

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.

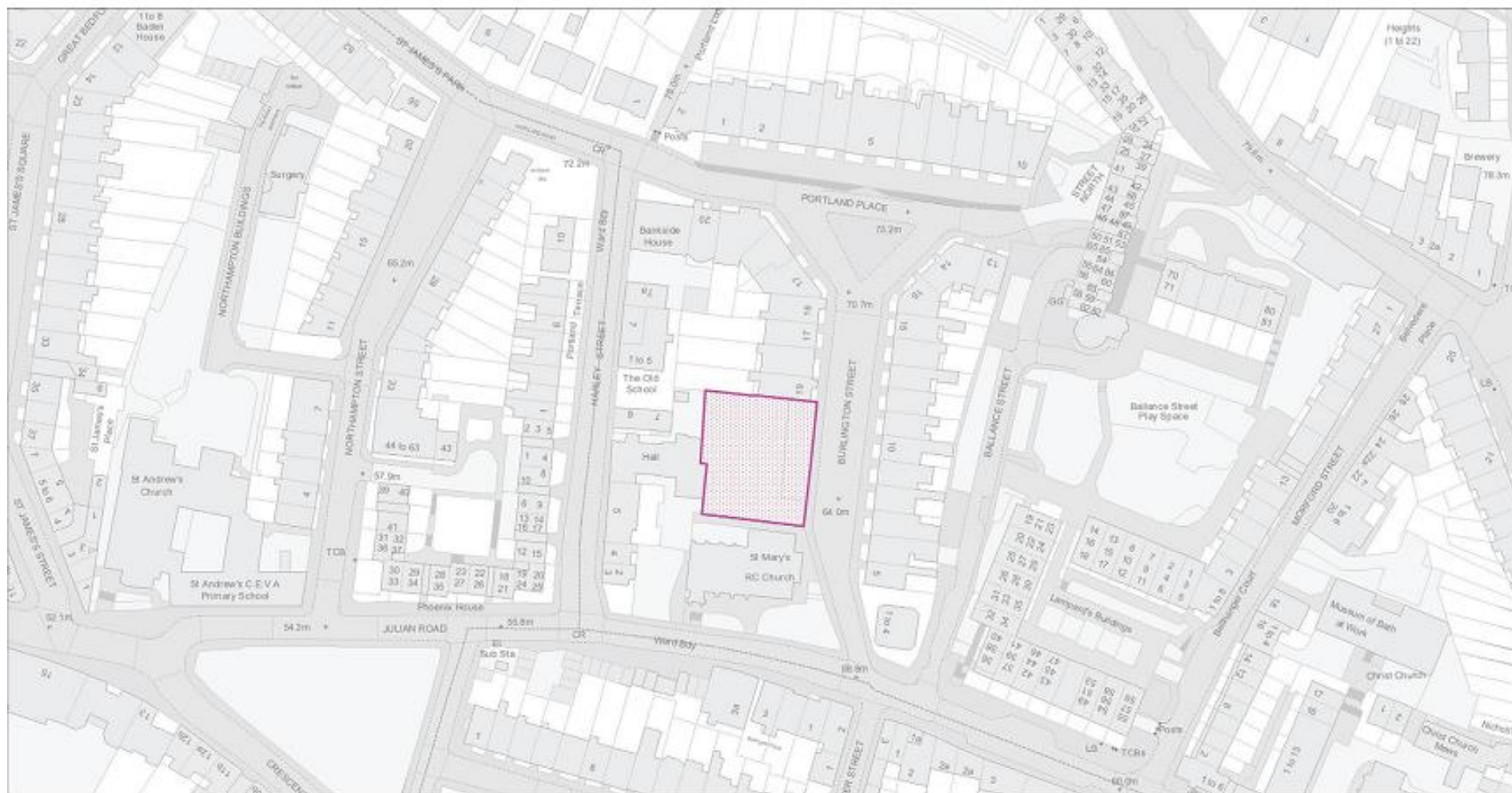
Placemaking Plan Policy

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

SB16 - Burlington Street



but the treatment of the elevations are different. All of the Burlington Street buildings and the southern part of Portland Place are Grade II listed. The northern section of Portland Place on the high Pavement is Grade I listed.

206. There is no evidence that the existing terrace Burlington Street was ever completed. There was a riding school on the site in the 18th Century, built around a central courtyard and the site was subsequently bought by the Church. However, the tooth edge to the ashlar at the southern end of the terrace indicates that at the time of building there was an intention to extend the terrace.

Vision

207. An extension of the terrace within the constraints of the site and its setting, which include the position of the mature tree (which makes a positive contribution to this part of the conservation area), and the degree to which the existing terrace can be extended without comprising the character of the original terrace. There is also scope to use part of the site for a community hall linked to the church and to investigate the potential for a small amount of mews style /coach house development with the car park, whilst retain sufficient parking for the church.

POLICY SB16: BURLINGTON STREET

Development Requirements and Design Principles

1. Residential development, which can include student accommodation.
2. Provision of community space if required by the Church
3. Protection of Horse Chestnut tree (TPO)
4. An extension of two buildings would protect the horse chestnut street and not dominate the original terrace.
5. Special attention should be paid to be taken the treatment of all the elevations.
6. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB17 - SOUTH OF ENGLISHCOMBE LANE

Context

208. This is an undeveloped plot of around 1.4ha to the north of Stirlingale Farm SNCI and to the rear of Englishcombe Lane and Stirlingale Road. The site is secluded from most public views and is subject to topographical, geotechnical, and ecological issues.