

SB15 - HARTWELLS GARAGE, NEWBRIDGE

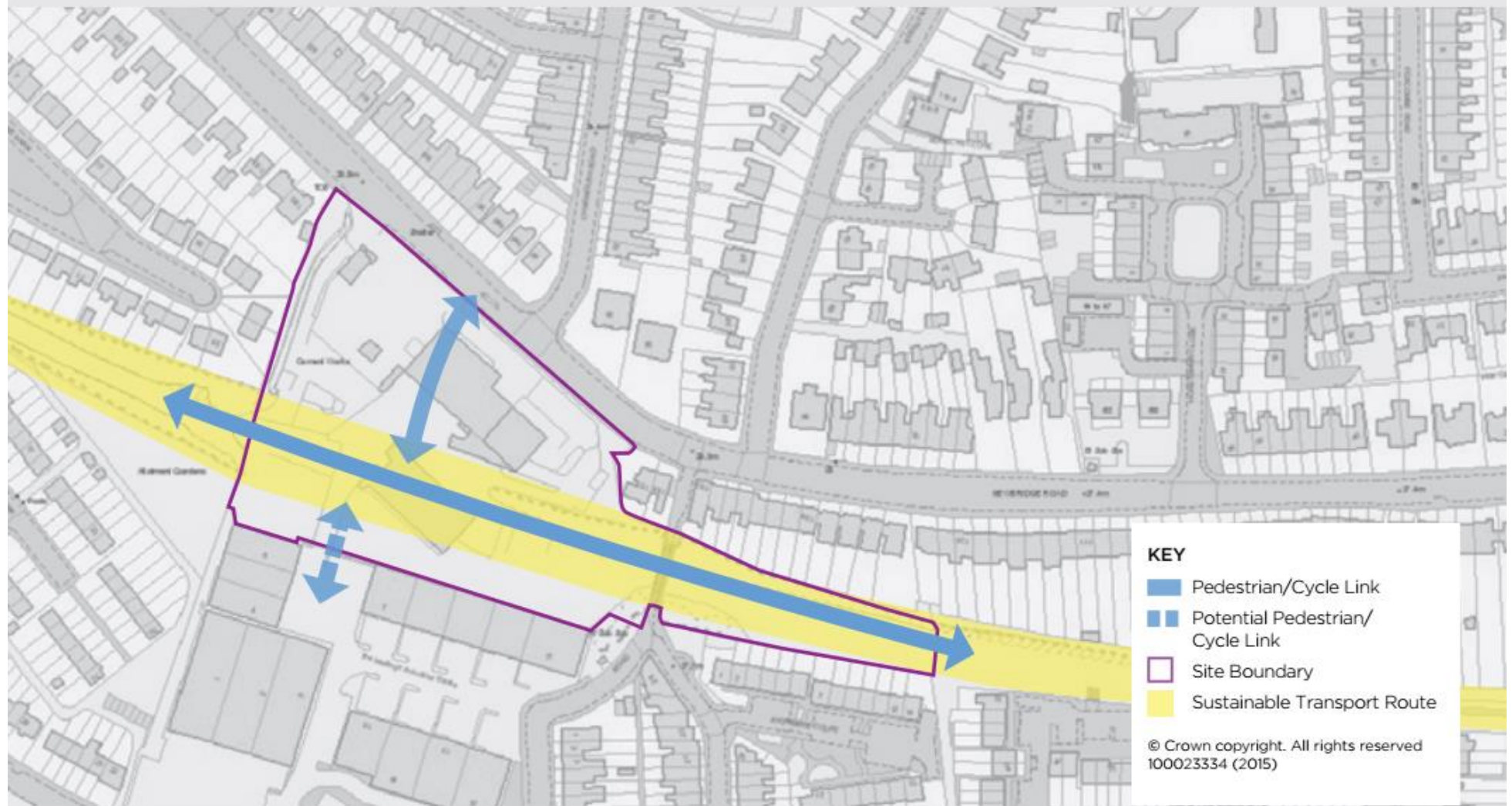
Context

201. The site is just under 1.7ha and is currently occupied by a garage and concrete batching plant. It is situated in an old quarry and is formed of two parts distinguished by a very sharp level change of 7 metres. The upper portion of the site, fronting Newbridge Road is occupied by the car showroom. The lower portion of the site contains associated workshops for vehicle servicing, repairs and MOT testing and also provides overspill parking associated with the garage; the west portion of the lower area contains the aforementioned concrete plant. The south of site is constrained by sewer main easement and is also prorated as part of the alignment of a protected sustainable transport route (formerly the route of the Midland Railway).
202. Planning permission was granted for a replacement car showrooms and workshops at Bath Business Park, Peasedown St. John, in December 2013 and January 2014. These have not yet been implemented yet there is a reasonable prospect that the Newbridge site will be redeveloped in the plan period. While outside the scope of Policy B5 it is considered that this site is required to help deliver the city's 7,000 net additional dwellings and therefore the opportunity cost of developing for student accommodation is considered too great.

Vision

203. *Residential redevelopment, not including student accommodation, that makes the most of the sites location on sustainable transport routes , is sympathetic to the Victorian context of terraced housing on the Upper Bristol Road and conscious of its appearance from higher ground.*

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POLICY SB15: HARTWELLS GARAGE

Development Requirements and Design Principles

1. Residential development of around 80-100 of dwellings, which could include a variety of specialist older persons housing types but not student accommodation, where this would prejudice the achievement of Policy DW1 and B1 in respect of boosting the supply of standard market and affordable housing.
2. On the upper part of the site, the Upper Bristol Road street frontage should be defined by an active frontage (dwellings could be arranged as houses or flats inside) and the articulation of facades and roofs should help these buildings integrate with the surrounding context.
3. An apartment typology would be appropriate for the lower part of the site and enable efficient use of it. This typology should have a comfortable scale with the surroundings, both existing and proposed. The view of the site from Kelston View amongst others is an important consideration in relation to the setting of the Conservation and the impact on the OUV of the WHS.
4. The design response must recognise the importance of the disused railway line as a connective habitat, particularly as dark corridor for bats, and as a protected sustainable transport route.
5. Ease of access to any upgrade of the disused railway line as a cycle route should be achieved
6. If development is phased then the design response on phase 1 (likely to be the garage) should not prejudice the achievement of the good design and efficient use of land within phase 2 (likely to be the concrete batching area)
7. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB16 - BURLINGTON STREET

Context

204. This is a site of 0.13 ha on the southern end of the west side of Burlington Street that is currently used as car parking for St Mary's Church. A horse chestnut tree protected by a preservation order fills part of the frontage of the site.
205. Burlington Street is on a slope rising northwards from Julian Road and is on a central axis with Portland Place which is located at the head of the street. The west side of Burlington Street consists of a late Georgian terrace of four houses which are 'typical' in their form and materials with three storey and a mansard roof and dormers and basements. The northern end of this terrace returns at 45 degrees to form one of the southern elevations of Portland Place. The east side of Burlington Street is a complete terrace running the full length of the street stopping short of Julian Road. This terrace is similar in form and scale