

Bath and North East Somerset Local Plan

Strategic Land Availability Assessment

Report of Findings (Feb 2013)

Appendix 1a: Bath Site Assessments



# BATH SHLAA SITE ASSESSMENTS

The following table gives a broad summary of housing potential, site suitability and availability.

To see whether a site is available now or will be available in the medium term the site assessments must be read.

To see assumptions re achievability (i.e. deliverable in the next 5 years or developable thereafter) the SHLAA trajectory is the best point of reference. The assessments note any barrier to achievability and in some cases this delays the date at which sites can come forward.

Ward	Ref	Site	Housing Potential	Suitability	Availability
Abbey	Abb.1	Avon Street Car Park	150	High	Yes
	Abb.2	Avon Street Coach Park			
	Abb.3	Manvers Street Royal Mail Sorting Depot	100	High	Yes
	Abb.4	Manvers Street Police Station			
	Abb.5	Manvers Street Car Park			
	Abb.6	Cattle Market/Corn Market	50	High	Yes
	Abb.9	Byways, Henrietta Road	12	High	UC
	Abb.11	Sawclose	10	High	Yes
	Abb.12	La Sainte Union Convent / St Johns School	50+	Low	Yes
Bathwick	Bwk 1	MoD Warminster Road	120	High	Yes
	Bwk 2	Lime Grove School	13	High	UC
Combe Down	Cdn 3	Mod Foxhill	700	High	Yes
Kingsmead	King.3a	Kingsmead House	0	High	No
	King.3b	Plymouth House	0	High	No
	King.3c	Rosewell Court	0	High	No
	King.6	Green Park Station	70-90	High	Yes
	King.7	Alexander House, Norfolk Place	15	High	No
	King.9	14-16 Monmouth Place	14	High	Yes
	King.10	Hinton Garage, Albion Place	54	High	Yes
	King.11	Onega Centre	36	High	Yes
	King.12	Comfortable Place	60	High	Yes
	King.13	Argos	20	High	Yes
	King.15	Windsor Bridge Road	100-120	High	Yes
	King.16	Bath Lawn Tennis Club, Audley Park Rd	15	High	?
Lambridge	Lam 4	Gloucester Road	46	High	Yes
Lansdown	Lan.1	Burlington Street	15	High	?

	Lans2	Hope House	50	High	Yes
	Lan.3	Somerset Place	26	High	Yes
	Lan.5	MoD Ensleigh	350	High	Yes
	Lan 5a	Royal High Playing Field	120	Mod	Yes
	Lan 5b	Kingswood Playing Fields	300	Low	?
<b>Lyncombe</b>	Lyn 1	Frome Road	18	High	Yes
<b>Newbridge</b>	New.1	Hartwell's Garage	80	High	No
	New.2	Land at Royal United Hospital (North)	50	High	Yes
	New.3	Land at Royal United Hospital (South)	40	High	Yes
<b>Odd Down</b>	Odn.1	Old Red Lion Quarry	35	High	No
	Odn.3	Rear of 89-123 Englishcombe Lane	45	High	Yes
<b>Oldfield</b>	Old.3	Wansdyke Business Centre	20	Mod	Yes
	Old.4	Land off Claude Avenue	100	High	No
	Old.5	Industrial Units off Claude Avenue	18	Mod	No
<b>Twerton</b>	Twt.1	Twerton Football Club	150	High	Yes
	Twt.2	Lower Bristol Road, Carrs Mill	45	High	Yes
	Twt.7	Land adj Cotswold View	30	Mod	?
<b>Walcot</b>	Wal.1	Southbourne Gardens, Fairfield Park	10	High	Yes (PP)
	Wal.2	12-16 Hampton Row	10	High	Yes
	Wal.3	Nursery Building, Powlett Court	10	High	No
	Wal.4	Former Garage, Piccadilly Place	11	High	Built
<b>Westmoreland</b>	Wes.1	Bath Western Riverside, Core	2281	High	Yes
	Wes.2	Bath Press	100	High	? <sup>1</sup>
	Wes.3	Warehouses, Bellots Road	60	Mod	No
	Wes.5	Lower Bristol Road, Roseberry Place	65	Mod/High	Yes
	Wes.6	Lower Bristol Road, Unigate Dairy	30	High/High	Yes
	Wes.8	Lower Bristol Road, Hygate	0	High	No
	Wes.9	Lower Bristol Road, Herman Millar	0	Low	No
	Wes.12	Lansdown View allotments	10	Mod	?
	Wes.13	Linear Way/Dartmouth Avenue	15	Mod/High	No
	Wes.15	Works, Lymore Avenue	22	Mod/High	No
<b>Weston</b>	West.5	Southlands	78	High	Built
<b>Widcombe</b>	Wid.1	Regency Laundry, Lower Bristol Road	33	Mod/High	No
	Wid.2	Brougham Hayes Transport Depot	30	Mod/High	Yes
	Wid.3	Wessex Water Depot	15	Mod/High	No

<sup>1</sup> Available for retail led mixed use development – which has been refused. Appeal Pending.

	Wid.4	Westmoreland House	10	Mod/High	No
	Wid.5,6	Cheltenham Street	54	High/Mod	Yes/No
	Wid. 8&9	Travis Perkins and Renault Garage	150	High	No
	Wid.10	Riverside Business Park	0	Low	No
	Wid.11	South Quays	0	Low	Yes
	Wid.13	Wood Street / Oak Street offices	50	Low	No
	Wid.15	Warehouse / Depot, Westmoreland Station Road	65	Mod	No
	Wid.22	43 Upper Oldfield Park	14	High	Yes
	Wid.23	Western Riverside 'East' (Homebase, Pinesgate and Pinesway)	200	High	?

Note: assessments for King 6 and Wid 23 have yet to be updated in to light of Sainsbury's planning application covering both areas However, this application validates the assumption of 300 dwellings across both sites as it currently proposes 285 as part of a supermarket led redevelopment of the area.

# AVON STREET CAR AND COACH PARK ABB 1&2

## **Area and Description**

- 1.4 ha (car park 0.9ha, coach park 0.5ha).
- To the east of Avon Street the site accommodates a 3.5 storey multi-storey car park together with grade level parking (that collectively accommodate 704 long stay spaces). To the west of Avon Street is a 42-berth coach park and associated public toilet.
- Both areas enjoy a riverside prospect and are separated from the River Avon by Green Park Road, and broad grassed pedestrianized riverbank with mature trees. A separate riverside towpath immediately adjoins the river but only has one formal point of access from the site.
- To the north of the coach park, lies Milk Street (which historically extended to the riverside) which hosts 3 /4 storey student accommodation to the east and affordable housing at Trinity Close to the west. Immediately west of the site is the four storey eastern flank of Kingsmead North which is also affordable housing.
- The City of Bath College campus and has a close relationship to this area include a key pedestrian route broadly aligned with what used to be Peter Street. St James Parade is a strong feature but the land to the rear of both the college and St James parade, on the line of Corn Street, lacks definition.
- To the east, The Forum, Quay House and Carpenter House form an urban block between the site and Southgate. This block is bisected by Somerset Street (a no through road accessed from St Parade) that is an important but disappointing pedestrian route to Southgate.
- Overall this area present a disappointing 'shop front' for the city, particularly in views to those arriving or departing from Bath Spa station.

## **Housing Potential**

- Assessment to be read alongside 'Urban Design led review of Bath city centre sites' (May, 2009)
- Economic development-led city centre redevelopment opportunity with residential and other town centre activities forming secondary uses
- Urban Design led review estimates that the site has a capacity of about 42,000 sqm
- SHLAA estimates that residential floorspace could form about 30% of a mixed use proposal
- 13,000 sqm of gross residential floorspace = 10,500 sqm (net)
- Assuming an average unit size of 70 sqm = 150 homes

## **Suitability**

- Flood risk is a key issue. The entire site (1.4ha) falls within FZ2 and 0.58ha falls within FZ3a.
- Under a climate change scenario the whole site will be FZ3a.

## **Highways**

- Redevelopment in this area offers the opportunity to reduce the dominance of roads and to address the severance of the city form the river front. To achieve this there may be potential to divert traffic flows away from the river and along Corn Street. The opportunities include an improved riverside walkway and public space adjacent the river and a pedestrian crossing to the South Quays area.
- Only essential private parking should be provided as part of any redevelopment, e.g. to cater for disabled and servicing needs. Site is oversubscribed Residents Parking Zone - new residents will not be eligible for permits.

#### **Availability and Achievability**

- The site is in Council ownership and is not immediately available for development.
- Parking Strategy confirms the need to maintain the current level of car parking in the city centre.
- Parking Strategy suggests coach park will remain in situ given lack of suitable alternative.
- Potential for phased redevelopment beginning with grade level parking area

#### **Actions to overcome constraints**

- Retention of suitable level of parking capacity for cars and coaches within the city centre.
- Flood mitigation works as part of a river corridor flooplanning
- d risk mitigation strategy. Scope for on-site and/or up-stream engineering.
- Ground conditions; geotechnical, contamination and archaeological studies are need establish whether there are additional constraints

## Area and Description

- 1.7ha
- Site occupied by Royal Mail Sorting Depot, Police Station and 166 space public car park ( grade level and basement)
- The Police Station in a nondescript reconstituted stone building, constructed in the early 1960s. The majority of the Rail Mail Depot is of no architectural interest but a small part is listed.
- The eastern boundary is formed by St Johns RC Church, associated buildings and the River Avon.
- To the south lies Bath Spa Station. 4-5 Railway Place acts as a Gateway building into the site.
- To the north lies South Parade (Grade I listed).
- Manvers Street Baptist Church form part of the immediate western boundary, together with historic buildings south of 20 Manvers Street.
- Further to the west the site faces 1-6 Manvers Street, including Lewis House, beyond which is the Southgate Shopping area
- Primary access to the Depot is from railway place. Secondary access lies between the police station and Baptist church. Police Station has a rear accessed from South Parade.
- From Manvers Street there are views across the site to St John's Church and to the hillsides beyond.
- Development in this area offers the opportunity to enhance the Manvers Street city approach through high quality contemporary development which respects the historic context. Development could be four to five storeys (subject to further analysis) with top floor treated as a mansard.
- The treatment of the land in front of St. Johns Church requires particular attention re the extent to which it can be developed /left open.

## Housing Potential

- Mixed use city centre redevelopment opportunity
- Likely to be office focused with residential and other town centre forming a secondary element
- Site likely to come forward in phases (potentially from north to south) as part of an overall masterplan
- Urban design review estimates a floor space capacity of about 20-22,000 sqm
- SHLAA estimate is that residential floorspace could form about 50% of a mixed use proposal
- 8,750 sqm (gross) = 7,000sqm (net)
- Average unit size of 70 sqm = 100 dwellings.
- 20 Manvers Street and 4-5 Railway Place fall within this area and their redevelopment as part of a comprehensive masterplan could yield additional benefits and connectivity to SouthGate via Railway Street. It is important to retain and office focus here so no additional housing capacity is assumed here.

## Suitability



- Part of the site falls within flood zones 2 (0.44 ha) and 3a (0.5 ha) and the flood zone 2 area will be affected by climate change. (0.31ha) at the north part of the site in FZ1. Sequential and Exceptions and tests required.

### **Highways**

- Access: comprehensive masterplan needed in order to achieve optimum access solutions and achieve linkages through the site from both Manvers Street and South Parade to Railway Place.
- Wider Impact: Transport Assessment should be produced highlighting the expected net increase / decrease in vehicular traffic. Potential junction assessment at A3039 / Henry St / Parade St and A3039 / North Parade. Cumulative impact likely to affect A3039 & North Parade.
- Parking: There will be a loss of public parking space as a result of the development and this should be correlated with the latest parking strategy. This is a highly accessible city centre site. Only essential parking must be provided as part of the development, e.g. to cater for disabled and servicing needs. It is within an oversubscribed Residents Parking Zone - new residents will not be eligible for permits.

### **Availability & Achievability**

- Car Park available now. Potential for parking at basement level could to be retained with development above.
- Re Avon and Somerset Constabulary, in March 2011 outline planning permission was granted for a custody and criminal investigation centre, comprising 48 cells, investigation and administration floorspace at Ashmead Road Keynsham. A reserved matters application is pending decisions. The transfer of operation to Keynsham will enable the redevelopment of the Manvers Street site. The precise nature of a continued Bath presence is to be established.
- Royal Mail unlikely to have a motivation to relocate in terms of operational requirements. Current arrangement considered to be very good. May contemplate relocation if offered a large consideration for land holding – thus making relocation financially worthwhile. However, alternative (half acre) city centre site unlikely to be available. Central location considered important as postal services in Bath are centred on postmen ‘walking’ to their rounds. An out-of-centre or edge of city location might increase operating costs. It is unlikely that an alternative city centre site will become available although there may be options out-of-centre. Longer term availability (6-10 years+) dependent on future technologies /operational requirements and potential opportunity costs of relocation.

### **Actions to overcome constraints**

- In order to unlock the entire redevelopment potential of this site the Royal Mail sorting depot will need to be relocated and the police station will need to be able their operational requirements elsewhere.

# GDS.1/B16 HILTON HOTEL / CATTLEMARKE T / CORNMARKET ABB 6

*Assessment to be read alongside 'Urban Design led review of Bath city centre sites' (May, 2009)*

## **Area and Description**

- 0.93ha
- Occupying a site in the north of the city centre the Hilton hotel and former cattle market area are obvious detractors from the World Heritage Site. The hotel forms an unfortunate backdrop to Pulteney Bridge.
- The adjoining Podium Shopping Centre was previously part of Abb6 but now excluded based on the fact that Waitrose current investment in the site to expand its range of goods will secure its current use for the foreseeable future.

## **Housing Potential**

- Mixed use city centre redevelopment opportunity.
- Likely to be leisure and retail focused with residential uses forming a secondary element.
- SHLAA assumes that existing parking decks beneath the Hilton are retained or re-incorporated.
- Urban design assessment estimates that this area has a capacity of about 22,000 sqm
- SHLAA estimates that residential floorspace could form 20% of a mixed use proposal
- 4,400 sqm (gross) = 3,520/70= sqm (net)
- Average unit size of 70 sqm = 50 dwellings

## **Suitability**

- Redevelopment at this location would enhance the city centre. It would be desirable to broadly incorporate the existing mix of uses whilst realising the opportunity to bolster the retail and leisure offer to increase active frontages.
- The realisation of the potential of this area could widen the lateral reach of the dominant north-south retail axis and bring the outlying Walcot Street shopping area psychologically closer to the core of the city centre.
- Flood Risk: East edge of the site is affected by flood risk. This area should be avoided.

## **Highways**

- Wider Impact: A development with no additional car parking would have no adverse impact on highway network. Loss of modest amount of parking considered to be acceptable re Bath Package

## **Availability & Achievability**

- Cattle market in Council ownership
- Ownerships and leases in relation to rest of the site to be established
- Redevelopment of this site is a complex task given the various existing, ownerships, land uses and different levels and costs/timing of demolition
- Possible phased approach being with cattle market (potential replacement hotel enabling to demolition of existing Hilton).
- Archaeological assessment

## **Housing Potential & Achievability**

- Planning permission was granted in January 2011 for 12 no 2 bed and 2 no 3 bed flats following the demolition of the existing properties known as Byways, Cleve and Linden (re: 07/03670/FUL)
- Net gain of 12 dwellings.
- Site cleared during 2011/12.
- Construction underway and expected to complete during 2013/14 and 2014/15

## **Area and Description**

- 0.4ha
- The site is occupied by buildings in a mix of uses including offices, public house and bingo hall. It also includes some vacant buildings, including a former clinic. A short stay public car park forms part of the site
- The site is in the town centre where there is a variety of surrounding town centres uses.
- The site incorporates a number of listed buildings and is also within the setting of other listed buildings.
- The site incorporates a scheduled ancient monument.
- The underused nature of the site and public car part detract from the character of this area.

## **Housing Potential**

- City centre mixed use redevelopment opportunity
- SHLAA estimates that potential is likely to be about 10 with other city centre uses dominating

## **Suitability**

- Site is within the town centre where a variety and mix of uses would be appropriate and in accordance with town centre planning policy.
- Heritage considerations will require the retention and reuse of some existing buildings.

## **Highways**

- Due to City Centre location, the residential units would not need private parking facilities - development could be car-free, with no access to residents parking permits. Loss of public parking facilities within the site to be considered as part of overall parking strategy for the City. Servicing to the site and surrounding premises to be considered and maintained.

## **Availability & Achievability**

- Joint landowners working in partnership to prepare a planning application for redevelopment.
- Feasibility of developing the site will be affected by development costs associated with demolition, enhancement of public space, conservation of listed buildings, archaeological considerations.
- Likely developable within 10 years but not expected to be deliverable within 5.

## **Actions to overcome constraints**

- Archaeological investigations.

# LA SAINTE UNION CONVENT AND FORMER ST JOHNS SCHOOL ABB 12

## **Area and Description**

- 0.85ha
- The site is formed of two distinct sections fronting Pulteney Road and North Parade Road. A narrow access to the north of the Magistrates Court links the two sites.
- Pulteney Road is within the Bath conservation area. The northern tree lined section has a very strong character of large 3-4 storey detached villas set back from the road in landscaped gardens that also form a backdrop to the Recreation Ground. The land between the two listed buildings was previously occupied by a substantial 19<sup>th</sup>C villa that was likely to be of similar design and scale as the surviving villas, however this appears to have been demolished between the late 1970s and early 1980s. as a result the site is now occupied by unremarkable gardens, and the loss of the villa can be seen as interrupting the rhythm and scale of the townscape, but opening up some views across the site from Pulteney Road to the city centre.
- The northern villa on the proposal site relates to a group of three (two to its north). Despite poorly designed garage extensions, the rear gardens are intact and well maintained and original boundary walls exist to the frontage and sides. The southern villa is of a similar scale, with the substantial redundant school building located behind it occupying virtually all of the former rear garden. The frontage boundary walls remain intact.
- The site is linked by ownership but combines three distinct villa sites. It now contains a disused 1960's school building and gardens between and behind two remaining villa buildings. The central garden and parking area is the site of a demolished villa. Street boundary walls and gateways remain.
- The northern villa on the site relates to a group of three (two to its north). Despite poorly designed garage extensions, the rear gardens are intact and well maintained. Original boundary walls exist to the frontage and sides. The southern villa is of a similar scale. The substantial redundant school building is located behind it occupying virtually the entire former rear garden. Frontage boundary walls remain intact.
- The North Parade site sits some 2m below road level behind a substantial stone wall and row of mature trees. Mature birch trees line the western boundary with The Pavilion. To the east is the Magistrates Court It is flat, laid out as former asphalt playground. There is an existing gated access from the magistrates court drive. However this is only accessible via security gates. The neighbouring building line is c 10m back from the road.

## **Suitability**

- Flood risk: Majority of the site is within FZ3a. Exception test unlikely to be demonstrable here.

## **Area, Description and Housing Potential**

- [A Concept Statement for this site, which forms the SHLAA analysis for the site, can be found by clicking on this hyperlink](#)

## **Availability**

- The site has been bought by Barratt Homes

## **Achievability**

- A pre-application meeting was held with Development Management in March 2013.
- First completions expected 2015/16

## Housing Potential and Achievability

- In May 2012 Development Committee resolved to granted approval for 13 dwellings with associated parking and landscaping following demolition of existing school buildings (Ref: 12/00980/FUL).
- The housing mix consists of :
  - 2x2 bed coach houses
  - 6x4 bed semi-detached houses
  - 5x4 bed terraced houses
- Site is under construction and will complete during 2013/14 , perhaps straying into 2014/15

## **Area, Description and Housing Potential**

- [A Concept Statement for this site, which forms the SHLAA assessment for the site can be found by clicking on this hyperlink:](#)

## **Availability**

- Since the publication of the concept statement the site has been sold to Curo (affordable housing provider).

## **Achievability**

- First completions expected during 2015/16



# KINGSMEAD HOUSE, PLYMOUTH HOUSE AND ROSEWELL CT KING 3a-c

*The assessment of this site should be read alongside the 'Urban Design led review of Bath city centre sites' (May, 2009)*

## **Area and Description**

- This area comprises three land parcels totalling 1.23ha
- King 3a is Kingsmead House, an office block that has conservation area / planning consent for demolition / redevelopment as a hotel.
- King 3b is Plymouth House which comprises 1,300 m<sup>2</sup> of vacant office space and a telephone exchange.
- King 3c comprises Rosewell Court which is a series of three residential blocks managed by Curo. They contain about 120 flats. The block fronting James Street West contains retail uses on the ground floor. This area also includes Kingsmead Square car park which provides 86 short stay spaces
- The buildings on this site are all of low architectural value and mostly inappropriate in scale. The post war development of this area destroyed Kingsmead Street which connected Kingsmead Square to New King Street.

## **Housing Potential**

- For the purposes of the SHLAA it is assumed that any mixed redevelopment of this area would re-incorporate the existing amount of housing. Therefore no net increase in housing.

## **Suitability**

- Mixed use city centre redevelopment opportunity that is likely to be leisure/retail/housing focused
- Flood Risk: part of King 3a and 3c is within FZ2 and affected by climate change.

## **Availability**

- Aside from King 3a not within the next 5 years. A potentially longer term opportunity.
- Within King 3b the well maintained residential and mixed use street frontage block adds vitality and structure to James Street West and could be retained for the medium term. Flats addressing Monmouth Street address the street, are of an acceptable scale although are of limited architectural quality.
- Key redevelopment activity could focus on the office buildings and flats blocking Kingsmead Street. Requires availability of car park.
- Phased regeneration of the site is therefore considered possible focussing initially on these three key elements providing replacement units within initial phases of development.

**Achievability**

- Telephone Exchange building a key barrier to comprehensive redevelopment

**Actions to overcome constraints**

- Financial Viability Appraisal needed

*This assessment of this site should be read alongside the 'Urban Design led review of BWR East and Green Park Station, Bath' (April 2009) which also covers Riverside East: Wid 24*

## Area and Description

- See 'Urban Design led review of BWR Green Park Station, Bath' (April 2009)

## Housing Potential

- The scenarios/ housing potential figures presented below relate to the scenarios presented in Urban Design led review of BWR Green Park Station, Bath' (April 2009).

Housing potential figures are presented for Plots D, E and F of that report (after sensitivity analysis stage has been applied).

- Scenario 1: 78 units
- Scenario 2: 78 units
- Scenario 3: 97 units

SHLAA estimate is for about 85 units

## Suitability

- Allocated in Bath and North East Somerset Local Plan 2007 for mixed use development under policy GDS.1/B1
- Bath Western Riverside masterplan SPD identifies area for mixed use retail, offices, culture leisure and residential.
- Emerging Core Strategy confirms role for area to play a role in the westward growth of the city centre.
- **Flood risk; partly FZ2 and 3a and affected by climate change.**

## Highways

- Access: To be determined. Must take account of future extension of BRT (see below).
- Local Impact: Good pedestrian and cycling linkages must be provided, together with good through routes for such users and enhancement to highways to improve safety en route between the site and the main part of the city centre.
- Wider Impact: This development is expected to have a significant effect on the transport system. A Transport Assessment should be conducted to determine the net increase / decrease in traffic. Potential junction assessment along Pines Way gyratory. Close to a cluster of sites.
- Parking: City Centre location, highly accessible. Parking to be kept to a minimum with emphasis on disable and servicing needs. Straddles two oversubscribed Residents Parking zones - new residents will not be entitled to permits. Dependent upon the delivery of a new Parking Strategy for the city and delivery of a step change in public transport, etc, e.g. the Bath Transport Package.
- S106: A Travel Plan should be produced for this site. Potential for contributions to highway / public transport improvements. Must make provision to enable BRT to be extended to run through the site between BWR and James Street West via site Wid24, the bridge access to this site from Ivo Peters Road/Stancier Road and the north side of Green Park Station building.

## Availability

- Multiple site ownerships and leases. Not immediately available.

**Achievability**

- Not deliverable within the next 5 years but potentially developable within 10-15 years

# ALEXANDER HOUSE, NORFOLK PLACE KING 7

## **Area and Description**

- 0.08ha
- Single story employment space to the rear of Grade I listed Norfolk Crescent
- Redevelopment of this site offers the opportunity to complete the part of Norfolk buildings which was lost to WWII bomb damage.

## **Housing Potential**

- Development could be 4 storeys facing Norfolk buildings with the top floor treated as a traditional mansard. There is also scope for a three storey subservient side return into the access road
- Potential for 1,500 sqm gross of floorspace (1,200 sqm net)
- Potential for about 15 units at 70 sqm per unit.

## **Suitability**

- The site is within a predominately residential area.
- A planning application for construction of a new 4 storey building to accommodate 18 student flats (85 bed spaces in total) with ancillary works, following demolition of existing single storey building was withdrawn in December 2000 (Ref: 00/02018/FUL).
- Site partly falls within flood zone 2

## **Highways**

- Access: There appears to be no vehicular access to the site currently, although it seems possible to create an access from the access road to the north-east. This road is however not public highway, and will have to be brought up to an adoptable standard. Due to on-street parking, and the proximity of the James St West junction, it seems unlikely that an access from Norfolk Buildings is possible.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Justification for a compromise to maximum parking standards must be made with reference to the findings of a Transport Statement. It is possible that a non-car development is acceptable. The site is in Resident Parking Zone 06, which is at capacity in respect of demand compared to available kerbspace. It is therefore likely that residents of any development will not be entitled to apply for permits. Cycle parking required.

## **Availability**

- Unknown

## **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

## **Area and Description**

- 0.05ha
- The site is located on the southern side of Upper Bristol Road, which is a main route into the City, and comprised a single storey “infill building” which included a laundrette, a retail outlet, ancillary offices and a hotel reception. All activities have now ceased and the building has been demolished
- The site now creates an unfortunate and inappropriate gap in the built form of this part of the street scene and is particularly at odds with the remaining terraces of Grade II mainly four storey Listed buildings which adjoin each end of the site.
- This part of the street is characterised by post war residential development along the northern side of the road and predominantly listed terraces along the southern side of the road except where, as is the case with this site, the original buildings have been lost and modern infill has been constructed
- The south of the site is a modern block of flats which includes rear stair projections.
- The site is relatively narrow with a maximum depth of 12 metres

## **Housing Potential**

- Planning permission was granted in September 2004 for the demolition of the existing buildings and the construction of a 3-storey terrace to provide 14 apartments. Ref 04/01920/FUL. This lapsed in September 2009.

## **Suitability**

- Yes - as evidenced by previous planning permission.

## **Availability**

- Site is vacant / underused.

## **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

## Area and Description

- 0.45 ha
- The site is located on the south side of the Upper Bristol Road opposite the junction with Marlborough Lane and is approximately 0.7 kilometres west of the City Centre.
- The site which is occupied by a Garage showroom and workshop is relatively level at the front, but within the site the land drops down significantly towards the River.
- The site consists of commercial buildings, together with access and parking areas.
- The land to the north is a mixture of residential and allotments. There are residential properties to the east and west and the river is to the south.

## Housing Potential

- The assessment is based on requirements for access, parking, and amenity space and to the constraints to development based on the character of the conservation area and the listed buildings in the vicinity, particularly in relation to their height and form.
- The constraints are likely to restrict the site to 3 to 4 storeys towards the front and 2 to 3 storeys at the back to respect the scale and height of Nelson Villas.
- The capacity based on the above and a 100% developable area is 54 @ 120dpa.
- Site adjoins Victoria Bridge Court, a recently developed residential scheme comprising 26 units, which illustrates acceptable height, scale, massing, density and detailing in this area. Ref: 97/00762/FUL.

## Suitability

- The site is included in the SPD for Western Riverside as a site which is suitable for residential led redevelopment.
- Part of the site falls within flood zones 2 and 3a

## Highways

- Access: The site has two existing points of access, east and west to the frontage. The eastern access has good visibility, but the visibility to the west for the western access (Norfolk Terrace) is restricted by adjacent building.
- Local Impact: Safety of access to be addressed, due to potential conflicts with the right turn lane junction into Marlborough Lane.
- Wider Impact: Transport Assessment needed to look at impact of development compared to existing use, and covering multi-modal accessibility and vehicular trip generation. Included within SPD for Western Riverside and therefore needs to consider impact in light of the wider development of this area. The cumulative impact of the development will need to be considered with junction assessment recommended for A4 / A3064, A36 / A3064 and A4 / A36 Twerton Fork.

- Parking: Principle of residential development is acceptable, in highway terms. Parking to be provided on site, but reduced level to the adopted standards could be applied due to closeness to City Centre and public transport. Site is within controlled parking zone 6 - parking permits would be restricted to any new residents, due to demand for spaces in this area, and limited provision.
- S106: works will be likely in respect of access arrangements, and possible traffic control.

#### **Availability**

- Although the site is in single ownership the difficult issues relating to the closure of the existing business and/or a site for relocation, suggest that the availability might be 5+ years away.
- Land promoted during call for sites stage

#### **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

#### **Actions to overcome constraints**

- A comprehensive Flood Risk Assessment including an exceptions test and any consequential remedial works.
- An investigation into any contamination and consequential remedial works.
- The relocation of the sewer.
- Archaeological investigations.



**Area and Description**

- 0.3ha.
- The site is located on the south side of the Upper Bristol Road opposite the Lower Common allotments and is approximately 0.8 kilometres from the City Centre. Victoria Bridge Road is immediately to the west of the site.
- Site is occupied by a range of commercial buildings (1,200 sqm) and associated parking and access. The site is relatively level but drops down significantly towards the river which is to the south.
- To the west and east of the site are residential properties.

**Housing Potential**

- The assessment is based on the requirements for access, parking and amenity space and the constraints on development based on the character of this part of the Conservation Area.
- The site is shown in the SPD for Western Riverside as in principle being appropriate for 3-5 storey development
- The nature of the residential properties in the immediate locality (e.g. Onega Terrace) is likely to restrict development to a maximum of 4 storeys.
- The capacity based on the above and a 100% developable area is 36 @ 120dpa.
- Adjoins Victoria Bridge Court, a recently developed residential scheme comprising 26 units, which illustrates acceptable height, scale, massing, density and detailing in this area (97/00762/FUL).

**Suitability**

- The site is included in the SPD for Western Riverside as a site which is suitable for predominantly residential development.
- Part of the site falls within flood zones 2 and 3a

**Highways**

- Access: Rationalisation/improvement of access required.
- Wider Impact: Site is included within SPD for Western Riverside. Transport Assessment will be required considering development of the site in the light of the wider development of the area and cover multi-modal accessibility and vehicular trip generation. The cumulative impact of the development will need to be considered with junction assessment recommended for A4 / A3064, A36 / A3064 and A4 / A36 Twerton Fork. Development, being part of BWR SPD area, could impact on air quality in Lower Bristol Road AQMA.
- Parking: Principle of Residential development is acceptable. However, given relation of the site to BWR, the city centre and public transport, parking must be kept to a minimum/heavily reduced standard and development of site is, therefore, reliant on the delivery of a step change in public

transport provision, e.g. the Bath Transportation Package. Site is within an oversubscribed residents parking zone and residents will not be entitled to permits.

- S106: Residential welcome packs with information on sustainable travel and free bus tickets should be provided to all new residents upon occupation. Contributions towards sustainable travel and/or City Car Club may be required.

#### **Availability**

- The site appears to be in single ownership but the availability is dependent on the viability of the existing use and/or the existence of a relocation site and the progress with the BWR redevelopment.

#### **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

#### **Actions to overcome constraints**

- A comprehensive Flood Risk Assessment, including a sequential test and any consequential works required by the Environment Agency.
- An investigation into contamination and consequential remedial works.
- Archaeological investigations.

## Area and Description

- 0.61ha
- The site is located on the south side of the Upper Bristol Road opposite the allotments and is approximately 1.0 km from the City Centre.
- The site is occupied by a range of buildings with associated access and parking space. The buildings which are occupied by the Territorial Army are a mixture of offices, training space, garaging, storage and workshops. The site has a change in levels as it drops down from the road frontage towards the river to the south.
- Only part of the site fronts onto the road. The remainder of the frontage together with the land to the east consists of residential properties. To the west is a retail unit and its associated parking.

## Housing Potential

- The assessment is based on the requirements for access, parking and amenity space and the constraints on development based on the character of this part of the Conservation Area and the relationship with the nearby residential properties, some of which are listed buildings.
- The site is shown in the SPD for Western Riverside as in principle being appropriate for 3-5 storey development
- The nature of the residential properties in the immediate locality is likely to restrict the development to a maximum of 4 storeys.
- Conservation Area and relationship to the existing residential properties some of which are listed.
- The capacity based on the above and a 100% developable area is 61 @ 100dpa.

## Suitability

- The site is identified Western Riverside SPD for residential-led development.
- Part of the site falls within flood zones 2 and 3a

## Highways

- Access: Existing accesses are restrictive. Would need to demonstrate an acceptable form of access could be achieved.
- Wider Impact: Principle of residential development is acceptable. Within area of SPD for Western Riverside and should be considered in light of this and the cumulative impact of developments in this area. Transport Assessment would be required to justify development having regard to former uses, and covering multi-modal accessibility and vehicular trip generation. The cumulative impact of the development will need to be considered with junction assessment recommended for A4 / A3064, A36 / A3064 and A4 / A36 Twerton Fork.

- Parking: Within controlled parking zone 6 - residents are unlikely to be issued to any new residents, due to current demand for permits and limited supply of spaces. Parking should therefore be considered on site - reduced standard could be applied.
- S106: Contributions towards sustainable travel. Possible participation in City Car Club Scheme.

#### **Availability**

- The site appears to be in single ownership but the availability is dependent on the future requirements of the owners for this facility in Bath.

#### **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

#### **Actions to overcome constraints**

- Flood Risk Assessment, including a sequential test and any consequential works required by the EA.
- An investigation into contamination and consequential remedial works.
- Archaeological investigations.

### Area and Description

- 0.55ha
- The site is located on the south side of the Upper Bristol Road at its junction with Midland Road and is approximately 1.25 kilometres to the west of the City Centre.
- The site is occupied by a detached building used as a retail outlet and has two accesses and a parking area.
- The site is relatively flat but is significantly above the level of the river pathway immediately to the south. Victoria Park is opposite the site to the north, to the west are commercial buildings and to the east is a public house and residential properties
- There is an area to the rear measuring 0.19 ha which is part of the site, but is not used in connection with the retail unit. This land has access from Midland Road.

### Housing Potential

- The assessment is based on requirements for access parking and amenity space and to the constraints for development based on the character of this part of the Conservation Area.
- The site is shown in the SPD for Western Riverside as being appropriate for 3-5 storey development
- This is a site akin to a neighbourhood centre where the suggested density is 70+ dpa, although its inclusion as part of the Western Riverside redevelopment area would indicate the potential for a higher density as characterised by an edge of centre site.
- The capacity of the whole site based on the above and a 100% developable area is 55 @ 100dpa.
- The capacity of the rear portion of the site only is 19 @ 100 dpa
- In March 2012 a planning application (12/00079/FUL) was refused for a development on land to the rear of Argos of 0.13ha. The application proposed part-three/part-four storey buildings to provide eight townhouses and six apartments; associated off-street car parking and amenity space.

### Suitability

- The site is included in the SPD for Bath Western Riverside as a site which is suitable for residential-led development.
- The site has good pedestrian and public transport links to the city centre
- Conservation Area
- The site backs on to the River Avon although it is outside of the floodplain.
- The previous use was a car dealership with associated workshops and as such there might be some contamination of the land.

### Highways

- Access: Rationalisation/improvement of access required together with pedestrian/cycle access to NCN4.
- Wider Impact: Site is included within SPD for Western Riverside. Transport Assessment will be required considering development of the site in the light of the wider development of the area and cover multi-modal accessibility and vehicular trip generation. The cumulative impact of the development will need to be considered with junction assessment recommended for A4 / A3064, A36 / A3064 and A4 / A36 Twerton Fork. Development, being part of BWR SPD area, could impact on air quality in Lower Bristol Road AQMA.
- Parking: Principle of Residential development is acceptable. However, given relation of the site to BWR, the city centre and public transport, parking provision should be to a substantially reduced standard. Development would benefit from the delivery of a step change in public transport provision, e.g. the Bath Transportation Package.

#### **Availability**

- The site is available - as evidenced by the recent planning application

#### **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.
- Housing cannot be occupied until gasholders are removed and the land made safe

#### **Actions to overcome constraints**

- Decommissioning of gasholders
- An investigation into any on-site contamination and consequential remedial works.
- Archaeological investigations.

## Area and Description

- 0.73ha
- The site is located on the south side of the Upper Bristol Road at its junction with Windsor Bridge Road and is 1.5 kilometres to the west of the City Centre.
- 0.42 ha is cleared land, the remainder of the site is occupied Victoria Business Centre comprising 700 sqm of light industrial units. The site is relatively flat but is significantly above the level of the river pathway immediately to the south. There is residential development and a church to the north and commercial buildings to the east.

## Housing Potential

- The assessment is based on requirements for access parking and amenity space and to the constraints for development based on the character of this part of the Conservation Area.
- The site is shown in the SPD for Western Riverside as in principle being appropriate for 3-5 storey development.
- The nature of the residential properties to the north, some of which are listed, will result in some restrictions on the height of the development at the frontage of the site.
- The adjacent waste site might limit the development potential of the eastern part of the site in the short term.
- The capacity of the site based on the above and a 100% developable area is 100-120 @ 140-160dpa.
- The site has been the subject of a planning application for 171 apartments and 71 parking spaces. (05/00097/EFUL). This was not-determined. An appeal was lodged but subsequently withdrawn.

## Suitability

- The site is included in the SPD for Bath Western Riverside as a site which is suitable for predominantly residential development.
- The site has good pedestrian and public transport links to the City Centre and to the BWR development area.
- Conservation Area. Listed buildings to the north of the site and the waste site to the east.
- Flood risk: large area falls within FZ2 and is affected by climate change.

## Highways

- Access: Rationalisation/improvement of access required together with pedestrian/cycle access to NCN4. Direct vehicular access from Upper Bristol Road or Windsor Bridge Road will to be permitted. Provision of access must take account of replacement of Destructor Bridge and introduction of 2-way flow across the river on Midland Road as part of BWR development.
- Local Impact: Site within reasonable walking distance of city centre and close to public transport and cycle routes.

- Wider Impact: Site is included within SPD for Western Riverside. Transport Assessment will be required considering development of the site in the light of the wider development of the area and cover multi-modal accessibility and vehicular trip generation. The cumulative impact of the development will need to be considered with junction assessment recommended for A4 / A3064, A36 / A3064 and A4 / A36 Twerton Fork. Development, being part of BWR SPD area, could impact on air quality in Lower Bristol Road AQMA.
- Parking: Given relation of the site to BWR, the city centre and public transport, parking provision should be to a substantially reduced standard.

#### **Availability**

- The site is in single ownership and is part vacant, part in active use. The availability for development could be influenced by the timescales for the relocation of the waste operation on the adjacent site.

#### **Achievability**

- The site backs on to the River Avon although it is outside of the floodplain.
- Potential archaeological constraints.
- Not within the next 5 years but foreseeable within 10 years.

#### **Actions to overcome constraints**

- A comprehensive Flood Risk Assessment, including a sequential test and any consequential works required by the EA.
- Archaeological investigations.



# BATH LAWN TENNIS CLUB, AUDLEY PARK ROAD

## KING 16

### **Area and Description**

- 0.4ha
- The site is located some 1.3 kilometres to the west of the City Centre, to the south west of the junction of Audley Park Lane with Audley Park Road.
- The site has a number of outside tennis courts and associated facilities.
- The site is relatively flat but is well below the level of the road to the north.
- There are residential properties to the north, west, east and south of the site, whilst further to the east is the western end of Victoria Park.
- Access is from Audley Park Road.

### **Housing Potential**

- The site is one where housing is the likely option if not required for recreational purposes.
- The assessment is based on the space required for access and parking and to the constraints on development based on the character of this part of the conservation area and the type of development in the vicinity which is of a relatively low density.
- This is a suburban site which suggests a density of 35-70dph.
- The capacity based on a density in the lower end of the range and 100% coverage is about 15 @ 35dph.

### **Suitability**

- The site is within an existing well established residential area and has good public transport links to the City Centre.
- Conservation Area.
- Policy CF.1 applies

### **Highways**

- Access: Audley Park Road has a footway on the south side only, with double yellow lines to both sides of the carriageway. The carriageway width is suitable for the scale of development proposed. A suitable means of adoptable access will need to be demonstrated, particularly having regard to level difference between Audley Park Road and the site.
- Local Impact: Pedestrian facilities are available only to the site side of Audley Park Road. Good facilities into City, and good public transport facilities.
- Parking: Principle of residential development is acceptable, in highway terms. Parking to be provided on site, but reduced level to the adopted standards could be applied due to closeness to City Centre and public transport.

- S106: Residents Welcome Packs would be required, including free bus tickets, to encourage alternative modes of travel.

#### **Availability**

- The site appears to be in single ownership but the difficult issues relating to the closure of the existing recreational facility and its replacement elsewhere will impact on the timescales for availability.

#### **Achievability**

- Unlikely to be delivered in the next five years. Potential to be developed in next 10-15 years. However, site does not form part of identifiable supply for Core Strategy period given uncertainty in relation to suitability/ availability.

#### **Actions to overcome constraints**

- An investigation into potential alternative site.
- Archaeological investigations.

## **Area and Description**

- 0.74ha
- The site is located 1.8 miles to the east of the City Centre
- Redundant restaurant and pub facility with car park since October 2007.
- The site is accessed from Gloucester Road, which adjoins the eastern boundary, whilst to the south the A4 runs along the narrow southern boundary. To the north there are 3 residential apartment blocks at Pitman Court. To the east Alice Park with children's playground and open space and public tennis courts is a key piece of green infrastructure.
- Site declines 8m north to south and 7m east to west the much of the site has been levelled for existing use.

## **Housing Potential**

- Planning application (10/04977/FUL) submitted in November 20120 for: Erection of 46no dwellings comprising of 5no. 1 bedroom, 30no. 2 bedroom, 9no. 3 bedroom apartments and 2no. 4 bedroom town houses with associated development, including car parking and landscaping works following demolition of the existing building on the site.

## **Suitability & Highways**

- No significant issues. See planning file for detailed information

## **Availability**

- Site appears to be in the control of a property developer with an expressed intention to bring the site forward.

## **Achievability**

- Work on planning application well advanced.
- Reasonable to assume development within the next 5 years

## **Actions to overcome constraints**

- Resolution of S106 matters

## **Area and Description**

- 0.16ha
- Vacant site on Burlington Street
- Currently used for car parking

## **Suitability & Housing Potential**

- Allocated in the Local Plan under GDS.1/B14 for 15 dwellings, provision of a community facility and protection of existing horse chestnut tree.

## **Highways**

- Access: Burlington Street is a fairly steep road with echelon parking to both sides of the carriageway. The footways are of restricted width and are of steepish gradient. The existing access serving the site is very steep and narrow, with limited visibility at the junction due in part to on-street parking. This access, in its current form, would not be considered suitable for scale of development proposed.
- Parking: Burlington Street is within controlled parking zone (7), and is heavily parked. Parking permits could be restricted in this area.

## **Availability**

- To be re-established

## **Achievability**

- Not assumed to be deliverable within the next 5 years but a reasonable prospect within 10-15 years.

## **Actions to overcome constraints**

- New access arrangements.

## Area and Description

- 2.65ha
- The site is currently used for junior education by the Royal High School. It is located 1.2 km to the north of the city centre on the west side of Lansdown Road, from which provides the primary access.
- The site consists of a substantial listed building on the road frontage (Hope House GII) together with a number of poorer quality 1960s buildings and a playground towards its south eastern corner. The remainder of the site comprises open space, with mature trees and tennis courts to the south. A secondary access to the area of the tennis courts is available from Park Street Mews.
- The site slopes steeply up to the highway and footpath to the north and north east. There are opportunities to take advantage of views of the city whilst respecting the need to avoid obstruction from the Crescents above and to avoid overlooking of properties below.
- Key neighbouring buildings include 1-16 Lansdown Place East (G II) and 1-20 Lansdown Crescent (G I) lie immediately to the north of the site. Lansdown Grove Hotel on the opposite side of Lansdown Road is G II.
- There are residential properties to the north, west, and south of the site

## Housing Potential

- The site divides into three parcels, each with different level of development potential.
- The core of the site associated with the existing school buildings covers an area of 0.7ha. This has high development potential. Hope House could be converted to form 7 flats. The remainder of the site could yield about 25-35 units dependent on whether buildings were used as houses or flats.
- The tree area has no development potential
- The tennis Courts have a low/moderate development potential. A capacity of about 5-6 houses may be possible but this will require detailed justification at development management stage
- The overall capacity for the purposes of the SHLAA is thought to be not more than 50.

## Suitability

- Previous use of a school renders LP Policy CF.1 applicable at Development Management stage. See
- Resolution of educational provision at MoD Ensligh could be an issue in this regard.

## Highways

- Access: Carriageway and footways widths are good, but steep gradient down into City Centre. The site has an existing access to Lansdown Road with good visibility. Development should be served by adoptable road, and this may prove difficult with constraints at access by location of walls.
- Wider Impact: Transport Statement needed to look at impact of development compared to existing school use.

- Parking: Principle of residential development is acceptable, in highway terms, due to surrounding residential use. Parking to be provided on site, but reduced level to the adopted standards could be applied due to closeness to City Centre and public transport. Site is within controlled parking zone 7 - parking permits would be restricted to any new residents, due to demand for spaces in this area, and limited provision. Cycle parking to be accommodated on site.

#### **Availability**

- In 2008 Royal High Junior School purchased Cranwell House, Weston from the Council. This is being redeveloped as a replacement school site with completion anticipated in autumn 2013. The current site will soon be surplus to the requirements of Royal High.

#### **Achievability**

- Potential for development in the next five years, though site does not form part of 5 year housing supply as a planning application has not yet been made.

#### **Actions to overcome constraints**

- Archaeological investigations.
- A tree survey and landscape assessment.
- The retention of the listed building and the mature trees.

## **Area and Description**

- 0.55 ha
- Somerset Place is a listed (Grade I) Crescent of buildings located to the north of the centre of Bath.
- The most recent use of the Crescent and its outbuildings were in connection with Bath Spa University, who also occupy another nearby site at Sion Hill. Somerset Place has been vacant since 2008/09.
- Somerset Place is an extension of Lansdown Crescent and is bounded by Somerset Lane to the north and east, Winifred's Lane to the west and Sion Hill to the south.
- Included within the site are the rebuilt 50's sections of the Crescent, the two remaining Georgian town houses (No's 8 and 9), the gardens and outbuildings to the North and the large communal 'Crescent Garden' to the south.

## **Housing Potential**

- Planning permissions granted in November 2011 (07/03640/FUL) for: Extension and alterations to form 2 no. townhouses and 20 no. apartments; erection of 5 no. detached dwellings to rear, fronting Somerset Lane, following demolition of existing buildings; alterations to boundary walls and adjacent courtyard, including works to existing car park; landscaping works to rear garden and 'Crescent Garden' to the south and highway improvement works on Winifred's Lane and Somerset Lane.

## **Suitability**

- Yes – as evidenced by planning permission

## **Availability**

- No issues

## **Achievability**

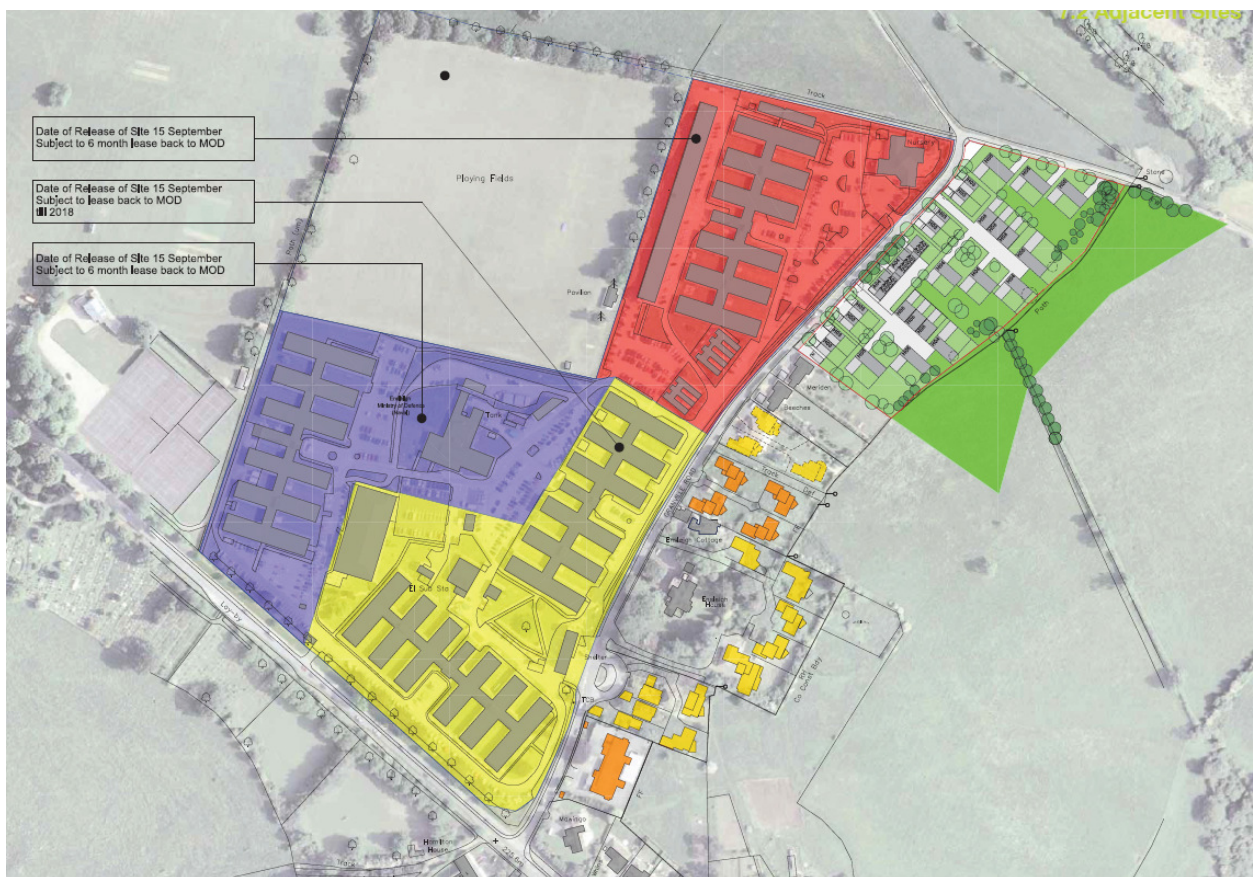
- Delivery likely within the next 5 years.

## Area, Description and Housing Potential

- [A Concept Statement for this site, which forms the SHLAA assessment for the site, can be found by clicking on this link](#)

## Availability

- The site has been sold to Skanska and Spitfire Homes
- The site will be released by the MoD in stages. The Green area is available now. The red and purple areas will be released in Sept 2013 but are subject to 6 months leaseback. The purple area will also be released in September but will be subject to leaseback until 2018.



## Achievability

- A planning application has been submitted by Skanska (March 2013) for phase one of the redevelopment of this site. This relates to the part of the site that lies to the south of Granville Road.
- The developer proposes 40 homes at 25 dph. See 13/00734/FUL.
- Potential for part of the red and purple areas to come forward within the next 5 years with yellow following post 2018.



## Area and Description

- 5b – 4ha
- 5c – 8ha
- Both areas are outside the Green belt and Cotswolds AONB

## Housing Potential

- 5b – this could lift the overall potential of LAN 5a to 470 i.e. enabling 120 extra homes
- 5c – theoretically about 300, but the site is not suitable.

## Suitability

- The square playing field to the immediate boundary of MoD Ensleigh, to the north, is sufficiently contained by mature trees and well related to the remaining site to have significant potential in landscape and visual terms to accommodate future development. Adverse effects on the setting of the AONB, the amenities of the Green Belt, on Beckford's Tower and on the OUV of the WHS could be avoided in this part of the area with further strengthening of the existing mature tree belts on field edges.
- To the north and west of this area the landscape is more open and in its current state does not have enough containment to accommodate development without having a significant adverse effect on the City approach on Lansdown Road. Development here would appear as fringe expansion into the AONB countryside.
- Viewpoints potentially affected by an expansion of development further to the west include sequential views from Lansdown Road approach to the city, views from the Lansdown Battlefield, and views from the A46 approach to the city. The key issue is the visible expansion of Bath outside its bowl into an area that is more open and exposed to adjoin nationally valued AONB countryside. At present, much of the land north of the Ensleigh site contributes an open foreground setting to Beckford's Tower in some key city approach view. Development here would detract on this positive approach sequence.

Whether issues such as the setting of the WHS could be mitigated in the long term

## Availability

- Royal High field - confirmed
- Kingswood fields – confirmed for medium term but only but subject to replacement provision being found.

## **Area and Description**

- 0.6ha
- Sainsbury's Odd Down Staff car parking

## **Housing Potential**

- Outline planning permission granted in July 2010 (09/02389/OUT) for: 3,998 sq m gross external floorspace food store; customer parking; residential care homes (32 units) and retirement flats (18 units).
- The retail element of the 09/02389/OUT has been implemented
- Reserved matters are awaited for the housing element of the site, of which 18 units would be self-contained.

## **Suitability**

- Evidenced by planning permission

## **Availability & Achievability**

- Site available but no developer interest evident.
- There remains a reasonable prospect of delivery with the next 5 years.
- Establish extent to which site is being marketed to prospective developers

## Area and Description

- 0.8 ha
- The site is located on the south side of the Upper Bristol Road opposite the junction with Charmouth Road and is 2.7 kilometres west of the City Centre.
- The site is occupied by a garage showrooms and workshops and the associated access and parking areas. It is relatively level at the front but drops down steeply to the rear.
- The land to the north, east and west consists of well established residential areas, whilst to the south there are large relatively modern commercial buildings associated with the Malting Industrial Estate
- The line of the proposed Bus Rapid Transit (BRT) route is immediately to the south of the site.

## Housing Potential

- The assessment is based on requirements for access, parking, amenity space and to the constraints to development, based on the character of the area and the residential properties in the vicinity, particularly in relation to their height and form and the proximity to the route of the BRT.
- This is a suburban site which suggests a density of a 35-70 dpa.
- The constraints are likely to restrict the site to 2 to 3 storeys at the front with the potential for more at the rear in view of the change in levels.
- The capacity based on the above and a 100% developable area is about 50 comprising a broken terrace of town houses on the site frontage and flatted development to the rear that utilises the change in height to generate floorspace. This is a complex site and more detailed work is needed re potential
- The SHLAA site and land to the rear benefits from analysis undertaken as part of a Certificate of Lawful Use. This limited development to about 80 dwellings.

## Suitability

- Existing use is not protected by planning policy.
- Land to rear protected for sustainable transport route.

## Highways

- Access: Vehicular access can only be taken from Newbridge Road, at a point which would not conflict with movements from Charmouth Road, and bus stops on both sides. The bend in Newbridge Road will also require consideration of forward visibility to right-turning vehicles. The access and on-site roads must be of an adoptable standard.
- Local Impact: A Transport Statement will be required which will consider traffic generation and the potential impact on Newbridge Road.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Cycle parking required.

**Availability**

- Although the site appears to be in single ownership the difficult issues relating to the closure/ viability of the existing businesses and/or the availability of a relocation site will influence the timescales for development.

**Achievability**

- Reasonable to assume that the site is developable in next 10-15 years.

**Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- Archaeological investigations.

## **Area and Description**

- 1.48 ha
- Hospital buildings set amongst mature trees
- Area contains The Manor House and associated lodge and Combe Park Entrance (both are Grade II listed)
- Land identified for disposal in 2011/12 Estates Strategy

## **Housing Potential**

- Manor House converts to 5 flats
- Lodge convert to 1 house
- About 0.80 ha initially estimated to be developable on account of trees and setting of Manor House. On this basis a density of 50 dph would yield about 40 dwellings.
- Overall estimate is about 50

## **Suitability**

- Suitable for housing subject to RUH Trust confirming that the land will not be needed for healthcare purposes in the foreseeable future.
- Estate covered by a TPO order
- Area contains Manor House (Grade II listed) and associated lodge and Comber Park Entrance (both are Grade II listed)

## **Availability**

- Site in control of RUH. Estate Plan states that lad is surplus to requirements

## **Achievability**

- Unlikely to be delivered in the next five years. Reasonable to assume that it is developable within 10-15 years

## **Actions to overcome constraints**

- A comprehensive master plan based on an estate plan for the future development of the Combe Park site.

## **Area and Description**

- 0.93 ha
- Hospital car parking with an access from Evelyn Road
- Area identified for disposal in 2011/12 Estates Strategy

## **Housing Potential**

- About 40 based on immediate context in respect of Evelyn Road.

## **Suitability**

- Suitable for housing subject to RUH Trust demonstrating that the land will not be needed for healthcare purposes in the foreseeable future.
- Estate covered by a TPO order

## **Availability**

- Site in control of RUH. Estate Plan states that land is surplus to requirements

## **Achievability**

- Unlikely to be delivered in the next five years. Reasonable to assume that it is developable within 10-15

## **Actions to overcome constraints**

- A comprehensive master plan based on an estate plan for the future development of the Combe Park site.

## Area and Description

- 0.9ha
- The site is located 3.0 kilometres to the south-west of the City Centre.
- The site is to the rear of the residential properties which front onto Frome Road, The Beeches, Upper Bloomfield Road and Stanway Close and as such is effectively surrounded by well established residential development.
- The site has a range of commercial buildings, some quite large, open storage areas together with associated parking and service areas.
- The site is reasonably level, but is generally lower than the residential gardens beyond.
- Access is from Frome Road to the north

## Housing Potential

- The assessment is based on the requirements for access and parking together with the constraints on development based on the character of the area.
- The suburban location would suggest a density of 35- 70dph
- The housing potential is 35 @ 40dph.

## Suitability

- The site has good public transport links to the City Centre and is close to the Odd Down Local Centre and Sainsbury's at Frome Road
- The site is within a well established residential area.
- Site is suitable

## Highways

- Access: gained from lane leading to Frome Road via a short stretch of classified road leading to a gated access. On site roads and footways to be adopted. The access at Frome Road is immediately adjacent to a signalised junction.
- Local Impact: The site is heavily used by vehicles associated with car repairs and other operations currently on site. Possible pedestrian improvements at the access.
- Wider Impact: A Transport Statement should be produced for this site. It is unlikely that the development on its own would have a significant strategic impact on the transport system. Potential cumulative impact with other sites in the vicinity affecting junctions between Frome Road/Bloomfield Road, Clarks Way/Frome Road, A367/Frome Road roundabout and A367/Midford Road.
- Parking: Whilst there is reasonable access to public transport and local facilities parking should be in accord with the Council's maximum standards.
- S106: Potential for contribution to mitigation measures such as junction improvement or extra public transport capacity and pedestrian movements.

## Availability

- The site appears to be in multiple ownership and most of it is currently in use. This will create significantly difficulty in achieving availability in the short term.

**Achievability**

- Unlikely to be delivered in the next five years. Potentially to be developable in next 10-15 years. However, site does forms part of identifiable supply for Core Strategy period

**Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- A traffic impact study.



## Area and Description

- 1.4ha
- 1.5km to the south of Bath city centre
- The site is bounded to the north and west by the rear gardens to properties on Englishcombe Lane and Stirtingdale Road respectively. The gardens are approximately 25-38 metres long, providing a substantial buffer between the site boundary and existing development.
- To the east lies the rear garden of 87 Englishcombe Lane. Beyond the hedgerow boundary to the south lies woodland and farmland, which is understood to be in the ownership of Stirtingdale Farm.
- The land is currently an undeveloped paddock, used for keeping horses and consists of rough grassland and overgrown scrub.
- Trees of varying species are distributed around the periphery of the site. There is a change in level, falling from the southern boundary down to the northern edge, for the entirety of the site with varying gradients of between 5 and 10 degrees.
- There are two mudslide lobes in the upslope southern half of the site with a stream running between them before terminating in a gravel drain.
- The site is currently accessed from Englishcombe Lane via a gated track running between number 87 and 89.

## Housing Potential/ Suitability

Allocated in Local Plan under GDS.1/B7 for:

- About 45 dwellings.
- Retention of existing hedgerows along sit boundaries.
- Access from between 87-89 Englishcombe Lane retaining existing tress where possible.
- Space within site for planting of large trees.
- Pedestrian access from Stirtingdale Road.
- Geological survey since Local Plan adoption indicates that housing potential is about 40

## Highways

- Access: Current access proposed from single lane track from Englishcombe Lane. Trees need to be removed to make access of 5.5 plus 2 metre footway and 1 metre service margin Speeds need checking to determine visibility required. In 30 zone but observed speeds above this. Secondary access to Stirtingale possible but topography would make it difficult through an open green area. Visibility at Stirtingale and Englishcombe Lane substandard.
- Wider Impact: A Transport Statement should be produced for this site, although it is not deemed necessary for any junction assessment. There are no significant development sites nearby
- Parking: No restrictions on Englishcombe Lane. Bus route at Stirtingale with stop at top Oak Avenue

## Availability

- Site is in Council ownership. Adequate access could be achieved but may require third party property / land ownership being acquired.

## Achievability

- Related to availability of access. Discussion understood to be on-going. Delivery likely within 5 years.

**Actions to overcome constraints**

- Secure means of access

## Area and Description

- 0.33ha
- The site is on the south side of Oldfield Lane east of its junction with Monksdale Road. To the north is a public house and residential properties, to the west are residential properties, whilst to the east is a primary school.
- Immediately to the south is a former railway line with mature trees close to the boundary. This acts a landscape buffer zone.
- The site has a range of well established and unattractive commercial buildings and associated parking and service areas. The site has an access onto Oldfield Lane.
- The site is relatively level.

## Housing Potential

- The assessment is based on the requirement for access, parking and protection of trees to the rear.
- Height of buildings will be required to respect the character of the development in the locality.
- The row of 11 terraced houses on Monksdale Road is 80dph whereas 47-50 Beckhampton Road is 65 dph
- The capacity based on the above is about 20.

## Suitability

- The site has good public transport links to the city centre and is close to the Moorland Road district centre.
- The site is within a well established residential area.
- Core Employment Site as identified under Policy ET.3 of the Local Plan.
- Status to be revised in Placemaking Plan.

## Highways

- Access: from Oldfield Lane close to the junction. Some traffic calming to be changed due to works related to nearby school development. Current double yellow lines over site frontage
- Local Impact: Local roads heavily parked or subject to parking restrictions. Route of 'rat run' particularly AM peak but roads busy throughout the day
- Wider Impact: No Transport Assessment needed - brownfield site already a traffic generator.
- Parking: Surrounding roads heavily parked. Given location would look to reduce parking provision but most must be provided on site. Cycle storage required

## Availability

- Site being promoted for McCarthy and Stone type development

## Achievability

- Potential for development in the next five years subject to revised planning policy in relation to ET.3. However, site does not form part of 5 year land supply. Potential to be developed within 10-15 years but does not form part of identifiable supply for Core Strategy period.

## Actions to overcome constraints

- An investigation into any contamination and consequential remedial works

- A traffic impact assessment.
- A tree and landscape assessment.

## Area and Description

- 2.26ha
- The site is located to the east of Claude Avenue with access obtained directly opposite the junction with Lymore Avenue. The access also serves the primary school and the church as well as the domestic garages located behind the properties which front onto the east side of Claude Avenue.
- The site is some 1.75 kilometres to the south west of the city centre but is only 0.3 kilometres from the Moorland Road District Centre,
- The site is occupied by a large number of different commercial enterprises such as stone manufacturers, scaffold contractors and car repair workshops. The land is divided into multiple plots of different sizes with each plot having either a single or a range of buildings. Some of the plots are not occupied by buildings but are either scrubland or are cultivated for vegetables.
- The land slopes gently from west to east and beyond the eastern boundary it drops steeply to the public open space beyond. To the south of the site are allotments, to the north are a school, church and residential properties and to the north is a small industrial site and houses.
- The north western corner of the site adjoins an electricity sub-station which is accessed from Monksdale Road

## Housing Potential

- The assessment is based on requirements for access, parking, open space and the constraints on development based on the character of the area.
- The site is in a suburban area where the density range is 35-70dpa.
- The actual density is likely to be in the middle of this range on the basis of the constraints referred to and the prominence of the site from the land to the east.
- The capacity of the whole site based on a net developable area of 60% is about 100 @ 50dpa.

## Suitability

- The site is well related to the residential development in the locality.
- The site is on a public transport route to the city centre and is within walking distance of the Moorland Road district centre.
- Land neighbouring the site is allocated in the B&NES Local Plan for the extension of Twerton Junior School.

## Highways

- Access: Visibility from both existing points of access is restricted. The southernmost access is a shared route with the Church and its width is restricted by parking next to the Church. The northernmost access is a wide surfaced entrance which narrows into the site, and visibility is

severely restricted to the north towards bridge. The means of access are private access lanes, with some shared public rights of way.

- Local Impact: The existing means of access are not suitable for the scale of development considered of up to 100 units, even with the loss of existing uses on the site. A scheme on this scale would attract a highway objection, particularly where an adoptable layout could not be secured.

#### **Availability**

- The multiple uses will create significant difficulty in achieving availability for the whole site in the short term. There is the added difficulty of the relocation of the 'bad neighbour' uses which require a specific type of site.
- The land allocated for the extension of Twerton Junior School is not available.

#### **Achievability**

- Unlikely to be delivered in the next five years. Potentially developable thereafter but site does not form part of identifiable supply for Core Strategy period.

#### **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- A traffic impact assessment and access alternative arrangements from Monksdale Road
- An investigation into combining with the industrial site to the north west to achieve a comprehensive development

# INDUSTRIAL UNITS AT CLAUDE AVENUE OLD 5

## **Area and Description**

- 0.26ha.
- This is a level site and is occupied by a number of separate commercial units and lock ups.
- The site is located to the east of the rear gardens of the residential properties which front onto the east side of the northern end of Claude Avenue.
- Access is obtained from a metalled lane which runs eastwards from Claude Avenue.
- There are established residential areas to the north and west of the site whilst to the east it is mainly open scrubland, To the south there are a number of residential properties which adjoin a large area with a mix of commercial uses.

## **Housing Potential**

- The assessment is based on requirements for access, parking, amenity space, to the constraints on development based on the character of the area and the suitability of the access and the capacity of the highway network in the locality to take additional traffic.
- The site is in a suburban area where the density range is 35-70dpa.
- The actual density is likely to be at the higher end of this range on the basis of the character of the area and the distance from the adjoining residential development.
- The capacity of the whole site based on the above is 18 @ 70dph.

## **Suitability**

- The site is previously used land and is well related to the residential development in the locality.
- The site is on a public transport route to the city centre and is within walking distance of the Moorland Road district centre.
- Access and the capacity of the local highway network is a potential constraint.
- LP Policy ET.3 is applicable.

## **Highways**

- Access: Visibility from the shared access adjoining the Church is restricted. This access is a shared route with the Church and other commercial units and its width is restricted by parking next to the Church. There is a further access to the north to which the site abuts, and this has a wide surfaced entrance which narrows into the site, and visibility is severely restricted to the north towards bridge. The means of access are private access lanes, with some shared public rights of way.
- Local Impact: The existing means of access are not suitable for residential development, even with the loss of existing uses on the site. A scheme for residential use would attract a highway objection, particularly where an adoptable layout could not be secured.

**Availability**

- The multiple uses will create significant difficulty in achieving availability for the whole site in the short term. There is the added difficulty of the relocation of the uses which require a specific type of site.

**Achievability**

- Unlikely to be delivered in the next five years. Potentially developable thereafter but site does not form part of identifiable supply for Core Strategy period.

**Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- An investigation into combining with the land to the east and south east to achieve a comprehensive development and a more acceptable access arrangement via Monksdale Road



## Area and Description

- 1.73ha
- The site is located 2.7 kilometres west of the city centre to the south of Twerton High Street
- The site consists of a football pitch, spectator stands and terraces, associated offices and a car park.
- The site is relatively level although the car park slopes gently down towards the north.
- The site is bounded on the east west and south side by residential properties, whilst to the north are buildings used as shops and other commercial uses together with some residential use at first floor level
- Access is to the High Street to the west of the commercial properties.

## Housing Potential

- The site is one where housing is the likely option if not required for sports purposes.
- The assessment is based on the space required for access; parking and open space and to the constraints on development based on the type of development in the vicinity which is of a medium density.
- The capacity of the whole site based on a density akin to that achieved on the neighbouring Highland Road development is about 85 50dph. Using the redeveloped Marjorie Whimster House as a guide would increase the potential to 150 at 100dph.

## Suitability

- The site is close to an existing well established residential area and is within walking distance of public transport links to the city centre. It is very close to the local shops and other community facilities in Twerton.
- Conservation Area
- Current use renders LP Policy SR.1A applicable. Potentially suitable subject to future of Bath City FC and assessment in context of SR.1A.

## Highways

- Access: Dominion Road serves a high level of residential development, with reasonable carriageway and footway widths. The site frontage to Dominion Road would enable an access to be laid out with good visibility. The development would need to be served by an adoptable road.
- Local Impact: Improvements required to pedestrian facilities across existing north east access.
- Wider Impact: Transport assessment to consider impact on highway network, and any need to enhance sustainable transport measures.
- Parking: Parking to be provided on site, in accordance with appropriate standards, to ensure vehicles are not displaced to adjoining highways.

**Availability**

- Football Club has signalled that the site is available.

**Achievability**

- Developable but not deliverable within the next 5 years.

**Actions to overcome constraints**

- The replacement of the existing facility.
- A traffic impact assessment.
- An investigation into combining with the land to the north to achieve a comprehensive mixed use development and improve the High Street

## **Area and Description**

- 0.45ha
- The site is located directly adjacent to the Lower Bristol Road (A36) to the south, approximately 200m from the centre of Twerton.
- Rackfield Place to the west, Weirside Works to the east and the River Avon to the north.
- The site comprises of three commercial properties (Huggett Electrical, Astra Circuits and Avalon of Bath Garage). Avalon Garage (single storey) provides a car repair and servicing centre, while Astra Circuits and Huggett Electrical (3 storeys) are specialist electrical manufacturers. The premises of Astra Circuits and Huggett Electrical are currently in partial use.
- The site is located on the outer part of the built up area of Bath. The general area is characterised by commercial and residential uses between the River Avon and Lower Bristol Road. Historically the site was occupied by mill buildings (Carrs Mill).

## **Housing Potential**

- In May 2008 a planning application was refused for a mixed use development comprising of 106 residential units and commercial offices (1,472 sqm, A2). Ref 08/00485/FUL.
- The proposed development comprised of fairly unbroken built form varying from 5-8 stories on the riverside and 4-6 stories to the road frontage
- The proposed gross residential density was 237 dph
- The Council estimates that a more realistic housing potential of site is 45 at 100 dph.

## **Suitability**

- Bath Conservation Area
- All of the site is within Flood Zone 2 and part within 3a.

## **Availability**

- Site assumed to be available given recent planning application

## **Achievability**

- Developable within the next 10-15 years.

## **Actions to overcome constraints**

- Contaminated land investigation
- Sequential / Exceptions test.

## Area and Description

- 0.67ha
- The site is situated to the south west of the city centre in the district of Southdown off The Hollow.
- The site is triangular in shape and abuts housing development to the north on Cotswold View, The Hollow (with residential properties opposite) to the east with the Bath Community Farm and open space adjoining the site to the south and west.
- The western boundary of the site adjoins the boundary to the City of Bath Conservation Area.
- The site is very uneven and neglected sloping down steeply from south-west to north-east and is currently enclosed by some boundary hedge and tree planting to three boundaries. The site mainly comprises rough grassland and scrub and is situated on a prominent north-facing hillside.
- The site frontage to The Hollow benefits from low railings and a grass bank that falls to pavement level. The railings have been breeched in a number of places such that the site is open to the public although it is not a public open space.
- The western boundary comprises a semi-matured hedge and provides screening to the site from the adjoining fields. To the immediate west of this boundary is a footpath and the field is used as pasture by Bath City Farm.

## Housing Potential

- A planning application for the erection of 30 affordable dwellings with new access road and associated landscaping on land adjacent to The Hollow was withdrawn in Apr 2008, 08/00518/FUL.

## Suitability

- Twerton Farm is identified in the preamble to policy NE.1 'Landscape character'.
- Development would have an unacceptable impact on the character of an important hillside identified in the LP. Policy NE.3 protects the character of important hillsides from the adverse impacts of development.

## Highways

- Access: would be via Cotswold View, but was indicated too close to the junction with The Hollow. Forward visibility, as a warning of a new junction to serve the development, for vehicles entering Cotswold View from The Hollow would be limited. Carriageways and footways in the vicinity are acceptable.
- Parking: Parking provision on site was not considered sufficient for individual dwellings, but no provision for visitors either.

## Availability

- Recent planning application suggests the site is available

**Achievability**

- N/A – given assessment of suitability.

**Actions to overcome constraints**

- N/A – given assessment of suitability.

## **Area and Description**

- 0.5ha including the access road which is included within the red-lined site boundary as far as its junction with Claremont Road.
- The site comprises a rectangular area of former allotment land located approximately 1.5 kilometres north-east of the city centre and to the north of London Road. The site has been vacant for approximately 20 years and is now heavily overgrown. The site slopes down from north-west to south-east with a maximum fall of approximately 13 metres.
- The site is in a residential area and is adjoined on all sides by housing. The site is adjoined to the south by properties fronting Chilton Road, to the west by property fronting Tynning Lane, to the north by the rear gardens of houses fronting Eastbourne Avenue and to the east by no 6 Southbourne Gardens. The surrounding dwellings predominantly comprise two storey Victorian terraces.
- The site is accessed from its south-eastern corner by Southbourne Gardens, a narrow road approximately 90 metres in length leading to Claremont Road. Southbourne Gardens is a public highway for the first 55 metres of its length but is unadopted at its western end. In addition to site, Southbourne Gardens provides access to 11 dwellings on its northern side, including 1-5 Beaufort Villas, and garaging serving properties fronting Belgrave Road on its southern side.

## **Housing Potential**

- Planning Permission for construction of 10 dwellings and access road under 07/01598/FUL refused June 2009. Appeal Allowed March 2010. Appeal Ref: APP/F0114/A/09/2109482.

## **Suitability**

- Yes - as evidenced by planning consent.

## **Availability**

- Yes – as evidenced by planning application

## **Achievability**

- Deliverable within the next 5 years.

## **Actions to overcome constraints**

- Provision of replacement allotments.

## Area and Description

- 0.18ha
- Hampton Row is a listed Grade II terrace
- These properties have been vacant and have been neglected and are now in a state of dilapidation. Although not yet a ruin, due to the survival of the outer walls, they are on the Buildings at Risk register.
- Dereliction remains the state today, with the front and rear elevations supported by scaffolding and corrugated sheeting replacing the roofs, the buildings have no in situ floors with the only remaining internal features being chimney breasts and fire places.

## Housing Potential

- An application to renovate the existing terrace of buildings 12 -14 Hampton Row to create 9 flats, and renovate number 16 to create 2 flats and rebuild number 15 to create 3 flats (total of 14 dwellings) was refused January 2009 (07/03825/FUL).
- The use of these buildings was at various times in the past intensive (in multiple occupation), shown by census records and their use as small flats is consistent with historical use.
- Potential for purposes of SHLAA assumed to be not more than 10.

## Suitability

- No issues. Desirable to bring the site back into use.
- Noise from railway may limit residential values and viability of regeneration.

## Highways

- Access: onto Powlett Road considered to be marginally sub-standard but having regard to current use of the site, there will be little difference in traffic movements to warrant an objection. Good pedestrian facilities to surrounding services.
- Parking: Pre-app enquiry for 8 dwellings accepted principle of 1.5 car parking spaces per unit. Access to parking permits on adjacent streets would be restricted. The principle of 14 units had also been previously accepted through Development Team enquiry. This site is not expected to have a significant strategic impact on the transport system.

## Availability

- Yes – as evidenced by planning application

## Achievability

- Extensions to the rear were necessary to enable a viable regeneration. Developable within 10-15 years.

# NURSERY BUILDING, POWLETT COURT WAL 3

## **Area and Description**

- 0.16 ha
- Site is located 0.7 kilometres north east of the city centre
- Backland site in residential area characterised by mainly 2 storey dwellings
- Single storey store/wooden pre-school building on site
- Narrow access onto residential street (Powlett Road)
- Number of mature trees on boundaries of site

## **Housing Potential**

- Assessment based upon access, parking and amenity requirements together with site location in conservation area, trees and capacity of restricted access
- Capacity of site about 10 flatted units

## **Suitability**

- Site in residential area with good pedestrian linkage back to city centre
- Backland site surrounded by existing buildings – amenity of surrounded buildings needs to be respected
- Existing trees need to be safeguarded
- Low profile new development would be an enhancement to the area
- Access onto adjoining street has limited scope for improvement

## **Highways**

- Access: onto Powlett Road considered to be marginally sub-standard but having regard to current use of the site, there will be little difference in traffic movements to warrant an objection. Good pedestrian facilities to surrounding services.
- Local Impact: No local capacity issues.
- Wider Impact: Transport Statement required to identify walking, cycling and public transport infrastructure, and to identify any improvements required.
- Parking: Pre-app enquiry for 8 dwellings accepted principle of 1.5 car parking spaces per unit. Access to parking permits on adjacent streets would be restricted. The principle of 14 units had also been previously accepted through Pre-App enquiry (07/00006/PADEV). This site is not expected to have a significant strategic impact on the transport system.
- S106: A connection to the private footpath through Henrietta Court, as a right of way, should be explored in order to provide a valuable pedestrian link from the site to Bathwick Street to access public transport links and local services.

## **Availability**



- Council ownership
- Existing pre-school in active use – difficult to see that use could be relocated in short term
- Redevelopment would mean loss of important community facility. LP Policy CF.1 applicable.
- Availability questionable in short term

**Achievability**

- Unlikely to be deliverable in 5 years. Potentially developable within 10-15 years

**Actions to overcome constraints**

- Tree survey
- Highway impact assessment

## **Area and Description**

- 960 sq.m
- The site is the former ATS car exhaust and tyre fitting garage fronting on to the north side of the London Road opposite the access to the Morrison's supermarket.
- The site is an 'L' shaped plot measuring 55m by 35m maximum, the site having a frontage of 13m onto the London Road from which it extends northwards, and the site is presently occupied by a series of single-storey industrial buildings of poor appearance which date from the former use.
- The site is served by Piccadilly, a short cul-de-sac which is a public highway leading northwards from the London Road, and which does not form part of the application site.
- The London Road frontage abuts Hanover Place, a short terrace of houses which are listed Grade II. The west side boundary of the site faces the rear boundaries of houses in Brunswick Street, while the east boundary faces Piccadilly House, a modern three storey office building. The north boundary abuts the gardens of houses in Brunswick
- Street.

## **Housing Potential**

- Planning permission granted in August 2010 for 11 apartments as three and two storey mews development with turning head after demolition of commercial properties, (09/04931/FUL).

## **Suitability**

- Yes - as evidenced by planning permission

## **Availability & Achievability**

- Completed 2012/13

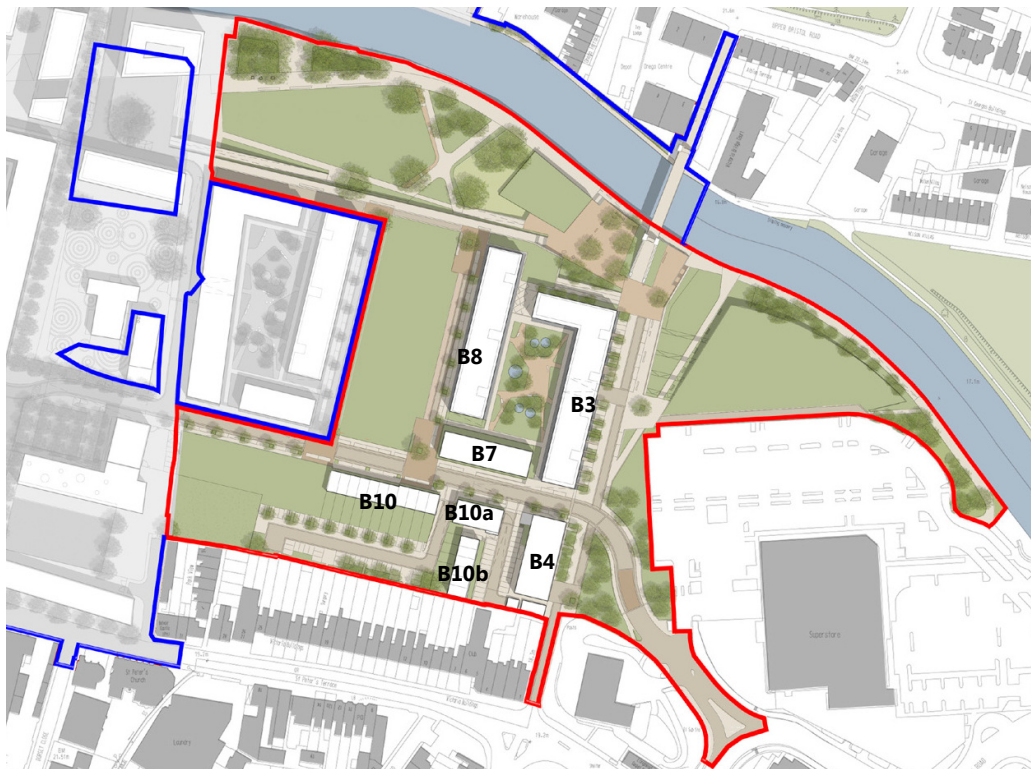
# BATH WESTERN RIVERSIDE PHASE 1A WES 1a

## Area

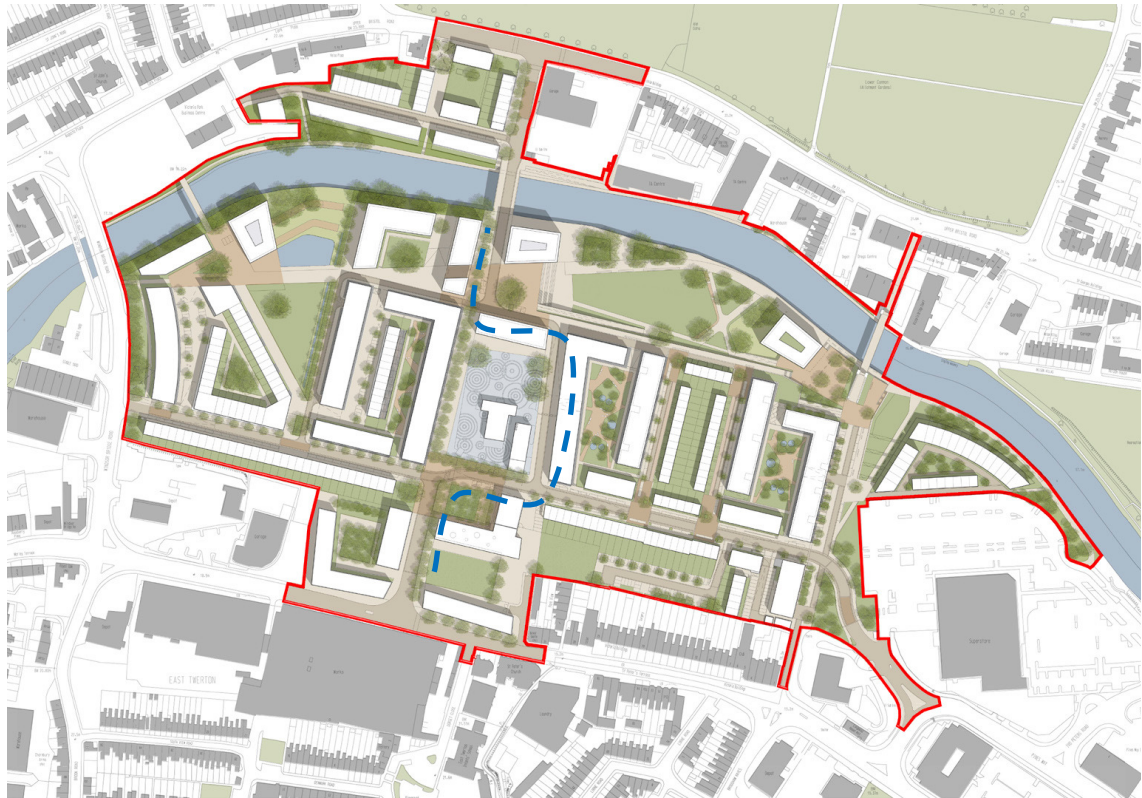
- 5.5ha

## Planning Status

- In December 2010 planning permission was granted for 299 residential homes and apartments (Class C3) shops (Class A1) construction of roads, footways and cycleways, associated infrastructure and facilities, accommodation works and landscaping (ref 06/04013/EFUL). The area affected is shown below.



- The parameters for 06/04013/EFU are set by 06/01733/EOUT.
- This outline planning permission covers WES1a, WES 1b and WES 1c. This permits a new residential quarter including: up to 2281 residential homes and apartments (Class C3); up to 675 student bedrooms (Class C3); a single form entry primary school (Class D1); a range of shops, restaurants and other local facilities (up to 6,335 m<sup>2</sup>); Community uses, including a GP surgery and a community hall (up to 2,385 m<sup>2</sup>); reservation of route for Bus Rapid Transit (BRT); a new vehicular bridge across the River Avon, in place of the Destructor Bridge (Midland Road); a new pedestrian bridge across the River Avon; enhanced pedestrian facilities and a network of new paths and cycleways across the site; a new riverside park; off-street parking for the residents of Victoria Buildings



### Housing potential

Permitted Housing Mix re 06/01013/EFUL

	Total Units		Private Housing Mix						Affordable Housing Mix			
	Priv	Aff	Stu	1b	2b	3b	4b	3&4b house	1b	2b	3b	2&3b house
<b>B3</b>	79	36	9	33	33	4			24	12		
<b>B4</b>		33							23	10		
<b>B7</b>	16	16		8	8				8	8		
<b>B8</b>	72	21	8	32	26	4	2		10	11		
<b>B10</b>	11							11				
<b>B10A</b>		9							1	8		
<b>B10B</b>		6										6
<b>Total</b>	<b>178</b>	<b>121</b>	<b>17</b>	<b>73</b>	<b>67</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>66</b>	<b>49</b>		<b>6</b>

- In addition to 299 homes already permitted under 06/04013/EFUL for Wes 1a, the outline planning application indicates that the phase 1A area has the capacity for a further xx dwellings
- 25 of these additional dwellings will be townhouses on the eastern spur of the site. A pre-application enquiry has been made in respect of a planning application of these units
- The riverside block (building B5) is likely to yield x apartments.
- The remainder of Phase 1 A

**Availability**

- Crest Nicholson is in control of all the land within Wes1a

**Achievability**

- Construction began on site in December 2010. 5 year deliverable supply is 299 + 25 + 40 + B5
- Remainder of the site is developable by 2026.

**Actions to overcome constraints**

- Relocation of civic waste facility to enable development of northern bank.
- HCA funding secured.

# BATH WESTERN RIVERSIDE LATER PHASES

## WES 1b and c

### **Area**

- 9.64ha comprising Waste Depot north of the river Avon (1.14ha) and the area surrounding the gasholders (8.5ha).

### **Planning Status**

- In December 20120 outline planning permission (covering WES1a, WES 1b and WES 1c) was granted (06/01733/EOUT) .This permits a new residential quarter including: upto 2281 residential homes and apartments (Class C3); up to 675 student bedrooms (Class C3) ; a single form entry primary school (Class D1); a range of shops, restaurants and other local facilities (up to 6,335 m2); Community uses, including a GP surgery and a community hall (up to 2,385 m2); reservation of route for Bus Rapid Transit (BRT); a new vehicular bridge across the River Avon, in place of the Destructor Bridge (Midland Road); a new pedestrian bridge across the River Avon; enhanced pedestrian facilities and a network of new paths and cycleways across the site; a new riverside park; off-street parking for the residents of Victoria Buildings.
- In December 2010 planning permission was granted for 299 residential homes and apartments (Class C3) shops (Class A1) construction of roads, footways and cycleways, associated infrastructure and facilities, accommodation works and landscaping (ref 06/04013/EFUL).

### **Housing potential**

- After allowing for 06/040/EFUL and the reaming capacity for this area associated with buildings , the residual for the outline planning area is xxx

### **Availability**

- Crest Nicholson is in control of all the land within Wes 1a and the remaining land between there and Midland Road. It also controls the buildings associated with the water pumping station. Wales and West own the gasholder land, the Council owns the Waste depot. The Fuller Buiding and garages/depot on the Lower Bristol Road are in separate ownerships.

### **Achievability**

- Not currently within 5 year land supply.
- Remainder the site is thought developable during plan period subject to the overcoming of constraints.

## **Actions to overcome constraints**

### Removal of Gasholders:

- Wales & West Utilities have established the feasibility of relocating the gasometers and associated high pressure gas infrastructure to regenerate the W&W site, having explored a number of technical options. A preferred option for new pipelines to compensate for storage capacity losses associated with the clearance of the existing Bath Site is;
  - A 7km pipeline corridor from Corston Field AGI to Combe Hay along the existing pipeline route.
  - A 1.5km pipeline corridor from Kingston St Mary PRI and Edgeborough Farm along the existing route together with acquisition of additional land to house a new pig trap installation.
- Risks associated with engineering, planning and easement/land ownership are considered manageable and detailed routing proposals have been prepared and costed. The actual pipeline works are estimated to take 40weeks, with a lead in time of approximately 60 weeks to facilitate third party land negotiations/ easements, site and EIA surveys, approvals and detailed design/ tender. Based upon these assumptions the Gas holder could be decommissioned by mid 2014.
- The overall cost, including £550k of related land compensation and easement costs will be circa £11.5m. This provides for the decommissioning of the system and the abandonment of related storage licences to remove any HSE related restriction on development in and around the site. Of the £11.5M estimated costs the Council and its partners can realise funds of £6M. Public funding of £5.5M from a combination of sources (RIF/Regional Growth/HCA/potential Sec106) is being sought to fund the removal and remediation works.
- A Corporate Agreement provides the contractual mechanism to fund the investment in infrastructure on the unsecured land with proportional contributions from land owners within the HSE 'exclusion zone' alongside funds from the Council, Crest and HCA. As development is brought forward on the Bath Press, BWR ( East ) and Stable Yard sites section 106/CIL income can be used to make good the public sector "pump-priming" financial contributions.
- A further barrier is the relocation of civic waste facility to enable development of northern bank.

**Area and Description**

- 2.15ha (including neighbouring Hi-Q tyre dealership).
- The site is located on the south side of the Lower Bristol road to the south west of Bath city centre.
- The site is predominantly occupied by a series of industrial buildings that were built and used by the Bath Press. This business closed in 2007 and since this time the site has remained vacant.
- The site fronts onto the Lower Bristol Road and is bounded by Brook Road to the west and Dorset Close to the east. While this part of the Lower Bristol Road has a predominantly commercial character including light industrial premises, car showrooms and general storage, other nearby uses include a converted church and school to the east and residential properties to the south and west.
- The site is occupied by a series of brick, block and stone industrial buildings of predominately two-story scale. These have a utilitarian appearance, with limited architectural merit. The exception to this is a large section of the Lower Bristol Road frontage, which contains a continuous façade, erected in sections between 1913 and 1929. another notable feature of the current site is a brick built chimney, located half way along the Lower Bristol Road frontage and visible from number of vantage points in the immediate vicinity.
- Internally the majority of the site is on one level, effectively providing large-scale industrial and warehouse space, with a partial basement below. At the eastern end of the site there is some limited accommodation at first floor level. An external yard is located in the south west corner of the site, which also provides vehicular access to Brook Road to the west. Directly south of the yard is an area of car parking, which is used by the adjacent residents within South View Road.
- The Hi-Q dealership is located directly west of the former Bath Press, on a prominent corner of Brook Road. The main building is set back from the road and comprises a series of undistinguished industrial sheds of both single and two-story scale.
- There is a row of mature trees and shrubs along parts of the northern boundary, fronting the Lower Bristol road. Further vegetation also exists around the Hi-Q building and along the western boundary of the site fronting Brook Road.
- The Bath Press business enjoyed a longstanding association with the City of Bath dating back to the construction of the first Pitman and Sons factory on the site in 1889. As the business grew, the factory was extended on a number of occasion's between 1901 and 1942. Two further significant extensions were carried out in 1960 and 1973.



- The main façade of the factory fronting the Lower Bristol Road was built in four phases and enjoys a simple Art Deco influenced classical style. The earliest part of this façade dating from 1913 is the four bays located furthest to the west. The next is the adjacent 11 bays, which include a central bay and entrance dating from 1919. The penultimate extension consists of nine bays with a central doorway dating from 1925-26 and the last extension dates from 1929 and comprises the easternmost bays. These incremental extensions have resulted in a complete façade that is now 32 bays long.
- Facade along the Lower Bristol Road has a strong resonance in the local community. The Bath press makes a significant contribution to the character of the local area in which it stands, and to the understanding of the C19 and C20 industrial and social history of Bath.
- In 2007 English Heritage undertook a survey of the building in order to assess its potential for listing. After analysing the significance and history of the building the report concluded that the building should not be listed.
- Nos 17-29 Denmark Road, a terrace of early C19 houses to the rear are listed grade II.

### **Housing Potential**

- The estimated housing potential is between 160-190 dwellings at 75-90 dph.
- The Bath Press site is closely related to BWR and the city centre implying the potential for a high density redevelopment.
- However, the frontage of the site presents a special design challenge which may restrict the floorspace that could come forward on this site.
- Further detailed design work is needed to refine the housing potential of this site.
- The site is suitable of uses i.e. housing and workspace and is located reasonable close to Oldfield park station
- To allow for a mixed-use development the SHLAA estimate is 100.

### **Suitability**

- The site lies within the City of Bath World Heritage Site but is not within the conservation area.
- Only the northern edge falls within FZ2 but not issue. Not affected by climate change.

### **Highways**

- As per Councils position in relation planning application

### **Availability**

- Site purchased by St. James Investments in May 2008
- Public consultation held by site owners in November 2008 and February 2009.
- Retail -led mixed use planning application submitted in June 2011 for redevelopment comprising 6,300sqm of retail (Class A1), 4,580 sqm of creative work space (Class B1), 2,610 sqm of offices (Class B1), 220 sqm of community space (Class D1/D2), 10 residential houses, car park, landscape and access (including realignment of Brook Road). Non-determination. Appeal withdrawn.
- Resubmission on 5<sup>th</sup> May 2012. Refused. Appeal Lodged

## **Achievability**

- Development possible within the next 5 years subject to planning approval.

## Area and Description

- 1.0ha
- The site is between Brook Road to the east and Bellots Road to the west. Access is currently available from both roads.
- There are two large warehouse buildings with associated parking and service areas and towards the southern end is a range of well established commercial buildings.
- To the east, west and north are residential properties whilst to the south is the railway line. There is open space to the south-west. Some of the residential properties on Bellots Road have no gardens whereas those nearest the railway have very long gardens.
- The site is relatively level.

## Housing Potential

The site is one where housing is the likely option although mixed use might be appropriate.

- The assessment is based on the requirement for access and parking.
- The height of the buildings will be required to respect the character of the development in the locality.
- The suburban location would suggest a density of between 35- 70dph.
- The housing potential is 60 @ 60dph.
- There may be some prospect of bring in some of the rear gardens on Bellots Road into the fold. This might not significantly increase the capacity of the site but it may increase the options in respect of urban design and layout.

## Suitability

- The site has good public transport links to the city centre and is close to the Moorland Road district centre.
- The site is within a well established residential area.

## Highways

- Access: Opportunities exist to access the site from Bellotts Road, only very limited possibility from Brook Road – a combination of both may be likely. The access and on-site roads of adoptable standard are required.
- Local impact: A Transport Assessment is likely to be required to consider the impact on local roads. Peak hour congestion occurs on Bellotts Road, on its approach to Lower Bristol Road - increased flows in this should not result from development. The T.A. should include an assessment of local travel infrastructure - bus services, ped/cycle routes etc

- Wider Impact: Transport Statement required. Minimal impact expected individually but will contribute to cumulative effect of the Western Riverside re-development. Close to a number of significant sites.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location. However this cannot lead to vehicles displaced on-street
- S106: Resident's Welcome Packs recommended. Works/contributions resulting from conclusions of Travel Statement.

### **Availability**

- The site status of the ownership is unknown but issues relating to any closure /viability of the existing business and/or the availability of a relocation site will impact on the timescales for availability.

### **Achievability**

- In view of the current use of the site there might be some contamination of the land.
- Works required both on and off site to achieve an acceptable access arrangement.
- Costs of demolishing the building.
- Unlikely within in the next five years. Potentially developable within 10-15 years but site does not form part of the identified supply for the Core Strategy period due to current uncertainty in relation to availability.

### **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works
- A traffic impact assessment.

## Area and Description

- 1.35ha
- The site is located 1.5 kilometres to the west of the city centre.
- The site is immediately south of the river to the west of Windsor Bridge Road. The southern boundary fronts onto the Lower Bristol Road.
- The site has a range of commercial buildings of various sizes (totalling 5,500 sqm) together with associated parking and service areas. There are three access points from Windsor Bridge Road and one from the Lower Bristol Road. To the east of the site is the Western Riverside redevelopment area, to the west is a commercial use and to the south are residential properties and a public house.
- There are a number of mature trees along the northern boundary adjacent to the river.
- The site is relatively level, although it drops down to the river along the northern boundary.

## Housing Potential

- The site is bisected by a sustainable transport route (approx 0.12ha).
- Land either side of the BRT route totals 1.32ha
- The housing potential is 132 at 100 dph.
- This equates to a net residential floor space of 9,240 sqm (average unit size of 70 sqm) and a gross floorspace of 13,200 sqm.
- Allowing for a commercially led mixed use environment in this area (potentially in conjunction with WES 6), the housing potential is reduced by half to 65 units.

## Suitability

- The site is bisected by a sustainable transport route (approx 0.12ha).
- BWR Masterplan indicates a building height of between 4-6 storeys.
- Development currently subject to LP Policy GDS.1/B12 and ET.3.
- Draft Core Strategy more permissive in terms of loss of industrial space but seeks to maintain an economic development emphasis for the area.
- The site is adjacent to the river and is within Flood Zone 2 and partly within 3a.

## Highways

- Access: Possible upgrading of Roseberry Court junction required - must incorporate connection to proposed Two Tunnels Cyclepath. The development must respect GBBN road alignment/widening (bus lane), the Lower Bristol Road Improvement Line, and the line of the proposed BRT, including its proposed signalised junction on Windsor Bridge Road.
- Local Impact: must be considered by a Transport Assessment. Must link to existing and proposed cyclepaths, e.g. alongside BRT route and Two Tunnels, and make provision for associated crossing demand of Lower Bristol Road and Windsor Bridge Road, as necessary.
- Wider Impact: Transport Assessment required. Some impact expected individually but will contribute to cumulative effect of the Western Riverside re-development. Must also consider and mitigate effect on Lower Bristol Road AQMA. Close to a number of significant sites. Recommended junction assessment of A36 / A3064 (Windsor Bridge junction) and further afield, as necessary.

- Parking: Good accessibility, reduced parking standards should be applied. Development will benefit from step change in public transport arising from Bath Transport Package and GBBN. Must not give rise to increased parking demand on surrounding streets.
- S106: A Travel Plan & Residents Welcome Packs should be provided. Possible contribution to mitigation measures such as junction improvement and introduction of controlled parking scheme in neighbouring area. Must provide linkage, including crossing facilities, to proposed Two Tunnels Cyclepath and provided pedestrian/cycle linkage between proposed BRT route and riverside path to west of site as part of aim to provide a continuous route from Fieldings Lane, across intervening sites, to the proposed cycleway alongside BRT route.

#### **Availability**

- The site is in single ownership but the difficult issues relating to the closure /viability of the existing businesses and/or the availability of relocation will impact on the timescales of availability.

#### **Achievability**

- Potential to be developable within in the next 10 years. Site does not form part of 5 year housing supply.

#### **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- Archaeological investigations
- A comprehensive Flood Risk Assessment including a sequential test and any consequential remedial works.

## Area and Description

- 0.6ha
- The site is located 1.5 kilometres to the west of the city centre.
- The site is on the north side of the Lower Bristol Road opposite the junction with Bellots Road. Immediately to the north is the river, to the west is a site for student housing and to the east are a range of buildings in different commercial uses.
- The site has a range of commercial buildings and associated parking and service areas. The site shares an access onto the Lower Bristol Road with the commercial development to the east.
- There are a number of mature trees along the northern boundary adjacent to the river.
- The site is relatively level, although it drops down to the river along the northern boundary.

## Housing Potential

- The height of the buildings will be required to respect the character of the development opposite (2 storey terraces in south side of Lower Bristol Road) and adjacent development (4 storey student accommodation blocks)
- The housing potential is 60 at 100 dph.
- This equates to a net residential floor space of 4,200 sqm (average unit size of 70 sqm) and a gross floorspace of 5,300 sqm.
- Allowing for a mixed use environment in this area (potentially in conjunction with WES 5), the housing potential is reduced by half to 30 units.

## Suitability

- The site has good public transport links to the city centre and is close to the Western Riverside redevelopment area.
- The site is adjacent to residential development on its west side.
- Development currently subject to LP Policy GDS.1/B12 and ET.3.
- Draft Core Strategy more permissive in terms of loss of industrial space but seeks to maintain an economic development function for the area.
- The site is adjacent to the river and is within Flood Zone 2 and partly within 3a.

## Highways

- Access: Preferred vehicular access is from Roseberry Road to the east. The existing junction with Lower Bristol Road may require upgrading (see 'Local Impact' below). The development must respect GBBN road realignment/widening (bus lane). The access and on-site roads of adoptable standard are required.
- Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. Any increased use of the Roseberry Road junction may require upgraded access (i.e. right-turn lane, roundabout) due to the need to avoid obstruction on the Lower Br. Rd and the subsequent impact on the Windsor Br. Rd signals. The T.A. should include an assessment of local travel infrastructure - bus services, ped/cycle routes including links to riverside ped/cycleway, 'Two-Tunnels' scheme etc GBBN bus route runs along entire frontage - any land required for the carriageway widening will be needed to be dedicated as public highway.

- Wider Impact: A Transport Statement should be produced. Small impact expected individually but will contribute to cumulative effect of the Western Riverside re-development. Close to a number of significant sites. T.A. will consider impact on Windsor Bridge junction, and further afield as necessary. Consideration to be given to cumulative impact of all development in this area.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Cycle parking required.

#### **Availability**

- The site is in single ownership but the difficult issues relating to the closure /viability of the existing business and/or the availability of a relocation site will impact on the timescales for availability.

#### **Achievability**

- Unlikely within the next 5 years. Developable within 10.

#### **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- Archaeological investigations.
- A Flood Risk Assessment, including a sequential test and any consequential remedial works.



**Area and Description**

- 0.19ha
- Situated on the northern side of the Lower Bristol Road with the River Avon running along the northern site boundary. The site is 2km west of Bath City Centre and is adjacent to and shares an access with the Waterside Court student accommodation block. It is located in the valley bottom and is clearly visible from various points around the city and surrounding hillsides.
- The area comprises a predominately urban industrial setting with the Herman Miller building located to the west of the site (Wes 9) and further factory and works on the northern bank of the Avon which runs along the back of the site.
- The residential area of Twerton abuts the Lower Bristol Road on its southern side. Residential properties along Argyle and Vernon Terrace are set approx 2 metres above the road level and overlook the site.

**Housing Potential**

- Planning permission granted construction of office building (3,630 gross sqm) with associated car parking and landscaping. Ref: 05/03019/FUL. This has lapsed.
- Theoretically the previously permitted floor space could convert to 2,900 net residential sqm and about 40 dwellings at an average unit size of 70 sqm.
- Variation of application for residential use would be subject to Policies ET.3 and GDS.1/B12.
- Site now linked to Wes 9 (in respect of car parking for proposed retail use).
- Effective capacity is nil.

**Suitability**

- Site has consent for office use and enabling works are underway.
- Redevelopment for residential use subject to LP Policies GDS.1/B12 and ET.3
- Small part of the site within Flood Zone 2.

**Highways**

- Site has consent for office use and enabling works are underway.

**Availability**

- Not available. Site has planning permission for 3,630 sqm of B1 office space.

**Achievability**

- Enabling works for office scheme underway

**Actions to overcome constraints**

- N/

## Area and Description

- 1.0ha
- The site is located to the west of the city centre and is accessed via Fieldings Road and from Lower Bristol Road. It extends an area of approximately 1 hectare and houses in the northern part of the site a tarmac surface car parking and the Herman Miller building which is a Grade II listed building.
- This building dominates the site being a height of 5 meters (to ridge height), a length of approximately 105 metres (running along the frontage of the Lower Bristol Road) and approximately 44 metres deep. The building is boarded up and currently vacant.

The site is not enclosed bar some fencing along the eastern end which forms part of land east of the site.

Immediately beyond the southern boundary is Lower Bristol Road (LBR) which is a main transport thoroughfare into the City. Opposite the site running the whole southern length LBR facing the site is housing of varying types. Immediately north of the site is the River Avon. West of the site is Fieldings Road which houses a public house this is located at the junction of the road and Lower Bristol Road. The side elevation of the Polmaco building dominates built form along Fieldings Road.

- Further west is the Weston Lock Retail area. To east is an electricity sub station housed on large expanse of land which is bounded by fencing. East of this area is Waterside Court (Wes 10).

## Housing Potential

- Planning application for change of use from change of use from B2 to A1 foodstore and three A1 bulky goods use units. Pending Decision. (10/04926/FUL).

## Suitability

- Industrial building is Grade II listed and does not lend itself to residential conversion.
- Flood Risk partly FZ2

## Availability

- Site is not available for residential development

## Achievability

- N/A

## Actions to overcome constraints

- N/A

## Area and Description

- 0.26ha
- The site is located 1.9 kilometres to the west of the city centre.
- The site is to the east of the rear gardens of the properties which front onto the east side of Lansdown View opposite its junction with Albany Road.
- Immediately to the north of the site is the railway line, to the south are residential properties and to the east is open land some of which appears to be used as allotments.
- The site is currently open and overgrown with little evidence of cultivation or allotment use.
- Access to the site is via a track from Lansdown View and this also serves garages associated with the properties in King George Road to the south.
- The land slopes down from south to north.

## Housing Potential

- The assessment is based on the requirement for access and parking together with the constraints on development based on the topography and character of the area.
- This is a suburban site which suggests a density of 35-70dph with a net developable area of 100%.
- There is the potential to achieve a more comprehensive development in connection with the land to the east
- The capacity based on a density towards the lower end of the range is 10 @ 40dph.
- An outline application (04/03382/OUT) for residential development on land rear of Lansdown View and highway access following demolition of No. 10 Lansdown View was refused in March 2005

### Extract from BANES LP Inspectors Report: Obj Ref 3235/B2

- This site is within the urban area; it is not in any beneficial use and makes no significant contribution to townscape or the character of the area. It is said to be former allotment land and therefore the Council should consider whether it is required for reinstatement to allotment use. Otherwise it could be considered for residential development.
- The Council should consider any need for the reinstatement of the site to allotment use; if not required then consideration be given to development of the site for housing.

## Suitability

- The site has good public transport links to the city centre and is within reasonable distance of two local centres.
- The site is immediately adjacent to residential development.
- Site adjacent to the railway line – noise.
- Highways constraints. 10 Lansdown View would need to be demolished to achieve a suitable access.
- The site is in Westmoreland ward where there is just one existing allotment site (adjoining the site under consideration) measuring 0.25ha. The population of Westmoreland (2001 census) is 5,250 which equates to a need for 1.44ha of allotments when using a quantity standard of 2.75sqm / person. There is therefore a currently undersupply in the ward of 1.19ha.
- Looking at the adjoining wards (south of the river) of Widcombe, Oldfield, Southdown and Twerton there is a mixture of under and over supply. Taking the five wards together there is an undersupply of 2.6ha. Of the

allotments sites in these adjoining wards there is only one that is within 600m walking distance of Westmoreland. The Lansdown View site at 0.26ha could accommodate 17 allotment plots.

- Housing growth in Bath will generate a significant additional requirement for allotments.
- Site suitable subject to replacement land being made available for 17 plots (potentially on recreation ground to south).

#### **Availability**

- The site appears to be in single ownership but the difficult issues relating to the access will impact on the timescales for availability.

#### **Achievability**

- Not within next 5 years. Potentially within 10-15 years.
- Site does not form part of Core Strategy identified supply

#### **Actions to overcome constraints**

- A traffic Impact assessment.
- Investigation into the previous use and consideration of any legal issues.
- Appropriate design to minimise impact on residential properties and impact from the railway line.

## **Area and Description**

- 0.34
- The site is located at the junction of Dartmouth Avenue and Victoria Close in Oldfield Park and sits within a predominantly residential area. The main access and exit gates are located along Dartmouth Avenue. There is a small loading bay outside the perimeter of the site, which is no longer used and now acts as a parking area for small vans.
- The perimeter boundary is marked along the north elevation by a chain link fence, which abuts Liner Way Park. The fence continues to the west bounding a recreation ground.
- The forecourt area serving the site is laid to tarmac for parking and access. Retaining walls have been constructed to accommodate the gradient of the site.

## **Housing Potential**

- Indicative potential of about 15 dwellings.
- Further detailed assessment needed.

## **Suitability**

- Redevelopment for housing subject to LP Policy ET.3

## **Availability**

- Unknown.

## **Achievability**

- Not within net 5 years. Perhaps within 10, subject to confirmation of availability. Site does not form part of identified supply for Core Strategy period.

## **Actions to overcome constraints**

- To be identified

## Area and Description

- 0.44ha
- The site is located 2.0 kilometres to the south west of the city centre.
- The site is on the north side of Lymore Avenue, but also bounds the east side of Lymore Gardens. There are residential properties to the north, east, south and west although there is an area of open space a small distance to the north.
- The site has a range of well established and commercial buildings and associated parking and service areas. The site has an access onto Lymore Avenue although there appears to be some direct access to the buildings from Lymore Gardens.
- The site is relatively level.

## Housing Potential

- The assessment is based on the requirement for access and parking and the height of the buildings will respecting local character
- The suburban location would suggest a density of between 35-70dph.
- The capacity based on the above is 22 @ 50dph.

## Suitability

- The site has good public transport links to the City Centre and is close to the Moorland Road District Centre.
- The site is within a well established residential area.
- The capacity of the local highway network is a potential constraint.
- Redevelopment for housing potentially suitable subject to LP Policy ET.3

## Availability

- The site appears to be in single ownership but the difficult issues relating to the closure /viability of the existing business and/or the availability of a relocation site will impact on the timescales for availability.

## Achievability

- Not deliverable within the next five years. Potentially developable within the next 10-15 but does not form part of identifiable supply for Core Strategy period.

## Actions to overcome constraints

- An investigation into any contamination and consequential remedial works
- A traffic impact assessment

## Area and Description

- 1.35ha
- The site is located in the North West of Bath, 3.2km from the city centre.
- The main High Street for Weston is located 150m to the north of the site and is easily accessible by foot along existing pedestrian links.
- The site is situated on the edge of an existing well defined residential area and is bounded on three sides by existing development and is bounded to the south by open parkland.
- The site slopes from north to south with dwellings set back from the road on a uniform build line. There is stepped access to dwellings on both sides of the road to make allowance for the topography of the land.
- The site comprises of a linear development of PRC Cornish style dwellings that are laid out in a regular linear pattern either side of the existing road. The dwellings are on the whole uniform in appearance being clad in pre cast concrete planks under brown tiled mansard roofs.
- Where dwellings have been purchased by their respective owners they have invariably been clad in bathstone or render but the roof tile colour has remained the same which serves to maintain the visual continuity of the site.
- There are a number of exiting trees along the road frontage and in the area to the rear of the site that was formerly occupied by garages.
- The site is made up a number of parcels of land where those dwellings still owned and maintained by Somer. All of these parcels are situated either side of the existing carriageway and therefore the access to the can be achieved from the existing highway network from Penn Hill Road in the west to Dean Hill in the east.

## Housing Potential

- Planning permission granted in August 2010 for regeneration and redevelopment of existing PRC dwellings at Southlands, Weston, Bath to provide 78 dwellings following the demolition of 50 existing dwellings (09/04259/FUL).

## Suitability

- Yes - as evidenced by planning permission

## Availability

- Properties managed by Curo

## Achievability

- Demolition complete during 2010/11. Delivery during 2011/12 and 2012/13.

## Area and Description

- 0.41ha
- The site is located 1.0 km to the south west of the city centre.
- The site is on the south side of the Lower Bristol Road a small distance east of its junction with Dorset Close. There are well established residential properties to the east and south whilst to the west there are a number of recently converted three storey buildings in residential use. Opposite the site is a terrace of residential properties, although some are in commercial use.
- The site has a range of well established and commercial buildings and associated parking and service areas. The site currently has two points of access onto the Lower Bristol Road.
- The site is relatively level.

## Housing Potential

- The assessment is based on the requirement for access and parking and the height of the buildings respecting the character of development in the locality.
- The potential based on the above is 33 @ 80dph.

## Suitability

- The site has good public transport links to the City Centre and is close to the Lower Bristol Road Local Centre and the Western Riverside redevelopment area.
- The site is within a well established residential area.
- Site frontage falls within Flood Zone 2

## Availability

- The site appears to be in single ownership but the difficult issues relating to the closure /viability of the existing business and/or the availability of a relocation site will impact on the timescales for availability.

## Achievability

- Unlikely to be delivered in the next five years. Potentially developable within 10-15 but does not form part of identifiable supply for Core Strategy period for reasons of availability.

## Actions to overcome constraints

- An investigation into any contamination and consequential remedial works.
- Flood Risk Assessment



# BROUGHAM HAYES TRANSPORT DEPOT WID 2

## **Area and Description**

- 0.13ha
- The site occupies a corner location with frontages onto both Brougham Hayes and the Lower Bristol Road. The site is partially located within flood zone 2 and is opposite a terrace of grade II listed properties.
- The existing vacant building is now semi-derelict and was formerly used by the Council as a transport depot.

## **Housing Potential**

- Planning permission was renewed in March 2012 for new offices and associated works following demolition of the former depot building. Ref 11/05383/REN
- Permission was refused for an alternative 98 bed hotel in April 2012. Appeal dismissed.
- Theoretically this site could yield about 25- 30 dwellings if the consented office building was converted to residential apartments.
- Site is suitable for office/residential

## **Suitability**

- Flood Zone 2

## **Availability**

- Confirmed

## **Achievability**

- Office consent unlikely to be implemented in near future.

## **Area and Description**

- 0.18ha
- The site is located 0.75 kilometres to the south-west of the City Centre.
- The site is on the west side of Westmoreland Drive a little way south of its junction with the Lower Bristol Road. There are well established two storey residential properties to the east, north and south whilst to the west is a cemetery.
- The site has one well established commercial building at the southern end, whilst the rest of the site is an open parking and servicing area. The site has an access onto Westmoreland Drive.
- The site is level.

## **Housing Potential**

- The assessment is based on the requirements for access and parking and the height of buildings respecting the local character.
- The potential based on the above, is 15 @ 70dph.
- The would in effect re-establish the terrace of Sydenham Buildings

## **Suitability**

- The site is in walking distance of the City Centre
- The site is within a well established residential area.
- Potentially suitable for housing subject to Policy ET.3

## **Availability**

- The site appears to be in single ownership and largely unused.

## **Achievability**

- Unlikely to be delivered in the next five years. Potentially developable within 10-15 but does not form part of identifiable supply for Core Strategy period for reasons of availability.

## **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- Establishment of extent of current use and availability

## **Area and Description**

- 0.11ha
- The site is located 0.75 kilometres to the south-west of the city centre.
- The site is on the west side of Westmoreland Street, a little way south of its junction with the Lower Bristol Road. There are well established two storey residential properties to the west, north and south whilst to the east there are buildings in commercial use.
- The site has one reasonably modern two/three storey office block and associated parking and service areas.
- The site is level and has access onto Westmoreland Street.

## **Housing Potential**

- The assessment is based on the requirements for access and parking together with the constraints on development based on the character of the area.
- The capacity based on the above based on 100% coverage is about 10 @ 90dph.
- This would in effect re-establish the terrace of Westmoreland Street

## **Suitability**

- The site is in walking distance of the city centre
- The site is within a mixed residential and commercial area.

## **Availability**

- The site appears to be in single ownership and is currently in use.

## **Achievability**

- Unlikely to be delivered in the next five years. Potentially developable within 10-15 but does not form part of identifiable supply for Core Strategy period for reasons of availability.

## **Actions to overcome constraints**

- The relocation/closure of existing uses

## Area and Description

- Wid 5 is 0.18 ha and Wid 6 is 0.56ha
- The site is located 0.75 kilometres to the south-west of the City Centre.
- The site as a whole is immediately to the south of the properties which front onto the south side of the Lower Bristol Road. To the south of the site is the railway line and to the south west is a terrace of two storey residential properties with private gardens and a shared parking area.
- The site has a range of old and modern buildings of various sizes and commercial uses including a garage, bakery, butchers and car repair centre. Some of which are “bad neighbours” in respect of housing.
- The site is level and there are a number of different access points from Cheltenham Street.

## Housing Potential

- The assessment is based on the requirement for access and parking, together with the constraints on development based on the character of the area (two storey dwellings on the northern boundary), the railway line to the south and to the highway network in the locality.
- A planning application (12/01058/FUL) has been received for the redevelopment of 26-45 Cheltenham Street (Newark House) for 14 dwellings. The site area is 0.18ha resulting in a density of about 70dph.
- This density applied to Wid 6 would generate a further 40 dwellings

## Suitability

- The site is within a mixed use area and is in employment use
- Railway to the south - noise.
- Redevelopment for housing poetically suitable subject to assessment against LP Policy ET.3
- Anything other than a fully comprehensive development could result in short term bad neighbour issues.

## Availability

- The site appears to be in multiple ownership and most of it is currently in use. This will create significant difficulty in achieving availability in the short term. There is the added difficulty of the relocation of the “bad neighbour “ uses which require a specific type of site

## Achievability

- 14 dwellings potentially likely to be delivered delivered in the next five years. Potentially a further 40 dwellings developable within 10-15 years but this later capacity does not form part of identifiable supply for Core Strategy period for reasons of availability.

## Actions to overcome constraints

- An investigation into any contamination and consequential remedial works.
- A traffic impact assessment.
- An investigation into combining all the parts of the site to achieve a comprehensive development.
- Establish availability of future premises for displaced occupiers.

# TRAVIS PERKINS AND RENAULT GARAGE

## WID 8 & 9

### **Area and Description**

- 1.10ha
- Site is currently occupied by Travis Perkins (2,500 m<sup>2</sup> on 0.7ha) and a Renault garage (2,200 m<sup>2</sup> on 0.4ha)

### **Housing Potential**

- River corridor redevelopment opportunity.
- At present the site is fragmented, inaccessible and offers few views from the Lower Bristol Road to the river and city beyond. It is at the transition between the scale of city centre uses and the domestic scale influences to the south. More residential influences in this area compared to Wid 10 and 11, both along the Lower Bristol road and across the river at Green Park. Arriving at a satisfactory scale of development needs to be built around a clear vision for the future status and role of the site/area as much as form its immediate context.
- The creation of visual connections between Lower Bristol Road and the city should be a key factor in the design solution for this area. In addition development addressing Midland Bridge Road is at a key gateway into the city centre. It should be considered in concepts for this site.
- Development should respect the scale of the surrounding context , e.g. Green park and neighbouring residential terraces and must not block views south east to Beechen Cliff.
- Development on this site offers the opportunity to provide public access to the riverside.
- Estimated capacity of about 15,000 m<sup>2</sup> (x0.8 = 12,000)
- This equates to 150+ units at an average unit size of 70 sqm

### **Suitability**

- Not within Bath conservation Area
- Site lies within flood zone 3a –exceptions and test needed to demonstrate suitability

### **Availability**

- Not currently available. Possibly two ownerships. Freehold/leasehold detail to be determined.

### **Achievability**

- Unlikely to be delivered in the next five years. Potentially developable within 10-15 especially if neighbouring Wid.10 and Wid 11 come forward. Site does not form part of identified supply.

### **Actions to overcome constraints**

- Exceptions test
- Alternative site for displaced uses.

## Area and Description

- 0.4 ha
- The site is occupied by a couple of two storey blocks running roughly parallel to the river with footprints of about 750 sqm. It accommodates approximately 3,000 sqm of relatively modern office space rough 35 courtyard parking spaces in between.
- Riverside Road runs between the site and the river. It provides vehicular access tot the adjoining SHLAA site Wid 11 to the east (South Quays)
- To the east is a car dealership (Wid 9)

## Housing Potential

- There is scope to increase the height scale and massing of buildings via demolition and rebuild.
- The capacity of this area could at least double to 6,000 m2 under a 4 storey scenario.

## Suitability

- Mixed use river corridor redevelopment opportunity.
- Wid 10 is most suitable / likely prioritised for more intensive office development giving its proximity to the city centre and potential for a new footbridge linking the site to Avon Street.
- Site lies within flood zone 3a –exceptions and test required demonstrate suitability.
- Potentially suitable for residential use but more appropriate for office development.

## Availability

- Unknown

## Achievability

- Wid 10 unlikely to be delivered in the next five years. Potentially developable within 10-15 but does not form part of identifiable housing supply for Core Strategy period for reasons of suitability

## Actions to overcome constraints

- exceptions test

**Area and Description**

- 0.95 ha

**Planning History (See case files for site description and context)**

- 06/02857/EOUT: Bath Quays South Development - Construction of two buildings between 3 - 6 storeys in height for educational purposes, the development of a pedestrian and cycle bridge across the River Avon, a new access road from Lower Bristol Road, heightened flood defence wall and associated landscaping and public open space, after demolition of existing buildings. Application withdrawn.
- 06/02958/FUL: Bath Quays South Development - Construction of School building of 10,120 square metres gross external area to house the Dyson school of Design and Innovation, after demolition of existing buildings. Application withdrawn January 2007.
- 07/01034/EFUL: Bath Quays South Development - Construction of school building of 10,888 sq m to house the Dyson School of Design Innovation, including construction of new pedestrian bridge across River Avon, and associated access, servicing and landscape areas incorporating on-site bus facilities, all following partial demolition of existing buildings. Application withdrawn October 2008.

**Housing Potential**

- This site has been the subject of recent planning proposals that have proposed a scale and extent of development in the context of the listed Stodhert and Pitt factory. These are a consideration in establishing the scale and extent of future development. However given the sensitivity of the site, more detailed architectural assessment would be needed to determine the optimum potential for development.
- This is likely to be a commercial focused development with supporting A3 use. No housing is expected to form part of the land use mix.
- The development potential for commercial space is as follows:
- Utilise the existing floorspace associated with the Lower Bristol Road frontage (Smith Shop, Office, Machine Shop and 1905 extension) and refurbish 6,300m<sup>2</sup> of floorspace. Create an 8m EA easement buffer on the river frontage. Limit development on the remainder of the site to three storeys. Create 2-4 new buildings totalling 5,000m<sup>2</sup>. Inclusion courtyard parking at 1 space per 200sqm = 50 spaces. Total capacity is c. 11,000m<sup>2</sup>. This capacity of new riverside buildings would increase to 6,500-8000m<sup>2</sup> under a scenario of 4-5 storey buildings were to face the river (reflecting the Bayer Building). This would increase the overall capacity to 12,800-14,300m<sup>2</sup>

**Suitability**

- Within the World Heritage Site but outside the Bath Conservation Area. The present boundary of the Bath Conservation Area follows the southern bank of the river, and so excludes the site and the

imposing group of Victorian industrial buildings to the east. It then returns further to the south to include Wells Road, Beechen Cliff and the Victorian villas in Upper Oldfield Park. The conservation area boundary was last reviewed in 1985.

- Site lies within flood zone 3a –exception test needed to demonstrate suitability.

#### **Availability**

- Site owned by Bath and North East Somerset Council and is available for redevelopment. No current occupiers. Unlikely to be earmarked for residential use.

#### **Achievability**

- Wid 11 potentially deliverable in the next five years but does not form part of identifiable housing supply for Core Strategy period for reasons of suitability /availability for residential.

#### **Actions to overcome constraints**

- Site lies within flood zone 3a –exceptions test needed to demonstrate suitability.



## Area and Description

- 0.3ha
- The site is located 0.5 kilometres to the south-west of the city centre.
- The site is to the east of the junction of the Lower Bristol Road and Oak Street. To the south is Wood Street and beyond that is the railway line.
- There are commercial uses in the arches under the line.
- The site is at present occupied by a four storey building (footprint 1,200 sqm, with ground floor parking) To the east there is a petrol station with car wash.
- There are commercial buildings opposite and to the east, whilst to the west is a terrace of two storey residential properties.
- There is a hedge and some semi-mature trees along the front of the site.
- The site is level and has a number of accesses onto the Lower Bristol Road.

## Housing Potential

- The site is one where housing (potential student housing) or mixed use are the likely options.
- Development could involve the conversion of the office building to residential or alternatively the redevelopment of the whole site. The assessment of potential is based on redevelopment of the office block with the petrol station left in situ.
- The assessment is based on the requirements for access and parking and the constraints on development based on the character of the area. The relationship with the nearby residential properties is an important consideration.
- The capacity for housing about 50 @ 100dph.
- This would require a building of up to four storeys (lower facing Oak Street) and ground floor courtyard parking.

## Suitability

- The site is walking distance of the city centre
- Railway – noise
- Site falls within flood zone 3a

## Availability

- The office part of the site is only part let

## Achievability

- In view of the adjoining uses there might be some contamination of the land.
- Unlikely to be developed in the next five years. Developable within 10-15 years but site does not form part of identified supply for Core Strategy period.

## Actions to overcome constraints

- Appropriate design to minimise impact on nearby residential properties and impact from the railway line.
- NPPF sequential and exceptions test

# WAREHOUSE/DEPOT, WESTMORELAND STREET

## WID 15

### **Area and Description**

- 1.14ha
- The site is located 0.7 kilometres to the south-west of the City Centre.
- The site is on the west side of Lower Oldfield Road just south of the railway line. There are well established two storey residential properties to the south and east, whilst to the west are a rail head and the rear gardens of residential properties.
- The site has a range of commercial buildings, some quite large, an open storage area together with associated parking and service areas. These are largely associated with the construction industry e.g. Brandon Tool Hire.
- The site is reasonably level, but to the south the land rises up steeply to the residential properties which front on to the north side of Lower Oldfield Park.

### **Housing Potential**

- The assessment is based on the requirements for access and parking together with the constraints on development based on the character of the area and the railway line to the north.
- The potential based on the above and 80% coverage is about 65 @ 70dph.

### **Suitability**

- The site is within walking distance of the City Centre
- The site lies between an established residential area and the railway.
- Close to the railway line -noise

### **Availability**

- The site appears to be in multiple ownership and most of it is currently in use. This will create significant difficulty in achieving availability in the short term.

### **Achievability**

- Developable within 10-15 years but site does not form part of identified supply for Core Strategy period given uncertainty in relation to availability.

### **Actions to overcome constraints**

- An investigation into any contamination and consequential remedial works.
- A traffic impact study.

## Area and Description

- 0.2ha
- The site is located the south side of Upper Oldfield Park, adjoining a GP surgery/medical centre to the west and Hayesfield School buildings to the east.
- The site is currently in residential use, occupied by a two storey dwelling of inter-war age known as Oakford House. The dwelling is set back from Upper Oldfield Park behind existing trees and the rear of the site is bounded by Junction Road. Existing tree planting adjoining the boundary largely screens the existing building from the south. Other than the directly adjoining medical and educational uses the site context is predominantly residential in nature.
- Upper Oldfield Park is characterised by large four/five storey detached or semi-detached Victorian/early 20th Century villas set in large plots, but with some infill development, which includes the application site and the GP surgery next to it. To the south and west of the site the area is characterised by smaller, two storey Victorian/Edwardian terraced dwellings.
- The site is within the Bath Conservation Area and World Heritage Site. The boundary of the Conservation Area runs along Junction Road to the west of the site, directly adjacent to the GP surgery. It should also be noted that the ward boundary runs along Junction Road to the south and west of the application site.

## Housing Potential

- Application 07/02461/FUL for the erection of 14 residential apartments with parking and shared grounds permitted January 2009.
- Conservation Area consent for demolition of existing building renewed in April 2012
- 14 units @70dph.

## Suitability

- Yes – as evidenced by planning permission

## Availability

- Yes – as evidenced by planning permission

## Achievability

- Likely within 5 years

*This assessment of this site should be read alongside the 'Urban Design led review of BWR Green Park Station, Bath' (April 2009) which also covers Green Park Station: King 6*

## Area and Description

- 5.32 ha at Homebase, Pinesway Industrial Estate and Sainsbury's Petrol Station
- 1.35 ha at Help Hire site (including part of road network)
- 6.67 ha total
- See 'Urban Design led review of BWR Green Park Station, Bath' (April 2009) for description

## Housing Potential

- The Scenarios/ dwellings potential figures relate to the scenarios presented in Urban Design led review of BWR Green Park Station, Bath' (April 2009).
- Housing potential is presented for Plots A, B, C, G, H and I (potential earlier phase) and plots J and K (potential later phase) (after sensitivity analysis stage has been applied) using the figures in appendix B of that report.

	Earlier Phase	Later Phase	Total
Scenario 1	204	270	474
Scenario 2	229	210	439
Scenario 3	250	210	460

- For the purposes of the housing trajectory (appendix 3 to SHLAA) the earlier phase capacity of scenario 3 has been used.

## Suitability

- Allocated in Bath and North East Somerset Local Plan 2007 for mixed use development under policy GDS.1/B1
- Bath Western Riverside masterplan SPD identifies area for mixed use retail, offices, culture leisure and residential.
- Emerging Core Strategy confirms role for area to play a role in westward expansion of city centre type commercial activity.

## Availability

- Not immediately availability. Earlier phase could become available within 5 years but delivery not likely until post 2016. Later phase could become available post 2021 with delivery by 2026 or beyond.

## Achievability

- Unlikely within the next 5 years but potentially within 5-10.

## Actions to overcome constraints

- Rationalisation of site. Relocation of Homebase either on site or beyond.
- Transport network issues to be resolved around delivery of Help Hire block