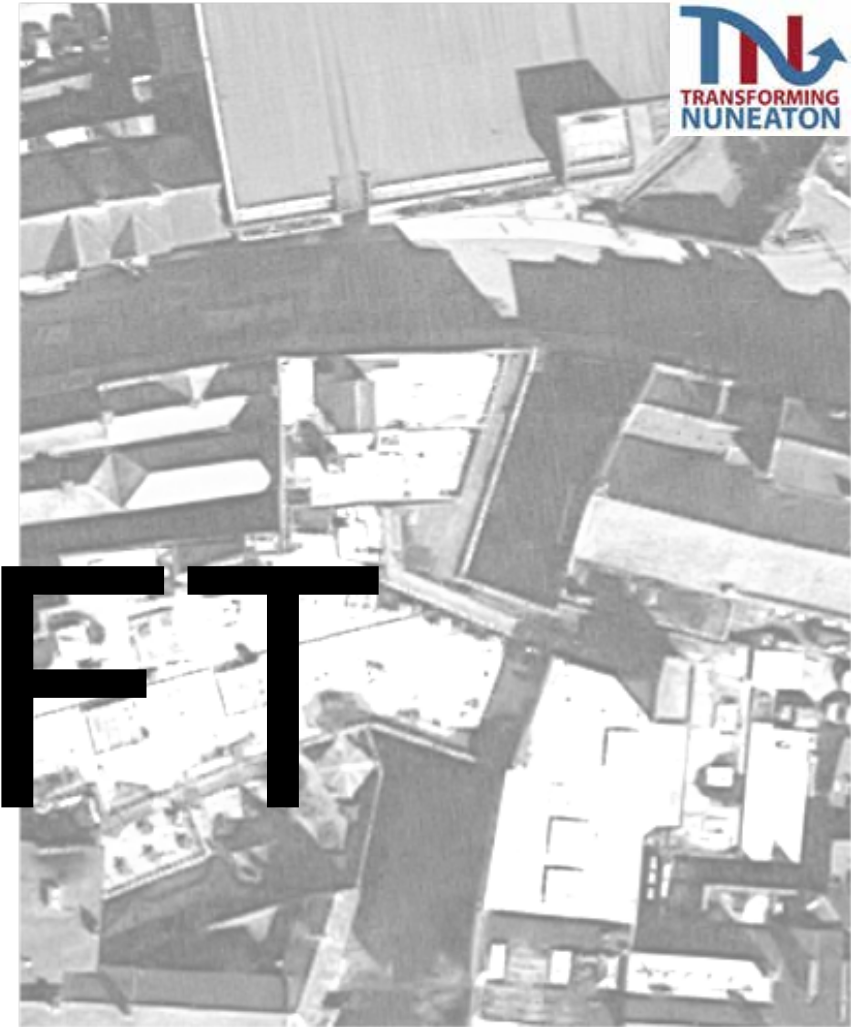
#### Site Review

The smallest of the development parcels identified is development Site Ten, this pocket intervention delivers a small public space aside the riverside and to the flank elevation of the Conservative Club. Opening this area up creates the possibility to connect Newdegate Street and Bridge Street via a waterside aspect. The site is bounded by the rear of 'The George' public house and the rear of the property currently housing Debenhams which fronts the Market Place.

#### Site constraints, opportunities and development:-

Set close to existing buildings, including some of heritage status, the site requires a sensitive approach, but along with providing the opportunity for a waterside linkage it gives interesting development aspects for both residential and retail uses.

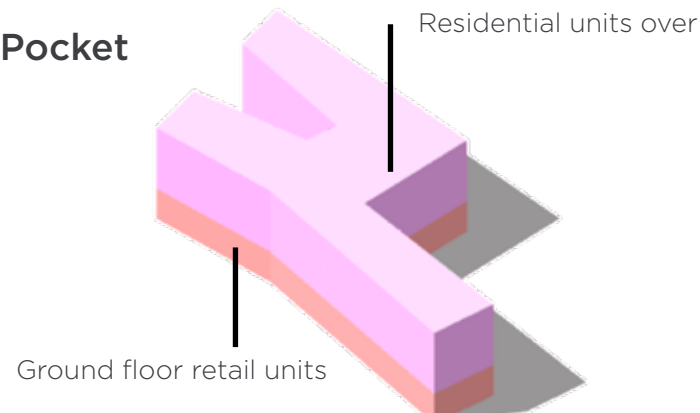
Level changes to the waterside require detailed consideration at later design stages to establish where a waterside link could be made between Newdegate Street and Bridge Street. The development of the site is dependant on the retail unit currently housing the Debenhams department store being relocated elsewhere in the town.



# SITE FEASIBILITY STUDIES

## Site Ten — Newdegate Street Pocket

### Feasibility Layout



#### Schedule of development

Retail Space = 385m<sup>2</sup>

Residential Space = 2 x 1 bedroom and 8 x 2 bedroom apartments = 10 units total.

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Pocket park delivered opening up additional waterside aspect

Private internal courtyard

Ground floor retail spaces with views toward waterside

Former Conservative Club — space created around local heritage asset

Continuation of waterside pedestrian route with potential to link Newdegate Street to Bridge Street

## SITE FEASIBILITY STUDIES

### Site Eleven — Bridge Street & Mill Street

#### Site Review

Development Site Eleven is identified in the town as the linkage between Bridge Street and George Eliot memorial gardens, delivering a continuation of the waterside route through the town and opening up riverside aspects with strong potential values. The strategic vision looks to deliver aspects to the riverside wherever possible and this short linkage gives an additional aspect, bringing a direct waterside context to Bridge Street and a direct route through to the memorial gardens.

#### Site constraints, opportunities and design considerations:-

Consideration should be given to retaining servicing access to the rear of properties fronting Church Street, currently available from Mill Street. Level changes are a key consideration in ensuring the linkages and should be explored in detail through later design stages. The site provides an opportunity for high quality, very intense mixed use development. Being a more constrained site between existing buildings particular care needs to be given to ensuring the correct scale of development to provide pleasant inter relationships between buildings, current building scale is typically of three storey and careful consideration of building design should allow for three storey development to be accommodated. The development site is not dependant on other sites coming forward, however the loss of the existing 1960's Government Office building to the south is required to complete the connection to the memorial gardens.





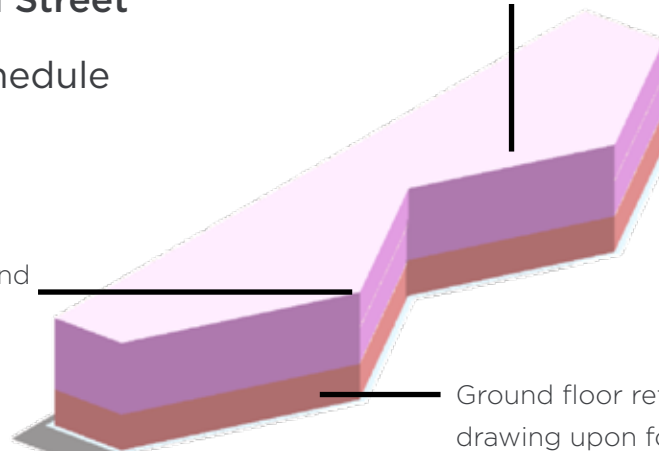
## Site Eleven — Bridge Street & Mill Street

### Massing Proposals & Capacity Schedule



Built form following alignment of river and pedestrian route

Upper floor residential use, waterside aspects maximising values



Ground floor retail uses drawing upon footfall of new riverside route

#### Schedule of development

Retail Space = 538m<sup>2</sup>

Residential Space = 3 x 1 bedroom and 12 x 2 bedroom apartments = 15 units total.

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Servicing area of  
tail retained  
to rear

Mixed use retail and residential use, three storey development proposed

Extension of George Eliot memorial gardens opening up waterside link to Bridge Street



New connection from Bridge Street to waterside frontage and onto George Eliot memorial gardens.

## SITE FEASIBILITY STUDIES

### Site Twelve-New Public Square

#### Site Review

Site Twelve is the former, now vacant, co-op superstore which links Queens Road, to the South and Abbey Street to the North. It has a frontage of small retail premises onto the existing pedestrian route 'new century way' which runs on the Western edge of the site. To the East the site backs onto existing retail buildings and associated service yards. There is currently vehicular access from Abbey Street to a service yard.

The distinctive Art Deco Cooperative building frontage facing onto Queens Road should be retained by the development proposals.

#### Site constraints, opportunities and dependencies

Development of this site, with the demolition of a large part of the existing building, would form a new public square with a new pedestrian link between Queens Road and Abbey Street.

Retail frontages facing onto the public space would be created. The proposals should be closely integrated with, and pay due regard to, the development of Site Two which would form the Western boundary of the site. The proposals would be strongly associated with and provide the setting for the proposed Leisure and Entertainment facility proposed on Site Two.



Site Twelve-New Public Square

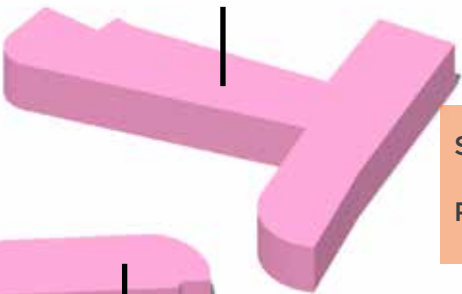
Massing Proposals & Capacity Schedule



Single storey pavilion stalls



2 storey retail development



2 storey retail development



Schedule of development

Retail Space = 4100m2

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Single storey pavilion stalls

2 storey retail development

2 storey retail development

Route through from Ropewalk shopping centre

Multi storey car park in green wall

Single storey pavilion stalls



2 storey retail development



## Combined town centre feasibility overview

Key	- Residential	- Education	- Culture
	- Commercial	- Retail	- Transport
	- Entertainment	- Health	- Community space



## Overall Capacity Schedule & Work Summary

Assessing the potential development capacity of key redevelopment sites in Nuneaton town centre, it has been demonstrated there is significant opportunity within the Roanne Ringway to produce a vibrant sustainable town centre. Key to the regeneration vision is the introduction of significant residential development, generating footfall to retail uses, alongside an employment base for local business, all whilst taking advantage of the transport and environmental assets Nuneaton has to offer.

A strategic regeneration vision has been developed and from this twelve key development and intervention sites have been identified and individually appraised, the resultant suggested development capacity is summarised based upon what is seen as a responsive mix of uses and types to best regenerate the town centre, further market research should however be conducted to ratify these judgements.

The market town of Nuneaton has key assets on which to draw and see positive commercial investment potential, the transport links from the existing rail station offer the town as a vibrant commuter base to surrounding cities, whilst the positive environmental potential of a regenerated waterside alongside the River Anker offers the opportunity to deliver aspirational retail and residential space. Alongside the key drivers of residential use, a multitude of other uses are identified to deliver a sustainable future town centre, including a healthcare hub, education bases, cultural offerings, business start up centre, hotel and commercial office space.

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### Transforming Nuneaton

#### Proposed cumulative capacity schedule over twelve key regeneration sites

**Commercial Office Space = 9825m<sup>2</sup>**

**Retail Spaces = 17443m<sup>2</sup>**

**Educational Spaces = 11260m<sup>2</sup>**

**Town Centre Hotel = 4030m<sup>2</sup>**

**New Library & Learning Centre = 5300m<sup>2</sup>**

**Town Centre Community Hub = 1818m<sup>2</sup>**

**Town Centre Medical Hub = 3800m<sup>2</sup>**

**Cultural Uses (new Theatre Proposal) = 4350m<sup>2</sup>**

**Leisure and Entertainment = 2460m<sup>2</sup> (building footprint)**

**Residential Apartments = 829units — 20% 1 bedroom, 80% 2 bedroom**

**Town Centre Housing = 23, 3 bedroom houses**

**Total New Town Centre Residential Units = 852 units**

**Proposed Car Parking Provisions = 2820 spaces— less suggested 50% provision for housing units leaves 2394 public parking spaces across the twelve sites.**

  
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