



Design & Access Statement
revB

Proposal at Cawdor Gardens, Ross on Wye

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contents

introduction

section A - context appraisal

Location

Connections

Amenities & uses

Local Vernacular

Site constraints

Site opportunities

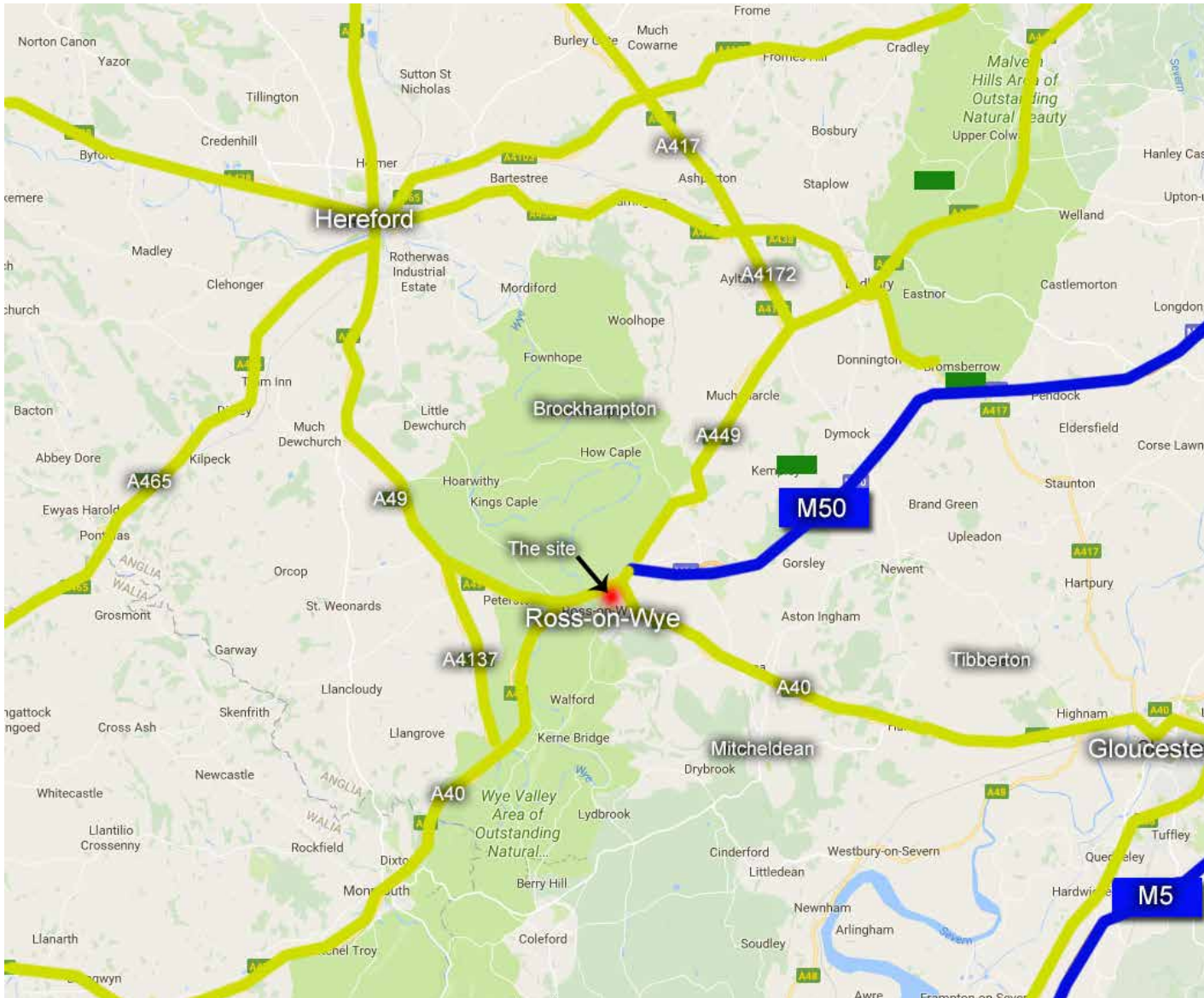
section B - design

Proposal

- Use
- Amount
- Layout
- Scale
- Landscaping
- Appearance
- Access

Local Authority Input

Proposed site plan



Location of site at county scale

Introduction

This statement has been prepared by Zebra Architects, to support a planning application for a residential development of the site at Ross-on-Wye for Ross Almshouse Charity.

This design & access statement follows the sequence of the design process. Guidance has been provided from *design and access statements - how to write, read, and use them* by CABE, 2006. It consists of an analysis of the site and its context, and identifying opportunities and constraints for development. The design is then discussed in detail explaining how and why the design has evolved, and is examined in terms of use, amount, layout, scale, landscaping, appearance, and access.



Direction of North unless otherwise noted.

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Section A

Context appraisal

Location

Ross-on-Wye is located approximately 2km south west of the M50. Hereford is approximately 24km to the north west using the A49.

The site is bound on its south, west and east sides by roads, and northern side by boundaries to other converted farm buildings, now residential in use.

Dumbleton is predominantly a semi rural residential settlement, surrounded by agricultural land.

Connections

Ross on Wye sits east of the A40/A49 between Hereford and Monmouth. Beyond Monmouth, the A40 travels south west towards Abergavenny and east towards Gloucester (30km).

Junction 4 (terminus) of the M50 can be found approximately 2km north east along the A40/A449.

Ross on Wye is served by a good range of bus services to various destinations:

- 31, Whitchurch/Llangrove
- 32, Gloucester
- 33, Hereford
- 34, Monmouth
- 40, Greytree (circular)
- 44, King's Thorn (morning service)
- 458, Mordiford (morning service)
- 459, Ledbury (limited service)

The nearest railway stations are located at Hereford (24 km) and Ledbury (19km).

Hereford station offers nationwide services. These include Manchester, Cardiff and Birmingham.

The Ledbury line offers services to Hereford and Birmingham.



aerial photograph with site indicated
not to scale

key:



the site



bus stops





local amenities plan
not to scale






Amenities & Uses

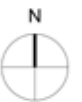
Ross on Wye provides a number of amenities including

- A wide range of retail choice
- Leisure facilities. Gym, swimming pool etc.
- A wide range of cultural activities.
- Various sports clubs, including Rugby, Cricket, and Badminton clubs.
- Primary and Secondary schools.
- A wide range of pubs and restaurants.

The image opposite shows the location of local land uses.

Use key

	Residential
	Retail
	Light/industrial
	Amenity
	Surrounding agricultural or green space





Court Rd



Camp Rd



Hill View Rd

Local Vernacular

Ross on Wye is formed of a wide range of architectural language.

Whilst there are some good quality period buildings in the centre of town, as well as slightly away from the centre, there are also a wide range of more modern buildings.

For example, to the edges of Ross on Wye, there are some large, modern, industrial buildings. These can be found near some more modern additions, with dwellings appearing to have been built anywhere between the 70s and 80s, right up to very recently.

The images to the left show a mix of dwellings native to Ross on Wye.



Court Rd



Kyrle Street



Middleton Avenue



Vaga Crescent



Roman Way



Cawdor Arch Rd



Camp Rd



Homs Rd



Rudhall Meadow



A - View across the site towards the existing, raised dwellings to the NW.

B - View back towards the access past the existing terrace.

C - View out of the site, north along the side of the existing dwellings.

D - View of the existing dwellings.

E - View from the existing tunnel access NW.

F - View south towards the tunnel/bridge.

G - View north through the tunnel toward the existing PROW and access.

H - View from out of the site looking south from the existing 'residential plateau'.

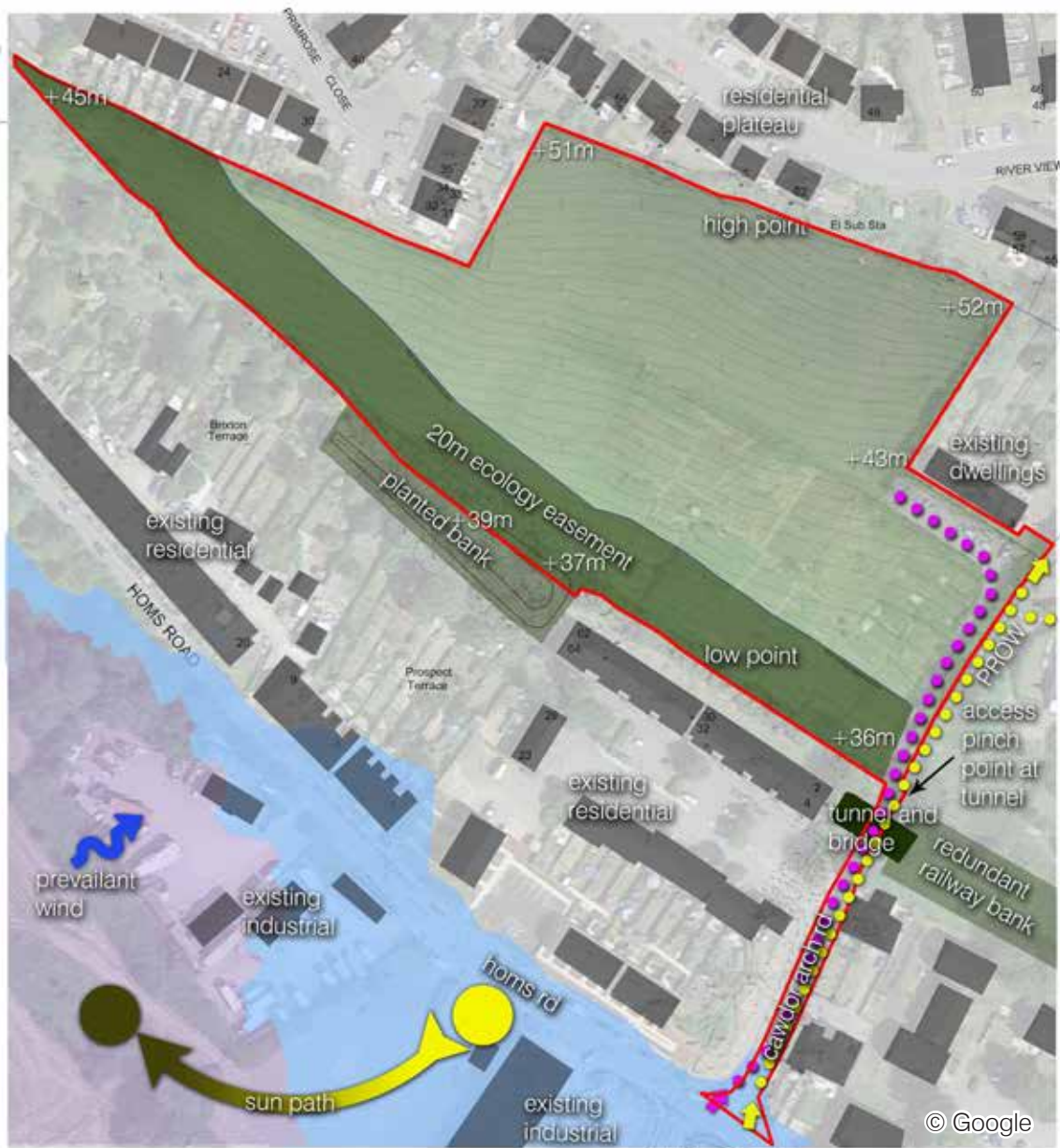
J - View north along the PROW.

Site Photographs

The site is edged by perimeter planting, and to the north east corner is an existing terrace of dwellings.

The site has a steep gradient, with the northern edge being the high point, and the southern edge being the low point of the site.





Constraints key

- Site boundary
- Existing buildings
- Existing vehicular
- Existing pedestrian
- +51m Typical levels
- Ecology easement
- Flood zone 2
- Flood zone 3

Site Constraints

The proposed site is accessed via Homs Rd, and up Cawdor Arch Rd, through a tunnel.

There are a number of existing constraints on the site that need to be considered:

- Herefordshire Highways Department have alerted the team to the need for an improved junction at Homs Rd.
- Equally, at the point that the existing vehicular route passes through the tunnel, there is a pinch point that will need to be addressed in any proposal. This pinch point is located at the start of the PROW path, meaning that the vehicular access road width falls short of current standards. Equally, the size of the existing tunnel is insufficient to allow a fire tender through. This throws up an issue for the existing dwellings.
- An ecology report has identified a number of issues that would be resolved by the introduction of a 20m ecology easement along the south west edge of the site.
- There is a significant change of level across the site between north east and south west. The low point is approximately +36m (within the main portion of the site), and the highest point being approximately +51m in the northern corner of the site.
- The existing vehicular access runs adjacent to the PROW, and turns left to pass a terrace of existing dwellings.

Constraints Plan





Opportunities key

- Site boundary
- Development zones
- Proposed vehicular
- Proposed pedestrian (partial PROW)
- Proposed Aspect
- Ecology easement
- Focal green space

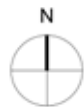
SECTION B: Design Development

Site Opportunities

After analysing the constraints a number of opportunities for development become apparent.

- Locating the proposed access off the existing access allows a simple connection. The proposal also offers an opportunity to upgrade the surfaces to the access route.
- Providing the proposed dwellings with space for off-road residential parking, helps to ensure an uncluttered street scene, and the free movement of pedestrians and vehicles.
- The location relationship of the site with the town centre provides the opportunity for pedestrian access to the town amenities and the bus stops, reducing the reliance on cars. The site is also adjacent to a Public Right of Way, linking the town centre to the south to Brampton Rd to the north.
- After discussions with Herefordshire Highways Department, it is agreed that an improved junction at Homs Rd/Cawdor Arch Rd for vehicle access to site will provide better access for both the residents of the proposed development, and the residents of Cawdor Arch Rd.
- The gradient of the site offers raised views towards the south west.
- An area of public open space is possible in front of the existing dwellings, which also maintains the existing resident's views out of the site.
- An area of PROW may have to be removed to allow the upgraded vehicular access route. If so, an alternative PROW access point will be provided adjacent to the proposed POS.
- A double fronted dwelling can be located facing the POS to allow improved natural surveillance.
- The bridge/tunnel will need to be taken down to allow clear and safe access for future emergency vehicles.

opportunities plan
not to scale



SECTION B: Design Development

Local Authority Input

An initial proposal was submitted to the Local Authority, and a subsequent meeting was held on site with the planning officer and several other members of the council, including Highways.

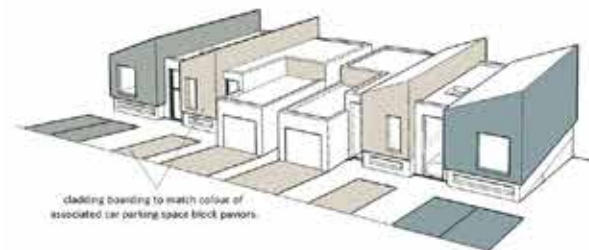
A slightly revised highways strategy was broadly agreed on site, as well as the initial discussions that led to the overall proposals being amended.

Following this meeting, the access was fundamentally changed to the proposals to allow the existing access route to be utilised, as well as the dwellings to be redesigned to suit being served off a single run of road.

Waygood Colour

As part of the design process, Jem Waygood, of Waygood Colour was commissioned to produce a comprehensive colour study of the area. This work subsequently fed into the design process and is clear to see in both the colored elevations, as well as the hard landscaping proposals.

Initial Proposal, NTS



Sketch showing the hard landscaping strategy.,
NTS



proposed site plan not to scale



a portion of the coloured street scenes
not to scale

Proposal

Use

The scheme proposal is for 32 residential dwellings on the site at the end of Cawdor Arch Rd

Amount

The proposal is for 32 no. dwellings,

Layout

The layout sets dwellings either side of a proposed east/west access route in. This route utilises the existing access for the existing dwellings. All dwellings are set up the hill to maintain an unspoilt ecology zone along the south western edge.

Scale

The proposal is for a mixture of dwellings, with all proposed dwellings benefitting from 2 storeys. However, some of these are split level dwellings, to minimise the impact on both the site, and also views into the site.

Landscaping

The proposal utilises an existing access point, which allows the existing topography to inform the use of the site. On entry to the site, there is a large green space proposed, which helps frame the existing dwellings. Along the southern edge of the site, there will be a strip of ecology space, retained to allow the existing ecology on site to thrive.

Appearance

The split level dwellings lend themselves to a much less traditional proposal. In addition, the colour palette proposed has been developed in conjunction with Waygood Colour, colour consultants. Each colour, hue and tone proposed is a result of a colour study of the immediate and slightly wider area, taking into account existing views across the valley.

This all ties in with a much more contemporary approach, nestling the proposed dwellings into the hill side.

Access

The vehicular access utilises the existing access route, but will be upgraded accordingly to suit relevant standards, as shown on the JMP proposed access drawings.