

DESIGN & ACCESS STATEMENT

Project: Proposed Off-Road Parking
Location: 94 Cromwell Road, St Andrews, Bristol BS6 5EZ
Project Ref: 2301
Date: 10.11.23
Revision: -

1. Introduction

This Planning & Access Statement supports a planning application for a new off-road parking space at the front of the property, fronting Cromwell Road. The proposal includes a new storage area for recycling bins and a charging point for electric vehicles.

This statement should be read in conjunction with drawings A01, B01, B02 and B03. Refer also to site photographs at the end of this statement for context.

2. Site and Context

The Victorian house, built c1871, is in an elevated position on Cromwell Road. Due to the curved road alignment, and general gradient across the site, the front garden steps up behind two retaining walls. The entrance path rises from street level through lower and upper garden terraces with a sequence of steps and paved ramps. An upper garden terrace provides a pleasant south facing amenity space with lawn close to the house.

3. Constraints

- Cromwell Road is designated Class C.
- Cromwell Road is currently in a 20mph speed zone.
- The property is not in a conservation area.
- The property is not listed.

4. Development Principles

Cromwell Road is not in a Resident Parking Zone. However, due to limitations of width for passing vehicles, parking on the north side is not permitted and is marked with double yellow lines. The limited parking provision means that parking spaces cannot easily be found, and it is often necessary to search on other roads such as Belvoir Road, Chesterfield Avenue or Chesterfield Road.

Dropping off people or goods can therefore be difficult. It is also impossible to charge an Electric vehicle at the property.

The proposal is to form a single vehicle parking space, including a storage area for recycling containers and an EV charger. Due to the difference in ground levels, it will be necessary to excavate into the slope, construct new retaining walls and relocate the entrance steps. The existing narrow pedestrian entrance gate will be replaced with a 4.7m wide combined vehicle / pedestrian opening, flanked by a pair of new stone entrance piers. The parking space will be accessed across the public footpath with a new crossover constructed in accordance with the Bristol Highways specification for this road.

The substantial width of the proposed opening will provide a good visibility splay. This will allow pedestrians or drivers on Cromwell Road to see an emerging vehicle in good time, and for the driver to safely see in both directions before moving onto the highway.

The acute angle of the Belvoir Road junction with Cromwell Road, together with double yellow lines on the bend, allows drivers to enter Cromwell Road in a gentle turn with an unobstructed view up Cromwell Road. If a vehicle were to move from the proposed parking space onto Cromwell Road, it would be immediately visible from the road junction.

5. Proposed Use

The house is a single-family dwelling. The parking space will be for a family car, ancillary to the use of the dwelling.

6. Layout

Existing / proposed site layouts are shown on drawing B01. The proposal avoids disruption to sewer, water and electricity supplies. The existing mains electrical supply is currently located in a cast iron duct above the entrance steps. To avoid modifying the supply, the intention is to bury the duct behind a new retaining wall behind the recycling storage area.

The gas service pipe will need to be relocated due to excavation of ground where the pipe is located. A new pipe will be connected to the existing access chamber in the public footpath and be buried below the parking area and garden up to the current inlet and meter position at the house.

7. Scale

New landscape elements have been designed to be consistent with the scale and architectural language of the Victorian house. Whilst the size of the excavation and associated retaining walls are not insubstantial, the overall composition of the new entrance and parking area are considered proportionate with the height of the dwelling (three floors plus basement).

8. Appearance

New entrance piers will be constructed in natural stone materials that match existing materials of the house (Bathstone dressings and rubble stone walling). Reinforced concrete or block retaining walls will be faced with matching rubble stone and Staffordshire Blue coping bricks. Guardrails along the top of the new retaining wall will be fabricated in galvanised steel and finished with paint.

9. Landscaping

Sustainable drainage will be provided using a permeable concrete block paving system that allows surface water to collect in permeable base layers and slowly disperse into the subsoil. Recent maintenance work revealed dense clay at lower levels. It is therefore considered preferable to install a permeable paving system with coarse-graded sub-base across the parking area, rather than a linear drainage gully with local soakaway where dispersal of water will be difficult to achieve in low permeability sub-soil.

To soften the appearance of new masonry, new planting will be provided along the top of the wall, allowing trailing plants to spill down over the stone facings. This reflects planting along front boundary walls elsewhere on Cromwell Road. The existing lawn and planting areas in the front garden will be modified according to the new layout, as outlined on the drawings.

10. Access

The proposed alterations to the approach path will not worsen accessibility to the house. Provision of off-road parking will substantially improve accessibility for the ambulant disabled.

Secure storage for cycles is provided in the basement and this arrangement will continue.

11. Photographs

The following context photos of the existing site were taken Oct 2023.



1. View from SW on Cromwell Rd.



2. View from SE on Cromwell Rd.



3. Front Garden looking West



4. Front Garden from front path