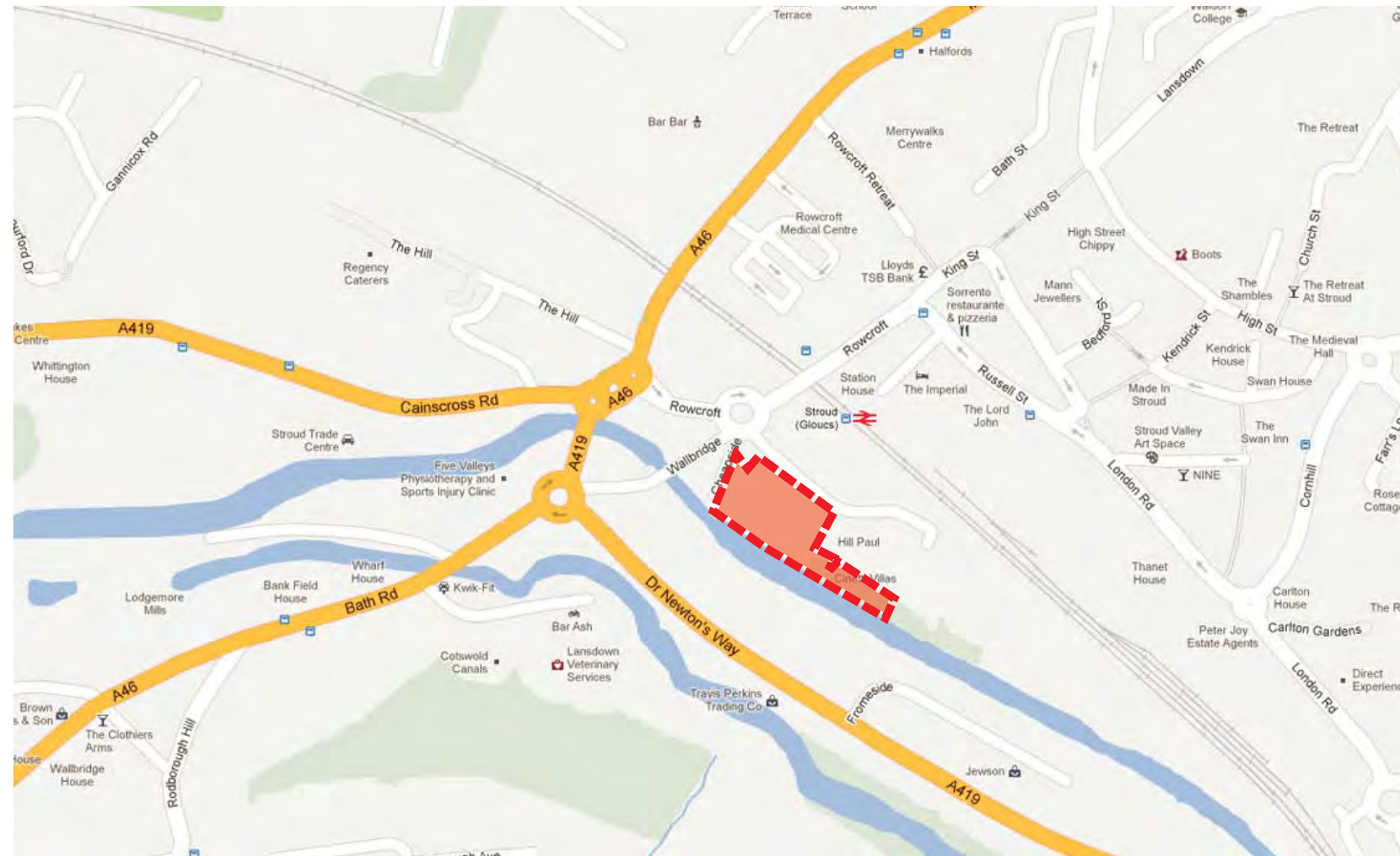


Cheapside Wharf : **Design & Access Statement**

June 2012

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CHEAPSIDE WHARF : INTRODUCTION



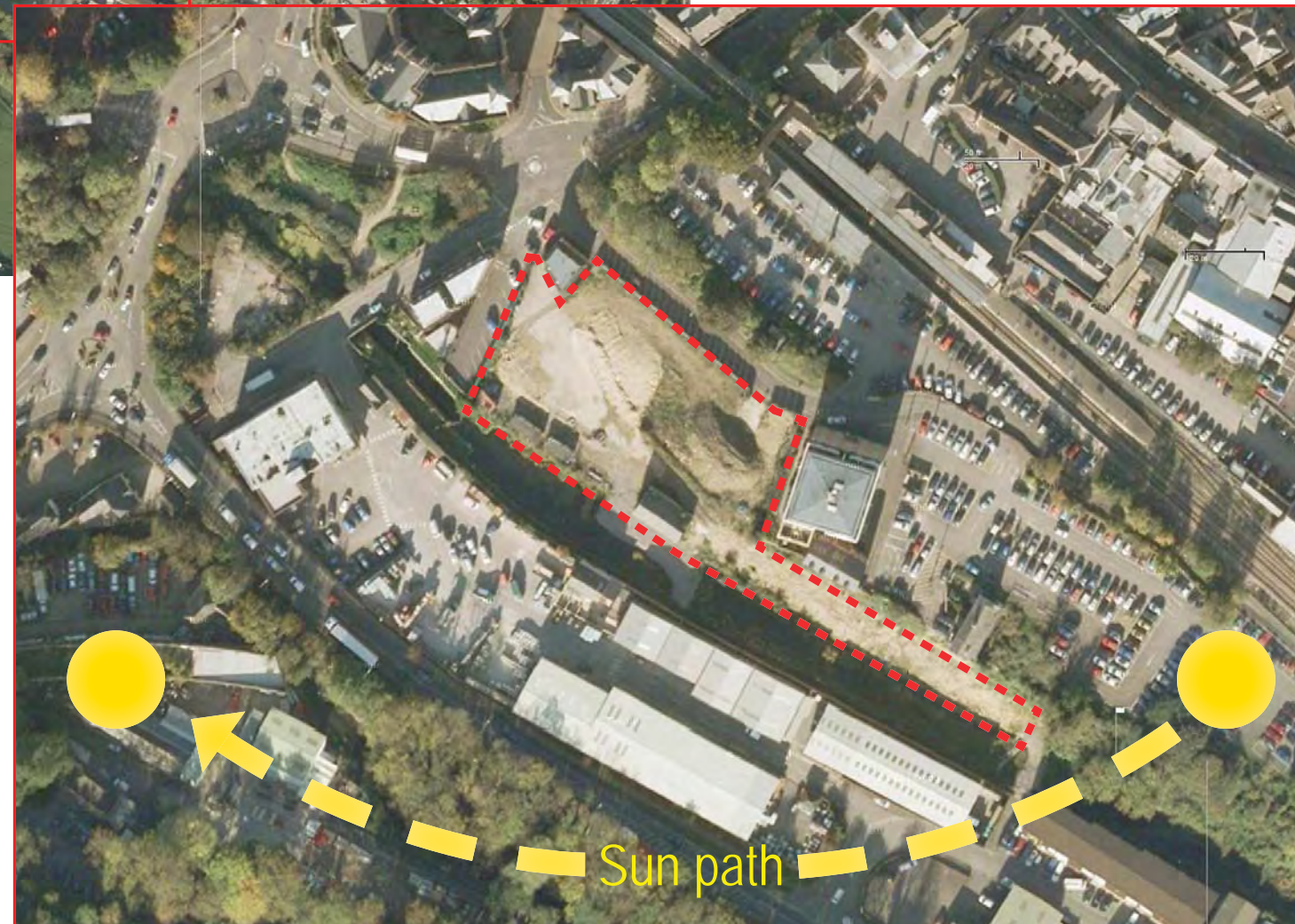
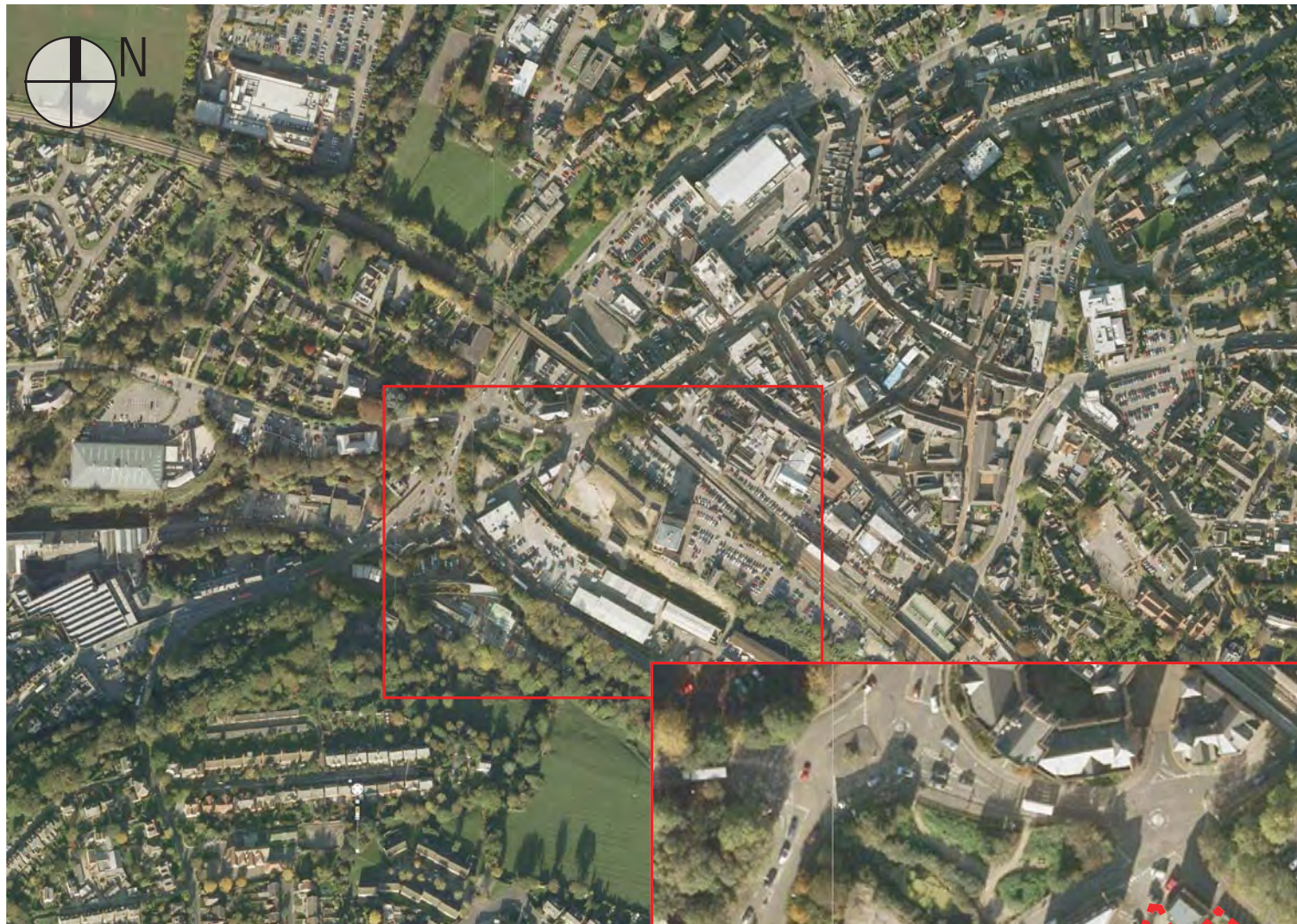
This Design and Access Statement has been prepared by Jordan and Bateman Architects in support of a planning application on behalf of Hadley Property Group for the development of the site located just outside of Stroud Town Centre, with close links to the M5 Motorway - junction 13. The site is next to Stroud railway station, which is a listed building. From Stroud you can reach London in 1 hour and 40 minutes, which makes it a feasible option and journey time for both work and leisure.

Currently the site is vacant with a grade II listed building which sits directly against the canal frontage. There are buildings of architectural significance around the site, which offer a good basis for which materials and finishes should respect.

The new development should provide high quality residential accommodation which is affordable and designed for both family living and for that of the commuter. There will be provision for some nonresidential spaces along Cheapside in order to create an active frontage and to provide a mixture of uses.

The proposed residential development will make a positive contribution to the townscape by adding a development with high design quality and ensuring a pleasant access for the public to the canal front. The new development will improve the current status and appearance of the site, which is a gateway to, Stroud from both the South and the train station.

PRELIMINARY STUDY : SITE LOCATION



TOPOGRAPHY:

The site is located next to the train station, on the southern part of the town. The terrain slopes away down from the station level to the canal which is south. The drop is significant: the difference in levels between the highest point of the site and the lowest exceeds 9 meters.

The longest side of the site is oriented East-Southeast and its slope is oriented to the Southwest. These characteristics are ideal to maximise the view and the solar gain.

The canal is currently being excavated and is planned as part of phase 1A of the Stroudwater Canal Project, which involves a 3km stretch of canal from Cheapside to Ironworks will be dredged to allow sufficient navigation of boats to pass.

PRELIMINARY STUDY : PLANNING POLICIES

There are two main documents addressing the site: the 2005 "Stroud district local plan" and the 2009 "Stroud town centre - public realm"

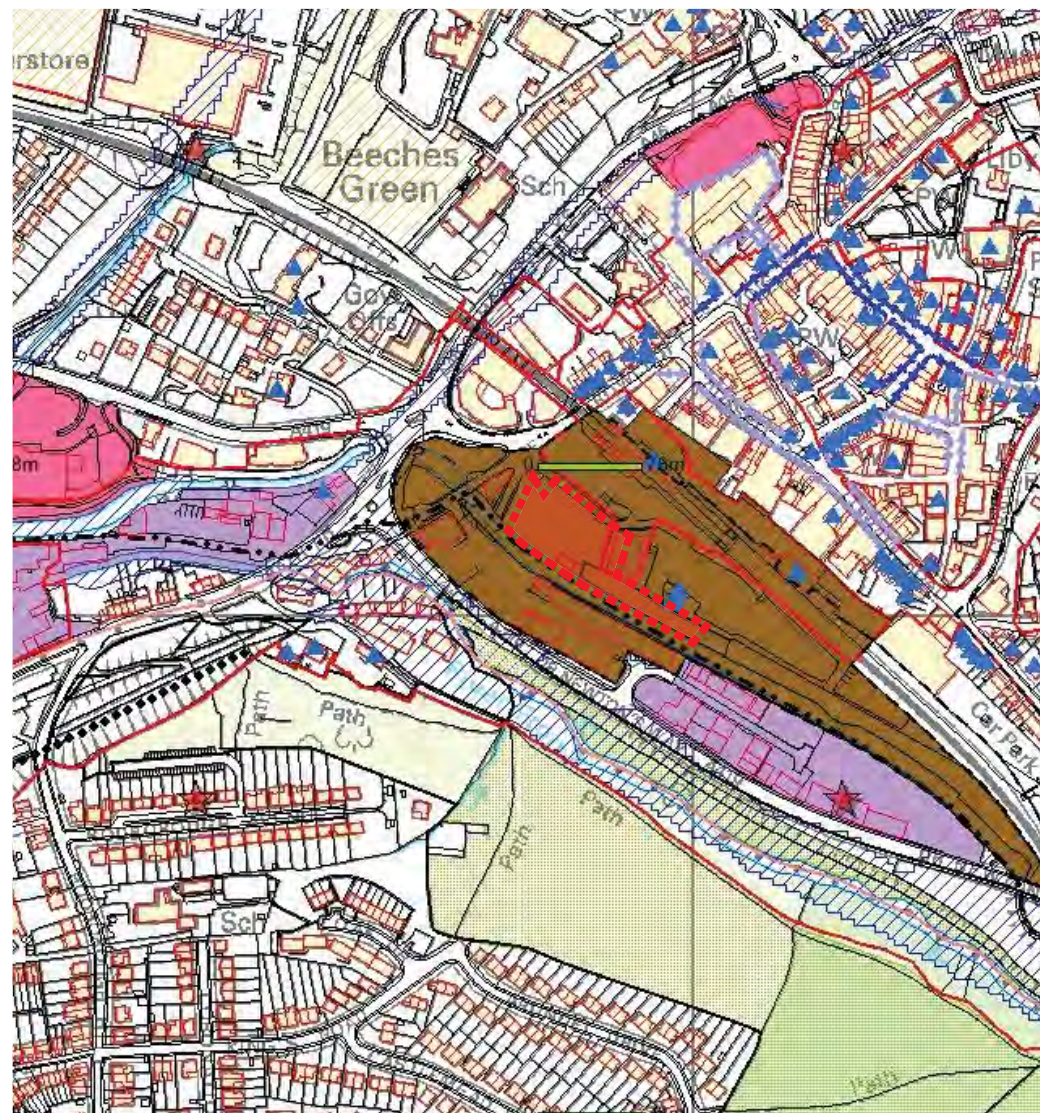
STROUD DISTRICT LOCAL PLAN

On this document the site (coded MU5A) is shown as a mixed-use area. It sets main scopes that the new development should seek to address:

- contribute to regenerate the town centre

- restoration of the canal side
- improve movement across the site towards the town centre
- improve visually the current approaches
- respect the conservation areas and the Listed Buildings

It also sets some density parameters, access and landscape criteria among other guidelines for a successful and integrated development.



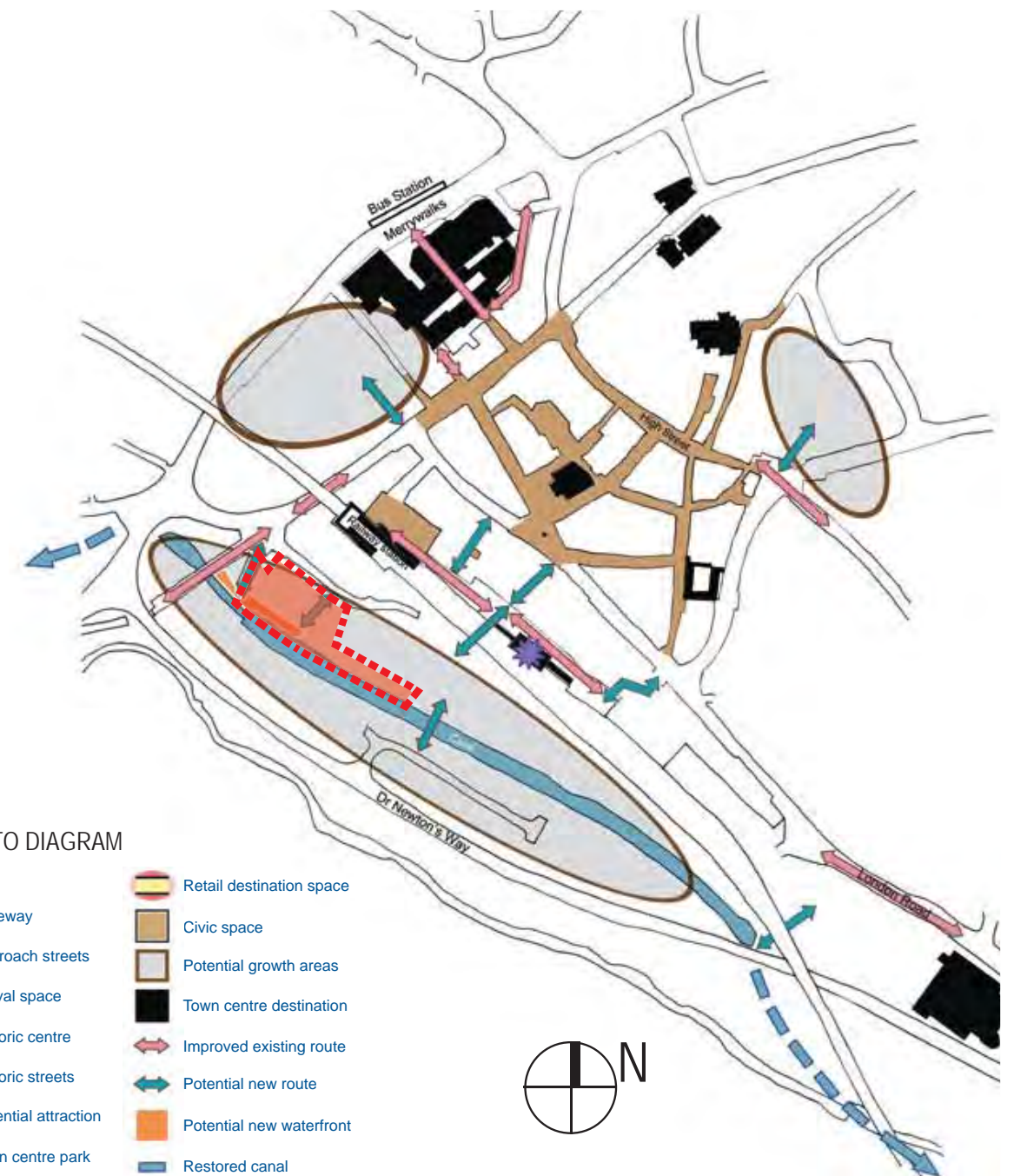
KEY TO DIAGRAM

+	Regionally Important Geological Sites
⬮	Existing Cycle Routes
⬮	Primary shopping frontages
⬮	Secondary shopping frontages
⬮	Town Centre Boundary
⬮	Berkeley Cemetery Extension
⬮	Dursley Shopping Allocation
⬮	Employment Allocations
⬮	Far Hill Non food retail
⬮	Historic Parks and Gardens
⬮	Housing Allocations
⬮	Conservation Area Boundary
⬮	Local Shopping Centres
⬮	Mixed Use Allocations
⬮	Outdoor Play Space Allocations
⬮	Protected Outdoor Play Space
⬮	Safeguarded land for railway facility
⬮	Settlement Boundary
⬮	Sharpness Docks Boundary
⬮	Special Landscape Area
⬮	Stroud Town Centre Boundary
⬮	Stroud Transport Interchange
⬮	Floodplain
⬮	Cotswold AONB
⬮	Waste Allocations
⬮	Proposed Cycle Route
⬮	Key Employment Land
⬮	Key Wildlife Sites
⬮	Local Nature Reserves
⬮	National Wildlife Sites
⬮	International Wildlife Sites
⬮	Listed Buildings



STROUD TOWN CENTRE - PUBLIC REALM

Based on the Local plan strategy, this document goes further into detail showing connections and desire lines to/from the historic centre. This sets the overall strategy for the public realm of Stroud showing how this site is key for the access to the town historic centre and the integration with the canal.



KEY TO DIAGRAM

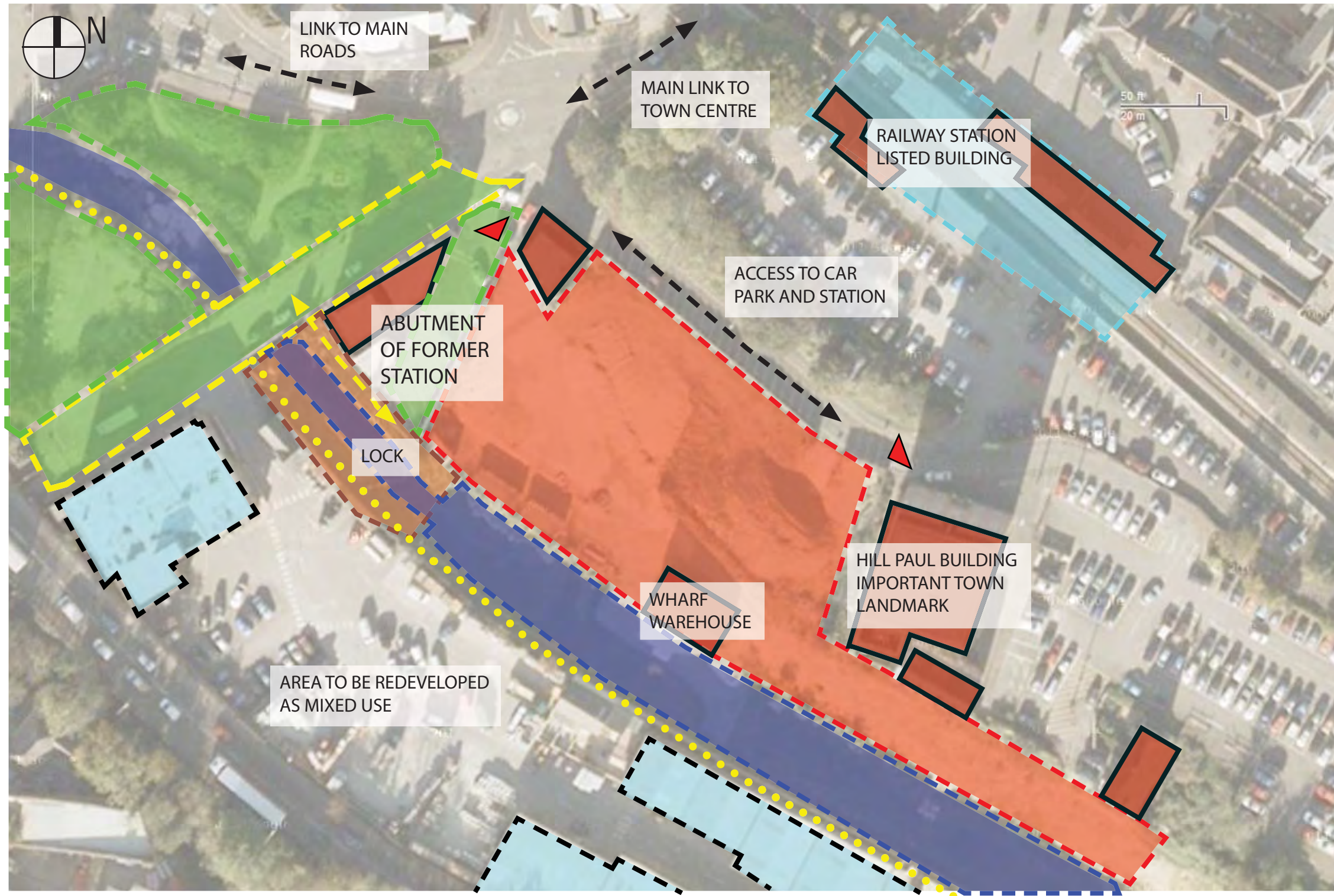
⬮	Gateway	⬮	Retail destination space
⬮	Approach streets	⬮	Civic space
⬮	Arrival space	⬮	Potential growth areas
⬮	Historic centre	⬮	Town centre destination
⬮	Historic streets	⬮	Improved existing route
⬮	Potential attraction	⬮	Potential new route
⬮	Town centre park	⬮	Potential new waterfront
		⬮	Restored canal



* Abstract from Stroud District Council: <http://www.stroud.gov.uk/localplan/>

* Abstract from Stroud Public realm strategy by NEW and Hamilton Baillie Associates





KEY TO DIAGRAM

-  SITE BOUNDARY
-  STATION
-  PUBLIC REALM
-  PEDESTRIAN SPACE
-  CANAL
-  EXISTING WAREHOUSES
-  BUILDINGS WITH ARCHITECTURAL SIGNIFICANCE
-  POTENTIAL TOURIST ATTRACTION
-  SITE MAIN ACCESS
-  MAIN STREET LINKS
-  PEDESTRIAN ACCESS
-  CANAL PEDESTRIAN ROUTE



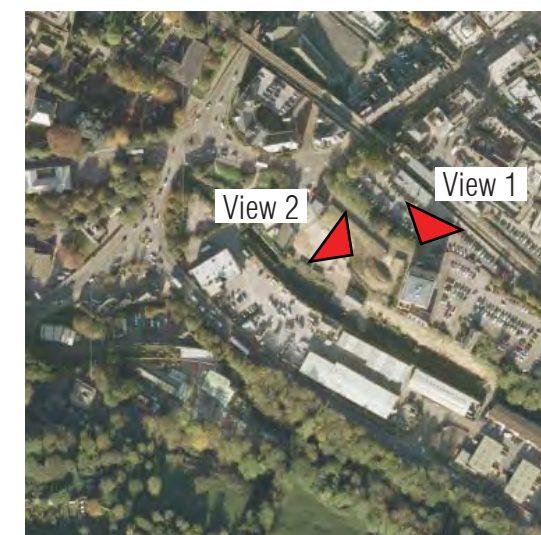
VIEW 1 : HILL PAUL BUILDING



VIEW 2 : HILL PAUL BUILDING

DESCRIPTION

Located on the East site boundary, the 8 storeys building is an old textile warehouse refurbished into flats and is a main landmark of the town. The retaining wall which supports its front basement has a major impact on the site.





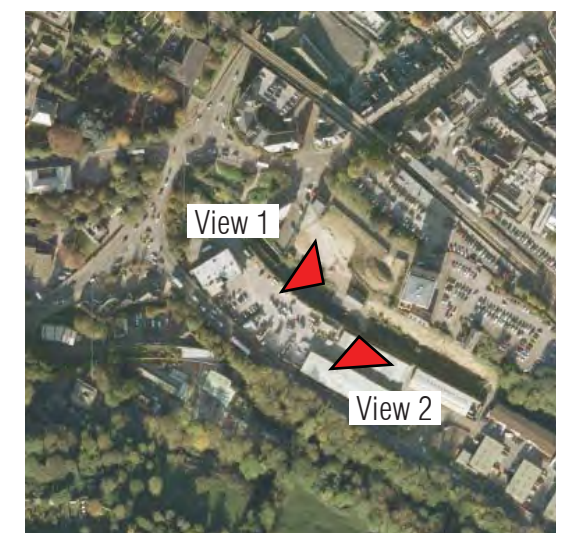
VIEW 1 : WHARF WAREHOUSE



VIEW 2 : WHARF WAREHOUSE

DESCRIPTION

The Wharf Warehouse is the only existing building within the site. It is a listed building and ought to be considered as a focal point for the new development.



DESIGN & ACCESS STATEMENT : VISUAL VIEW CORRIDORS



KEY PLAN



2

VIEW 1:
There is a thriving cafe with terrace area on the canal path which sits directly next to the site. The canal path on this side only goes as far as the listed warehouse building.

VIEW 2:
The adjacent canal path extends much further and gives good views along both aspects. There are plans to extend the canal along a 3km stretch in order to open up the green landscape and biodiversity potential to the area. This would extend further east, away from Stroud and the site.

VIEW 3:
Located on the boundary on the eastern side of the site, the 8 storeys building is an old textile warehouse, known as Hill Paul which has been refurbished into flats and is a main landmark of the town.

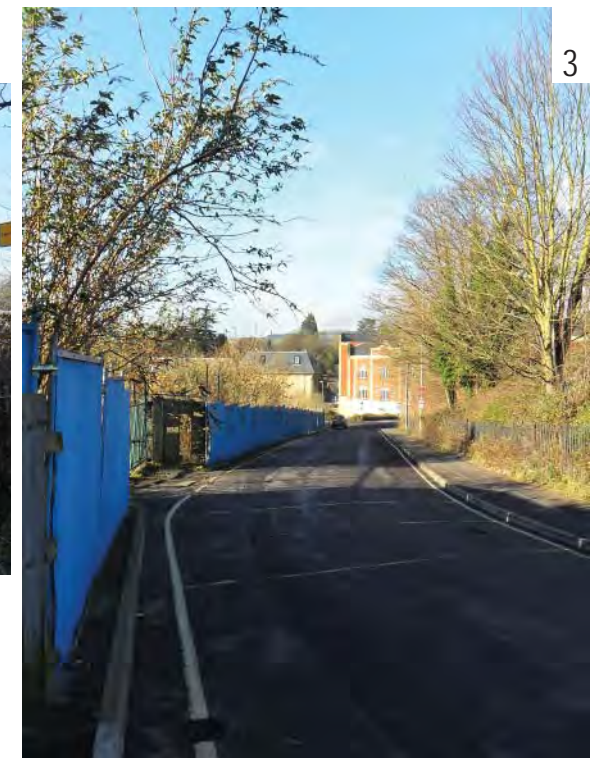
The retaining wall which supports its front basement has a major impact on the site. As you leave the train station Hill Paul is opposite. There is a potential gateway into the site which is directly opposite the train station, there are also very good views of the adjacent hills when looking south.



3



3



3

DESIGN & ACCESS STATEMENT : VISUAL VIEW CORRIDORS



KEY PLAN

VIEW 4:
Located at the gateway entrance of the site, this view is potentially the strongest viewpoint of all. It addresses the existing pedestrian movement from the town centre to the north and also directly faces the oncoming vehicular traffic from the west. The flow of traffic which passes to travel along Cheapside road to the train station and onto the further carpark at the north east of the site will benefit from any mixed use development to this area.



VIEW 5:
Coming out from the town centre the northern front of the site along Cheapside is in direct relation with the South part of the railway station. As the road is sloping down it provides good views to the surrounding landscape.

VIEW 6:
The pedestrian movement which travels to and from the Town Centre passes through an existing subway. Although not currently a pleasant experience, there is potential and talks are underway for the adjacent road to be pedestrianised. This will benefit the area greatly through improving the overall pedestrian experience and also the visitor experience to the canal.

VIEW 1 : APPROACH FROM THE TOWN

DESIGN & ACCESS STATEMENT : CHARACTER AREAS

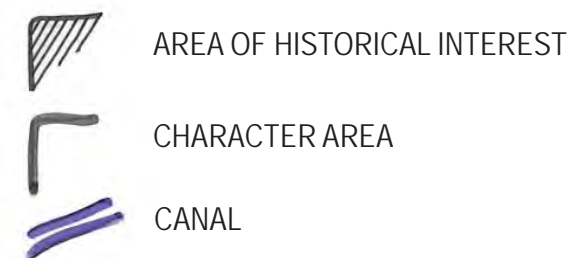
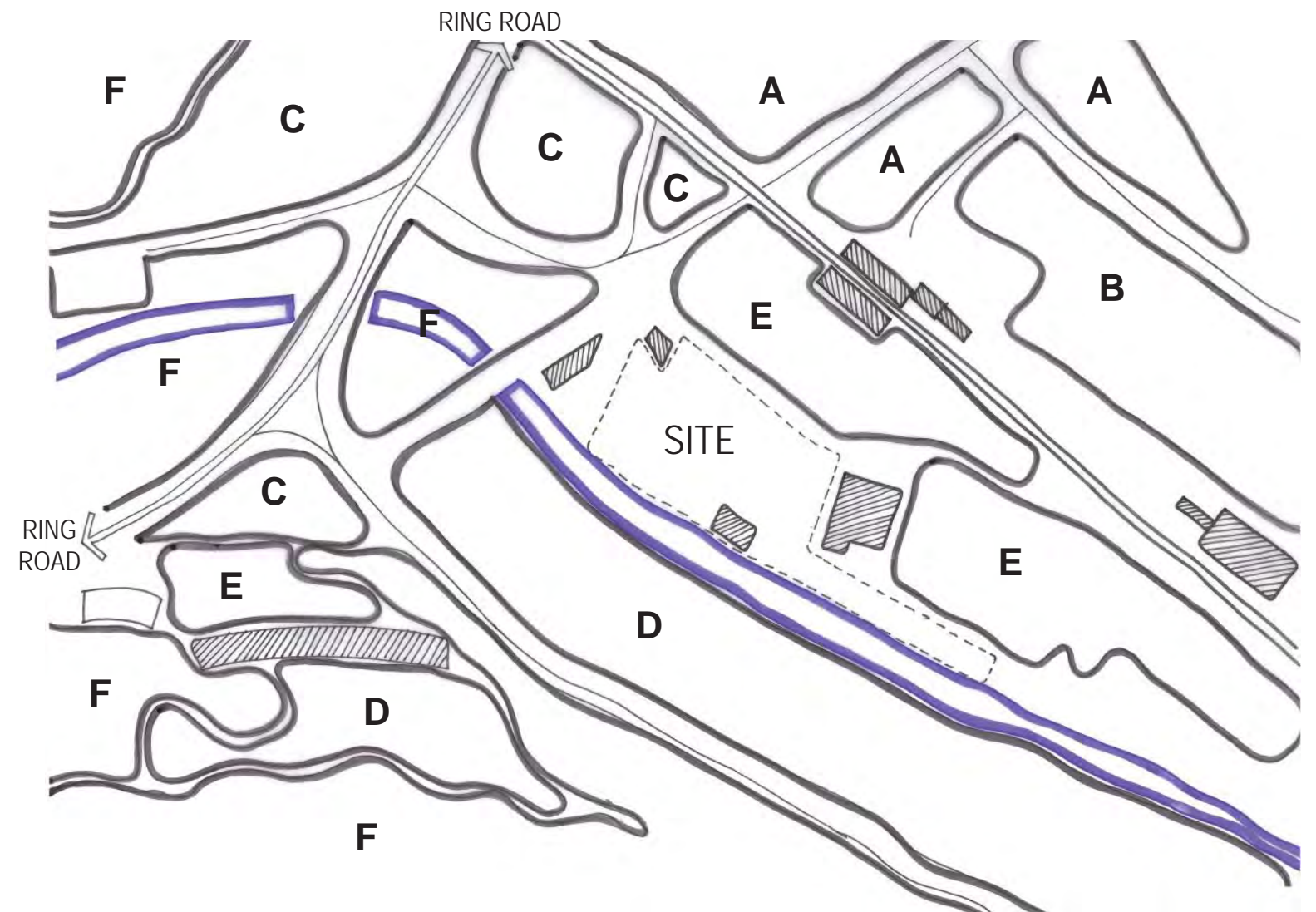


OLD RAILWAY BRIDGE TRAVIS PERKINS TIMBER CANAL HILL PAUL BUILDING CANAL FOOTPATH

The site occupies a prominent corner position and is at the gateway as you enter Stroud from multiple directions.

The surrounding areas offer a mix of mostly commercial uses. The grain of which is tighter in the Town Centre and then becomes looser as it moves away from the centre.

When looking at the south aspect from the site, there are good, direct views to the hills which offer a green and pleasant landscape.



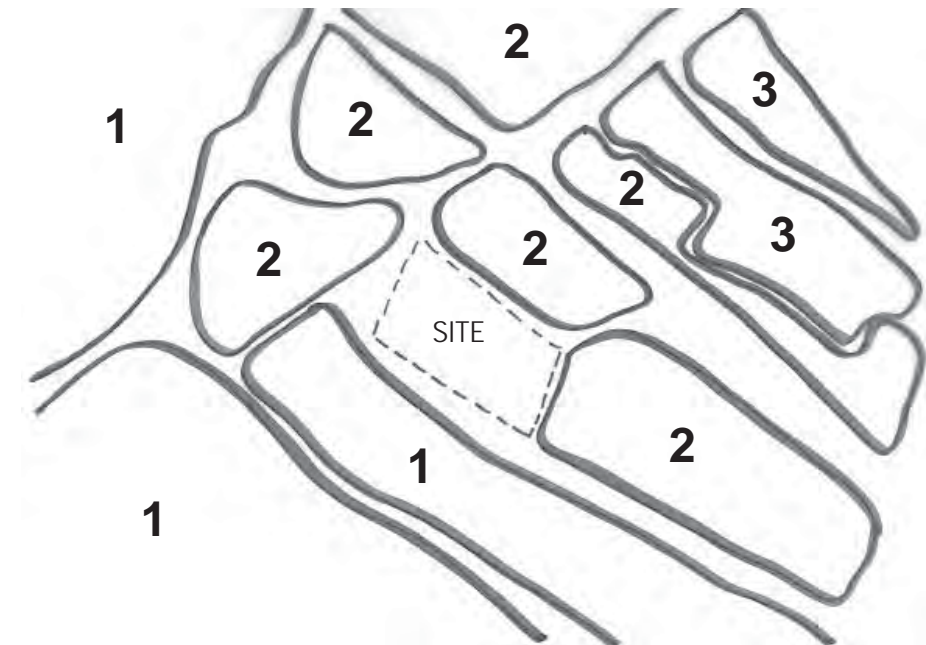
- A** CENTRAL URBAN GRAIN - **TIGHT**
- B** CENTRAL URBAN GRAIN - **LOOSE**
- C** CENTRAL URBAN - PERIMETER BLOCK
- D** CENTRAL URBAN INDUSTRIAL
- E** CENTRAL URBAN OPEN PARKING SPACE
- F** PARK AND LEISURE OPEN SPACE

DESIGN & ACCESS STATEMENT : CHARACTER ZONES



ZONE 1 LEFT

The south and south-east aspect of the site is under-developed. The hills offer a green and continuous landscape which provides strong views - something which should be maintained as it is an important and appealing vista to the whole site and to the existing Hill Paul building.



ZONE 2 BELOW

The area around the site, directly north, north east and north west has a urban definition and grain. It has functional uses which service office space, communal land and the train station with car park. There is much activity in this area due to the land uses as people pass through. The character definition of materials is a mix of new red brick (on recent developments), listed buildings of yellow sand stone and the railway bridge and other visible arches which show both the old and new bridges.



LIMESTONE

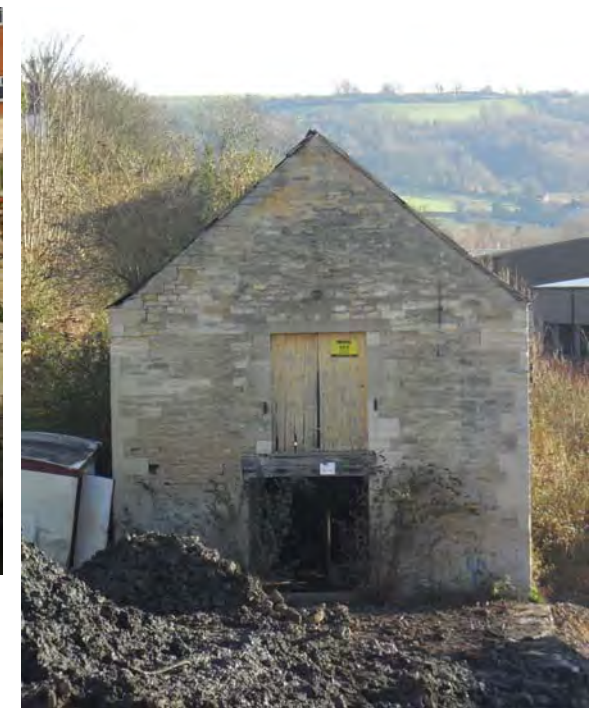
Portland Limestone is the common white, often fossiliferous, stone used across England for public buildings.

ZONE 3 BELOW

The Town Centre (TC) has a tight grain of strong building frontages with a range of heights from two to four storeys. The narrow main streets are characterised by singular vehicle roads. A lighter stone has been used for many of the buildings within the TC, as opposed to the red brick which seems to be favoured by old and new residential schemes.



DESIGN & ACCESS STATEMENT : MATERIAL DETAILS



HISTORIC STONE FINISHES

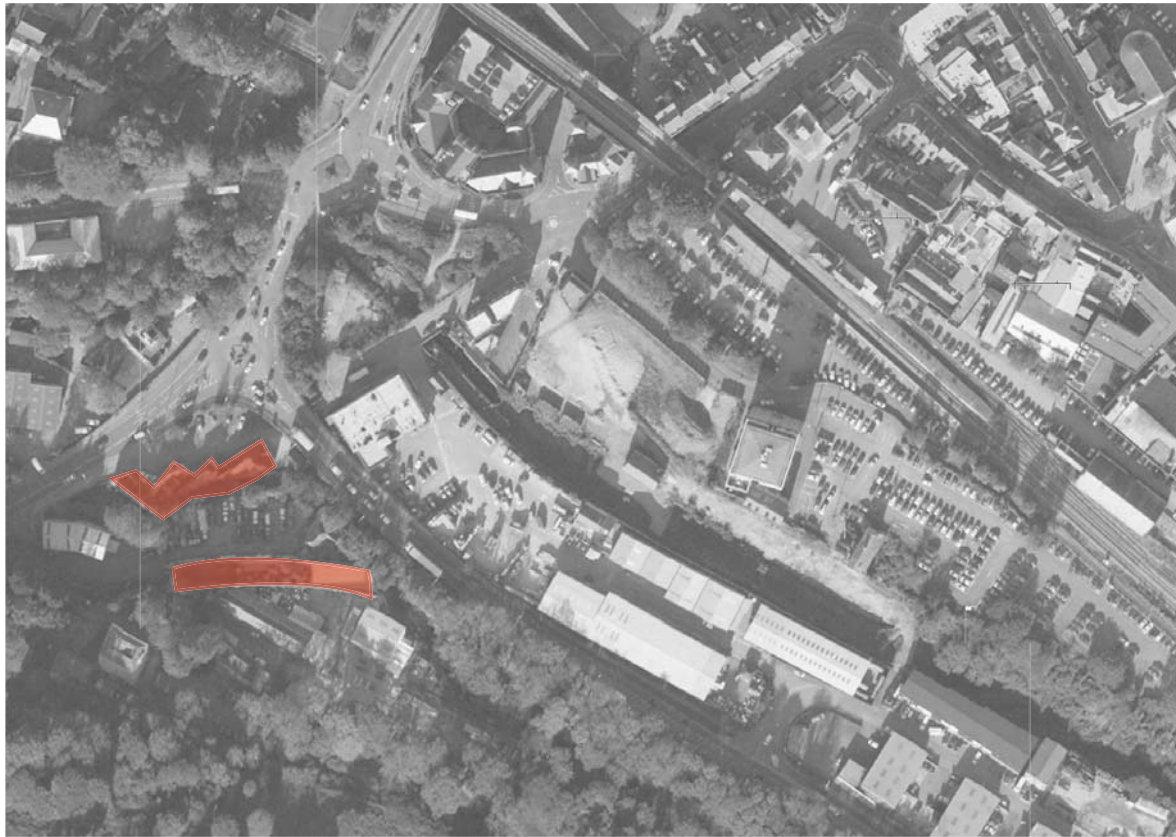
SAND STONE

There are listed buildings and the remains of buildings which sit around the perimeter of the site which all share a light sand stone material in appearance. Sandstone (sometimes known as arenite) is a classic sedimentary rock mainly composed of sand sized materials or rock grains. Like sand, sandstone can be a range of colours but the most common colours are tan, brown, yellow, red, grey, pink, white and black. Permian sandstone, which often weathers to give a deeply pitted and honeycombed appearance, for example on the walls of embankments on seaside towns is evident as the stone used for the cellar of the one time brewery which sits directly west of our site at the lowest point.

GRANITE STONE

The Wharf Warehouse is the only existing building within the site. It is a listed building and made from a granite brick

DESIGN & ACCESS STATEMENT : MATERIAL DETAILS



BRICK FINISHES

HIGH FIRED BLACK BRICK

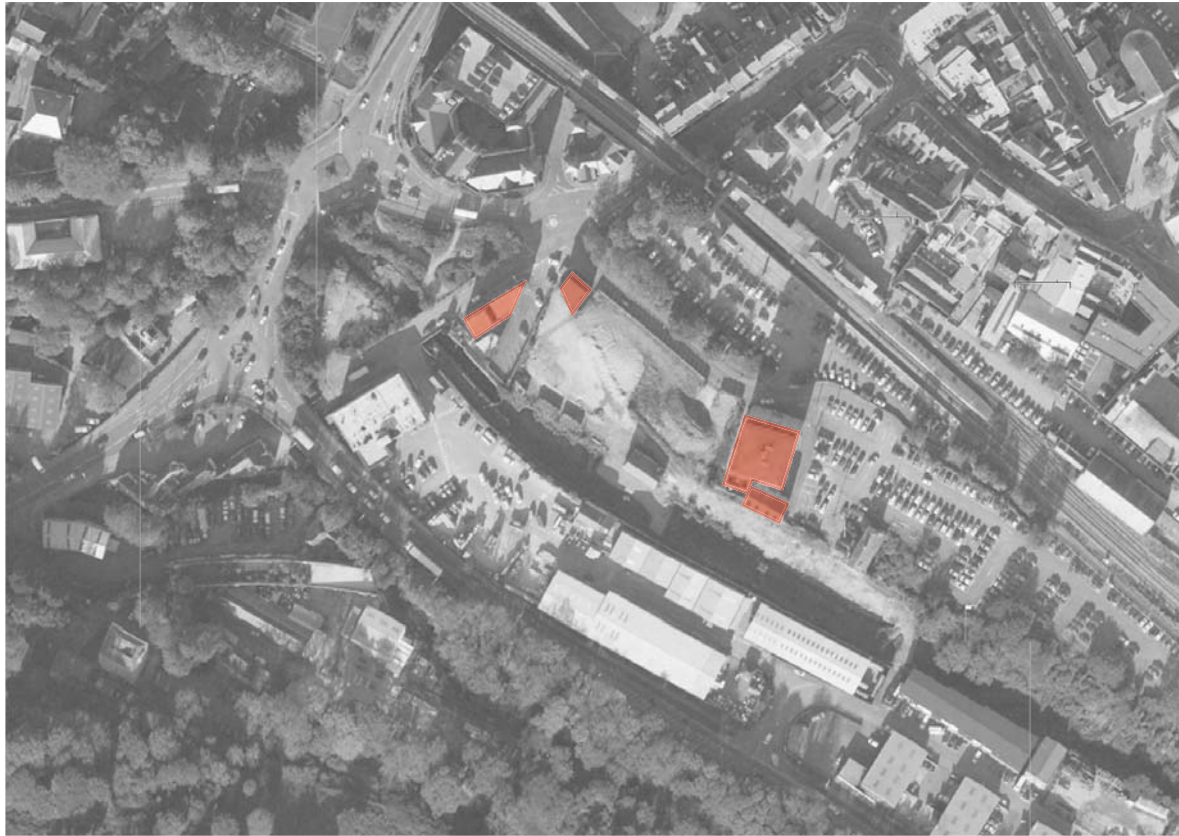
Character to the area is a disused railway bridge, which spans from east to west. The grey brick used in much railway architecture is a high-fired Black brick, which resulted after the Victorian era. The viaducts are now either used as workshops for many of the craft industries which the area is common for, or simply converted into a form of warehouse space.



The Victorian age saw a renaissance of brick. The local brick-making material for London was the London Clay, and these bricks are yellow or greenish-yellow in colour. Older, hand-pressed bricks are often irregular in shape and have lines and squeeze-marks - these are called Stock Bricks. Close to the disused railway viaduct is a distinct line of residential buildings along with small business's. All of which have a character stone and appearance of limestone with grey slate roof.



DESIGN & ACCESS STATEMENT : MATERIAL DETAILS



RED BRICK

Traditional red brick, as popular with the Victorian era dates from the mid 1870's. The red brick which is an Oxford clay is used on buildings which are of architectural interest and allow for interest and distinction. These buildings sit around the edges of the site and provide an interesting framework for which can be easily followed.

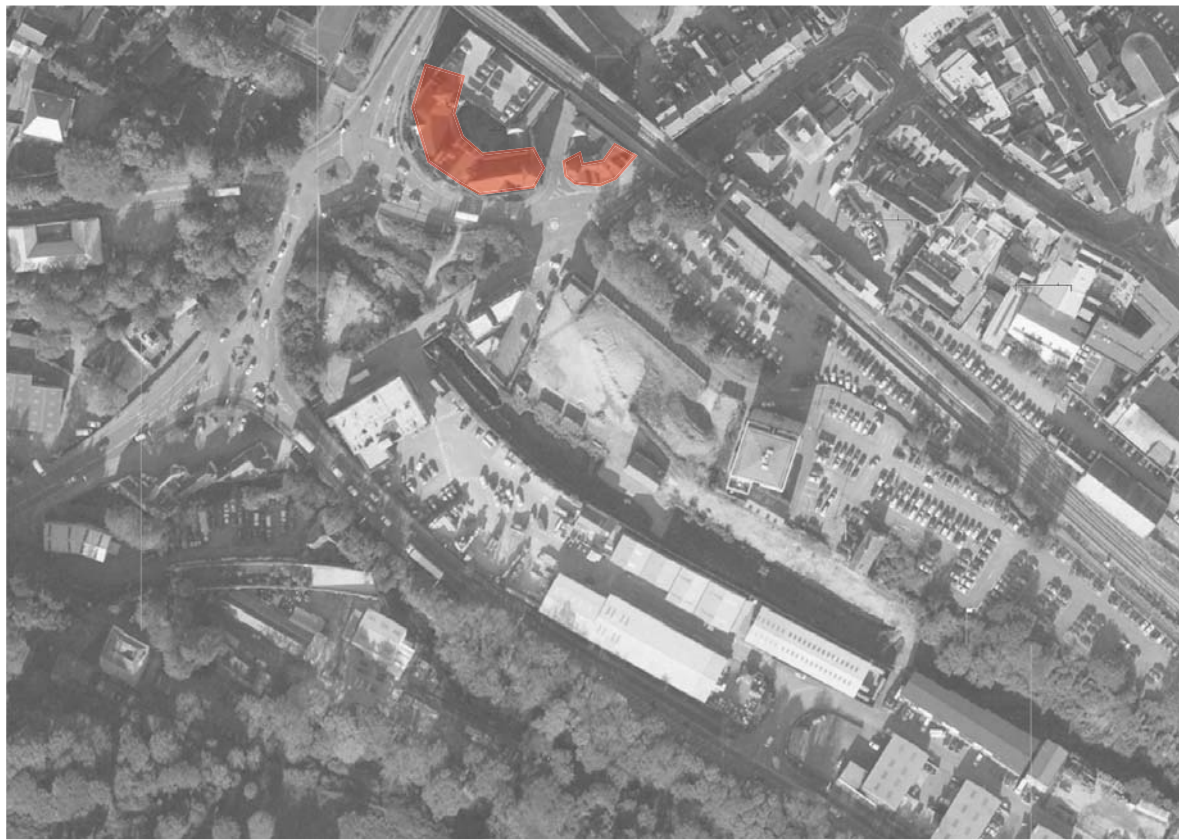


STONE FEATURES

Features include; contrasting red brick and dressed stone, particularly used around windows; slate roofs; 3-storey and attic.



DESIGN & ACCESS STATEMENT : MATERIAL DETAILS



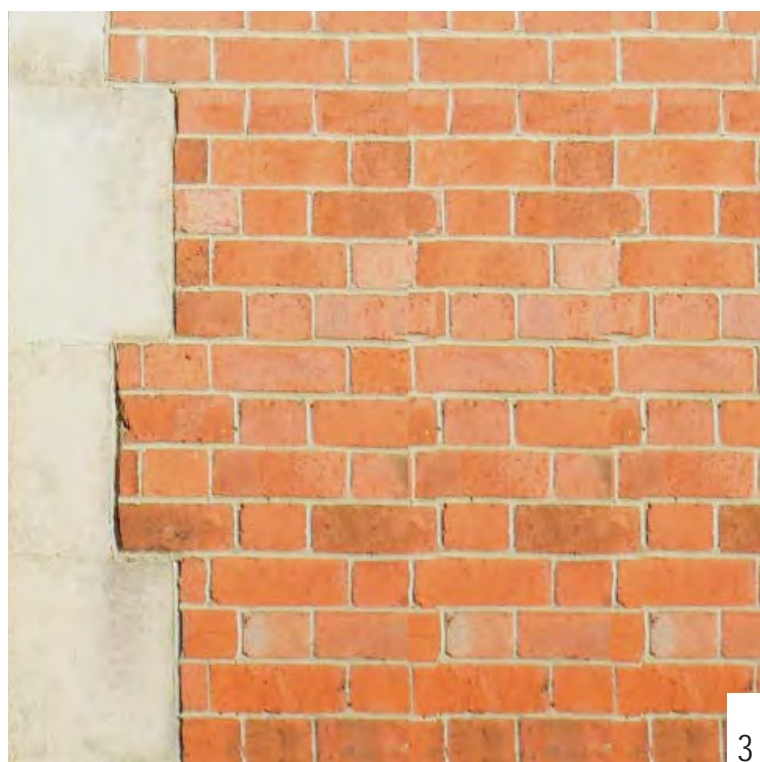
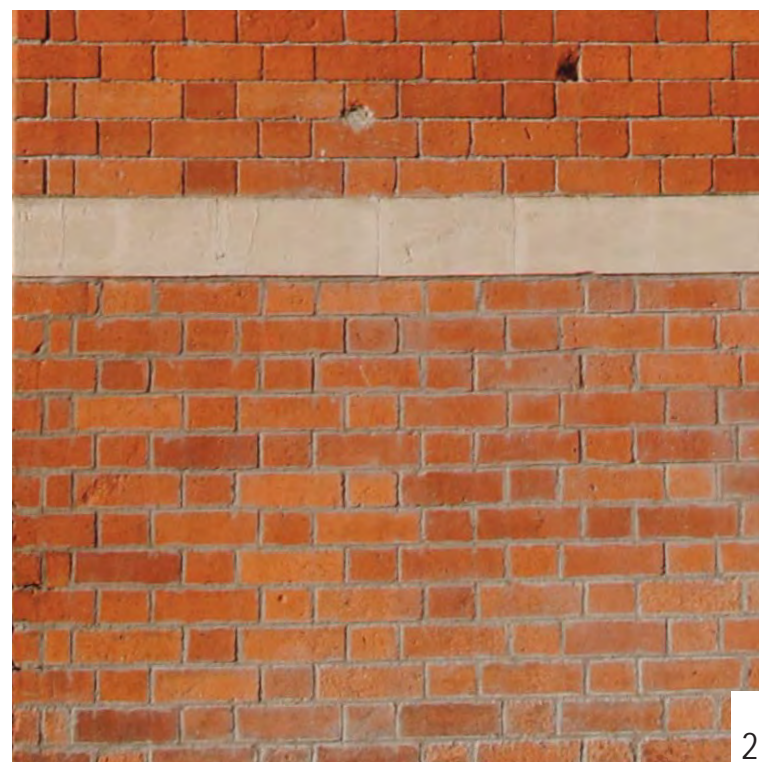
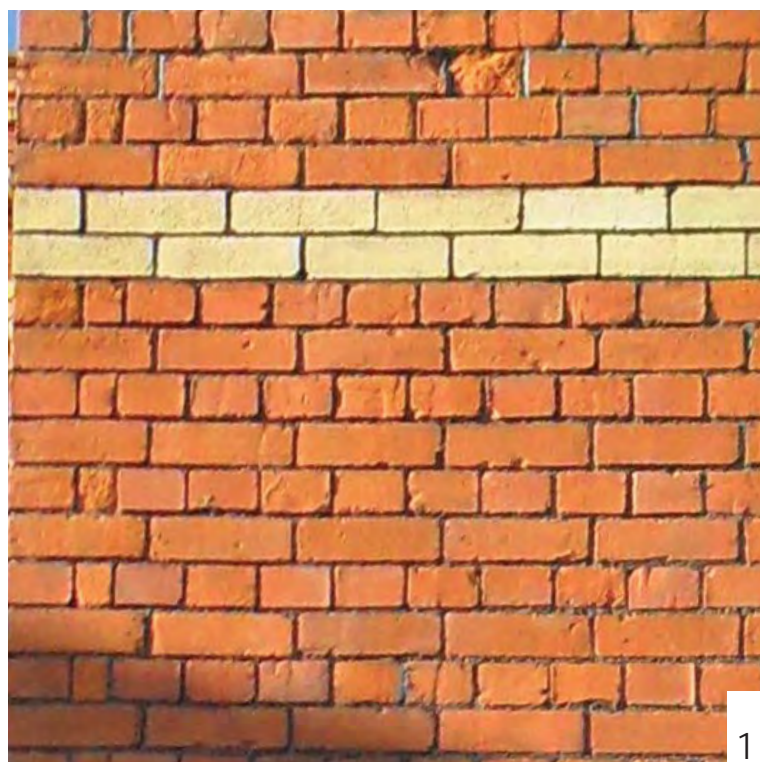
HISTORIC BRICK FINISHES



NEW RED BRICK

Most new developments which surround the site are respectful of the Victorian red brick which is key feature of the area. A modern red brick has been used which at times also has a similar cream plaster detailing around the windows. A good example of this is the building which has formed an extension to the existing Victorian hotel. The gable end and roof is reminiscent of the details of the original building.

STROUD : MATERIALS' PALLET



1 : PAUL HILL

RED BRICKWORK WITH WHITE BRICK COURSES

2 : OLD HOTEL

RED BRICKWORK WITH WHITE STONE COURSES

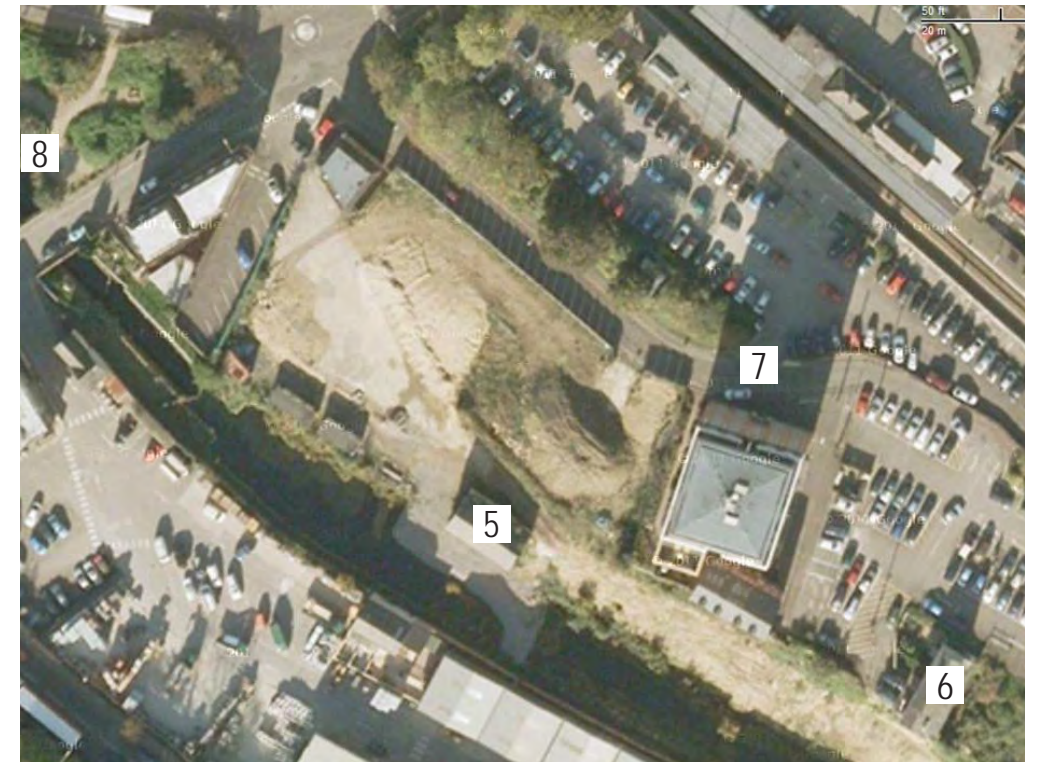
3 : RUNDBOGEN STIL BUILDING

RED BRICKWORK WITH STONE QUOINS

4 : OLD RAILWAY BRIDGE ABUNDMENT

RED AND BLUE BRICKWORK COURSES WITH COPING STONE

STROUD : MATERIALS' PALLET



5 : WHARF WAREHOUSE

COURSE OF COTSWOLD LIMESTONE WITH ASHLAR BLOCKS FOR QUOINS AND JAMBS

6 : REST OF TERRACE HOUSE DEVELOPMENT

ASHLAR BLOCKS OF COTSWOLD LIMESTONE ON EAST AND WEST FACADE AND IRREGULAR DARKER STONE COURSES ON THE GABLE ENDS

7 : STATION'S BOUNDARY WALL

ASHLAR BLOCKS ON LOWER LEVEL AND SMALLER BLOCKS COURSE ON TOP

LAYOUT

The following scheme proposes a courtyard arrangement for the site. This will maximise the space for the public realm and guarantee a good solar gain and open views toward the valley.

The courtyard is formed by two rows of terrace houses, one on the North lined up along Cheapside and the other on the South along the canal, and by the abutment of the old railway bridge on the West side.

The fronts respect the desire lines highlighted on the site as well as the surrounding buildings.

The site proposes to build sustainable residential dwellings with a mix of private and affordable 3 and 4 bedroom houses with the majority being 3 bedrooms. The different types are labelled as A+B. There is the option of a small amount of mixed use units on the ground floor. They are labelled up as C. There is no preference of where affordable or private houses are on plan, they will be integrated together.

COURTYARD

The courtyard will incorporate seatings, bicycle storage and some carpark bays subdivided in small pockets by landscape buffers.

The central space is thought as a semiprivate area and although not been gated the strong passive surveillance given by the residential will ensure a more intimate feeling.

ACCESS AND CARPARK

The site suggest that the main approaches into the site will be from the station along Cheapside on the East corner (Paul Hill building) and from the town centre from the North-West corner.

Two pedestrian accesses are provided along the canal from the East and West side. A secondary pedestrian access is also provided on the lower end of Cheapside.

Only the residents are allowed to drive in the courtyard to access their carpark spaces. The vehicular access is at the Northwest corner.

PEDESTRIAN MOVEMENT

The scheme allows pedestrian movement across the site, giving the community the chance to access the canal front again. Everywhere it was possible the use of ramps alongside stairs guarantees the maximum accessibility to the site.

By ensuring a continuous promenade alongside the canal the design meets the criteria highlighted by the planning panels. The promenade diverts around the warehouse and rejoins the canal shortly after.

MIXED-USE

In correspondence with the station approach an active frontage is provided by flexible spaces at the ground floor. These spaces can be used for various purposes such as shop, office, studio and others.

LANDSCAPE

The canal walk represent the main feature of the landscape. The Eastern part of the site hosts a children's play area. This will benefit from the dense landscaping which will benefit from the passive surveillance given by the surrounding buildings.

A number of trees will be planted within the courtyard and on the Eastern part of the canal walk.

A retaining wall runs across the site from Northwest to Southeast. This wall is needed because of the nature of the terrain. The wall is treated as a feature composition with two different finishes layered one in front of the other: the back is treated with a stone cladding while the front one is a green living wall.

SUSTAINABILITY

The green wall not only contributes positively to create a friendly and green environment but it also increases the biodiversity, filters the air and improve the microclimate by reducing the temperatures during the hot season.

The orientation of the dwelling allows the living rooms to face south. This is a major benefit for both the view and the solar gain through the large glazing.

VIEWS AND EXISTING BUILDINGS

The scheme ensures and preserves strategic views towards the hills, the valley and the canal. It also respect the architectural and archaeological landmarks of the area.

The height of the development always respects the rights of lights of the neighbouring buildings as well as their scale and takes inspiration from them to provide a well integrated architectural language.

The canal warehouse building is planned to be refurbished and converted into a valuable, spacious house. The original appearance of the building will be restored and strengthen.

HEIGHTS AND DENSITY

This design offers a low density, friendly and inclusive housing scheme with 22 dwelling units plus the conversion of the canal warehouse listed building into a feature house.

The height is of 3 storeys, with the highest part next to the tall Paul Hill building.











REFERENCES

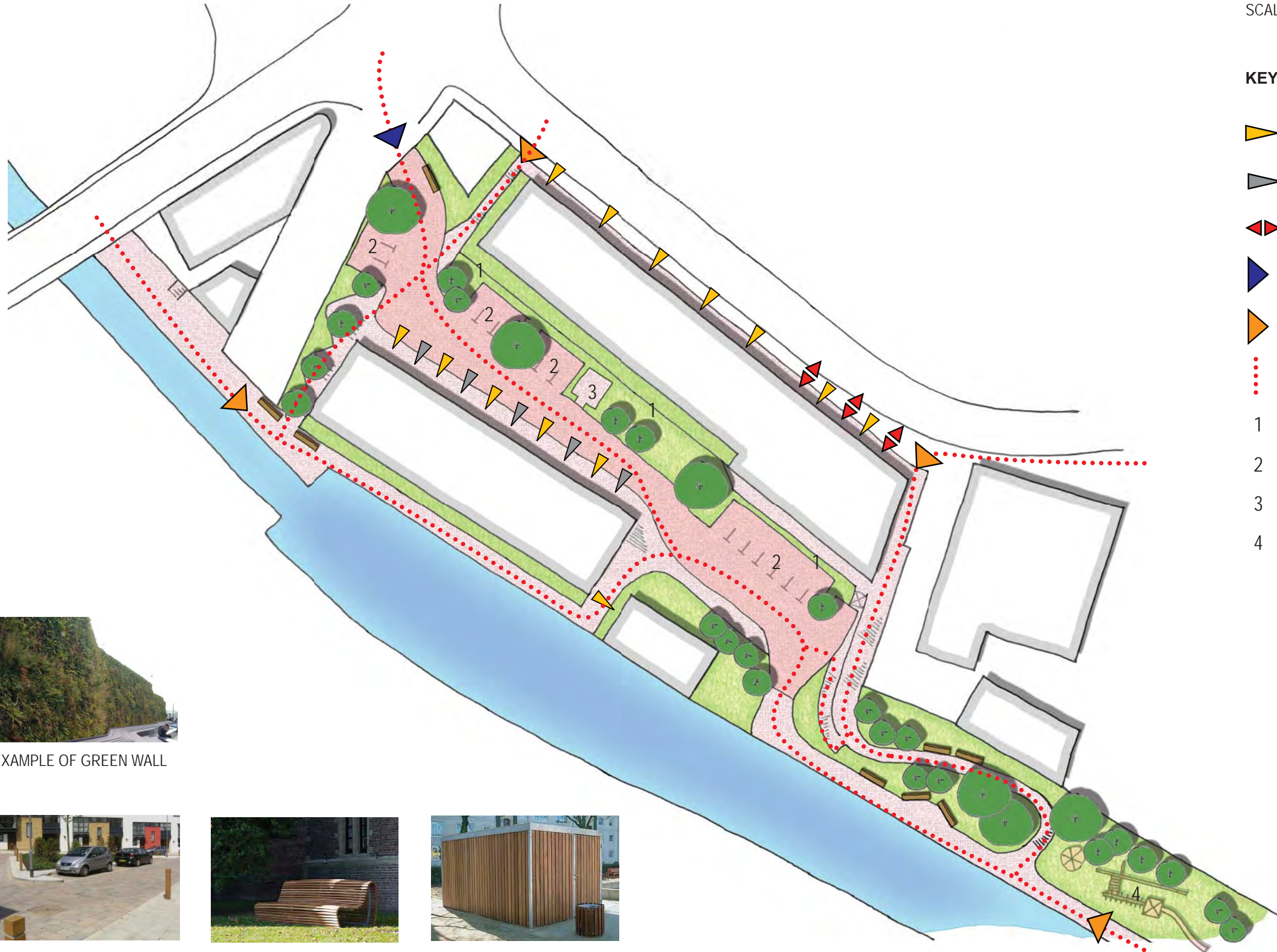
Stroud district local plan, 2005
Stroud town centre - public realm, 2009
Land at Cheapside, Stroud; Archaeological desk-based assessment and building survey

SCALE 1:500 @ A3



KEY TO DIAGRAM

-  RESIDENTIAL ACCESS
-  GARAGE ACCESS
-  ACTIVE FRONT
-  VEHICULAR AND PEDESTRIAN ACCESS
-  PEDESTRIAN ACCESS
-  PEDESTRIAN MOVEMENTS
-  GREEN WALL
-  PARKING BAYS
-  BICYCLE STORAGE
-  CHILDREN PLAY AREA



EXAMPLE OF GREEN WALL



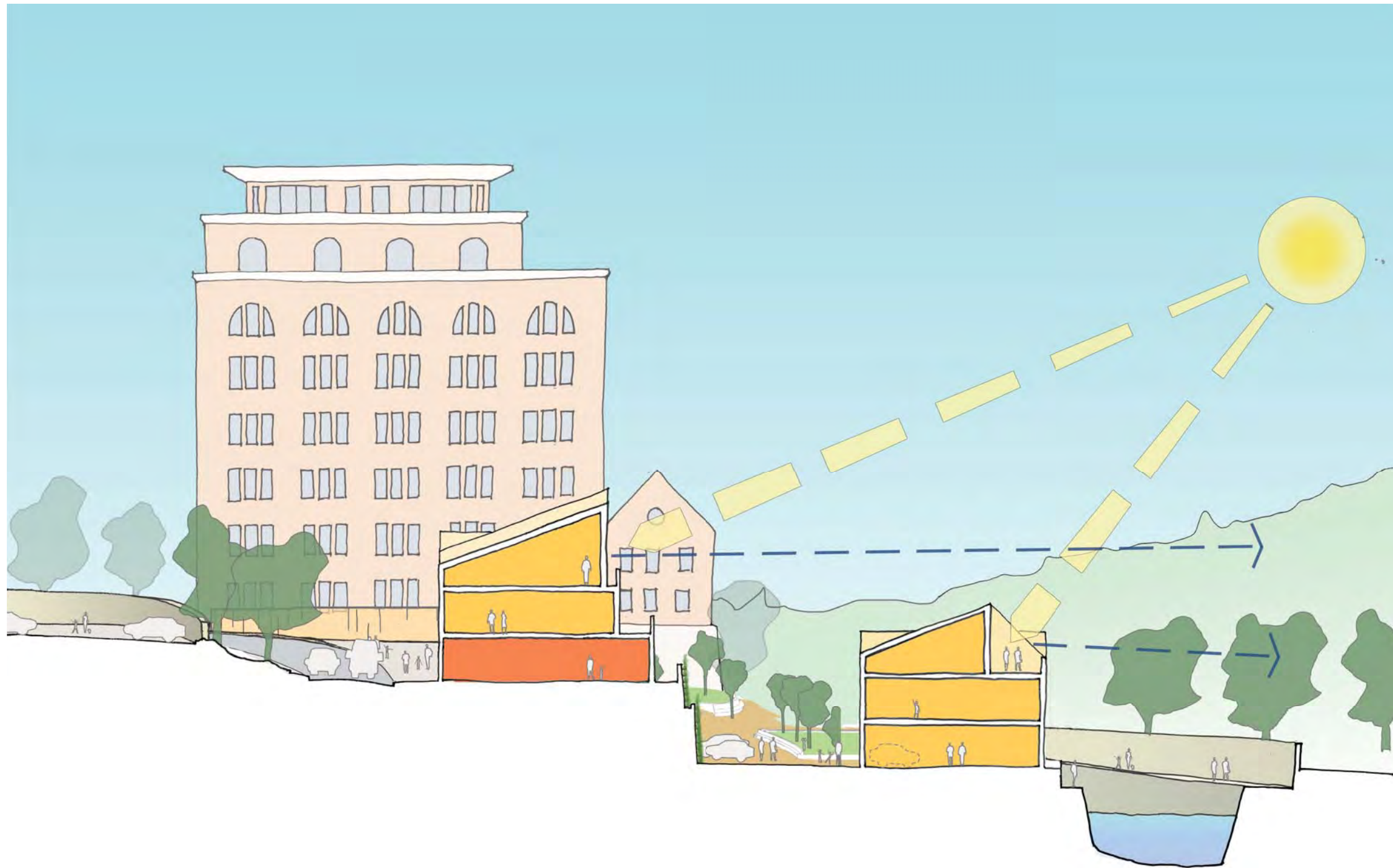
EXAMPLE OF SHARED SURFACE WITH PARKING BAYS



EXAMPLE OF SEATINGS



EXAMPLE OF BICYCLE STORAGE



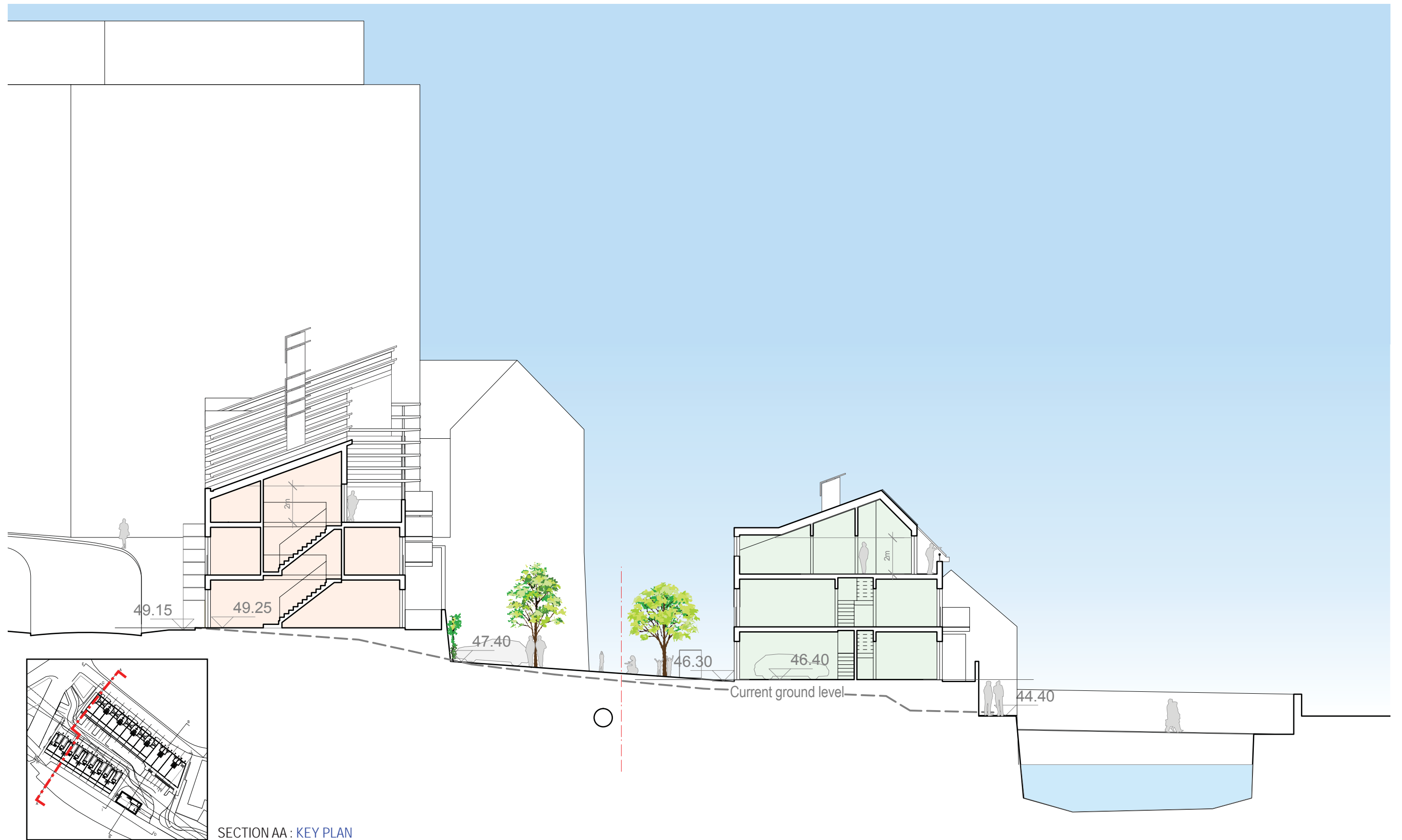
KEY TO DIAGRAM

- RESIDENTIAL
- OFFICE/SHOP/STUDIO/STORE

DESIGN : SITE PLAN



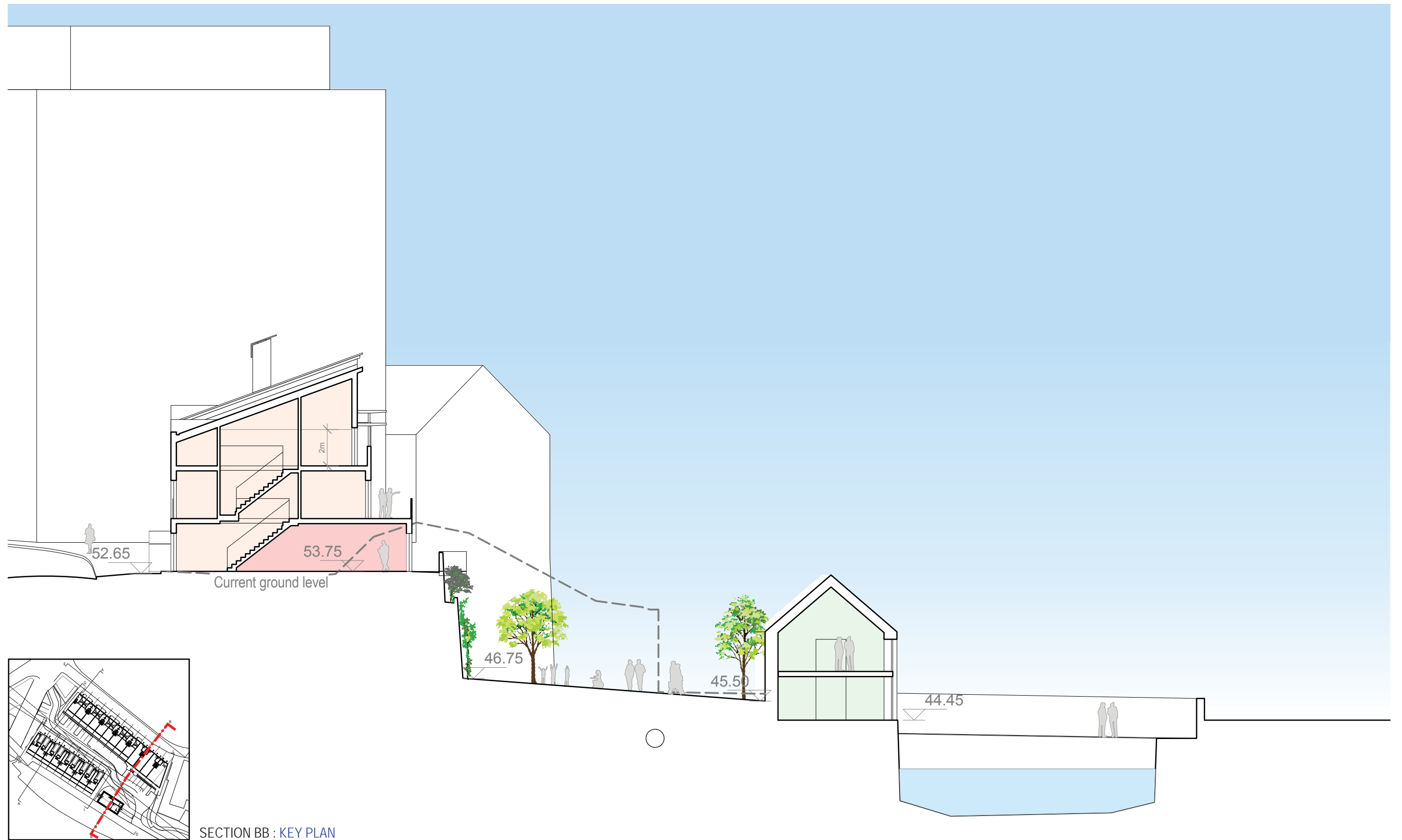
DESIGN : SECTION



SECTION AA : KEY PLAN

SECTION AA : CROSS SECTION
SCALE 1:200@A3

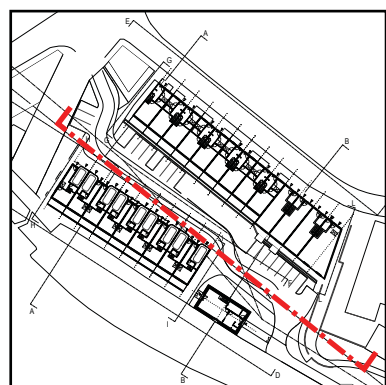
DESIGN : SECTION



SECTION BB : KEY PLAN

SECTION BB : CROSS SECTION
SCALE 1:200@A3

DESIGN : ELEVATION



ELEVATION CC : KEY PLAN

ELEVATION CC : CHEAPSIDE SOUTH
SCALE 1:200@A3

DESIGN : ELEVATION



ELEVATION DD : KEY PLAN

ELEVATION DD : CANALSIDE SOUTH
SCALE 1:200@A3

DESIGN : ELEVATION



ELEVATION EE : KEY PLAN

ELEVATION EE : CHEAPSIDE NORTH
SCALE 1:200@A3

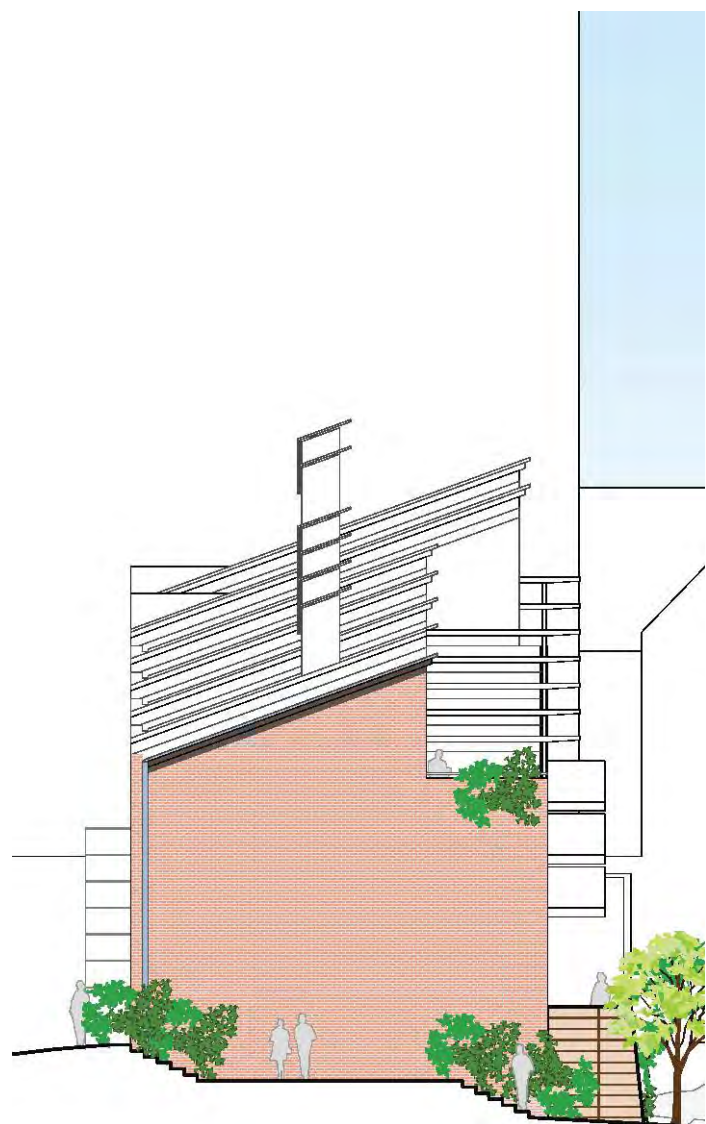
DESIGN : ELEVATION



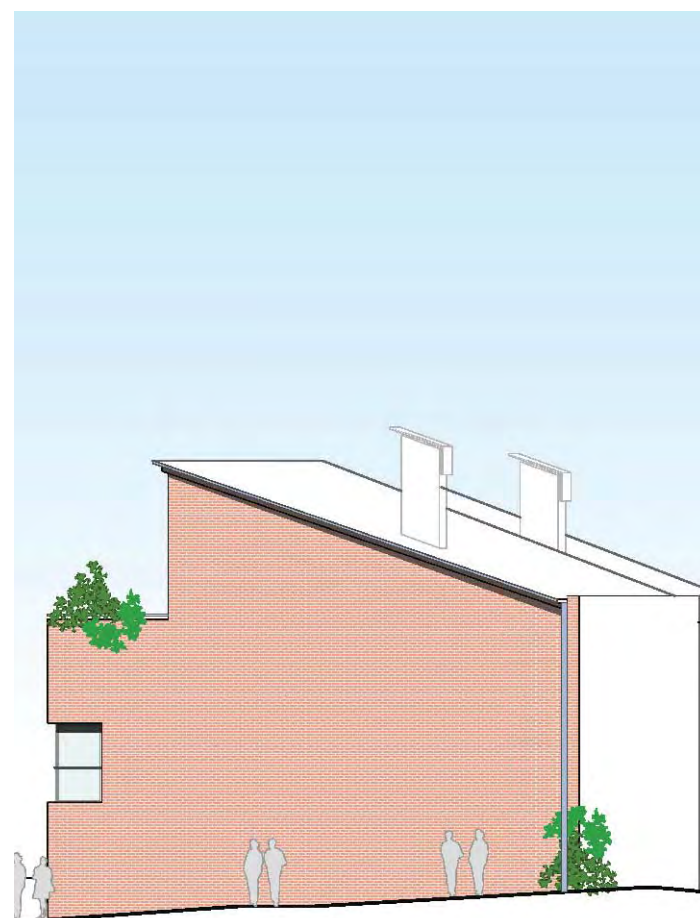
ELEVATION FF : KEY PLAN

ELEVATION FF : CANALSIDE NORTH
SCALE 1:200@A3

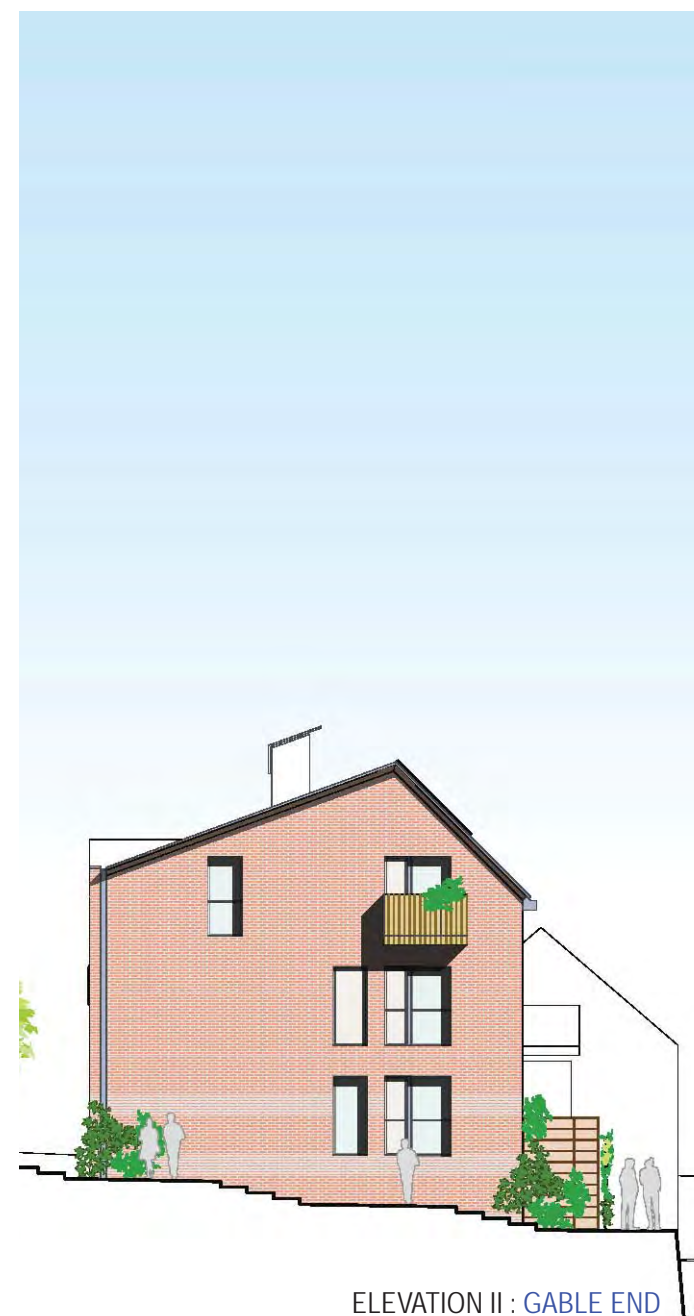
DESIGN : ELEVATION



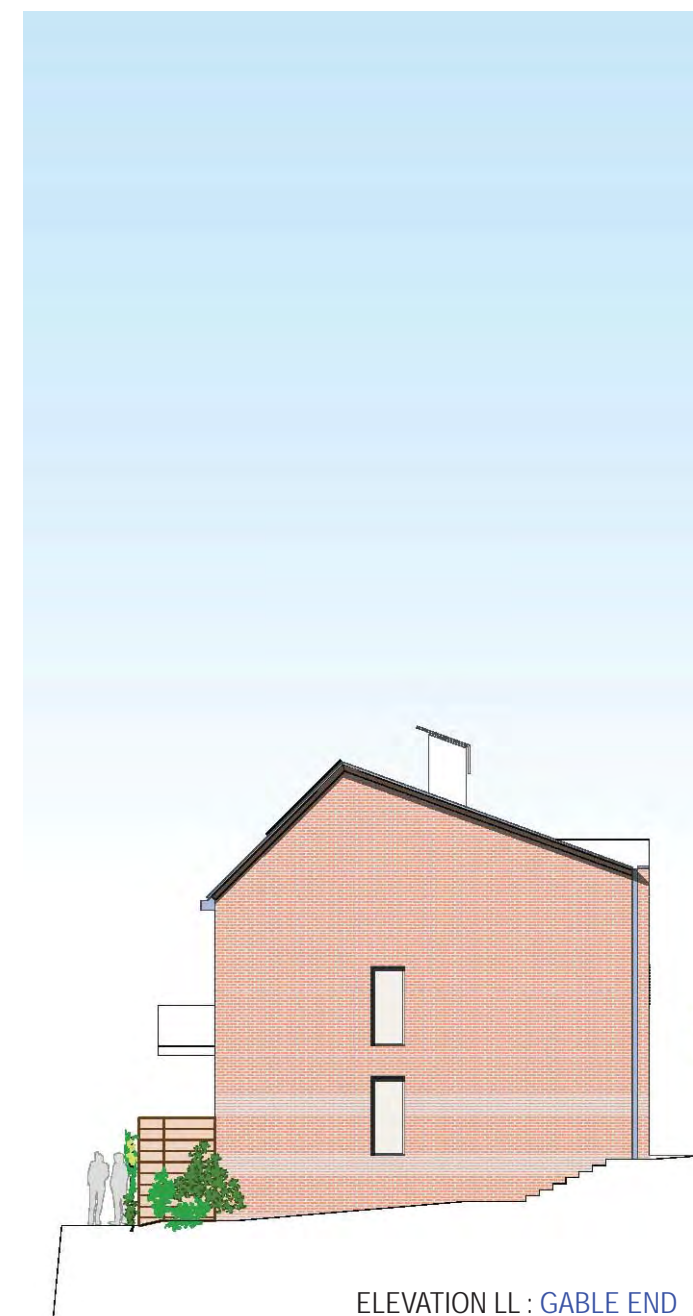
ELEVATION GG : GABLE END



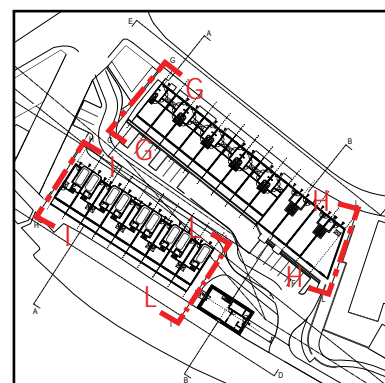
ELEVATION HH : GABLE END



ELEVATION II : GABLE END



ELEVATION LL : GABLE END



ELEVATIONS GG, HH, II, LL : KEY PLAN

ELEVATION GG, HH, II, LL : GABLE ENDS
SCALE 1:200@A3

DATA

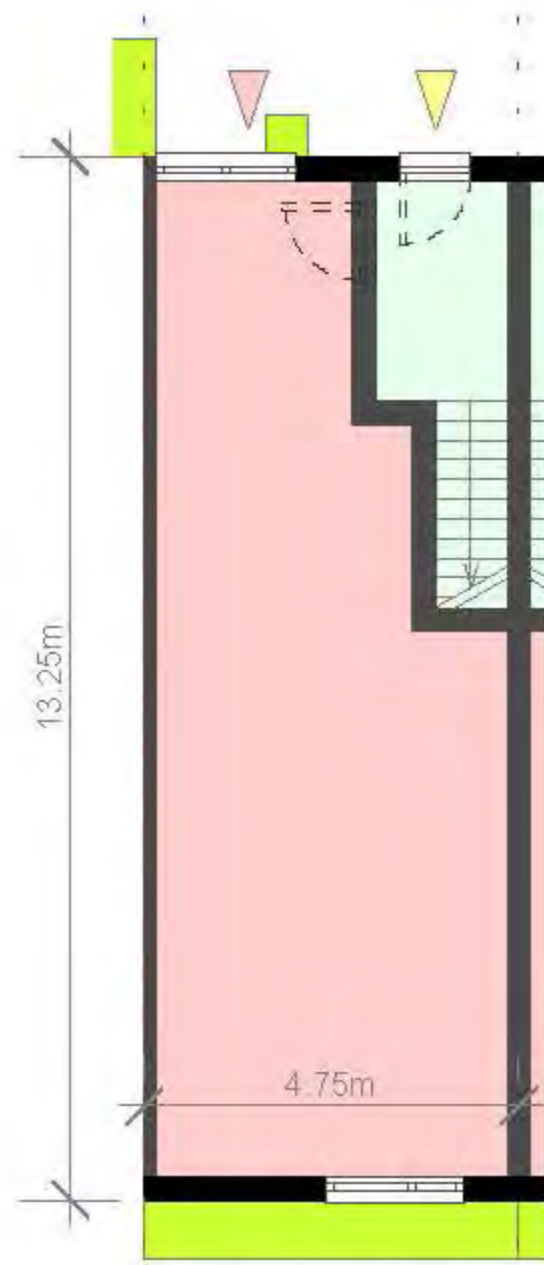
TYPE A

3 FLOORS
 GIA : 91.7SQM
 HABITABLE ROOMS : 4
 BEDROOMS : 3
 NUMBER OF PEOPLE : 5
 MULTIPURPOSE SPACE : 47.1SQM

KEY TO DIAGRAMS

- OFFICE/SHOP/STUDIO/STORE
- 3 BEDROOM DWELLING
- PRIVATE GARDEN
- TERRACE

SCALE 1:100@A3



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

DATA

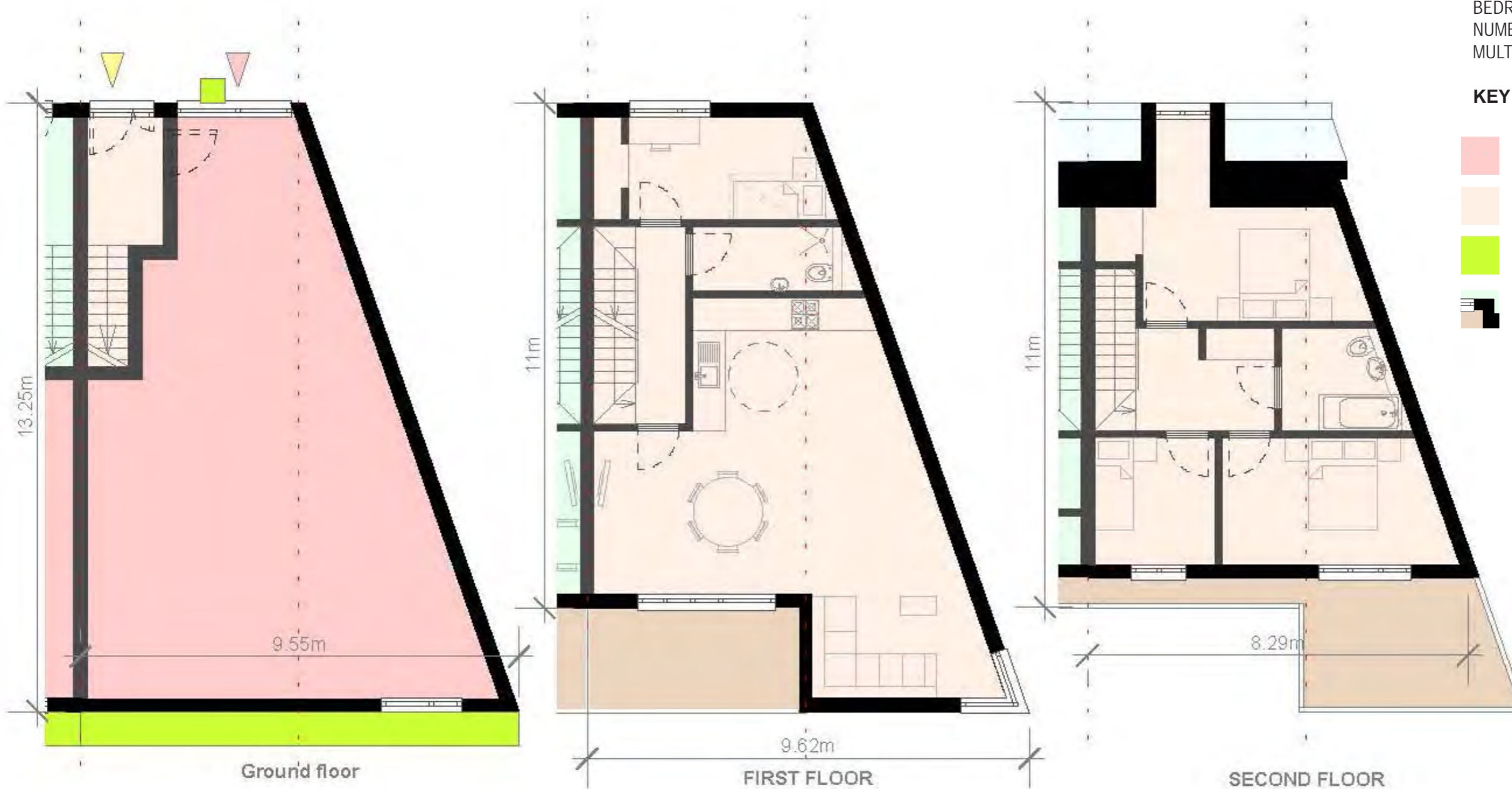
TYPE A1

3 FLOORS
 GIA : 137.3SQM
 HABITABLE ROOMS : 5
 BEDROOMS : 4
 NUMBER OF PEOPLE : 6
 MULTIPURPOSE SPACE : 76.3SQM

KEY TO DIAGRAMS

- OFFICE/SHOP/STUDIO/STORE
- 4 BEDROOM DWELLING
- PRIVATE GARDEN
- TERRACE

SCALE 1:100@A3



DATA

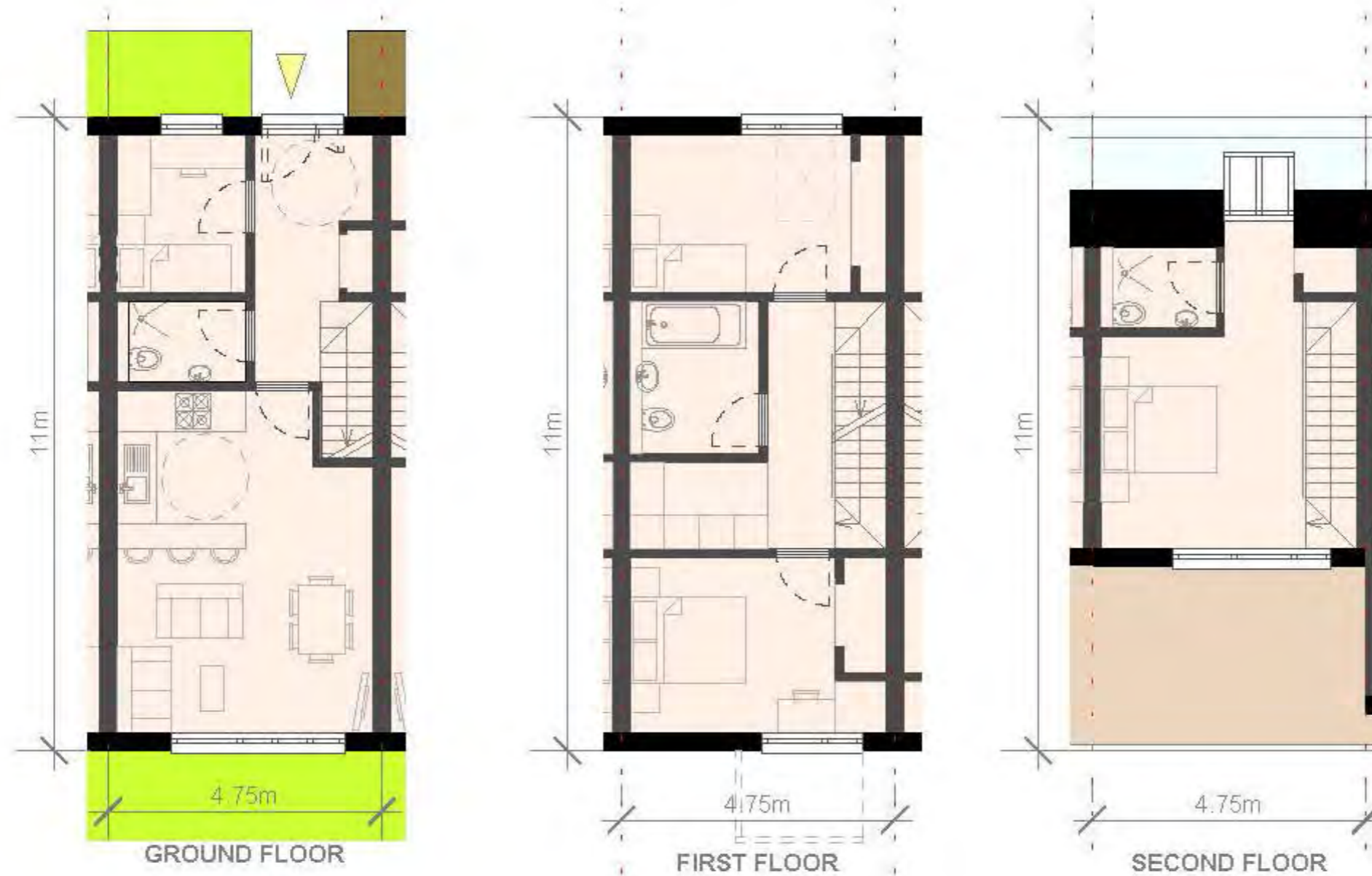
TYPE B

3 FLOORS
 GIA : 118.6SQM
 HABITABLE ROOMS : 5
 BEDROOMS : 4
 NUMBER OF PEOPLE : 6

KEY TO DIAGRAMS

- 4 BEDROOM DWELLING
- PRIVATE GARDEN
- TERRACE

SCALE 1:100@A3



DATA

TYPE C

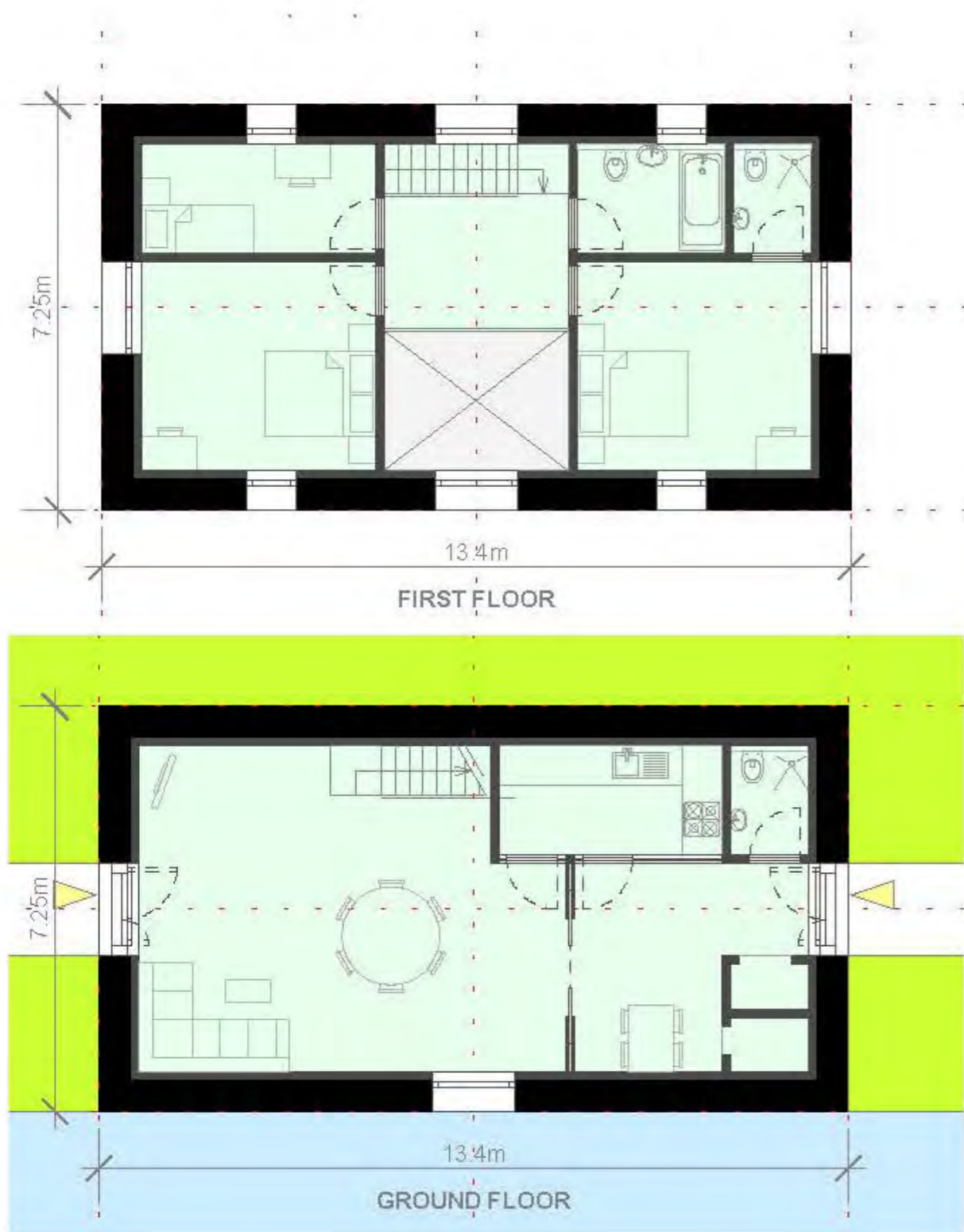
3 FLOORS
 GIA : 117.9SQM
 HABITABLE ROOMS : 5
 BEDROOMS : 3
 NUMBER OF PEOPLE : 5
 GARAGE : 14.8QM

KEY TO DIAGRAMS

- 3 BEDROOM DWELLING
- PRIVATE GARDEN
- TERRACE

SCALE 1:100@A3





KEY TO DIAGRAMS

- 3 BEDROOM DWELLING
- DOUBLE-HEIGHT
- CANAL
- PRIVATE GARDEN



The conversion should address the evidence of structural and roof problems and provide a good level of insulation to ensure a good level of internal comfort.

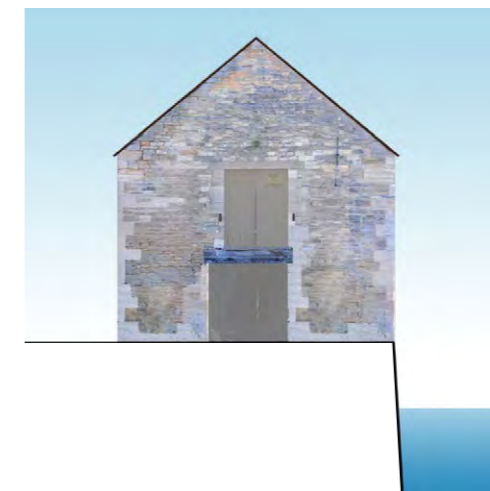
From the archaeological assessment and from the site visit we propose a restoration to the original appearance of the facades. In particular:

- The demolition of a brickwork structure added on the West
- Restoration of the original size of the full-heights central openings on the South, East and West side
- Restoration of damaged ashlar jambs and quoins

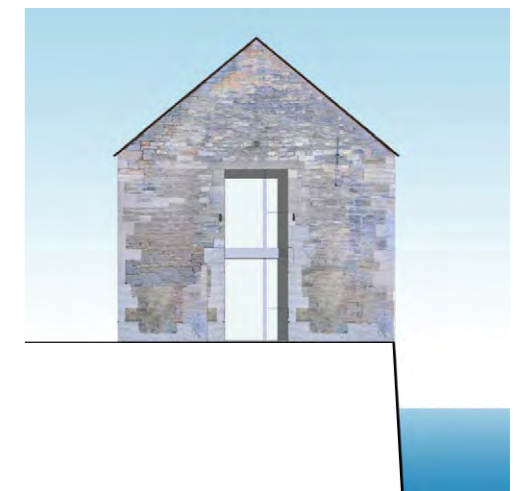
DATA

WHARF HOUSE D

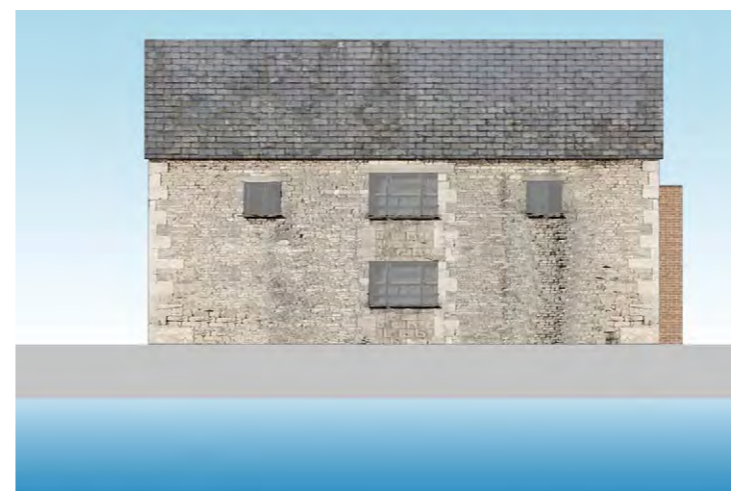
2 FLOORS
GIA : 131.5SQM
HABITABLE ROOMS : 5
BEDROOMS : 3
NUMBER OF PEOPLE : 5



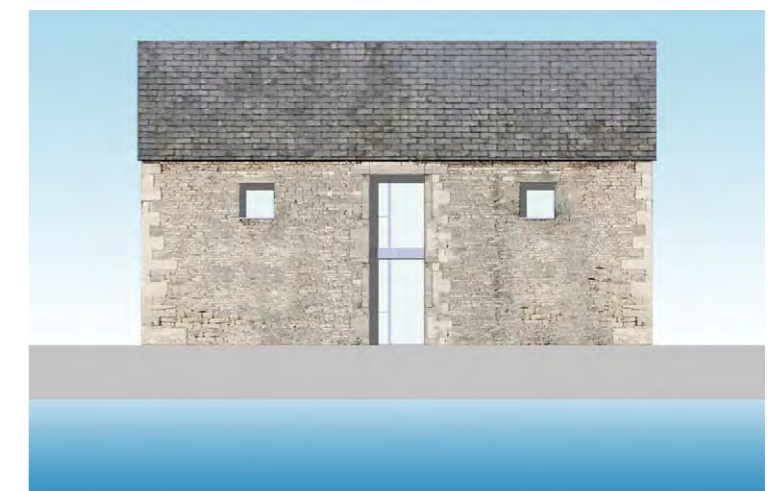
EAST ELEVATION - CURRENT



EAST ELEVATION - PROPOSED
SCALE 1:200@A3



SOUTH ELEVATION - CURRENT



SOUTH ELEVATION - PROPOSED

Dwellings' sizes		
Number of bedrooms	Number of dwellings	Percentage
3 br.	13	57%
4 br.	10	43%
Total	23	100%

Carpark spaces	
Courtyard parking	16
Garages	9
Total	25
Allowance [carpark/dwellings]	109%

Cheapside new townhouses row						
Type (number of bedrooms)	Dwelling Area GIA [sqm]	Multipurpose Area (Office, shop or store) GIA [sqm]	Units [no.]	Hab. Rooms [no.]	Bedrooms [no.]	People [no.]
A (3br.)	91.7	47.1	3	12	9	15
A1 (4br.)	137.3	76.3	1	5	4	6
B (4br.)	118.6	-	9	45	36	54
Subtotal	1479.8	218.6	13	62	49	75
Canalside new townhouses row						
Type (number of bedrooms)	Dwelling Area GIA [sqm]	Multipurpose Area (Garage) GIA [sqm]	Units [no.]	Hab. Rooms [no.]	Bedrooms [no.]	People [no.]
C (3br.)	117.9	14.8	9	45	27	45
Subtotal	1061.1	133.2	9	45	27	45
Wharf warehouse refurbishment into dwelling						
Type (number of bedrooms)	Dwelling Area GIA [sqm]		Units [no.]	Hab. Rooms [no.]	Bedrooms [no.]	People [no.]
D (3br)	131.5		1	5	3	5
Total	2672.4	218.6	23	112	79	125