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Framework Management Plan

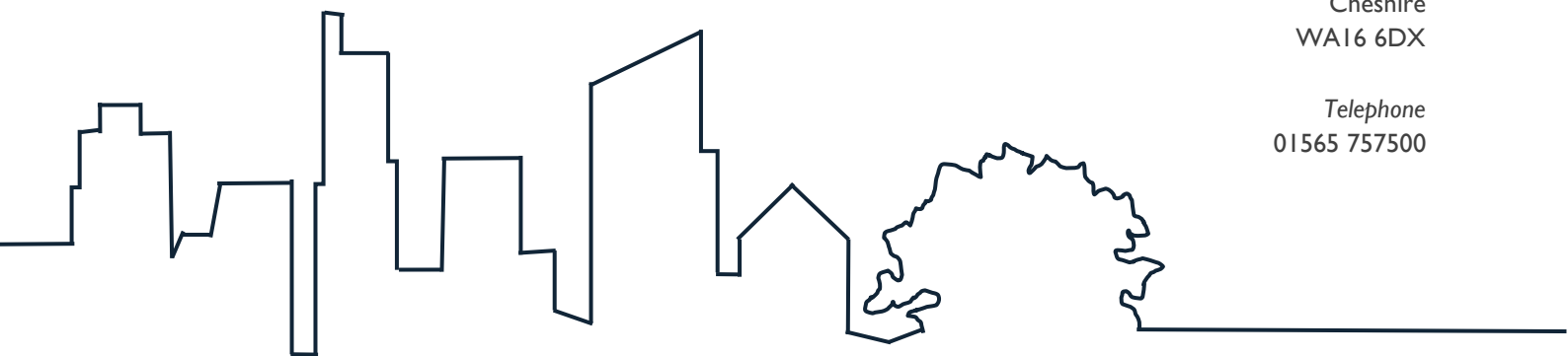
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APPENDICES

APPENDIX I – GENERAL SITE ARRANGEMENT PLAN

I INTRODUCTION

- I.1 This Framework Management Plan (FMP) has been prepared by Walsingham Planning to accompany an outline planning application by Oakhill Group Limited (Oakhill) for the demolition of the former Hartwell Garage site, Newbridge Road, Bath, and the redevelopment of site to provide a mixed-use residential development comprising of flats (Use Class C3), student accommodation (sui generis) and retail (flexible Use Class A1 /A3).
- I.2 Specifically, the outline planning application proposes the following mix and quantum of uses:
1. 104 apartments (Use Class C3) comprising of:
 - 24 x 1 bed / 1 person units
 - 40 x 1 bed / 2 person units
 - 5 x 2 bed / 3 person units
 - 35 x 2 bed / 4 person units
 - 114 car parking spaces
 - 208 secure cycle parking spaces
 - 12 visitor cycle stands
 2. 186 purpose-built student bed spaces (sui generis) comprising:
 - 157 x cluster bedrooms
 - 29 x student studio apartments
 - 72 secure cycle parking spaces
 3. Flexible retail (Use Class A1 / A3) comprising:
 - 148 sq.m floorspace
 - 3 car parking spaces
- I.3 The proposals also include a sustainable transport route through the site in line with development plan policy. This will connect to an existing cycle route linking the site to the city centre, the University of Bath and Bath Spa University.
- I.4 The proposals have been the subject of extensive pre-application discussions with Officers from Bath and North East Somerset Council (BANES) and public consultation that took place in January and February 2019, including an exhibition held on 29 January.

- I.5 This FMP has been prepared at the request of Officers and in response to concerns raised by local residents on how the site will be managed once the redevelopment is complete, including management of car parking, cycle parking, refuse collection and deliveries, and management of the student element of the development.
- I.6 As a 'Framework' document, this report does not seek to provide absolute detail on the management of the site post development, rather it seeks to set out the current intentions of the applicant and a range of measures that could be utilised to ensure the successful management of the development once it is fully operational. It is anticipated that if planning permission is granted, it will be subject to a pre-occupation planning condition requiring submission and detailed approval of a detailed Site Management Plan.

2 MANAGEMENT PRINCIPLES

- 2.1 The current intention is that the proposed development will be built out by Oakhill Group Limited on behalf of the site owners, London Road Nottingham Limited (LRNL). LRNL intend to retain the completed development as an investment.
- 2.2 The proposal is that the residential element will be operated as a private rented scheme (PRS model) providing both open market rental accommodation and affordable rent accommodation. The affordable rent accommodation will be secured via a Section 106 agreement.
- 2.3 The residential units are designed to be occupied by a variety of tenants, including working professionals, small families, graduates and 'downsizers'.
- 2.4 The purpose-built student accommodation (PBSA) will be operated and rented on a short hold tenancy basis. At this stage, it is not proposed to tie up with a specific university or further education provider, rather the accommodation will be available on a first come first served basis to students from both the University of Bath and Bath Spa University.
- 2.5 The retail floorspace will be let on a leasehold basis to a commercial tenant.
- 2.6 An experienced Management Company will be put in place to manage the development, including both the letting of residential and student space as well as dealing with site specific management issues, including:
- Maintenance and of all common internal areas and all external areas
 - Maintenance of all communal open space areas
 - Management of car parking including issuing of permits
 - Management of cycle parking
 - Liaison with external car club and cycle providers
 - Site security including on-site student behaviour
 - Enforcement of non-student parking controls
 - Refuse collection
 - Site deliveries
 - Utilities and services management

- 2.7 The Management Company will have an office base on site with on-site based staff. Staff are likely to include an Accommodation Manager, Student Manager and Maintenance Operatives.

3 RESIDENTIAL ELEMENT

General Arrangements

- 3.1 The proposed layout of the site is set out in detail in the Design and Access Statement and on the application drawings. The residential units will be arranged in three blocks on the northern side of the site, with two blocks fronting Newbridge Road and one block fronting the parking deck. Pedestrian and vehicle access will be taken from Newbridge Road, the sustainable transport route and via The Maltings. With a number of options for pedestrians, each residential and student block will have a separate entrance.
- 3.2 The main vehicular entrance will be via a new junction formed on Newbridge Road at the eastern edge of the site, and will lead to a two-way access ramp leading down to the bottom of the site. An electrically controlled gated access will be provided to control cars and small vans from entering the site in this way. Sufficient space is proposed in front of the gates to enable vehicles to stop in front of the gates while the gates open, rather than on the Newbridge Road carriageway.
- 3.3 Only the vehicular gates will be controlled, all main pedestrian entrances to the site will be open 24/7 and managed/monitored by the on-site Management Team.

Car Parking

- 3.4 114 residential car parking spaces are to be provided, including 4 disabled spaces and one car club space. This level of provision allows for one space per residential unit plus 9 visitor spaces.
- 3.5 The car parking spaces will be arranged in a number of locations across the site. The parking deck to the west of the site and accessed off Newbridge Road will provide 34 residential car parking spaces including the Car Club space. 4 spaces will be accessed directly off the main access ramp, and a further 51 spaces on the quarry floor to the west of the Osbourne Road bridge. 9 spaces will also be located at the southern side of the cycleway running through the site accessed off The Maltings. A further 16 spaces will be provided to the east of the bridge.
- 3.6 The current intention is that the car parking spaces will not be allocated, however permits will be required, and therefore the overflow area to the east of the Osbourne Road bridge is likely to be the last area to be occupied.

- 3.7 No parking will be provided for students unless the student is eligible for a disabled space.
- 3.8 All residential apartments will be eligible for one parking permit. Residents may choose to use for their own vehicle or for their visitors. Spaces will not be allocated to maximise usage of spaces and enable residents to park as close as possible to their homes, but residents will need to display a parking permit to use the site. Management staff will monitor usage to ensure parked vehicles display a permit and are parked in the correct bay.
- 3.9 Should any residents decide they do not require a parking permit, spare permits will be allocated to residents who require a second permit, although this may be on a monthly basis, to enable permits to be reallocated if occupiers change.
- 3.10 The proposals include the provision of one Car Club space on the parking deck at the Newbridge Road level, and this will be operated by a commercial organisation such as Enterprise Car Club who operate the current Car Club scheme within Bath. Residents of the development will be able to join the car club and therefore make use of the Car Club space.

Servicing Arrangements

- 3.11 The access ramp service from Newbridge Road is suitable for cars or vans only. Larger service vehicles, refuse, and emergency vehicles will access the site from The Maltings Industrial Estate to the south of the site. The access will be secured via a gate, and the plans identify a clear delivery / drop off area and refuse pick up point. The site management office has deliberately been located adjoining this area and residential deliveries will be controlled by the Management Team.
- 3.12 Communal refuse areas will be located across the site, convenient for all residential occupiers. The Management Company will take responsibility for moving the refuse bins to the refuse collection area on collection day.

Cycle Parking

- 3.13 A total of 208 secure and covered cycle parking spaces will be provided for the residential accommodation, equating to just over 2 spaces per residential unit. Additionally, 12 external

stands (accommodating 24 cycles) will be provided for use by visitors, these will be located around the site. Cycle parking will be controlled by the Management Company.

- 3.14 A shared electric bike scheme in Bath is expected to become operational in summer 2019, and if appropriate following discussions with the operator and BANES the development will make provision for an appropriate docking station for this facility.

4 RETAIL ELEMENT

- 4.1 The retail element of the development comprises of a single space located at the north western end of the site fronting Newbridge Road. A flexible retail use is proposed which could be a small convenience shop or similar, or a coffee shop. The location is expected to attract trade from the local area as well as the development itself.
- 4.2 Three car parking spaces will be reserved for customers of the retail space, and these will be located on the decked parking area accessed from Newbridge Road.
- 4.3 Servicing will be from the decked parking area adjacent to the retail space, and is expected to be infrequent. Goods will be transported between the loading area and the commercial unit by cages or trollies. Dropped kerbs will be provided within the site, if required, to enable trollies to be transported easily. Delivery companies will be informed of any restrictions prior to appointment so that a suitably-sized vehicle can be used.
- 4.4 A bin store will be provided for the commercial unit within the decked car park. Refuse will be kept in the bin store until collection day, at which point refuse bins will be moved by the unit occupier to an agreed location within the car park or on the roadside for collection.
- 4.5 Four cycle stands will be provided on Newbridge Road close to the commercial unit, which can be used for short term parking by visitors. In addition, visitors will also be able to use the other visitor spaces located around the site.

5 STUDENT ELEMENT

General Arrangement

- 5.1 Two blocks of student accommodation providing 186 bed spaces in total will be provided on the quarry floor on the southern side of the site. The accommodation will comprise of rooms in clusters served by communal kitchen / common rooms, and a small number of student studio apartments. The arrangement is common for purpose-built student accommodation blocks.
- 5.2 The accommodation will be let on an assured shorthold tenancy basis via an open market arrangement, although close ties will be made with both the University of Bath and Bath Spa University.
- 5.3 The intention is to provide high quality, well maintained and well managed purpose-built student accommodation for students studying in Bath. Although there may be no tie up with a specific university, the Management Plan will ensure that on site management provision provides proper security, control and pastoral care for all students residing on site.

Student Management

- 5.4 There will be a number of measures put in place to ensure the welfare and wellbeing of all students on site, as well as ensuring that they are appreciative of their residential neighbours both within the development as a whole and in the wider area. Expected measures will include:
- 24 / 7 on site management presence.
 - A Written Code of Conduct for all students enforced by the Tenancy Agreement.
 - Provision of a Welcome Handbook issued to all students, including of on-site facilities, facilities in the local area and travel information.
 - CCTV across the site.
 - On-site Security.
 - A curfew on noise.
 - A clear moving-day procedure.

Car Parking

- 5.5 No students will be allowed to park on site. Students will sign up to tenancy agreements which will prevent them from bringing their vehicle to the city. Students will not be permitted to keep a motor vehicle within 3km of the site, unless they are eligible to use the disabled parking bays, and this will be highlighted in welcome packs and any induction events.
- 5.6 A disciplinary procedure will be set out in the tenancy agreements and welcome packs and rigidly applied to students who do park in surrounding streets. This is likely to include verbal warnings followed by written warnings in the first instance, ultimately leading to loss of tenancy for students who do not comply with the terms of their tenancy agreement.
- 5.7 The on-site management team will undertake checks on a regular basis to observe if students are using cars, this will include observations of the on-site parking areas, ensuring that all cars parked on site have a valid parking permit. CCTV is likely to be used to assist in this process.
- 5.8 Local residents who believe students from the development are parking in their roads will be encouraged to bring this to the attention of the site management, to enable investigation and the disciplinary process to commence (see Section 7).

Non-Car-born Travel

- 5.9 The site is accessible by bus and cycle to the universities and other educational institutes within Bath. Students will be provided with a travel information pack which will include details of local public transport services, timetables, how to purchase tickets and discount cards etc.
- 5.10 A total of 72 covered cycle parking spaces will be provided for students, equating to approximately one space per three bed spaces as per Local Plan policy.

Moving Days

- 5.11 As the student accommodation will not be university owned accommodation, occupancy including moving in times is expected to vary considerably. Typically, the accommodation will fill over a period of time which means that there will not be a massive peak time for arrivals

or departures. Nevertheless, the onsite management team will ensure clear arrangements are put in place for moving in and moving out days.

- 5.12 On agreed moving in days, a number of visitor parking spaces as necessary will be used to enable loading and unloading, with standard use of these spaces for residential visitors suspended. As part of the application process, students will be asked to select preferred times from 20 or 30 minutes long arrival periods between 0900 and 1700 on set days and these will be allocated individually. This will be organised by the on-site management team to ensure a physical spread through the building at each time to reduce pressure on lifts and staircases and agreed times will be non-negotiable. The on-site management team will ensure move-days have a minimal impact on both the residential residents of the scheme and local highways.
- 5.13 A similar arrangement will be put in place for the move out process, although this is likely to be significantly less constrained than the move in period, as individual courses within universities finish at different times. It is expected that the timeframe for moving out will extend over a period of weeks.

6 SUSTAINABLE TRANSPORT ROUTE

- 6.1 The proposed cycle route through the site will be separate and completely segregated from the schemes internal access roads and parking areas, although there will be specific and obvious areas for residents and students to embark on and off the cycle path. There will be no cross-over or merging of cycle traffic with residents' vehicles.
- 6.2 It is anticipated that the cycle path will become adopted by the local authority as it becomes part of a longer route that is to be brought forward by BANES. Once adopted, BANES will be responsible for future maintenance of the route.

7 MONITORING AND ENFORCEMENT

- 7.1 The monitoring and enforcement of provisions contained within the final Site Management Plan will be the responsibility of the management company.
- 7.2 All neighbours within a specified distance of the site will be issued with a leaflet explaining how to make a complaint, and this will include how to contact the management team should an incident require more timely intervention.
- 7.3 In order to monitor and ensure proper enforcement of the no car rule for students, it is proposed that base line parking surveys of the surrounding area (precise area to be agreed with BANES) will take place prior to occupation of the development by students. These will be followed by post-occupation term time surveys, enabling a comparison to be made. If the survey demonstrates any significant change in respect of on-street parking, further investigation will be undertaken to demonstrate if this is related to students from the development.
- 7.4 Any students found to be in breach of their tenancy agreement by parking on street will be dealt with in accordance with details set out in Section 5.
- 7.5 It is intended that the provisions within this FMP are turned into a final Site Management Plan to be agreed by BANES as a condition of the planning permission. Thereafter, any material breaches of the Site Management Plan will enable the Council to take Enforcement Action. This could include a Breach of Condition Notice.

Appendix I

Notes
 This drawing may be scaled for the purposes of Planning Applications. Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy. It may not be scaled for construction purposes.
 Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be read in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.



Quantum of development:

Total Residential = 104 homes
 24 x 1B1P
 40 x 1B2P
 5 x 2B3P
 35 x 2B4P

Student living
 Total of 186 student bed spaces
 -157 beds in cluster flats
 - 29 x 1 bed studios

Flexible commercial unit = 148m²

Car Parking:
 Total across site = 117 spaces

Suggested allocation:
 Commercial unit = 3 spaces
 Student living = 0 spaces
 Residential living = 113 spaces
 Car club = 1 space

4 x car parking spaces to be wheelchair accessible. In addition to the above 2 no. motorcycle parking spaces will be allocated on site.

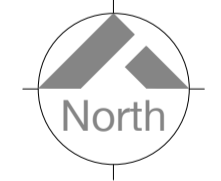
Secure Cycle storage:
 Residential = 208 spaces
 Student Living = 72 spaces

Visitor cycle parking = 12 stands. (external sheffield stands)

To be read alongside the Landscaping GA plan by NPA.

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|----|----------|----|--------------------|----|
| P4 | 18.04.19 | EW | Issue for Planning | CM |
| P3 | 10.04.19 | EW | Issue for Planning | CM |
| P2 | 04.04.19 | EW | Issue for Planning | CM |
| P1 | 25.03.19 | EW | Issue for Planning | CM |

| Rev | Date | Init | Notes | Chk'd |
|-----|------|------|-------|-------|
|-----|------|------|-------|-------|



Client
 Drawing Originator



Project Title
Newbridge Road Bath

Drawing Title
Proposed Site Plan

| | | | | |
|-------------------|-------------|----------|---------|----------|
| Scale | Sheet | Drawn | Checked | Date |
| 1 : 500 | A1 | EW | CM | 18.03.19 |
| Status | Project No. | | | |
| PLANNING | 4014 | | | |
| Drawing Reference | Drawing No. | Revision | | |
| AWW-A-DWG-NEW | 0110 | P4 | | |

