

To: Chris Gomm

Application No: 19/01854/OUT

Site Address: Hartwells of Bath, Newbridge Road, Newbridge, Bath, BA1 2PP

Proposal: Outline application with all matters reserved except for access and layout comprising the demolition of the existing buildings on the site; construction of replacement buildings ranging in height from 3 to 5 storeys providing a mixed use development comprising up to 104 residential units (Class C3 Use), up to 186 student bedrooms (Sui Generis Use), and a commercial retail unit (flexible A1/A3 Use); formation of new vehicular access from Newbridge Road, construction of new access ramp, and provision of vehicle parking spaces; provision of new shared bicycle and pedestrian sustainable transport route through the site and formation of new access and linkages on the eastern and western boundary; provision of hard and soft landscaping scheme across entire site.

Date Received: 01 August 2019

Date Out: 20 August 2019

I refer to the above application and the additional information received following the initial highway consultation response. My updated highway comments relating to each of the issues are as follows:

Pedestrian / Cycle Access

The issues of providing the Sustainable Transport Route (STR) link either side of the site has been discussed, and the highway authority consider that any planning permission must comprehensively secure the provision of the route. The indicative costs of this have been reviewed and this funding will need to be agreed with the applicant and secured as part of a Section 106 agreement.

The proposal includes alterations to the footway along the site frontage with Newbridge Road. There is no objection to this, although there would be a requirement for minor works to be completed within the adopted highway to accommodate such changes. It is noted that part of the widened frontage footway would remain in private ownership and some planting is also proposed in those areas. Minor amendments to the surfacing at the existing pedestrian crossing may also be required, and this detail can be agreed at a later date.

Public Transport

The applicant has progressed further discussions with the Bath Operations Manager at First Group, and it has been confirmed that there are no significant capacity issues relating to the bus services that would be routed past the application site. The highway authority notes these comments and this helps to overcome the earlier concerns.

It has been confirmed that improvements to the bus stop on Newbridge Road would need to be secured as part of any planning permission.

Student Parking

No parking is proposed for the student accommodation, and there is a need to ensure that possible overspill parking is controlled. A Management Plan would need to be secured as part of any permission, and this will need to include effective measures that enforce student car ownership. Additionally, it is recommended that a financial contribution is sought that could be used to introduce a Residents Parking Zone in the local area if required, and to process the necessary parking orders.

Apartment Parking

As confirmed in the earlier highway response, the overall residential parking levels do generally accord with the minimum parking standards and the applicant has proposed a parking management plan to ensure that spaces are appropriately allocated. However, the highway authority did raise concerns relating to the distance of some spaces from the main development and how the different areas of parking within the site would be managed. It also remains unclear how use of the visitor parking spaces would be effectively controlled.

The most significant issue relates to the use of Car Park 2, which would be accessed from the south. Access to a small parking area via the Maltings Industrial Estate does not seem suitable for the type of parking being provided, and it is noted that access to the Estate is controlled at certain times. It does not appear to be reasonable for prospective residents to have to open a series of security gates to access the parking area, and this approach needs to be reviewed.

Servicing

As previously noted, access for larger vehicles to the residential parts of the site would be via a southern access, and this would link to the Maltings Industrial Estate. This is the same route as for the southern resident parking spaces. Access through the Industrial Estate would be across third party land, and although the appropriate rights of access exist it is questioned whether this is a reasonable servicing route for the site. Servicing access would need to be available at all times, and it is unclear how access across the Maltings Industrial Estate could be secured for this type of vehicle. It is also unclear how delivery drivers would need to know how to access the site from this approach (rather than attempt to access direct from Newbridge Road). The ability for these vehicles to access the site across the Maltings Industrial Estate at all times needs

to be clarified, and it is recommended that this should be comprehensively reviewed before any planning decision is made.

Cycle Parking

There are no further comments to make regarding the provision of cycle parking.

Offsite highway impacts

As noted previously, a comparison has also been made to the extant site permission, and this assessment concludes that the proposed development would have no substantial increase across the day. This is considered to be a reasonable conclusion, and the highway authority is content that there should not be a significant change as compared to the potential use of the current site.

The relevant road safety issues have also been reviewed and there are no significant concerns relating to the development proposal. However, this is dependent on the above comments being adequately addressed (overspill parking and servicing could have a negative impact on the operation of the local highway).

Site Management and Travel Plan

There will be a need to secure a Site Management and Travel Plan for the site. It is recommended that this is secured at this stage through an appropriate planning condition.

Summary

Before a final highway recommendation can be made, it is requested that the applicant considers and responds to the above issues.

If you have any queries about the above recommendation please do contact me.
Dan Friel, Senior Highways Development Control Engineer
Tel: 01225 394462 Email: dan_friel@bathnes.gov.uk