

For **Landscape Proposals** see pages 20, 21 and 29 of Design and Access Statement repeated over leaf.

CONCORDIA THEATRE : Design and Access Statement PROPOSALS BY AREA

THE FORECOURT AREA

As part of this application a new public forecourt is proposed in front of the main remodelled facade of the Auditorium Building “A”. The forecourt will face the town approach at the junction between Stockwell Head and Council Road.

Currently, this area is very defensive in character, enclosed by fences and brick walls, and used primarily for servicing with bin stores. It is also the only level access and entry point to the theatre for disabled persons who must pass through the parking and service yard to the entrance doors. There are disabled access parking places, but these can only be accessed “by appointment”.

There are also concerns over the width of pavements and steepness of public pavement outside the site which were reinforced by access consultant’s analysis and reporting.

In the proposals the area has been rethought and remodelled. A new pedestrian only paved forecourt area fronting the Auditorium Building “A” will be provided giving access to the new box office, draft lobby and level entrance to the theatre. Stepped and 1:21 gradient ramped routes to and from the forecourt will allow better access and pedestrian flow to and from the town.

This open and welcoming pedestrian space will help open up the Concordia to the town centre both physically and visibly, offer a new congregation space for theatre goers before and after the show and could even be used for staging small outdoor events and performances.

THE YARD AREA

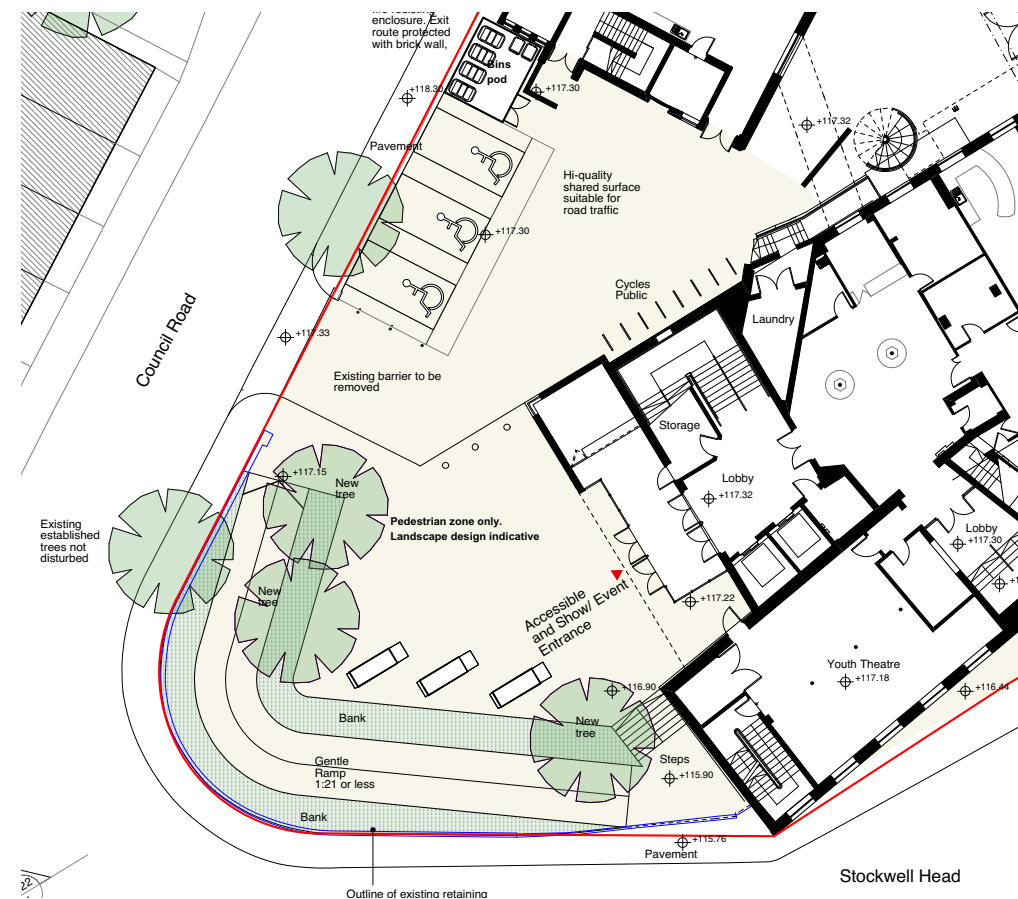
This is the space between the Auditorium Building “A” and the Workshop Building “B”. It is inherently part of the working space where sets and equipment are trundled around and exchanged between the ground floor workshops and the first level stage area. There is consequently a large external scene lift here for that purpose which is to remain in its currently location but will be replaced as it is near the end of its useful life.

This space is identified in the Conservation Area Plan as an historic “jitty” and will be retained as such in the masterplan. There will be some adaptation in that one of the two glazed auditorium ambulatories will be installed at high level on columns as a gallery level to the north-west elevation of the Auditorium Building “A”. Daylight will be derived from the glazing to the ambulatories but the view may be obscured for privacy reasons..A spiral escape stair will drop down to street level which will be clad with solid balustrades of matching metal so as to make it a sculptural object in the space.

The hard landscape proposals to this area will be workmanlike and robust befitting its industrial heritage as a workspace.



Access friendly ramp and forecourt



Forecourt provided public realm at key intersection

CONCORDIA THEATRE : Design and Access Statement

PROPOSALS BY AREA



Site Plan as proposed with car parking, accessible spaces and cycle spaces indicated.

STAFF CAR PARK AREA

The area of car parking on Stockwell Head is used primarily for staff parking with patrons and performers expected to park elsewhere. It is consequently controlled by barrier to restrict access and on the whole this will be preserved as is. However, the presentation of this area of hardstanding is poor towards Stockwell Head and inefficient in its layout. The proposal is to make adjustments to the arrangement which will increase the area allocated to public realm, particularly close to the current main entrance and stage door.

This will help better present the Concordia complex to the public and provide a more attractive edge to Stockwell Head. Improved planting and surface area treatments are expected but as per the forecourt this will form part of a later more comprehensive landscaping design for approval under condition. It is not anticipated that the roadway crossover will be amended.

The new column free first floor ambulatory which gives the audience access the auditorium overlooks this space. Its glazed elevation will open up the theatre’s activity to the street, giving some sense of the excitement and activity inside prior to a show. This will help relieve the blank nature of the auditorium walls that currently exists. A spiral escape stair will drop down to street level which will be clad with solid balustrades of matching metal so as to make it a sculptural object in the space. Other escape stairs which currently blight this façade will be removed.

The current open undercroft area which sits below the side stage and is currently ill considered and poorly utilised. Part of the works to the stagehouse will be to infill this area in with a brick enclosure which both grounds the stagehouse visually into the wider complex and creates useful back of house space. An external escape stair for the orchestra pit will be concealed within this enclosure.

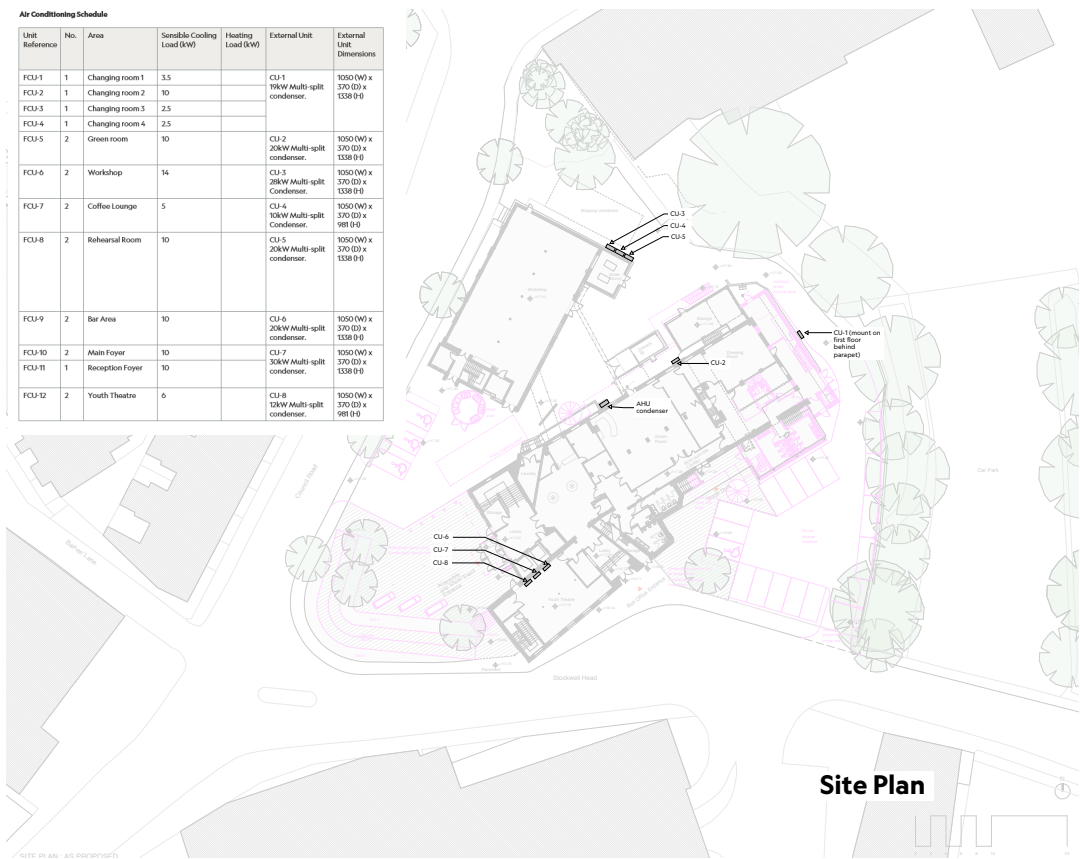
FLOOR AREA SCHEDULE

In combination and with the demolition of the poor quality stagehouse stairway there will be a nett gain of floor area amounting to 254 m². This is a modest increase in floor area relative the whole site floor area of 3920 m²

	Basement	Ground	First	Second	Third	Total
Workshop Building (inc. Bridge)	0	310	300	300	0	910
Auditorium & Bar Existing Core	525	785	870	460	30	2670
Auditorium & Bar Demolished	0	43	43	0	0	86
Auditorium & Bar Existing total	525	828	913	460	30	2756
Auditorium & Bar Extensions	10	125	110	30	65	340
Auditorium & Bar Proposed total	535	910	980	490	95	3010
Whole site						3920
Nett Change						254

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TECHNICAL CONSIDERATIONS



External plant elements concealed out of view from street



Given the heritage nature of the site these would need to be carefully integrated into the roof construction so as not to be detrimental to the buildings’ appearance in the townscape. In the first instance the auditorium roof, when replaced, will have integrated panels which will closely match the colour of the new roofing. Details of appropriate systems are provided with final approval will be reliant on submission of full details under condition.

Areas on the Building “B”and the workshop Building “W” require more careful consideration, but systems are available which integrate into tiled roofing and do not form part of this application.

NOISE

There is already a buzz of activity before and after shows but the level of this will not alter from current levels as the audience size will not increase appreciably (398 seats existing vs 400 proposed) as part of this proposal. Also, the theatre is a relatively stand-alone building so in that respect is distant from where it may cause nuisance to the residential population of the town through “break-out” noise.

However, it is true to say the fabric of the building as exists is not conducive to keeping sound during performances contained. It will be a by-product of the stagehouse and auditorium recladding that the level of sound attenuation will be improved through uprated thermal insulation and more robust construction absorbing sound energy.

When considering plant locations, it has been part of the evaluation process to assess the positioning of the external elements such as Condenser Units to be visually unobtrusive and away from acoustically sensitive areas. The specification of these units will include limits on the operational sound generation and methods of mounting to negate any disruption this may incur.

FUTURE LANDSCAPE PROPOSALS

At this stage the application seeks to secure the general arrangement of the forecourt between Council Road and Stockwell Head as part of an overall long-term development. It is expected the final proposals would be a mixture of both hard and soft landscape albeit geared towards its use as a public congregation space. At this stage we have not sought to progress specific landscape proposals aside from the layout but would wish to evolve these when the implementation becomes more imminent.

In any case the proposals would retain existing trees on Council Road and add further trees where they do not obscure the theatre from distant views. Banking to the edge of the pedestrian access ramped areas is preferred to avoid defensive retaining walls, offering the potential to be landscaped in an inventive way.

Overall, it is accepted that any grant of approval would condition landscape design pending detailed proposals at a later stage.