

Bath Western Riverside

Supplementary Planning Document



The Western Riverside area of Bath is the location for one of the most exciting and challenging regeneration projects in the whole of the South West.

Public Consultation Draft
June 2006

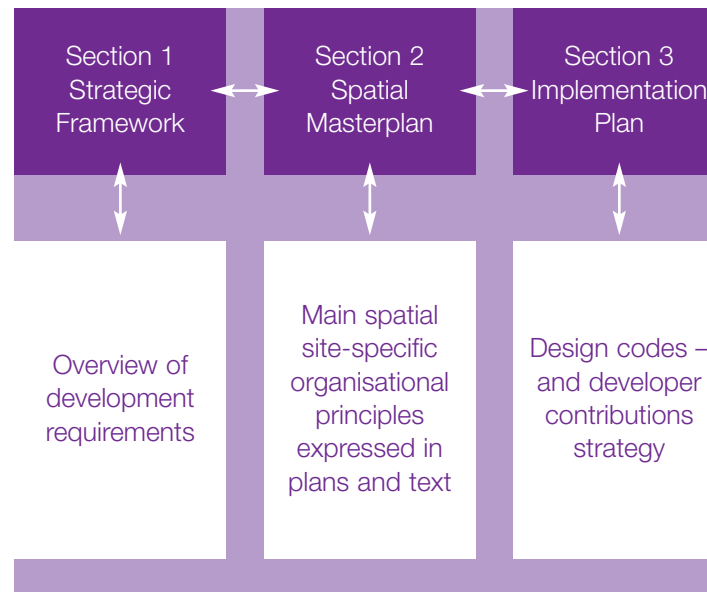
Part 1

Strategic Framework

1.1 Role and Objectives of the SPD

- 1.1.1 The Western Riverside area of Bath is the location for one of the most exciting and challenging regeneration projects in the South West. To successfully regenerate a 35 hectare site within the World Heritage Site of Bath in a way that meets the Government's vision for Sustainable Communities requires a comprehensive, masterplanned approach.
- 1.1.2 The principal role of this Supplementary Planning Document (SPD) is to provide a Spatial Masterplan to guide the redevelopment and regeneration of Bath Western Riverside (BWR). This SPD brings forward the key principles that are set out in the Adopted Supplementary Planning Guidance for BWR and Policy GDS1:B1 of the emerging Bath & North East Somerset Local Plan and applies them spatially to the site following detailed environmental investigation and a masterplanning process that has involved developers and stakeholders. Finally, the SPD sets out an Implementation Framework for development, in terms of phasing, requirements for applications, developer contributions, and also a set of three dimensional site specific design rules for development in the form of Design Codes.
- 1.1.3 The Council anticipates that it will take around 15 years for the BWR regeneration scheme to be fully completed. It is likely, therefore, that this SPD will be subject to periodic review so that it keeps step with changing circumstances, legislation, Government guidance and development plan policies.

Structure of the SPD



- 1.1.4 The Council's adopted Vision Statement for Bath Western Riverside is:

'To create a vital and viable place which reconnects the urban fabric of Bath in a seamless way to offer a high quality mixed use environment that functions as a working and living quarter of the City, and reinforces its World Heritage status'.

- 1.1.5 The Council has also identified the following Key Principles for BWR:

- Secure high quality development in a world class setting
- Maximise opportunities for economic, social and environmental regeneration
- Achieve a significant modal shift from the private car to public transport, cycling and walking
- Ensure that the wider Bath community benefits from the regeneration of BWR
- To revitalise the riverside environment and to make the river the focus of activity at BWR
- Ensure regeneration is compatible with and complementary to the existing city centre
- To create a beacon of sustainable development and living through the concept of 'embedded' sustainability
- Secure regeneration predominantly within the existing local plan context, regional planning guidance and Government guidance on the redevelopment of brownfield sites

Sustainable Development

- 1.1.6 Planning Policy Statement 1: Delivering Sustainable Development (PPS1) was published in 2005 and sets out sustainable development as the core principle that underpins planning. The Council considers it to be essential that the redevelopment of BWR embodies the following principles that PPS1 sets out as facilitating and promoting sustainable and inclusive development:
- Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life
 - Contributing to sustainable economic development
 - Protecting and enhancing the natural and historic environment and existing communities
 - Ensuring high quality development through good and inclusive design, and the efficient use of resources
 - Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

- 1.1.7 The Council expects BWR to form a sustainable community, the components of which have been defined by ODPM and are listed below:

Active, Inclusive and Safe – Fair, tolerant and cohesive with a strong local culture and other shared community activities

Well Run – with effective and inclusive participation, representation and leadership.

Environmentally Sensitive – providing places for people to live that are considerate of the environment.

Well Designed and Built – featuring quality built and natural environment.

Well Connected – with good transport services and communication linking people to jobs, schools, health and other services.

Thriving – with a flourishing and diverse local economy

Well Served – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all.

Fair for Everyone – including those in other communities, now and in the future.

- 1.1.8 Historically, major developments in Bath have included a 'Wow' factor. Examples of this are the key Georgian set pieces and their landscape settings, that are special in themselves, yet blend into the wider City. The Council considers that the 'Wow' factor for BWR should be sustainability in all its forms. This includes the key principles within PPS1:

- Social Cohesion and Inclusion
- Protection and Enhancement of the Environment
- Prudent Use of Natural Resources
- Sustainable Economic Development

- 1.1.9 Sustainability also includes helping towards the achievement of the Council's 'Zero Waste' policy and the creation of a low carbon emissions development. The development must be seen as an 'exemplar' scheme of sustainable living. The best way of achieving this will be through the concept of 'embedded sustainability'. This is dealt with in more detail in section 1.5 of this SPD.
- 1.1.10 This SPD is also accompanied by a Sustainability Appraisal (SA) statement. Earlier versions of the Sustainability Appraisal Report have been used to amend this SPD and enhance it in terms of sustainability, as part of an iterative process.

Status of the SPD

- 1.1.11 The Bath Western Riverside Supplementary Planning Document is a Draft SPD for public consultation.
- 1.1.12 This SPD is in accordance with, and supplementary to the Regional Planning Guidance for the South West (RPG10), and the Joint Replacement Structure Plan. The SPD is also in accordance with and supplementary to the Bath & North East Somerset Local Plan Revised Deposit Draft (Incorporating Pre-Inquiry Changes and Further Pre-Inquiry Changes). It also conforms with Planning Policy Statement 12: Local Development Frameworks and the associated Town and Country Planning (Local Development) (England) Regulations 2004.
- 1.1.13 This SPD was produced prior to the publication of the report by the Inspector concerning the Bath and North East Somerset Local Plan, following the Local Plan Inquiry. The recommendations made by the Inspector, and the Council's response to those recommendations, will be taken into account during the public consultation process for this SPD before the SPD is adopted.
- 1.1.14 The Draft BWR SPD is a material consideration and when adopted will have significant weight during the consideration of planning applications. Once this SPD has been adopted it will replace the existing Western Riverside SPG.

Part 1 Strategic Framework

1.2 Background

- 1.2.1 Bath Western Riverside has been subject to a complex history in recent years that reflects the scale of the challenge and the opportunity that the site provides.
- 1.2.2 In 2000, the Council's Strategy Committee considered a Comprehensive Development Framework (CDF) which had been prepared for BWR. The CDF set out a Vision Statement and also key principles and urban design objectives for the area (these form the basis of paras. 1.1.4 and 1.1.5 of this SPD). The Committee endorsed the CDF and resolved that the vision, principles and objectives be adopted as a basis for the preparation of planning policy and design guidance for BWR.
- 1.2.3 During 2001, consultants began to carry out a number of studies that were recommended in the CDF. The outputs of these studies led to the publication of the Western Riverside Regeneration Framework in December 2001.
- 1.2.4 In January 2002, the Deposit Draft Bath & North East Somerset Local Plan was put out for public consultation. The allocation of BWR for a comprehensive mixed-use scheme appeared for the first time at this stage, based on the work associated with the CDF and the Regeneration Framework.
- 1.2.5 In July 2003, following preparation and public consultation, the Supplementary Planning Guidance for BWR was adopted. The SPG was informed by Parts A and B of the Regeneration Framework and replaced the CDF as the Council's policy guidance for BWR. The SPG required the production of a Masterplan to guide the comprehensive redevelopment of the entire BWR site. At the same time, the Revised Deposit Draft Bath & North East Somerset Local Plan was considered by the Council and later in 2003 was subject to public consultation.
- 1.2.6 From the beginning of 2004 to autumn 2005, and using the SPG as a brief, a masterplanning exercise has taken place that has involved the carrying out of numerous baseline assessments, detailed development viability work, and extensive design exercises. This process has involved developers, stakeholders, Members, and Council officers. This SPD is one of the key outputs of that process.

1.3 Future for Bath Vision

- 1.3.1 Bath is an outstanding and successful City and its success provides a foundation for the future. It is a UNESCO World Heritage Site with an architectural and historic heritage of international reknown. However, like all towns and cities it functions in a competitive environment and this impacts in many ways, from securing external funding to visitor numbers and private investment. In this respect, the absence of a long-term vision and framework to instigate and guide enhancement and development is a current weakness. Key indicators suggest the seeds of economic decline.
- 1.3.2 The Council has embarked on a process to establish a vision for the future of Bath which focuses on harnessing the economic potential of the City. Building on the historic strengths of Bath, the draft vision identifies a series of themes which uniquely position the City, both nationally and internationally. The draft vision establishes a clear role for Bath within the South West region and the West of England sub-region. It also provides a basis for securing the long term success of Bath as a key driver for the local economy across Bath & North East Somerset and as a place for local residents to visit, shop, learn, work and enjoy.
- 1.3.1 The themes are:
- Living Heritage
 - Health and Wellbeing
 - Enjoyment and Fun
 - Creativity
 - 'Smart City'
- 1.3.4 These themes will be driven by a successful city centre, and this is the area which the study will concentrate on, acknowledging its dependence and linkages with outlying and sub-regional areas and facilities.
- 1.3.5 The vision has now been progressed through the preparation of the Bath Business Plan and a Spatial Framework. A report on these studies was considered by the Council Executive in January 2006 and accepted as the basis for the preparation of planning policy guidance and further public consultation.
- 1.3.6 The spatial and strategic elements of the emerging Vision for Bath have yet to be encapsulated as an identifiable entity in the development plan and consequently have little weight in planning terms. Bearing that in mind, it is nevertheless important to note that BWR can be seen as an initial phase in taking forward this emerging initiative for the wider city centre area.

1.4 Planning Policy Context

- 1.4.1 The policy context for this SPD is established by national, regional and local policy documents. The key policy documents relating to this SPD are reviewed in Appendix A, with particular regard to their relevance to BWR.

1.5 Development Requirements

Comprehensive Development

- 1.5.1 The key site specific requirement for BWR is that it has to be a comprehensive mixed use scheme. Policy GDS1 states the following with regard to BWR (this is the amended wording put forward by the Council at the Local Plan Inquiry):

Any planning application will need to demonstrate that it is consistent with and contributes to the delivery of comprehensive development of the whole site by reference to an approved Masterplan which accords with this policy.

- 1.5.2 The principal reasons why a comprehensive approach is required to the regeneration and redevelopment of BWR are as follows:
- To deliver the optimum quantum, mix and location of uses for the benefit of the community.
 - To achieve high quality urban design which is sympathetic to and respectful of the City's World Heritage Site status.
 - To secure the necessary accessibility, linkages, permeability and transport infrastructure for BWR that enables it to integrate with the City as a whole.
 - To deliver the requisite supporting infrastructure and facilities.
 - To make an appropriate contribution towards the delivery of a high quality employment generating development of sufficient critical mass, in the interests of supporting and enhancing Bath's economic role.
 - To ensure that appropriate phasing and sequencing of development is secured to enable the regeneration of the area as a whole and not on a piecemeal basis.
 - To achieve development and financial viability over the whole regeneration period.

- 1.5.3 Bath Western Riverside is of critical importance to the future success and development of Bath and North East Somerset. It represents an opportunity, the scale of which will not recur, and the optimum use of the area's potential must be realised. Only in this way can the complex and interrelated economic, social and environmental objectives, which need to be met, be successfully addressed.
- 1.5.4 Viability needs to be achieved in all respects across the whole of the regeneration period. The comprehensive regeneration will create substantial private and social costs, which need to be met from the development whilst ensuring that the financial viability of the overall scheme is maintained. There are significant abnormal development costs which will need to be met by the gross development value created across the Western Riverside area as a whole. An unplanned incremental approach would severely compromise the ability to achieve this objective. The opportunities for gap funding from bodies such as the South West Regional Development Agency, English Partnerships, and the Housing Corporation are more likely to be maximised if a comprehensive approach is taken.
- 1.5.5 The optimum land use balance must be delivered. A vibrant and vital City quarter will be created through the interrelationship of housing, commercial, retail, cultural, leisure and community activities that has been brought together through the masterplanning process. The optimum disposition of land uses across the site needs to be achieved in order to deliver integration within BWR and also between BWR and the wider City and therefore involves relocation of some existing uses. A range of forms of accommodation within any particular land use will also need to be delivered.
- 1.5.6 The requisite supporting infrastructure and facilities must be delivered. The regeneration of an area of the scale of Western Riverside is dependent upon the provision of substantial social and physical infrastructure and facilities, which must be planned for and provided in a comprehensive manner. The required infrastructure works include comprehensive decontamination and flood risk management.
- 1.5.7 High quality urban design for the area as a whole must be achieved. High quality design is needed not only to integrate BWR with the City, but also to ensure that the quality of the environment within BWR will endure in the long term, responding to the context within which it is located and created.
- 1.5.8 Accessibility, linkages, permeability and transport infrastructure together with integration with the City as a whole must be secured. All modes of transport and movement must be assessed cumulatively if the principles of sustainable development are to be applied. BWR also has an important role in assisting towards the delivery of a bus-based rapid transit system that will form a key element of the public transport network serving the City.
- 1.5.9 Appropriate sequencing of development will enable the regeneration of the area as a whole to be achieved. Failure to address sequencing at an early stage may result in prejudice to the future regeneration of parts of BWR. Piecemeal development without appropriate sequencing will not enable the full consequences of development to be properly addressed and the optimum development of the whole area to be achieved. For example, the relocation and displacement of certain existing uses must be planned for and delivered. The displacement of these uses must be addressed through appropriate alternative provision.
- 1.5.10 It is clear that a comprehensive spatial planning approach is therefore a prerequisite to the successful regeneration of BWR and a piecemeal approach would be unacceptable.
- 1.5.11 Mixed-use development is advocated as a positive development form within national, regional and strategic planning policy documents. Mixed uses at Western Riverside will bring activity during different times of the day, create inherent vitality, bring a sense of place to the area and reduce the need to travel.
- 1.5.12 The main role of this SPD is to set out a Spatial Masterplan that forms a spatial framework for the future redevelopment of BWR. The Masterplan, however, must be read in conjunction with the Implementation Plan set out in Part 3 of this SPD, as it is the Implementation Plan that sets out the Council's requirements for the content of planning applications, phasing, developer contributions, and design codes.
- 1.5.13 The Masterplan forming part of this SPD constitutes an approved Masterplan that accords with the requirements of Policy GDS1. Any planning application made for land or buildings within the BWR area will be assessed against this SPD, with particular regard to the need to demonstrate that individual schemes are consistent with and contribute to the comprehensive development of the whole of the BWR site. The Implementation Plan sets out defined Development Zones within the BWR area, with a requirement for the preparation of Context Plans for each zone, to ensure a comprehensive approach to BWR.

Residential Development

- 1.5.14 In its entirety, depending on the development option pursued on the eastern sector, BWR is expected to provide in the region of 3,000 dwellings over the total redevelopment period. The Bath & North East Somerset Local Plan expects 800 of these to be provided by 2011.
- 1.5.15 In order to create a sustainable and inclusive community, BWR is expected to provide a variety of dwelling types, sizes and tenures. Having regard to local need, demographic trends and the location of BWR adjacent to the City Centre, it is anticipated that BWR will provide a significant proportion of smaller units. It is important to recognise that, whilst BWR itself must be a mixed, sustainable community, the existence of a variety of accommodation in neighbouring areas of Bath will influence the assessment of the extent to which development of BWR reflects the range of local housing need. The Council expects, however, at least 5% of the units to be provided at BWR to be houses, as opposed to apartments.

Part 1 Strategic Framework

Affordable Housing

- 1.5.16 It is essential that BWR includes an appropriate element of affordable housing. The Council will seek to achieve its policy of 30% affordable units on BWR, as set out in the Adopted SPG on Affordable Housing. The dominant form of affordable housing provided should be rented accommodation managed by a Registered Social Landlord, with the Council expecting 80% of the affordable housing at BWR to be social rented. An element of low cost home ownership accommodation will also be acceptable, however, a range of low cost home ownership products (ranging from 25% to 75% ownership) should be provided. The low cost home ownership products must be affordable for those households with a single or joint income of between £15,000 to £30,000 per annum. There will be a role for 'key worker' accommodation within BWR and the need for some intermediate rented housing. The mix of the affordable housing must be agreed with the Council which will use its latest housing waiting list to agree a balance of units in order to create a sustainable community. A small element of the affordable housing will be accommodation with care for older people and supported housing for other needs groups.
- 1.5.17 A comprehensive overview will be taken towards the provision and location of affordable housing within BWR. Individual schemes will have to demonstrate that their affordable element forms part of the overall strategy towards affordable housing at BWR. The creation of concentrations of affordable housing units will not be acceptable unless there are overriding provision and management benefits in doing so.
- 1.5.18 It is anticipated that gap funding will be required in order to deliver significant affordable housing at BWR. The role of the Housing Corporation will be paramount, therefore, both the Council and developers must continue the dialogue that has already established with the Housing Corporation. In order to maximise the opportunities for delivering affordable housing at BWR, discussions with the Housing Corporation must be 'twin tracked' with planning discussions, especially regarding Section 106 Agreements, in order to be able to take a coordinated and longer-term view of the provision of affordable units.

- 1.5.19 Negotiations that developers have with both the Council and the Housing Corporation must be carried out on the basis of an 'open book' approach to development viability. This is to ensure that it is possible to properly assess the additionality of any gap funding.
- 1.5.20 Affordable units benefiting from gap funding must be built to the Housing Corporation's Scheme Development Standard and be rated at Eco Homes Excellent standard (see also section on embedded sustainability). Affordable units must also achieve the Secured By Design standard.
- 1.5.21 The Council will also expect developers to address at an early stage the long-term management arrangements of a mixed community at BWR. An example of an appropriate way of dealing with this is the Housing Corporation's 'In Business' scheme.

Business Development

- 1.5.22 The provision of high quality modern commercial accommodation of sufficient critical mass in central Bath is critical to the diversity and future health of the city, district and sub-regional economy. The emerging Future for Bath vision will provide the strategic context for tackling this issue, including the optimum location for business accommodation. BWR will play an early role in providing such accommodation, and the spatial Masterplan allows for this within the eastern zone.

Retail Development

- 1.5.23 The Bath and North East Somerset Local Plan makes provision for retail development at BWR, subject to compliance with development criteria. It is important to note that the Spatial Masterplan within this SPD does not specifically address these development criteria and does not make specific provision for significant retailing on site. Nevertheless, the Spatial Masterplan allows for appropriate retail development principally in the eastern zone subject to the requirements of policy as set out in the Local Plan.
- 1.5.24 It should also be noted that, whilst this SPD is supportive of policies for the plan period up to 2011, the Spatial Masterplan is intended to be flexible enough to guide development at BWR for the full development period – up to about 2021. The Masterplan does not, therefore, rule out additional retail development at BWR beyond 2011, if the Council's Local Development Framework considered this to be acceptable.

Transport Infrastructure

- 1.5.25 Proposals at BWR will recognise and address the key importance of transportation and access within the site and linkages to the City Centre and other parts of Bath. The transport implications of the comprehensive redevelopment of BWR will be considered in the context of the whole City and appropriate proposals brought forward to address the travel demands generated by the site. Having regard to the overarching principle of sustainability, development proposals have to demonstrate how they will reduce reliance on the private car, enhance public transport usage and improve cycling and walking facilities. In addition, the River Avon is a key artery within the City of Bath and therefore the movement strategy in this SPD considers the role of the river. The scale and nature of the proposed redevelopment is also likely to require the provision of targeted off-site infrastructure as part of a City-wide network.

‘Embedded’ Sustainability

Background

1.5.26 If BWR is to deliver a truly sustainable community, in all its forms, it must aspire to achieve ‘zero carbon’ and ‘zero waste’ objectives. It will be best placed to achieve this if the redevelopment of the area is based on the concept of ‘embedded’ sustainability, that is, the development is designed and constructed in a way that means that being sustainable is an ingrained or inherent way of living, visiting or working in the area, rather than just one choice. This can be achieved through a variety of means, such as:

- the way that buildings are constructed, in order to minimise energy consumption
- the level of encouragement that is given to alternative modes of travel to the private car, such as the provision of secure cycle storage
- the way that the design and layout of buildings enables the easier segregation and collection of recyclable material.

1.5.27 Embedded sustainability does not mean that developments become sustainable through ‘bolt-on’ solutions but through designing for sustainability from the earliest stages to ensure, for example, that buildings are oriented and constructed to maximise energy efficiency and minimise energy need. Provision should be made for firstly, renewable energy and secondly, highly efficient fossil fuel energy as a last resort.

1.5.28 In setting out the need for the prudent use of natural resources, PPS1 sets out the objective of minimising the need to consume new resources over the lifetime of a development by making more effective use or re-use of existing resources, rather than making new demands on the environment, and to promote and encourage the use of renewable resources (for example by the development of renewable energy). PPS1 adds that local authorities should promote resource and energy efficient buildings, community heating schemes, the use of combined heat and power, small scale renewable and low carbon energy schemes in developments, the sustainable use of water resources, and the use of sustainable drainage systems in the management of run-off.

1.5.29 PPS22: Renewable Energy sets out that Regional Spatial Strategies should set targets for renewable energy. The draft RSS for the South West is currently in preparation, however, a pre-consultation draft of the RSS (October 2005) provides useful guidance that can be applied to BWR:

“Emerging Guidance on Sustainability from the South West RSS

Major development proposals must be accompanied by an “Energy Use Assessment” which describes how much energy is expected to be used within the proposal and goes on to consider ways by which the “Energy Hierarchy” can be put into effect.

All developments will meet a proportion of their energy from renewable sources. Larger developments will be expected to provide, as a minimum, sufficient on-site renewable energy to reduce carbon dioxide emissions from energy use of the site by 10%.

By 2026 the measurable outcome expected is that all new dwellings will conform to sustainable construction standards and will make a significant contribution towards reducing net per capita domestic energy requirements and greenhouse gas emissions. Building to sustainable construction standards seeks the achievement of best practice in sustainable construction by:

- requiring all new and refurbished buildings to achieve the requirements of the emerging national Code for Sustainable Buildings
- promoting the principles contained within Future Foundations, the South West’s sustainable construction charter
- seeking to minimise lifetime resources use, energy consumption, water use and waste production, for example through the setting of BREEAM and Eco Homes “Very Good” and “Excellent” standards
- minimising the environmental impact of new and refurbished buildings, including reducing air, land, water, noise and light pollution throughout the building’s lifetime, and
- promoting the use of sustainable drainage solutions to minimise flood risk associated with new development

Development should be within environmental limits by:

- ensuring that new developments, regeneration areas and major refurbishments are “future proofed” so that they can cope with or are able to easily adapt to climate change impacts
- requiring that all new developments, regeneration areas and major refurbishments assess how they will contribute to stabilising the region’s ecological footprint by reducing the consumption of resources during the lifecycle of the development down to that which can be provided by one planet
- requiring the submission of sustainability statements to accompany planning applications, the content of which should meet or exceed the requirements of the South West Regional checklist for Sustainable Developments

The Energy Hierarchy

With reference to PPS22’s emphasis on the importance of developing positively expressed policies on building integrated renewables, this involves reducing building energy demand through energy efficiency and low energy design, before meeting the resulting demand from first renewable energy and then fossil fuels or grid electricity. This approach has been characterised as the Energy Hierarchy within the South West and will ensure that energy efficiency opportunities are maximised before renewable energy is considered within proposals for new developments.

Part 1 Strategic Framework

1.5.30 The UK's target is to reduce CO2 emissions from 1990 levels by 60% by 2050. Use of energy in buildings accounts for almost 50% of the UK's CO2 emissions – 30% from housing. The UK housing stock is old and the rate of new buildings replacing old ones is low. 40% of homes in England were built before 1945. In 02/03 23,200 homes were demolished out of a total stock of 21.3 million. As a result of this slow replacement rate, it could be argued that it is essential that ALL new buildings must be carbon neutral if the UK's target is to be met.

1.5.31 All of this demonstrates that achieving truly sustainable development at BWR is a huge challenge, but is one that must be met.

Low and Zero Carbon Technologies (including renewables)

1.5.32 The Council has already recognised that low and zero carbon technologies are crucial in ensuring that new developments contribute to the reduction of CO2 emissions from the area and to meeting regional and national CO2 targets. In December 2005 Bath & North East Somerset Council became a signatory to the Nottingham Declaration on Climate Change. Policy ES1 of the Bath and North East Somerset Local Plan also encourages the utilisation of renewable energy sources.

1.5.33 The UK Government has set a target aspires to achieve 10% of UK electricity generated from renewable energy sources by 2010, increasing to 20% by 2020. In order to achieve this increase in renewable energy generation, it will be important for every new development to contribute as much as possible toward this target. BWR is an opportunity to demonstrate the potential for using low and zero carbon technologies in an urban setting.

1.5.34 Whilst renewable energy, and low carbon technologies such as Combined Heat and Power, are beneficial methods of generating energy with minimal carbon impact, there are other important issues that must be taken into account.

Carbon emissions

1.5.35 In housing built to 2006 Building Regulation standards, much of the space heating demand will be met by internal gains from people, cooking and lights and appliances. At BWR, care should be taken to ensure that solar gain is balanced to reduce use of heating systems whilst minimising the likelihood of overheating in summer.

1.5.36 Whilst particularly relevant to dwellings, it also applies to non-residential buildings. This could be achieved by a number of design alternatives including provision of thermal mass, orientation and siting of buildings and use of external shading systems. By these and other methods, carbon emissions can be reduced considerably. Reducing energy demand through design and efficiency will reduce the amount of renewable energy generation needed to meet the targets set out in para 1.5.33. Policy ES2 of the Bath and North East Somerset Local Plan also requires new developments to incorporate measures to achieve energy conservation and the protection of environmental resources.

Environmental Assessment Standards

1.5.37 The targets and recommendations set out within this SPD will assist the achievement of both EcoHomes and BREEAM standards. These standards are revised each year and therefore ensure that a standard above and beyond legislation is achieved at all times. These systems also have the benefit of being independently accredited and suitable to allow benchmarking against national achievements.

1.5.38 All buildings on the BWR site should be assessed at the design stage against the BREEAM or EcoHomes standards and should achieve an Excellent rating. A summary of the expected achievement should be provided, demonstrating in particular the credits achieved in the Energy, Transport and Materials categories, to reflect the Council's headline priorities.

1.5.39 All buildings must also be reassessed prior to handover by achievement of a Post Construction Review certificate which must also achieve an Excellent rating. Contractors will need to be informed of this requirement at the earliest stages to ensure achievement.

Development Requirements at BWR

1.5.40 The following are energy targets that will be applied to developments at BWR, and will be assessed through the submission of Sustainability Statements:

Energy Targets for BWR

Eco Homes Excellent

BREEAM Excellent for other buildings

Application of the Energy Hierarchy

At least one zero carbon building

10% renewable energy – as established by an Energy Use Assessment

Remainder of energy requirement to meet with either renewable or low carbon provision

Buildings to be future proofed to allow for conversion to full renewable or zero carbon energy as technology develops

All targets to be subject to review as standards and targets develop.

1.5.41 An Energy Use Assessment should form part of the Sustainability Statement required to be submitted with applications – see the Implementation Plan at section 3.4.

1.5.42 The design and layout of all developments should also have regard to the impacts of climate change, such as allowing for flood defence requirements and the provision of Sustainable Urban Drainage Systems (SUDS) where appropriate.

1.5.43 The following building integrated technologies may be suitable for use at BWR:

- Small scale wind turbines (where visual intrusion, noise and vibration can be taken into account)
- Roof integrated photovoltaics and solar hot water generation
- Biomass heat sources including CHP
- Ground or water sourced heat pumps
- Hydrogen fuel cells (future technology)

Transport

- 1.5.44 At Bath Western Riverside walking and cycling will be given priority as a healthy and sustainable form of travel. However if people are to be persuaded to leave their cars at home, walking and cycling routes demand particular attention. Pedestrians and cyclists need routes that are safe, direct, accessible and free from barriers. The proposals for Rapid Transit will also provide a more sustainable mode of transport than the private car.
- 1.5.45 To encourage use of cycles over other forms of transport, developments must allow adequate storage of cycles, in the form of sheltered, secure storage spaces that allow the front and rear wheels to be secured. In other buildings, occupants should have access to cyclist facilities including cycle spaces, lockers and showers (in accordance with BREEAM and EcoHomes requirements).

Waste

- 1.5.46 The Council is committed to reducing waste arisings and to dealing with waste locally. This is part of the Bath and North East Somerset Zero Waste Strategy (include reference and link if possible). In keeping with this strategy, BWR should encourage as far as possible the minimisation, sorting and recycling of waste in all buildings. Primarily this can be achieved through provision of suitable storage and space for sorting and recycling activities.

Water

- 1.5.47 Water consumption and disposal of both waste and surface water will become more important issues in the future and must be dealt with in a robust and future proofed manner at BWR. In particular, the incorporation of Sustainable Urban Drainage Systems (SUDS) into developments at BWR should be investigated.

Materials

- 1.5.48 In line with the Bath Zero Waste Strategy, the materials used to carry out the development at Bath Western Riverside should be selected to minimise emissions and other environmental impacts.

Public Open Spaces

- 1.5.49 The Council is currently preparing a Green Space Strategy for all types of open space and recreation areas in Bath & North East Somerset. In the meantime, standards for open spaces are set out in the Bath & North East Somerset Local Plan. The Council accepts that a brownfield redevelopment site such as BWR is not likely to be able to meet the required standards on-site, however, these standards should have input into the design of individual developments and will also form the basis of contributions to be sought for off-site provision and improvement of existing facilities as part of the proposed developer contributions set out in the Implementation Plan (Part 3 of this SPD).

Public Art and Culture

- 1.5.50 As a new development with key areas of public realm, where a contemporary approach is encouraged, the Council expects public art proposals to form a key element of the design and layout of individual developments. The Council would also like to see a multi-purpose Cultural Building to form part of the development of the Eastern zone of BWR.

Education Provision

- 1.5.51 The Council considers that a two-form entry Primary School will be required as part of the BWR development, having regard to the likely impact of the proposed development on the demand for schools places, compared to the supply of places. The Primary School should form part of a multi-use Community Hub, featuring a variety of community uses.

Healthcare Facilities

- 1.5.52 Bath & North East Somerset Primary Care Trust are proposing to locate a Walk-In Health Centre on James Street West, at the eastern end of the BWR site, through the conversion of an existing building. When this part of BWR becomes redeveloped, the Council would like to see this facility relocated but retained within the BWR area.
- 1.5.53 Community healthcare facilities should also be provided at the heart of the new residential quarter of BWR in order to serve the new community.

1.6 Physical Parameters and Baseline Conditions

- 1.6.1 These are reported on in detail in the accompanying Environmental Appraisal report (Appendix B).

1.7 Involvement of Stakeholders

- 1.7.1 The publication of this draft SPD for consultation is a key event in terms of engagement with stakeholders. Public consultation on this draft SPD will be undertaken in accordance with guidance contained in PPS12 and with relevant legislation.
- 1.7.2 Consultation will take place over a 6 week period during June and July 2006. Following expiry of this consultation period, representations received will be analysed and changes to the draft SPD considered. The revised draft SPD, including a full schedule of representations received and responses to them, will then be taken through the Council's decision making process and will ultimately be submitted to the Council's Executive and / or Full Council for adoption in Autumn 2006.
- 1.7.3 Prior to this, a detailed programme of stakeholder engagement has already been undertaken. Stakeholder engagement has been central to the BWR masterplanning process. The aim of the engagement strategy has been to ensure that the Masterplan benefits from, and is informed by, local, regional and national views and knowledge.
- 1.7.4 The engagement strategy has included the establishment of a Masterplan Panel and an Urban Regeneration Panel, as well as workshops with landowners, face-to-face meetings with key stakeholders, consultation with Statutory Consultees, Statutory Undertakers, Councillors and officers of the Council.

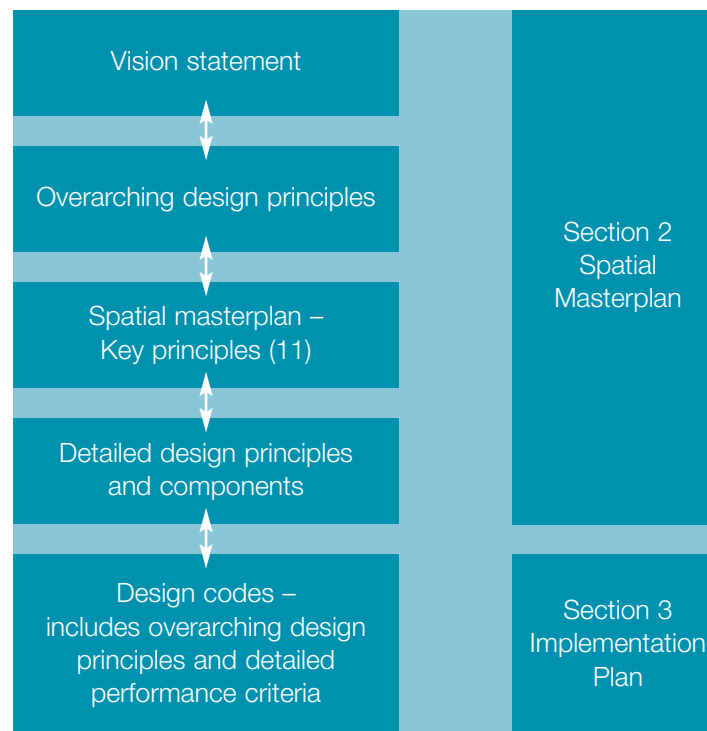
Part 2

Spatial Masterplan

2.1 Purpose of the Spatial Masterplan

- 2.1.1 This document makes up part of the Supplementary Planning Document for Bath Western Riverside. It must be read and applied in conjunction with the suite of documents that make up the SPD for the site. It has a close relationship with the design codes referred to in Part 3 of this SPD (The Implementation Plan) and enclosed as Appendix D. The following 'family tree' diagram shows the relationship between the documents and the key principle contained therein.
- 2.1.2 This spatial masterplan along with the other documents in the SPD is the regeneration tool for Bath Western Riverside. It aims to provide a degree of certainty for the future redevelopment of the area by providing clear guidance on the acceptable spatial arrangement and form of redevelopment.
- 2.1.3 The spatial masterplan is intended to promote proactive engagement with stakeholders and the local community, to ensure positive engagement with the proposals that flow from the masterplan. The spatial masterplan is a three-dimensional proposal affecting physical, economic and social development. It is expressed as a series of plans, illustrations and this description of the proposed design approach to the redevelopment.

Hierarchy of design advice



How has the masterplan been developed?

- 2.1.4 The spatial masterplan that forms this part of the suite of SPD document has been developed as a collaborative exercise by a team including: Llewelyn Davies Yeang who are the principal masterplanners; WSP have provided advice on access, transport, engineering and environmental appraisal; the Bath & North East Somerset Council Major Projects Team; Crest Nicholson Projects Ltd; Project Managers EC Harris; and in support of the Local Planning Authority, as well as internal staff members, English Heritage have advised on all heritage issues and Turley Associates on Urban Design. There has been additional input by the Environment Agency, Wessex Archaeology, and Space Syntax. There have been a series of workshops with these bodies to develop the spatial masterplan and respond to issues as an iterative process.
- 2.1.5 The work of this team has been scrutinised by the Urban Regeneration Panel, this is a panel made up of leading figures working within urban regeneration, appointed to provide independent expert advice, guidance and inspiration for the Bath Western Riverside project. The Panel's role has subsequently been expanded to include the Future for Bath project, thus looking at a wider part of the City.

Scope of Spatial Masterplan

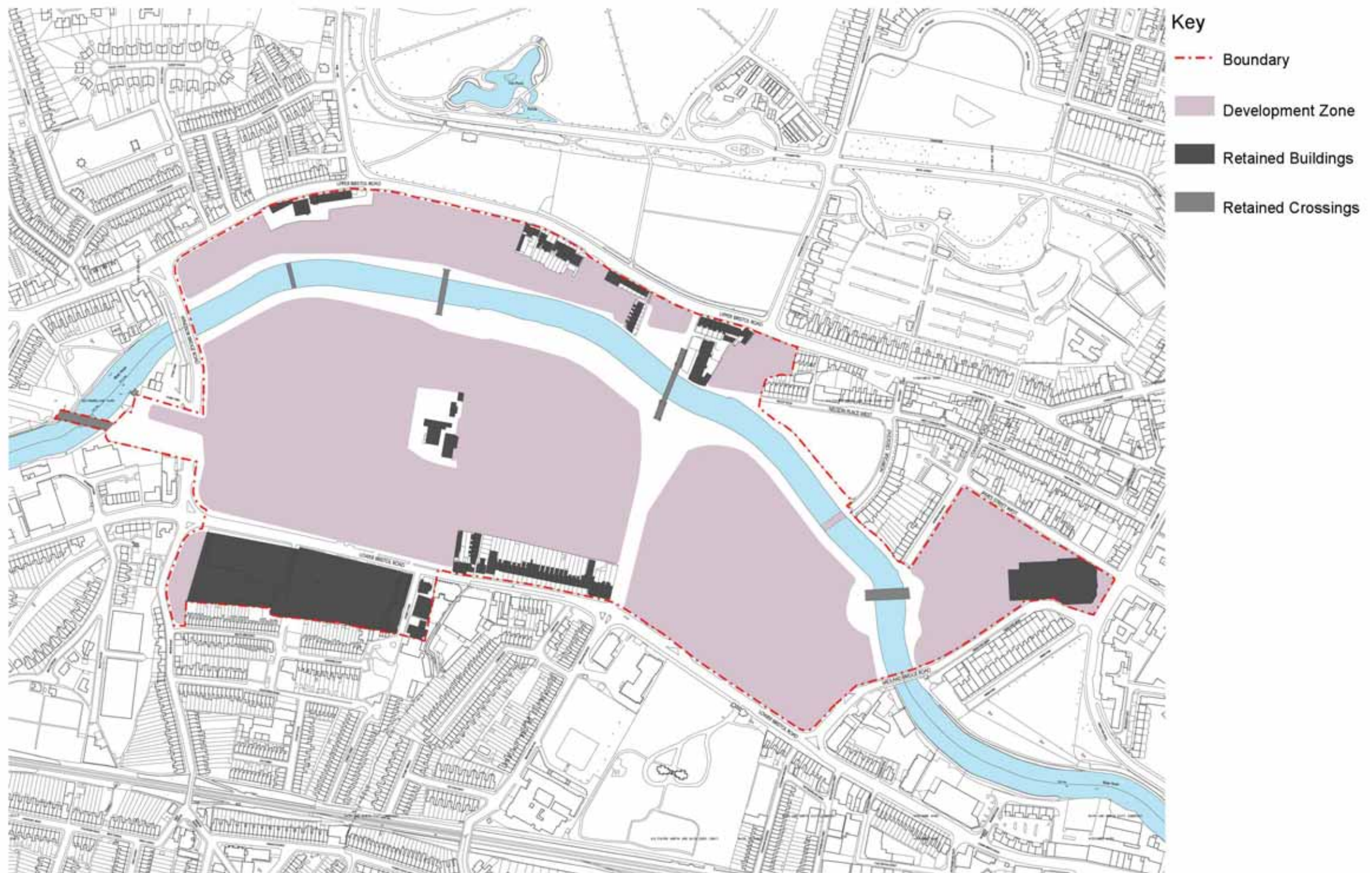
- 2.1.6 The spatial masterplan covers all the land within the allocated site defined by Policy GDS1: Site B1 of the Bath & North East Somerset Local Plan. The land in question is in a variety of ownership and control. Some of the buildings within this area will be retained in their present form, and others will be redeveloped. The boundary coincides with those areas in need of regeneration, and hence it is drawn more widely than the immediately available sites for redevelopment. This site is the first redevelopment opportunity as part of the Future for Bath Vision, and as such it must be an exemplar of the quality of the new urban fabric of the city. See Plan 2.1 for details of the extent of the Spatial Masterplan.
- 2.1.7 This spatial masterplan document presents the main organisational and urban form principles of the development, it does not contain detailed performance criteria as these are contained within the design codes that accompany this document.

Application of Spatial Masterplan

- 2.1.8 This document combines plan-based diagrams, illustrative examples and text to describe and explain how any planning application for the site should fit within the three dimensional spatial masterplan. It gives clear guidance on the spatial form and arrangement of development on the site.
- 2.1.9 This SPD goes further than the previous SPG in that it provides certain fixed elements that structure the redevelopment of the site. In particular it sets out the movement network including the rapid transit system. It also fixes the key urban design principles that will shape the form and layout of the site. It will allow parts of the redevelopment site to come forward individually whilst securing an overall coordinated plan for the site.
- 2.1.10 The SPD has been developed as a robust but flexible tool for the long term planning of the area. This is an ambitious programme to create a high quality extension to the city that is worthy of its position within the World Heritage Site.
- 2.1.11 Any planning application for development within the site will be tested against this spatial masterplan and the accompanying design codes. It is acknowledged that developers may wish to depart from the Spatial Masterplan for sound design reasons; if this is intended, a case must be demonstrated that the resulting design solution is equal or superior to the solution envisaged by the spatial masterplan.
- 2.1.12 Failure to comply with this SPD or to demonstrate that the design solution is equal or superior to the spatial masterplan is likely to result in a refusal of planning consent. To this end any planning application for this site must be accompanied by a thorough design statement that explains how it complies or departs from the SPD, the spatial masterplan and the design codes.

Part 2 Spatial Masterplan

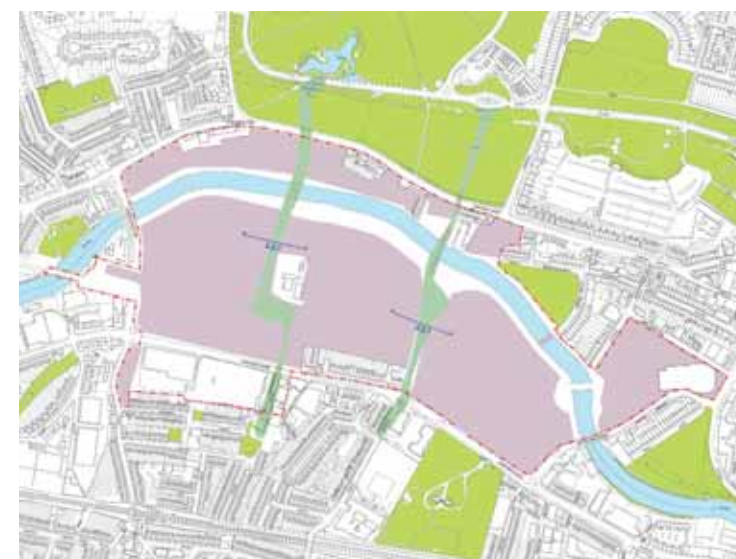
Plan 2.1 Retained built form, zonal development and boundary



2.2 Vision Statement for BWR

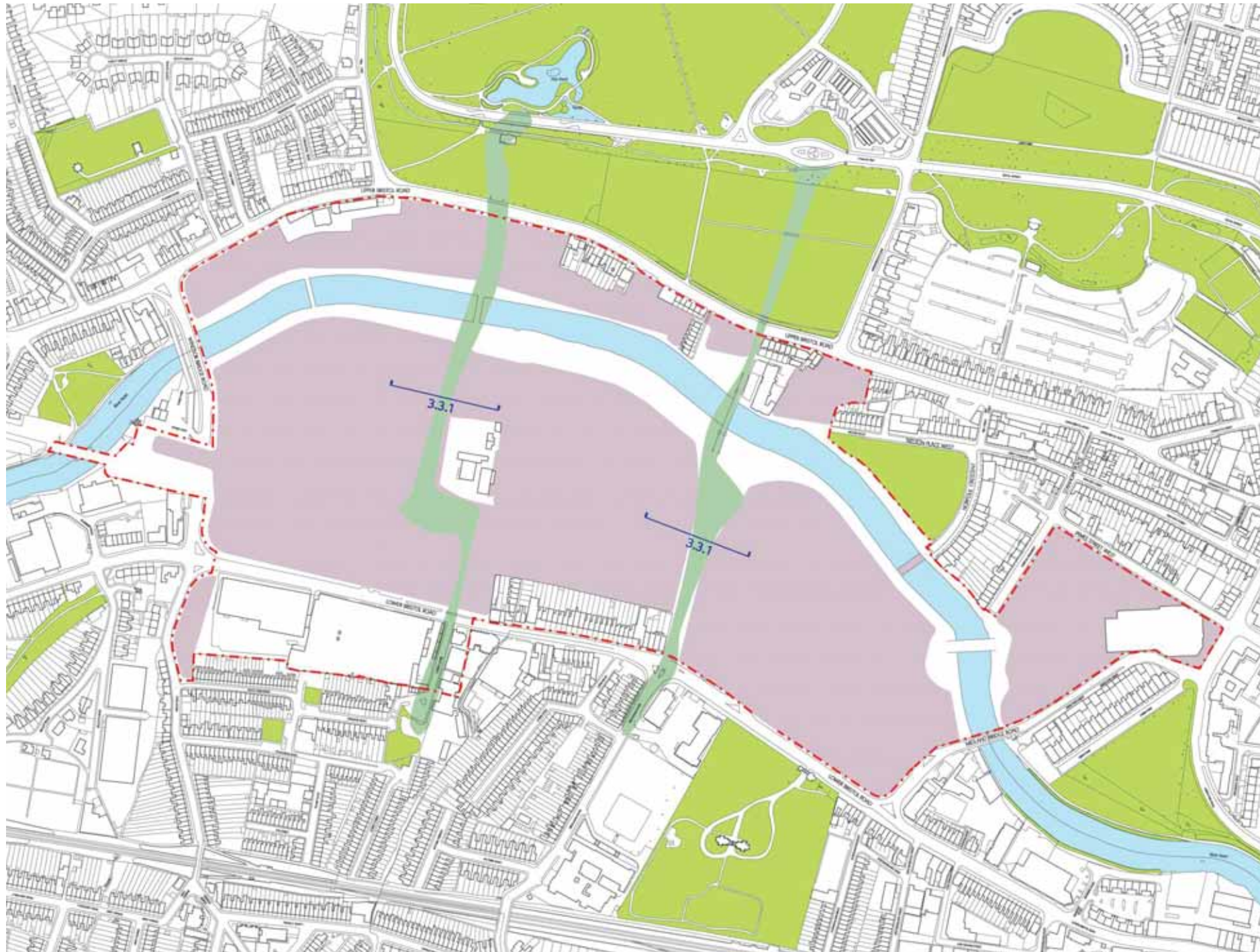
- 2.2.1 The vision for the Bath Western Riverside redevelopment is to create a sustainable mixed used city quarter that is a contemporary addition to the city, with its own distinct identity, but is respectful of the strong established traditions of the town planning and building of Bath which have led to its designation as a World Heritage Site.
- 2.2.2 The tradition of well planned and linked spaces framed by high quality built form is a key theme for creating a quality development that befits its unique context. There are numerous significant opportunities to create the highest quality public spaces. In addition to the main public realm areas there will be a series of intimate and incidental public spaces following the traditions of the city.
- 2.2.3 The transverse north-south pedestrian routes building on established desire lines are a key feature of the positive links to the existing communities, and establish a strong relationship with Victoria Park to the north for both the new and existing residents. This is shown on Plan 2.2.
- 2.2.4 Links from the west and into the city centre will be strong with a new Rapid Transit System that joins the redevelopment site and the city centre with frequent and speedy public service vehicles.
- 2.2.5 The eastern end of the site closest to the city will provide a new extension to the city centre based on a mix of uses with a higher proportion of commercial uses. The western end of the site will respond strongly to the residential quarters adjacent with predominantly residential uses.
- 2.2.6 The sites location on the valley floor dictates that roofscape and choice of materials are critical aspects of the built form. In addition the need to protect the views and connections to the natural landscape will limit the scale of the built form in relation to the wider city and landscape setting.

- 2.2.7 The design of the built form should be enduring; much of the city fabric has this enduring quality this is in part due to one of the key characteristics of the built form in Bath, which is that of the completeness of the historic fabric. Large areas of historic fabric have been sensitively reused rather than be subject to wholesale clearance and redevelopment. This is testament to the strong conservation movement in the city since the 1960's, coupled with the lack of major road improvements or extensive war damage. Both the traditional layouts and the buildings have adapted to contemporary uses. The Georgian terrace is acknowledged as an adaptable sustainable building type
- 2.2.8 The future for the city and its hinterland identified by the Future for Bath Vision relies on recognising the existing strengths of the city and building on these to create a truly successful world-class city centre. Bath has this potential.
- 2.2.9 The redevelopment will focus on the River Avon, the sites strongest natural asset, which will be fully acknowledged and addressed by significant public open space along its length
- 2.2.10 The design of the built form should be enduring.
- 2.2.11 The site falls naturally into two parts either side of Victoria Bridge Road, the emphasis on uses and design responses changes most dramatically at this point in the site. With the east being very much part of an extension to the existing city centre, and to the west a more supporting role to the city, providing a sustainable location for a new community
- 2.2.12 Bath Western Riverside is the first part of the vision for the Future for Bath, and as such it must be an exemplar of the quality of new urban fabric of the city, and in particular an exemplar of sustainable development that respects its unique context within the World Heritage Site.
- 2.2.13 Western Riverside regeneration has to embrace this in providing the highest quality built form and public realm to attract and retain investment, and embrace a renewed ambition for the city.

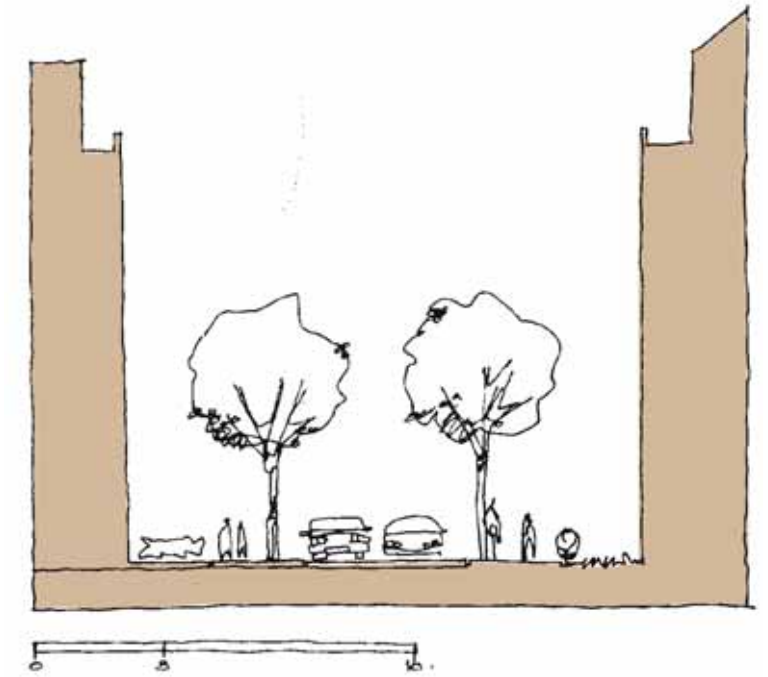


Part 2 Spatial Masterplan

Plan 2.2 North-South Links



North-South Link (Victoria Bridge Road)



Indicative section through North-South Link

Part 2 Spatial Masterplan

2.3 Overarching Design Principles

Design Principles for Bath Western Riverside

- 2.3.1 Building upon the detailed contextual appraisal for the site and the city, the following eleven overarching design principles have been developed collaboratively with the project team to set the framework for all design solutions for the site. These are repeated in the Design Codes as they are essential to the design solution for the site, and form the basis for all design decisions. Applicants will be expected to demonstrate that they have complied with all overarching design principles.

1. Bath Context

The design solutions must be sensitive to, responsive and inspired by their Bath context. In particular designs must be respectful of the wider city and the special qualities and characteristics that have led to its designation as a World Heritage Site. Designs should be inspired by and compliment the historic fabric of the city but not compete with it in terms of their overall visual presence. BWR should, by way of contemporary interpretations, continue the Bath tradition that is based upon classical proportions and detailed to give visual delight.

2. River at the heart of Bath

The River Avon is one of Bath's principal natural assets, and in turn a significant feature within the BWR site, but it is widely recognised that the river currently is an underutilised resource across the city. The river provides a significant opportunity to create an exciting and unique landscape experience of linked spaces and enhance its contribution to the city of Bath for the future.

3. Scale and Proportion

The tradition of a human scale in Bath must be recognised in BWR and this is based on hierarchy, order, proportion, rhythm, and harmony. Where greater scale is proposed sufficient setting will be required to retain human proportions. Retention of the human scale will reinforce the quality of the environment as a walking city.

4. Physical Connectivity

BWR plays an important part in a city wide strategic movement network to enhance the connectivity of the city and diversity of transport options for residents and visitors; improving public transport links and the experience and extent of the walking and cycling network.

5. Visual Connectivity

An important design consideration for BWR is the nature of the visual relationship it establishes with the Georgian city centre and the rest of the city, as it extends over the adjacent hillside. The redevelopment of the site must not reduce the visual connection to the natural landscape. In this regard it must use the opportunity to bring the country into the city by a feeling that you can reach out to the wider green surroundings whilst being able to enjoy immediate green space.

6. Highest Design Quality

Design proposals for BWR should respect the quiet, polite and harmonious well-detailed architectural tradition yet embrace innovation and contemporary architecture. Design solutions will need to be of the highest design quality that will be valued enough to keep for future generations and must be adaptable to a variety of uses over time; a tradition to which the buildings of Bath have historically responded well.

7. Space and Hierarchy

Bath has a fine tradition of deliberate well planned linked spaces and these are in some respects as important as the buildings that frame them. This hierarchy of formal spaces is supplemented by a lower order of incidental spaces that animate the city. The redevelopment will continue the provision of formal public open spaces as well as the more intimate general public realm areas.

8. Materials

Bath's unique character as a city is in large part made up of the homogeneity in the appearance of the city which is primarily as a result of the extensive use of Bath Stone. The need to respect this homogeneity will affect the choice of materials palette, which will be limited in range. The colour of materials, their texture and scale and the proportional solidity of the building elevations, as well as the application of materials, will all be important considerations when proposing materials for the site.

9. Roofscape

Set in a valley, roofscape is the fifth elevation of the built form in Bath. The appearance of the roofscape is how the majority of Bath residents will experience BWR. It is therefore essential that it reflects the context of Bath, which is a fine grained solution. This will preclude large unbroken roof elements.

10. Sustainability

This is at the heart of the BWR development and must demonstrably be embodied in all design proposals whilst respecting the unique contextual conditions. Local context is arguably a key factor in sustainability, as it is central to effective place-making by responding to the host community it serves.

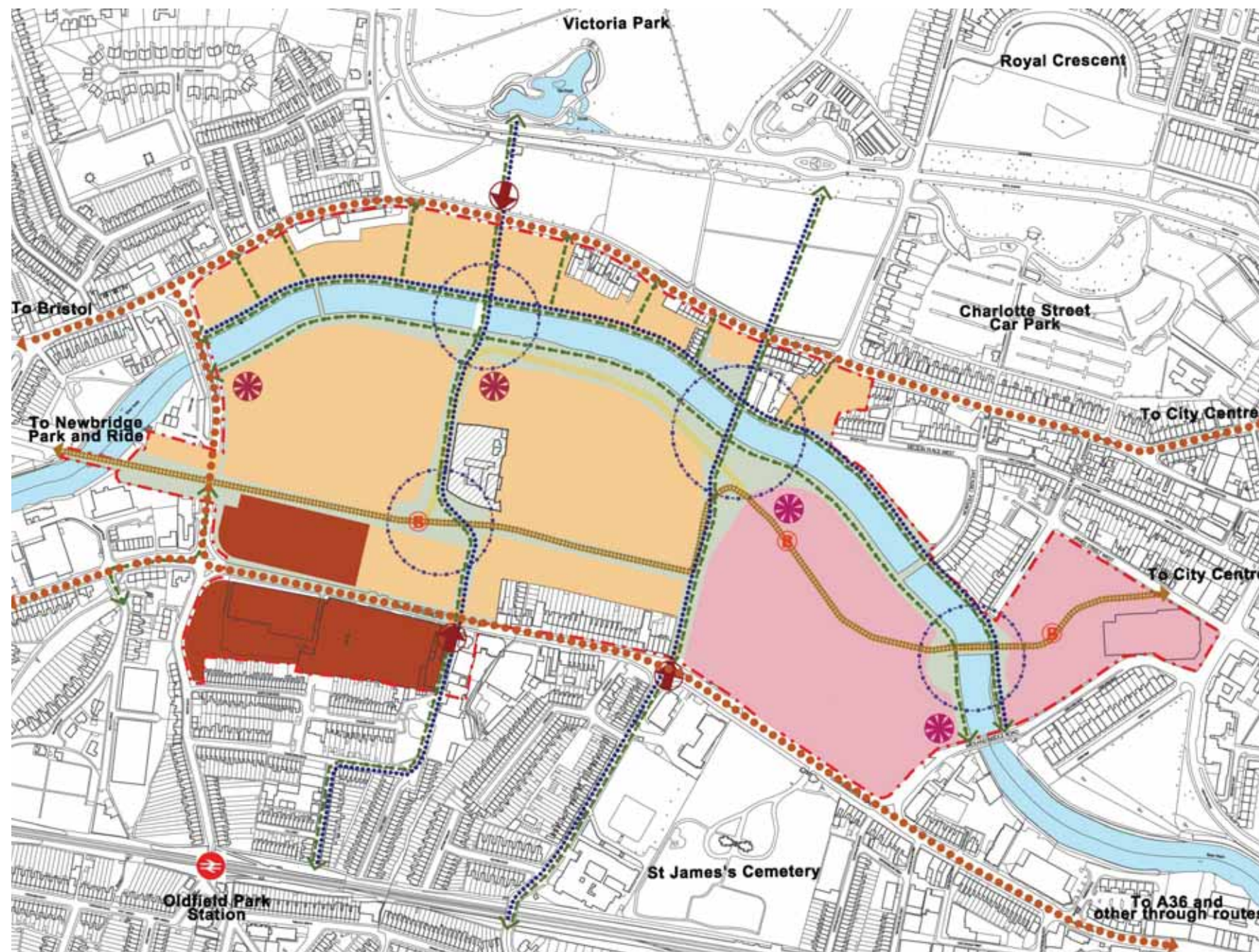
11. Community

Bath Western Riverside will be a new community, but will also need to respect the dynamics of the existing communities and provide opportunities for improved access to services and facilities, as well as creating a high quality living environment for the new and existing residents. The design solution must be developed in conjunction with key stakeholders in the local community.

2.4 Spatial Masterplan – Key Organising Principles

The following is a summary of the key organising components of the masterplan – as shown within the summary spatial masterplan diagram (Plan 2.3).

Plan 2.3 Summary Masterplan



Part 2 Spatial Masterplan

1. River Focus

The river is the principal asset of this site and must be fully addressed by development on both banks.

The site offers the opportunity to create significant public realm on the southern bank of the River Avon through the site; in particular the opportunity to create a new river park along the majority of the Avon frontage.

2. Public Realm

At the heart of the redevelopment is the requirement to create the highest quality public realm experiences that form a sequence of experiences. These will not only be the major spaces – identified as activity zones on the summary diagram including the River Park, Victoria Bridge Cascade, Midland/Windsor Bridge Road junction with river, Green Park Station (front and rear), and the community space but also high quality intimate incidental spaces mirroring this tradition throughout the city.

3. Rapid Transit System

The RTS will form an east-west link from the city centre to Newbridge Park and Ride. This is a central feature of the access strategy for this site and it supports sustainable travel for the city. It will reduce reliance on the private car and help to ensure modal shift. In design terms it needs an efficient alignment from east to west that integrates well within the development which it will serve.

4. Uses

The whole site is viewed as a mixed use quarter; however, there will be dominant uses amongst the mix. To the western end residential and community uses will dominate. To the east of Victoria Bridge Road this forms the eastern city extension with the full range of uses including retail, leisure, civic, cultural, commercial and residential. These uses relate to the concept of character areas which is supported by the spatial masterplan and the design codes.

5. Links

The main new link created by the redevelopment is the RTS, (see 3 above). The other key links across the site are the two strong north-south green pedestrian links connecting this site to the surrounding communities. Other desire lines are included within the spatial masterplan, recognising well established routes that have developed over time.

6. Heritage Enhancement

The key heritage enhancement is the opportunity to add to the quality of the World Heritage site, not only in physical terms but also in the management of the existing asset. The redevelopment will secure the future for Victoria Bridge, and create a proper setting for it which is currently lacking. It will create opportunities to enhance the conservation area and listed buildings, in particular Green Park Station. Other notable buildings unlisted but worthy of retention are included in the spatial masterplan, notably Bath Press.

7. Landmark Opportunities

In recognising the role that the gasholders play in creating a landmark throughout the city it is acknowledged that the size of the site and the scale of the redevelopment offers the opportunity for the inclusion of landmarks. The spatial masterplan includes possible locations for these, however, any landmark must be fully justified by a detailed examination of context and design rationale. See paras. 2.9.12 to 2.9.14 for more guidance on this issue.

8. Townscape Opportunities

As well as the opportunity for landmarks there exist the opportunity for significant townscape enhancements building on the respected built form elements of the area. These form a valuable tool as townscape navigational aids to bolster the new urban form and help to tie it back to the contextual language and community associations. These opportunities are explored within the spatial masterplan and expressed on Plan 2.8, and are expanded upon in the design codes for each character area.

9. Protecting Key Views

The Western Riverside site sits on the valley floor and as a consequence is exposed to views from all around the city. The consideration of the key viewpoints rather than protection of all viewpoints is the best approach. The development must demonstrate how key views will be affected by the proposal. Key views are shown on Plan 2.9.

10. Scale Height and Massing

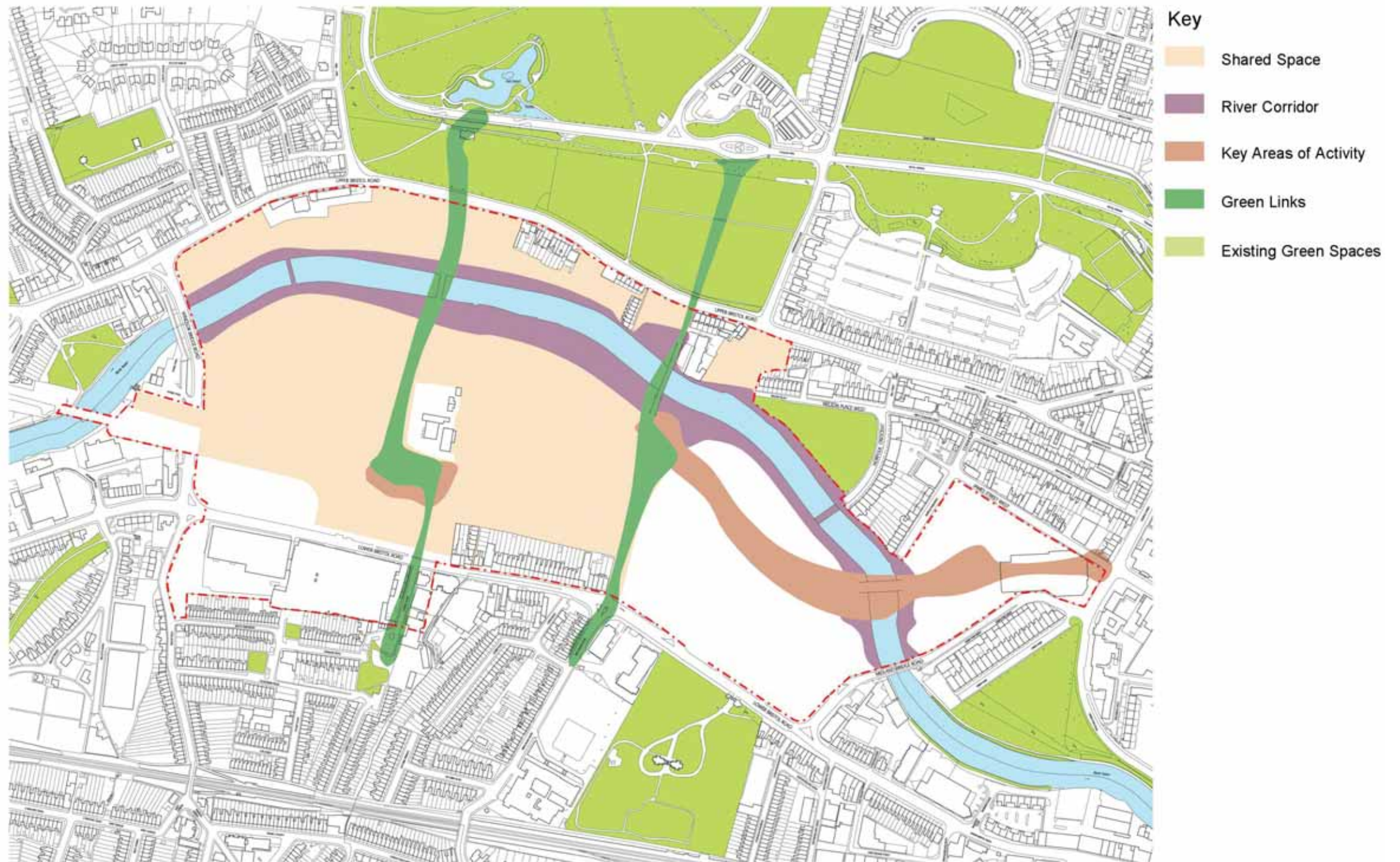
Bath is a city that is founded on the principles of human scale and proportion, it lacks tall buildings. The appropriate scale for the development of Western Riverside needs to respond to local contextual conditions and respect the established city scale. The respect for contextual scale will help to protect views to the wider landscape. Refer to Plan 2.10.

2.5 Public Realm

Introduction

- 2.5.1 The public realm in Bath is one of the city's key assets; it includes both the powerful gestures of the grand architectural statements, well known set-pieces and the intimate and incidental spaces and a range of spaces between these extremes that create a varied and stimulating sequence of experiences, particularly for the pedestrian.
- 2.5.2 The success of BWR will be judged primarily by its quality of public realm. The public realm is the glue that holds all the development together. Experience has shown that successful urban regeneration is often led by excellent public realm.

Plan 2.4 Public Realm Typologies



Part 2 Spatial Masterplan

2.5.3 This public realm network provides the primary organising element of the masterplan creating a strong hierarchy of attractive and integrated spaces that physically link the area to the wider city as well as providing a series of new and exciting citywide spaces that help to define a strong character and sense of place by extending the distinctive qualities and variety of the City into the Western Riverside area. These are a series of spaces that extend across the site from east to west.

2.5.4 Within the framework of the masterplan are a series of distinct character areas or public realm components that begin to define the variety, activities and nature of spaces and experiences in the Western Riverside area:

2.5.5 The first level in the hierarchy is the key routes:

- The River Corridor – divided into three distinct zones
- Green Links
- City links

2.5.6 The second level in the hierarchy are the main public realm spaces which occur at the intersection of routes, or where the routes meet key features or uses, defined as activity points on the summary masterplan (Plan 2.3). The public realm opportunities are around these activity points and are as follows: (Moving from east to west)

- Plaza to west of Green Park Station
- Civic River Crossing
- Victoria Bridge Cascade
- Community Space at Junction of Midland Road and Rapid Transit System
- The area where Midland Road meets both banks of the River

2.5.7 The third level in the hierarchy is the incidental spaces that occur between and within the remaining development areas. These are not just remnant strips of open space, all incidental spaces at this third level need to be positively designed. These are likely to occur where roads widen slightly or corners allow a more generous public realm areas, and small squares that allow relief to an otherwise dense development scheme.

2.5.8 A series of high level design principles have been developed to inform the development of the public realm strategy and are applicable to each area:

- Public Realm will be of the highest quality and will be consistent throughout the site, secured through the design coding. This is considered the glue that binds the scheme as a whole, and will lead the quality regeneration of this area.
- Adopt a simple, high quality palette of hard landscape materials that balances lifetime costs, aesthetics, durability and sustainability (details are provided in the accompanying design codes).
- Maximise opportunities to translate the Bath tradition of respecting the landscape setting, where significant views from the surrounding city and countryside are captured and drawn into a set piece composition of landscape and urban form.
- Extend the Bath tradition of linked distinctive and incidental spaces defined by and sharing a close relationship with architecture, creating well-defined hard civic spaces and streets whilst integrating green spaces such as courtyards, parks and gardens.
- Create a stimulating and fun environment that continues Bath's character as a 'playground' stimulating future art, literature, science, education and politics.
- Create a public realm that is varied and dramatic
- Consider the enclosure ratios of public realm and ensure they are consistent with contextual language of the city – refer to the design codes for details
- Bath's public realm contains a diverse variety of details but should embody simplicity but attention to detail in a contemporary interpretation of traditional language

Green Park Station Plaza

2.5.9 Green Park Station has significant townscape qualities associated with the former railway station. This Grade II listed building, currently is a missed opportunity as a car park to the Sainsbury's foodstore. The relocation of Sainsbury's within the scheme allows the opportunity to create a space that will support civic/ cultural events to support the proposed uses in this area. This has the potential to be a lively event space at the heart of the city extension. This is a key space in the new public realm hierarchy.

2.5.10 Key aspects of this area are as follows:

- The design of the area needs to maximise the opportunity for the enjoyable, safe and legible movement of pedestrians. The careful and safe integration of the rapid transit route within a high quality pedestrian environment is critical to the success of the space.
- Green Park plaza, to the rear of the station building, will be a high quality urban city space, essentially hard landscaped, and framed by the listed building
- This location will be a bus stop on the rapid transit route and will act as the main entry point for many passengers arriving at Western Riverside.
- The key public realm asset in the area will be a new, high quality urban city square designed as a platform to host performances and other social functions and gathering.

Civic River Crossing (Ivo Peters Road)

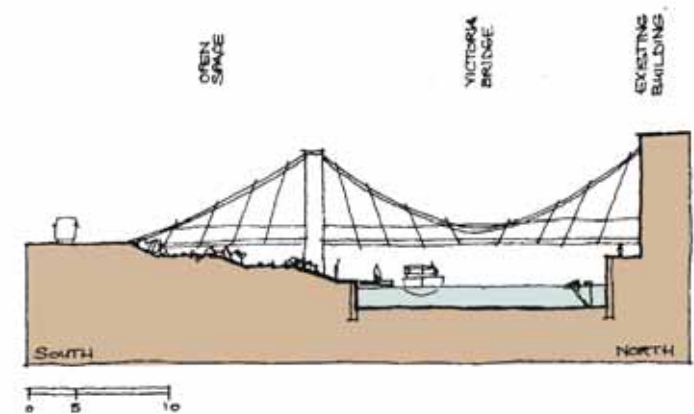
2.5.11 This space across the river is the second in the series of the linked series of spaces, following the tradition in the city. Entering from the city this is the first experience of the river, and must entice the pedestrian to further explore the river environment. On the east of the river, the bank could be re-modeled to allow access down to the water's edge.

Victoria Bridge Cascade

- 2.5.12 At an important mid point within the masterplan, and interchange between a number of significant routes and spaces, a new city-scale public space will be created that draws together influences and activities from across the site. This space will offer views towards the Royal Crescent. This area could become a key space within the city network, equal to some of the traditional key spaces in the city. This is one of the grandest spaces within BWR, and as such its proportions should reflect their status. Details of the performance criteria for this space are included in the design coding.
- 2.5.13 Key aspects of this space are as follows:
- A strong physical and visual relationship with the water should be established
 - This is a key point at which physical access to the water forms a central design brief for the creation of a space that cascades down to the waters edge.
 - The modeling of the landform should be exploited to form interesting and exciting series of terraces
 - Provision should be made for the accommodation of waterside recreation facilities eg. the inclusion of a physical structure to house a ticket office/boat house, the creation of pontoons off which access can be gained to pleasure craft on the river.
 - The design of the space should respond to and improve the setting of the listed Victoria Bridge structure.
 - The built form facing Victoria Bridge Cascade Open Space should reflect the importance of this space within the hierarchy. The opportunity for a landmark (as defined elsewhere) could enhance the position of this space within the hierarchy.



Indicative cross section of Victoria Bridge Cascade



Victoria Bridge Cascade

Part 2 Spatial Masterplan

Community Space – at Junction of Midland Road and Rapid Transit System

- 2.5.14 This space will provide a hub for community activity related to the community building, and with a RTS stop it provides a central focus for the western residential neighbourhood. Within the spatial masterplan it is shown as a significant public realm space. As it occurs within the north/south green link along Midland Road, it is expected to contain significant trees. This space will also interact with the retained Wessex Water pumping facility and must address this positively in the design. It is expected that the design for this space will relate strongly to the community facility and should be the product of active engagement with the existing and new community.

The Area where Midland Road meets both banks of the River

- 2.5.15 Either side of the existing Destructor bridge is the opportunity for public realm activity points on both banks of the river. This is a significant design challenge as this is one of the main entry points into the site.
- 2.5.16 The northern bank could offer the opportunity for commercial activity to make use of the sunny aspect, but this will be determined by the extent of the built form on the river edge, the deck level of the bridge and the profile of the bank, which may need to be terraced to accommodate level areas.
- 2.5.17 The southern bank at this point is at the junction of the Green Link and the River Park, the expectation is that the space will reflect this softer transition to the natural edge.

River Park

(Refer to the River Corridor Section below)

2.6 The River Corridor

Introduction

- 2.6.1 As a counterpoint to the dense urban character at the heart of the city, and in sharp contrast to its strong, hard urban lines the River Avon and its banks extend the strength and softness of Bath's natural landscape through the area. The river is one of the most important landscape assets within the City of Bath. It is however widely acknowledged that the river is currently heavily under utilised and over looked as a resource, with much of the city turning its back to the river and public access and enjoyment of the water limited
- 2.6.2 Within the Western Riverside masterplan the river is central to the development area, and the most significant natural landscape element, with the capacity to provide an important and exciting organising, orientating and leisure environment for new and existing residents as well as visitors to the city as a whole.
- 2.6.3 There are currently six river crossings within the BWR redevelopment area, ranging from the delightful Victoria Bridge to the lowly accommodation bridge. All the bridges are important as interactions with the river and act as the connecting points with the existing built development and communities.

- 2.6.4 The River is the key feature in the spatial masterplan for the site, it is central to all design decisions and the development must respect this as the primary driver to the layout of the entire site

River Design Principles

- The River is at the heart of a public space which pulls both banks of the river together with experiences across the river bank that respect and balance each other
- The southern bank offers the opportunity for the river park with frontage development addressing the river and creating an active edge
- Development on the southern bank should be positive in its relationship to the river and create an active and varied river frontage scene
- The northern bank development will have a more intimate relationship with the public realm, and some development will be at 90 degrees to the river edge to continue the contextual tradition
- Create a strong landscape infrastructure that marks the river in long distance views, continuing the tradition to allow trees to mature significantly to mark the river route from a distance
- Also exploit the opportunities to capture views and vistas along the river corridor.

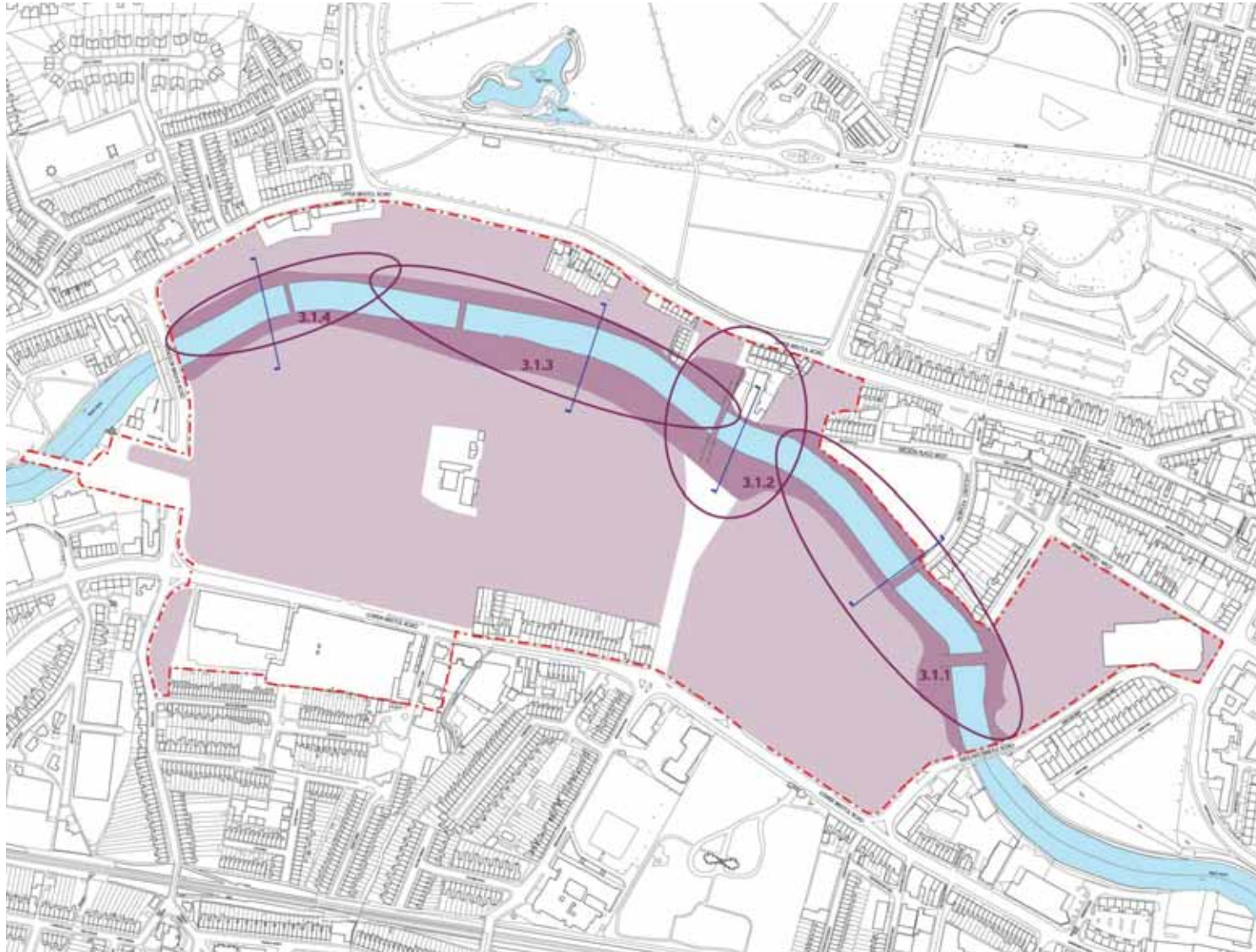
- Along the waterfront the variety of character experienced will be emphasised in the diversity of the soft landscape elements, these have been expressed in the three zones envisaged for the river.
- Maximise opportunities for public access to, and interaction with, the river, at some points this will require remove of the sheet piling and reprofiling of the river bank.
- Create a diverse variety of interlinked spaces and experiences, with the river and the theme of water play as their key inspiration
- Create a linear route with a variety of events and interesting spaces along its length that links into the wider city network of popular walking routes.
- Provide opportunities for informal and formal recreational enjoyment.
- Incorporate opportunities, within the waterside environment, to host exhibits of art; more temporary pieces of installation, performance art, permanent fine art works and sculpture.
- Create opportunities for education and enhanced interpretation of the life along the river.
- The opportunities to play with levels within the public realm at the waters edge should be exploited wherever possible.
- Every opportunity should be taken to improve the current river corridor edges in particular proposals should be put forward to improve the environmental condition and variety. It is acknowledged that it may be impractical to remove all the sheet piling, but visual softening with floating devices amongst others should be considered.

Further performance criteria are included in the design codes.



Part 2 Spatial Masterplan

Plan 2.5 The River Corridor



The River Corridor: Key Components

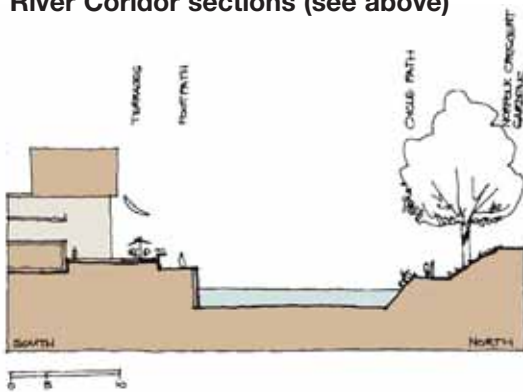
2.6.5 The spatial masterplan envisages the river corridor will have three distinct character types along the southern bank, these are shown on Plan 2.5. The northern bank is a distinct character area. (Refer to section 2.7)

The three areas are

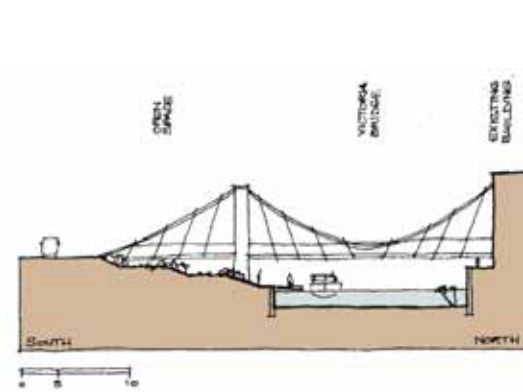
- 1) Urban River Quarter—on the southern bank from Sainsbury's Bridge to Victoria Bridge
- 2) The River Park – on the southern bank between Victoria Bridge and Midland Bridge
- 3) The Natural Edge – on the southern bank between Midland Bridge and Windsor Bridge Road

2.6.6 Between areas 1 and 2 lies Victoria Bridge Cascade.

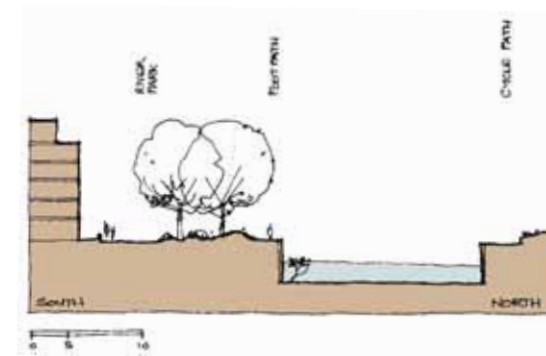
River Corridor sections (see above)



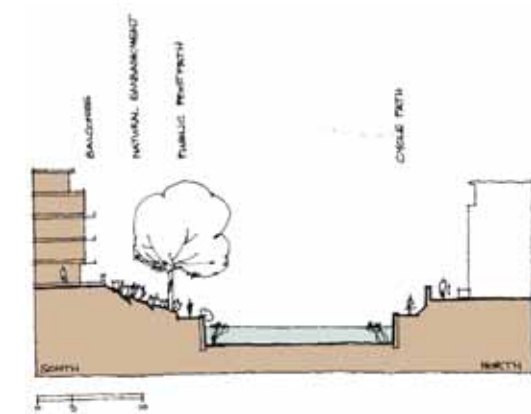
Section 3.1.1



Section 3.1.2



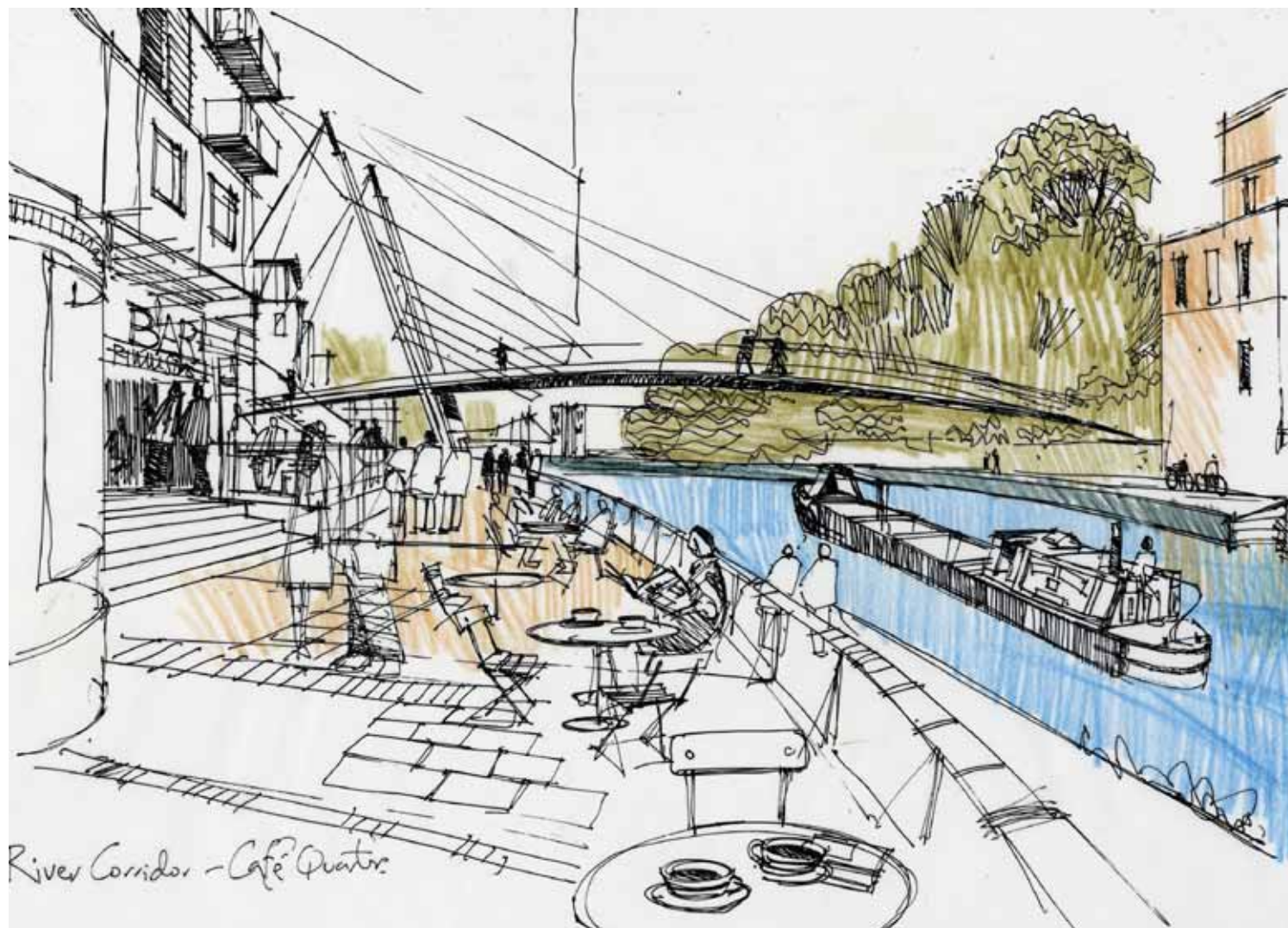
Section 3.1.3



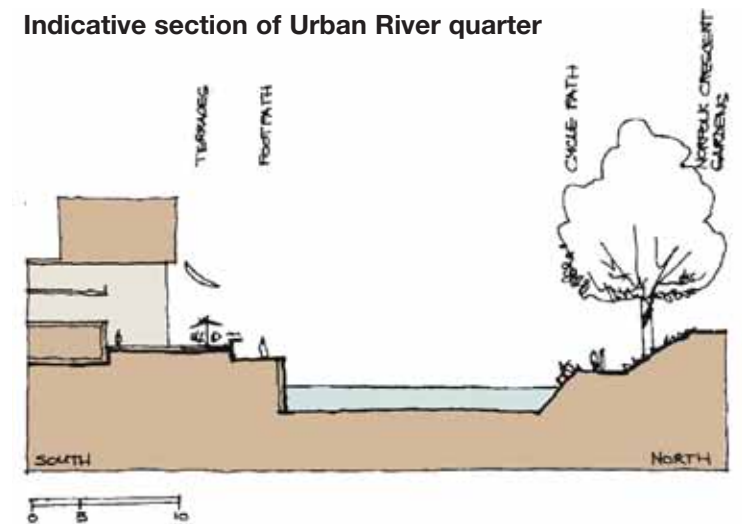
Section 3.1.4

Urban River Quarter

2.6.7 Along the south bank of the river, within the eastern city extension, built form will define a new strong river corridor with all public and commercial activity fronting directly onto the public realm creating a new high quality river promenade.



Indicative section of Urban River quarter



Urban River quarter



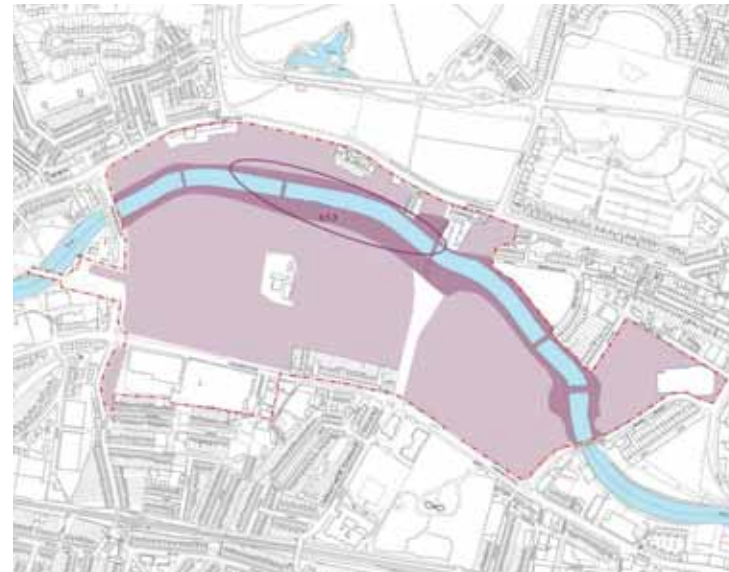
Part 2 Spatial Masterplan

- 2.6.8 The design criteria for the Urban River Quarter are as follows:
- Provide a strong, attractive and accessible pedestrian riverside promenade between the Green Park Station and Victoria Bridges
 - The public realm should have a strong hard urban character extending the civic influence of the city onto the waterfront
 - The promenade should be clutter free, with the inclusion of street furniture and lighting very carefully considered within the context of a composition.
 - The visual relationship between the river and adjacent walks should be maximized
 - The area should be designed to be safe and attractive for activity both during the day and evening
 - Building curtilage – relationship with promenade – Provide opportunities for riverside dining
 - The built form fronting this area must take account of Norfolk Crescent Green which is read in conjunction with development here and acknowledge the visual connectivity to this space
 - The detailed dimensions, materials and guidance on appropriate building scale is included within the design codes

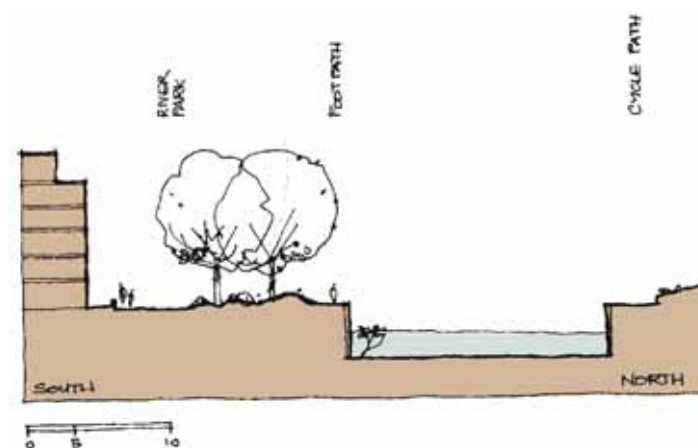
More details are provided in the design codes

River Park

- 2.6.9 At the central point within the western riverside area a linear, city-scale, river park has been accommodated within the spatial masterplan, placing the river at the heart of a new community and weaving the presence of the river back into the context of a wider city network of public spaces and popular walking routes.



Indicative section of River Park



2.6.10 The Design Criteria for the River Park are as follows:

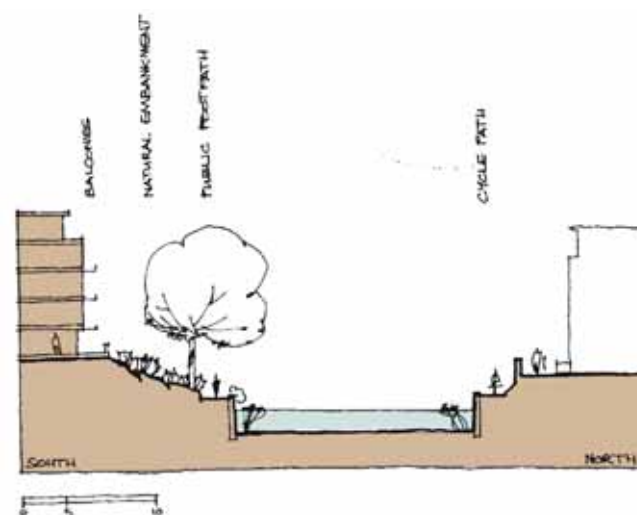
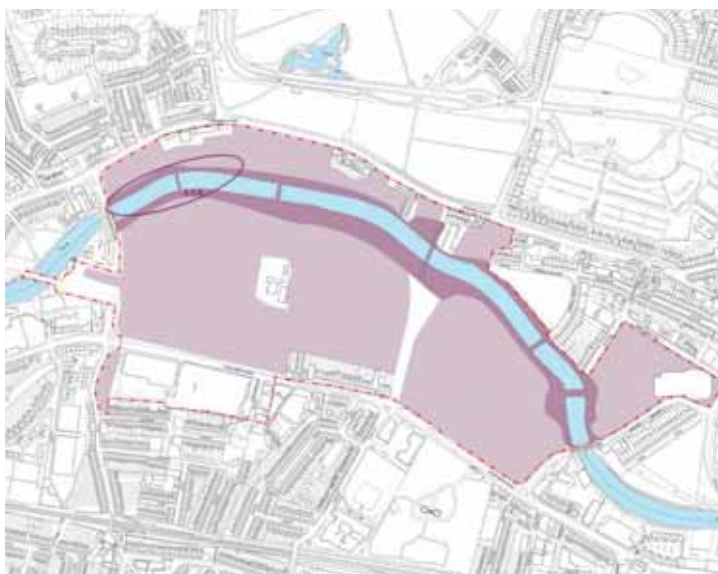
- Create a linear riverside park for public enjoyment as a significant recreational opportunity.
- The space should be no less than a minimum depth of 30m from the river bank edge to building edge (refer to cross-section in Design Codes)
- A sequence of spaces, of varying scales and characteristics, should be created
- These spaces should be linked along the river edge by a continuous waterside promenade and to the south by a residential street facing the river
- This residential street, should be designed as an attractive shared space and running along the parks southern edge.
- The park will be predominantly an area of soft landscape character
- The landscape setting of the river should be improved with attention given to the environmental characteristics of the plant species being an important consideration to encourage the protection of, and support, the river ecology
- The river park will include significant tree cover to continue the tradition of marking the river in long views by the presence of significant trees
- The scale of development along the river park must vary to add interest and prevent it becoming too much like a corridor, in addition a set back of the top storey should be employed to soften the built edge. Refer to design codes for more detail.

Natural Edge

2.6.11 Along the western most edge of the river corridor the character of the riverside promenade changes. The promenade narrows as the built form moves closer to the river and a twin level walk is created that provides both an intimate riverside experience at the lower level as well as a more public terrace at the higher level that relates more directly with the adjacent residential areas.

2.6.12 The Design Criteria for the Natural Edge are as follows:

- The lower area close to the river should not be publicly accessible to increase the biodiversity of the area.
- Native species will be used to supplement the existing retained planting
- This space will be tighter than the river park (details in the design code)



Indicative section of Natural Edge



Part 2 Spatial Masterplan

2.7 Character Areas

Introduction

- 2.7.1 The spatial masterplan fixes certain key elements described in the preceding section, the result is the site naturally divides between the fixed elements into character areas. The four character areas relate, not only to uses, but the location of these uses within the context. These interlinked character areas to help to define a new identity for the area and strong sense of place
- 2.7.2 The following sections explain in more detail the design approach for each of these areas; this is expanded in detail in the design codes. In addition within these character areas are further key public realm elements that have shared characteristics, these are described above.

2.7.3 The character areas are as follows:

The River Corridor (see section 2.6)
City Extension
Western Neighbourhoods
North Bank

2.7.4 Within these areas there are further subdivisions that are as follows:

River Corridor:
Natural Edge
River Park
Urban River Quarter

City Extension:
Green Park Station
Civic Area
Commercial Area

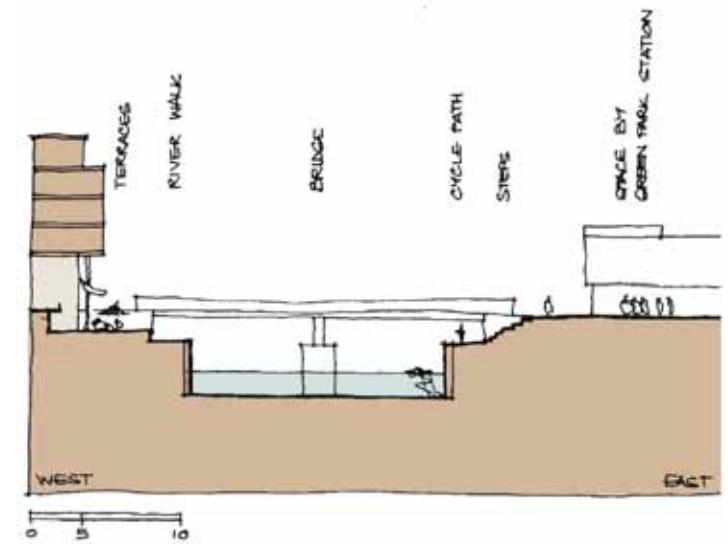
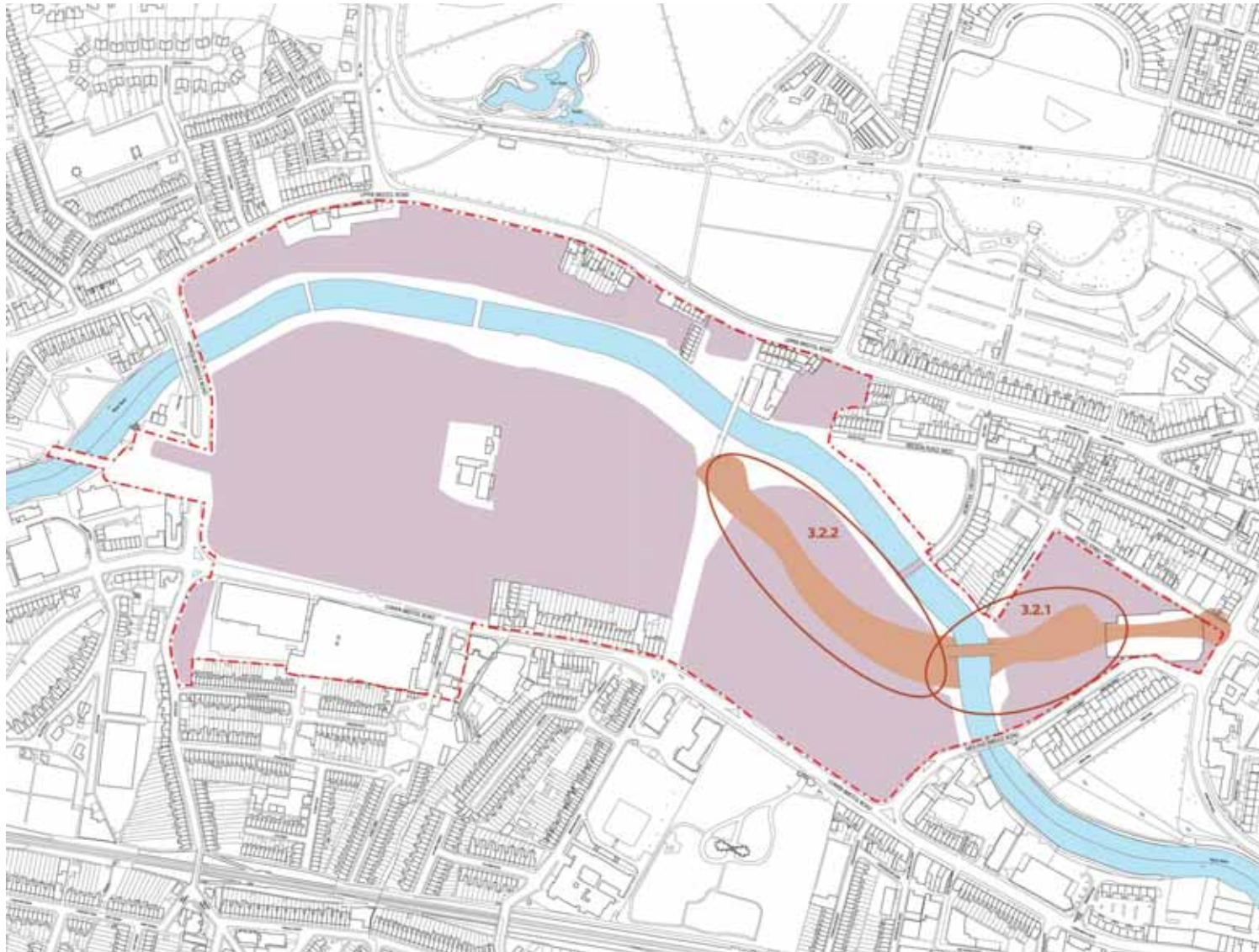
Western Neighbourhood:
Central area – encompassing Wessex Water
Lower Bristol Road

North Bank:
No subdivisions are proposed as all of this area falls within the Conservation Area.

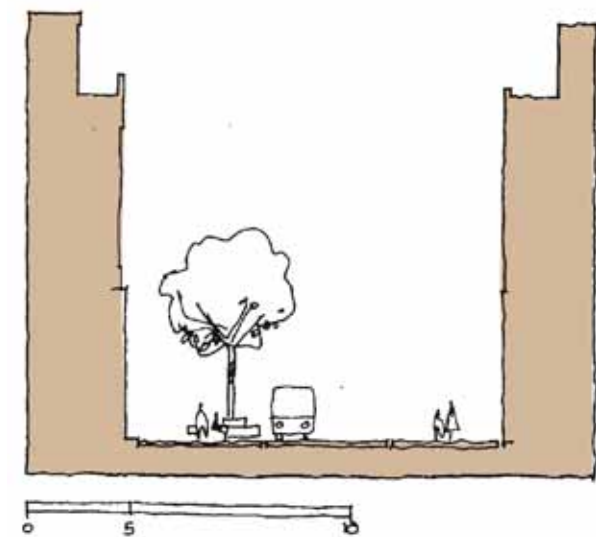
City Extension:

- 2.7.5 The City Extension is the first in an important series of urban areas which extend strong physical and visual links from the heart of the established city into the new western riverside development.
- 2.7.6 The Design Principles for the Natural Edge are as follows:
- Should be considered in terms of grain, scale and mass as an important extension of the city centre
 - Dense urban form that positively defines meaningful areas of public spaces
 - A predominantly hard, urban public realm with strong civic qualities
 - Predominantly occupied by city wide land uses and facilities ie. retail, markets, culture and family leisure uses
 - Provide a strong visual and physical link to the river promenade
 - It will be an area of transition and movement dominated by pedestrian activity
 - Active frontages will line the central movement corridor through the station building
 - A new bridge, may be required, which will accommodate the movement of the rapid transit vehicle, if it is found that the existing rail bridge is not suitable
 - Strong 'gateway' into the heart of a river

Plan 2.6 The City Extension



Indicative section (3.2.1) of City Extension
(Civic Area)



Indicative section (3.2.2) of City Extension
(Commercial Area)

Part 2 Spatial Masterplan

2.7.7 Design criteria for the City Extension are as follows:

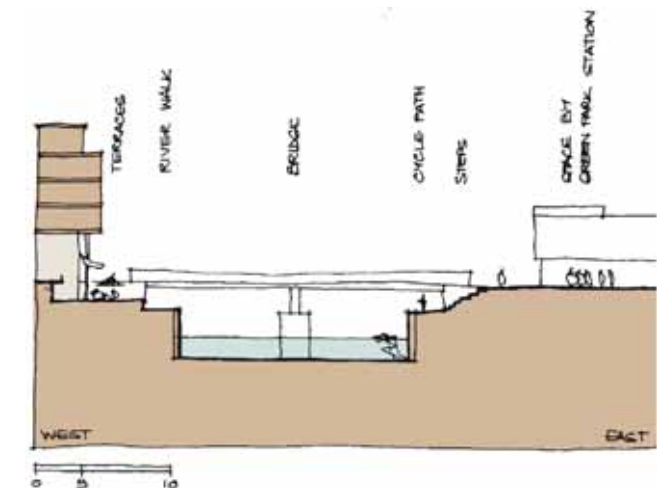
- This area requires the accommodation of large footprint buildings and will inevitably have a coarser grain than the residential areas to the west, it is important that this is recognised and the opportunity to express this area as a more fine grained solution by adding additional uses on upper floors must be taken if it is to achieve successful integration within the contextual language. Frontage development must be used to cloak the large formats and avoid long blank facades.
- The scale of this zone must relate to the city context, in this regard, this part of the site can accommodate the taller structures. (refer to plan 4 Scale Height and Mass) for acceptable height range).
- The city extension must function as a lively mixed quarter, and must not become dead after the main trading has ceased. This can be ensured by the supporting mixed uses on upper floors.

Green Park Station

- 2.7.8 At the key point of transition between the city and the wider Western Riverside site Green Park Station presents an opportunity to regenerate a building of great local significance and regional heritage significance (Grade II listed) and create a distinctive and visually powerful 'gateway', leading to the rejuvenated River Avon and new western neighbourhoods.
- 2.7.9 The Station area is identified on the diagrams as an activity point and is envisaged as a lively and colourful place supporting a weekly farmers market, permanent and temporary stalls selling organic foods and produces as well as stalls with high quality craft and design products.
- 2.7.10 The area to the front of Green Park Station needs to be designed to be inviting with a strong presence marking the threshold into a new city quarter. As the principal gateway into the new city quarter the design of the Green Park Station public space areas will need to ensure that a high quality, clutter free and legible public realm is created.

Civic Area

- 2.7.11 Closely related to Green Park Station the Civic Area will create a new focus for the performance arts and culture in the city, with both the public realm and built form providing venues to host live performance, accommodate cafes and other family leisure and social activities. It will also provide the first in a strong series of links that will reunite the city to its river, with the new river crossing? (this is needs further work to establish the reuse possibility of the existing bridge) becoming a powerful event in a series of public spaces and a new strong visual and physical relationship between the river adjacent built form.
- 2.7.12 The key perception of this area will be through the civic spaces surrounding the buildings, they should be designed as one entity.
- 2.7.13 The spatial masterplan has identified this zone as potentially accommodating a landmark, this could be the cultural building, this would continue the tradition in the city of public buildings being of a higher architectural order and quality than the surrounding buildings.



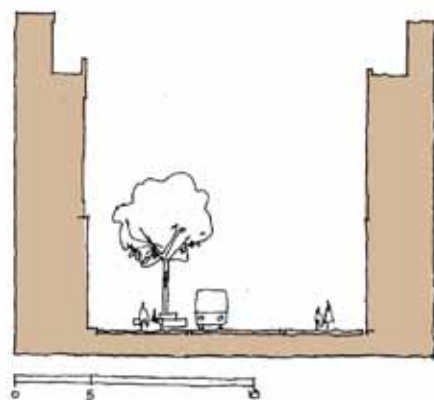
Green Park Station

Commercial area

- 2.7.14 The line and powerful visual character of the city link provides an ordering element within the masterplan, extending a powerful link between the west and east. This street adopts and translates into the western riverside area the hard urban character of Bath's most distinctive Georgian streets providing a grand address for the Western Riverside and delivering a high quality, sharply defined street that reconnects the City.
- 2.7.15 Strong emphasis has been placed on animating the waterfront with built form giving strong definition to the river corridor, and the proposed use and required detailing of the ground floors providing focuses for activity and an animated edge to the new riverside promenade.
- 2.7.16 Upper floors in this area are likely to contain some residential uses. The interface between commercial and residential uses needs careful design solutions to avoid potentially conflicting situations.
- 2.7.17 Servicing and access considerations must not interrupt the flow of the city links and should not be visible within the public realm areas
- 2.7.18 The scale and massing of this part of the site must respect the grain of the city, although acknowledged that this area may need to accommodate larger floorplates, their three dimensional form and faÁade treatment must be carefully designed to disguise this.
- 2.7.19 It is important that the specific demands of commercial operators do not compete with the need to respect the Bath context, this area needs to feel like Bath and not like any other commercial street in the UK. The commercial success of Bath trades on its unique townscape, this tradition must continue in the new commercial area.



Commercial area



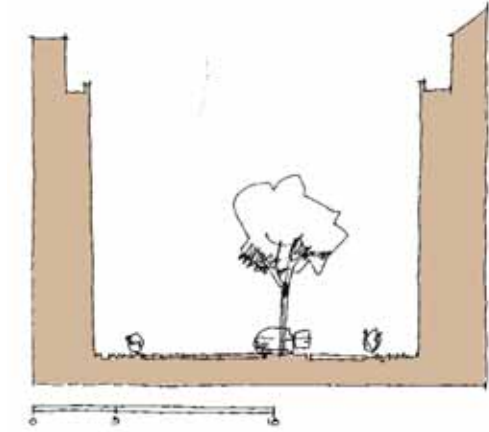
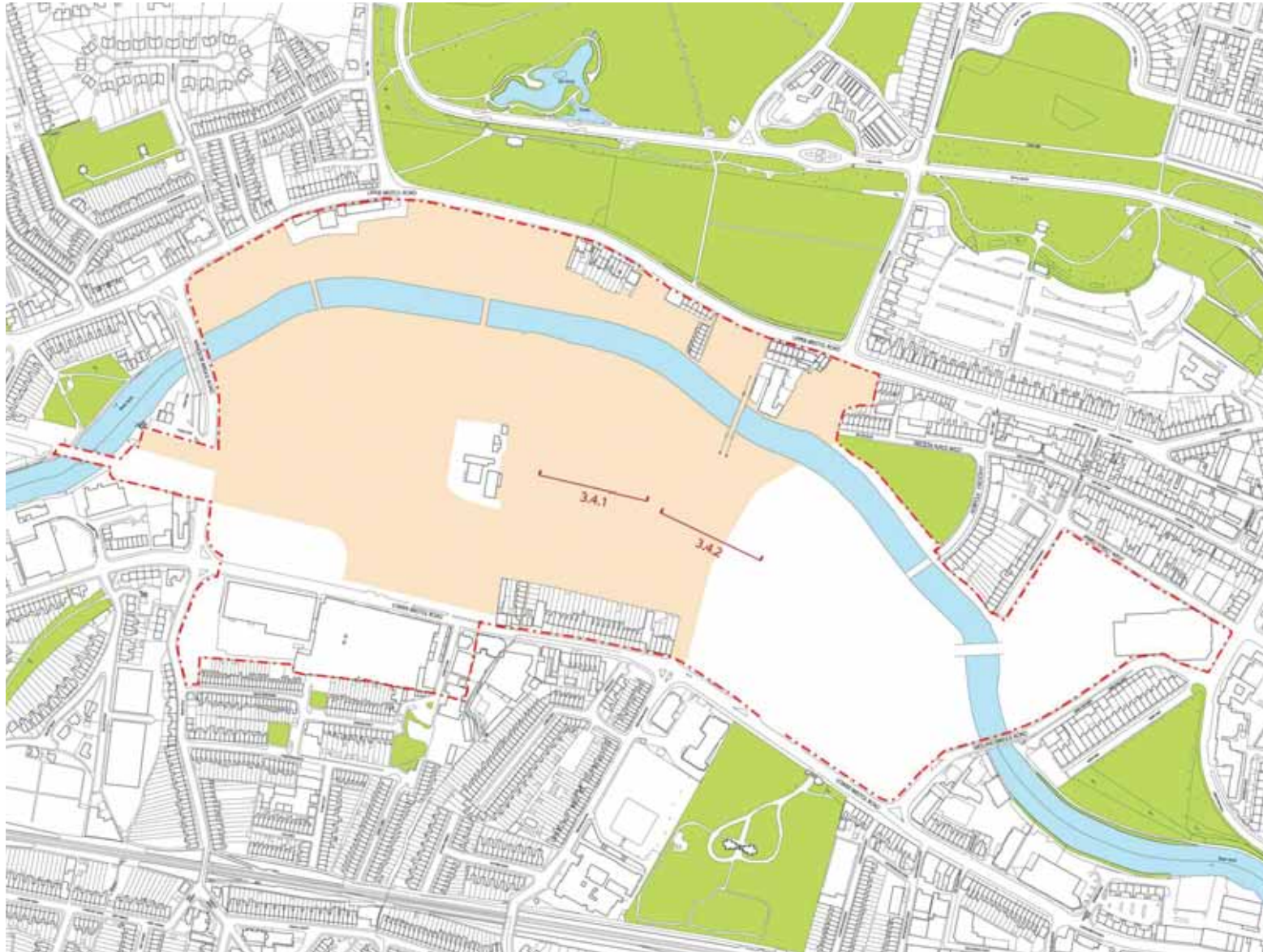
Part 2 Spatial Masterplan

Western Neighbourhood

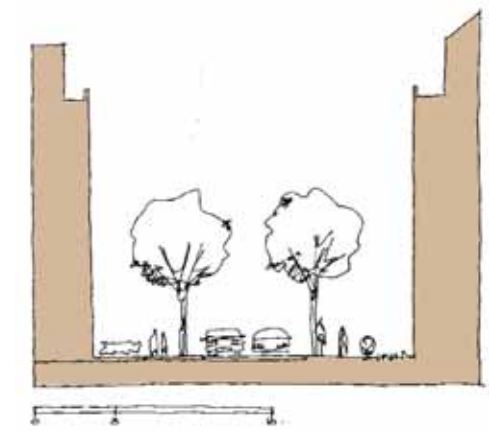
- 2.7.20 To the west of Victoria Bridge Road the prevailing character of the development area is that of an emerging residential quarter. This area needs to show respect for the immediate contextual framework, and should be animated by the key public realm areas and the incidental public spaces that will provide the opportunity for community interaction, with some providing opportunities for children's play.
- 2.7.21 BWR is expected to provide in the region of 3000 dwellings. Taken baldly this implies a density of 86 dwellings per hectare across the entire site. However, in reality, densities will need to be substantially higher than this in parts of the site to accommodate open space, and the other range of uses envisaged. Densities in excess of this figure will create challenging living conditions and present the possibility of much higher densities than that of the surrounding context. Care must be taken to ensure that living quality is maintained throughout.
- 2.7.22 The mix of dwelling types is likely to be predominantly small flats and apartments to achieve the densities required. Families generally require private gardens, and retired people also enjoy leisure gardening. Having a range of outdoor private space experience will help attract a wider variety of residents and support a balanced community.



Plan 2.7 The Western Neighbourhood



Indicative section (3.4.1) of Shared Space



Indicative section (3.4.2) of Victoria Bridge Road

Part 2 Spatial Masterplan

2.7.23 The Guiding Design Principles of the Western Neighbourhood are as follows:

- The western neighbourhood must include supporting mixed uses, including the community based use located south of the Rapid Transit Route close to the bus stop.
- Streets within this neighbourhood must be biased towards the pedestrian and provide shared space for vehicles. These streets need to be relatively quiet to ensure quality living conditions given the high densities proposed, this means they should be not allow through traffic. Refer to 3.4.1
- The high densities expected on the site can put excessive demands on the outdoor space, and some immediate access direct from each dwelling to a balcony, patio or roof terrace in addition to semi private communal space is desirable, .however, it is acknowledged this will not be achieved for all units. (Refer to design codes for further details)

2.7.24 The western neighbourhood is to provide an exemplar of sustainable urban living. The requirement of this SPD is to create elegant living conditions echoing the traditional context, but expressed in a contemporary way. Refer to plan 2.7 to show the extent of this area.

2.7.26 The Design Criteria for the Western Neighbourhood are as follows:

- The transition between the more commercially focused City Extension, characterised by the larger grain of development will create a design challenge to ensure consistency across Victoria Bridge Road.
- The blocks facing the river, must, in combination, present a street scene with a positive (ie active) river frontage.
- There are opportunities for this new western neighbourhood to strengthen the grain in this area.

2.7.27 Within the western neighbourhoods supporting community facilities will be provided. Further work is being undertaken to establish the range and extent of facilities required both on site and off site. Any new provision is expected to be provided close to the new civic space, within the western neighbourhood, near to the rapid transit and close to the bus stop.

Wessex Water

2.7.28 The retained Wessex Water pumping station creates a significant design challenge within the western neighbourhoods, which cannot necessarily be resolved by this SPD or the design codes. The solution must develop in tandem with the surrounding urban form. The main issues for the successful integration of Wessex Water Pumping Station are as follows:

- Mitigate any odour issues
- Address the change in scale
- Retention of the traditional buildings on site
- Provide suitable, attractive secure boundaries
- Prevent parking abuses
- Retain operational access to the site through the residential zone
- Provide high quality public realm around the area that is secured by the fencing
- Create a positive public relations solution to the retention of the site

Lower Bristol Road

2.7.29 This character area within the western neighbourhoods is distinct from the areas to the north as it requires a higher degree of integration with the existing built fabric and must address the challenge of creating an attractive street scene along the Lower Bristol Road. It is envisaged that this area will contain a greater variety of mixed uses. The retention of the Bath Press building is central to this area, although not listed it is an important contributor to townscape quality.

2.7.30 The Design Criteria for Lower Bristol Road are as follows:

- Integration with the existing townscape will be the primary consideration
- Creating a positive street scene along Lower Bristol Road
- The scale of development needs to reflect the surrounding context in particular around Victoria Buildings
- The area is likely to support a mixture of employment and residential uses, the interface between these uses needs careful handling

The North Bank

2.7.31 The whole of the north bank falls within the Bath Conservation Area. This is a much finer grained area, than elsewhere on the site and care is needed to knit new development with the existing fabric where this should be retained. The development blocks are narrow, formed by the Upper Bristol Road to the north and the River to the south. Historically this area has had a poor relationship to the river, yet being south facing offers great opportunities for development to address the river. Part of the charm of this area is the diverse relationships to the river and this diversity needs to be continued in the redevelopment.

2.7.32 The Design Criteria for the North Bank are as follows:

- Respect for the character of the conservation area is the primary consideration in this zone
- The scale of development will be lower than that south of the river
- Diversity of experience along the river edge
- Reinforce the pedestrian and cycle route on the river bank, and provide links to it through the development area

More details are provided in the design codes

2.8 The Block Structure

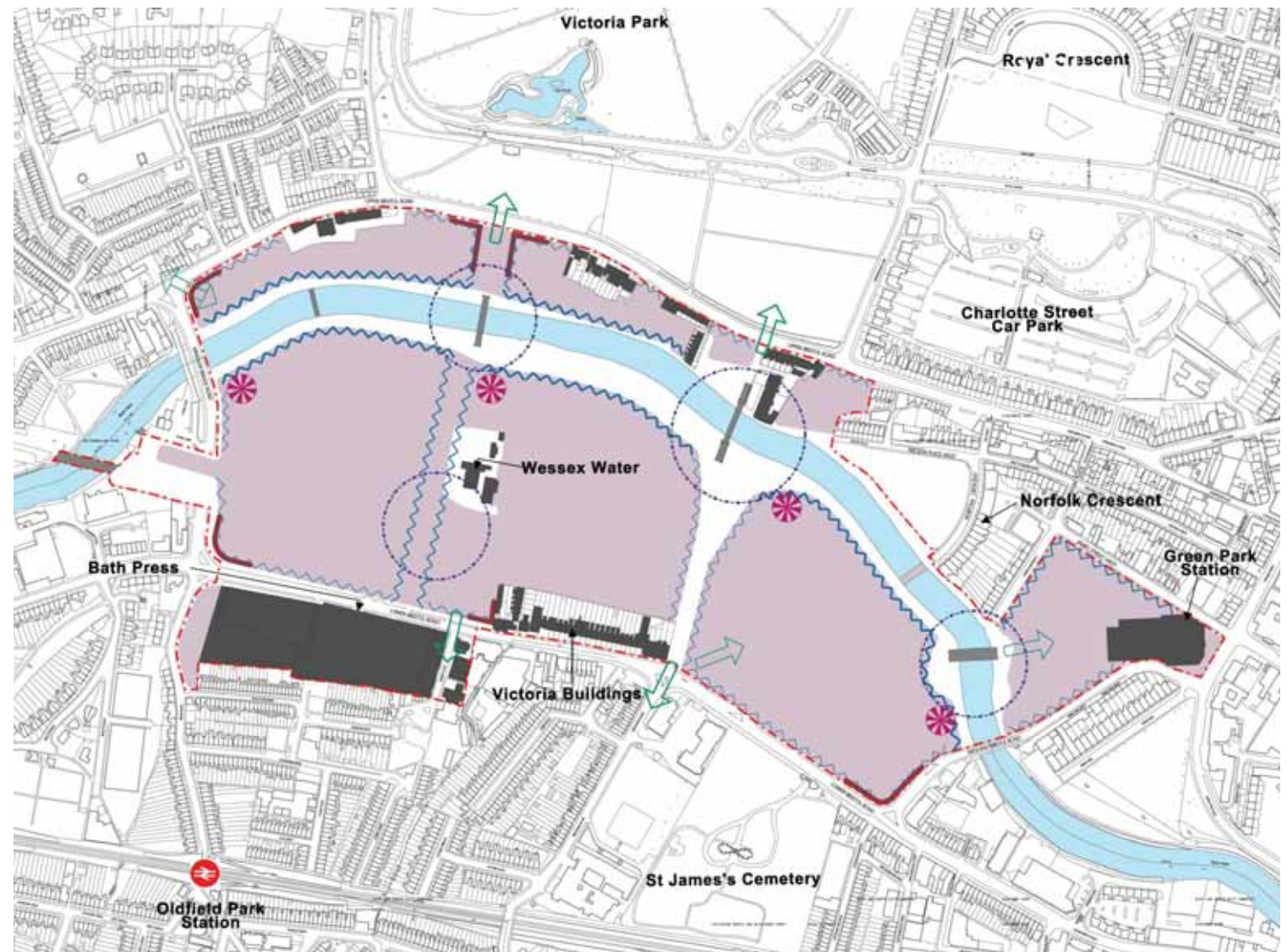
Block Resolution

- 2.8.1 Block resolution, namely shape and size of blocks has not been defined through the spatial masterplan, there is some flexibility for the designer, but the blocks must meet the critical dimensions expressed within the design codes.
- 2.8.2 The spatial masterplan has deliberately not resolved the individual urban blocks that will make up the redevelopment scheme. This will allow a degree of flexibility over time, and is hoped will give individual designers the freedom to explore imaginative solutions that fit within the spatial masterplan and the design codes. The accompanying diagrams in this SPD are illustrating development zones and these do not necessarily relate to building frontages.
- 2.8.3 In common with good urban design principles (eg Urban Design Compendium) and the local contextual language, generally the built form will be formed by perimeter blocks that surround private space and servicing. Exceptions from this general rule may be acceptable if it can be demonstrated that issues of the use private use of space and servicing do not compromise the public realm.

Street Scenes

- 2.8.4 The examination of context has shown that the area is dominated by terraces which group to form perimeter blocks. Terraces often have continuous frontages along streets. This leads to dominant street scenes that characterize the area. In designing a solution for the site the following street scenes must be considered as complete compositions. These include:
- Lower Bristol Road
 - Green Park Station/ James Street West
 - Upper Bristol Road
 - Windsor Bridge Road
 - River – South Bank
 - Midland Bridge Road
- 2.8.5 The Townscape Opportunities diagram (Plan 2.8) demonstrates how these important principles should be applied to the BWR area. This is also covered later in section 2.10 Townscape Opportunities.

Plan 2.8 Townscape Opportunities



Part 2 Spatial Masterplan

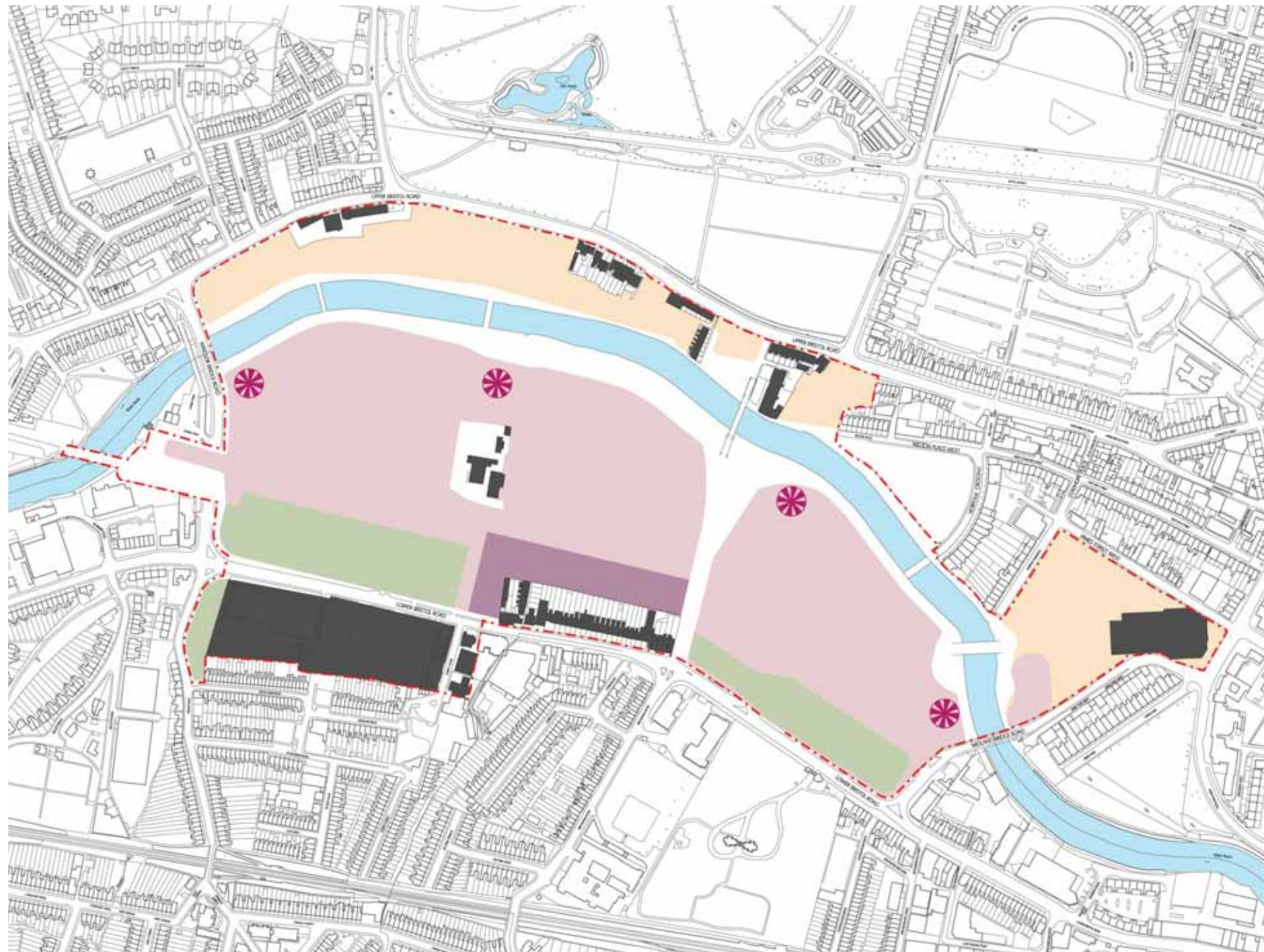
2.9 Scale, Height and Massing

- 2.9.1 The location of Bath Western Riverside on the valley floor and central to the surrounding urban settlement, which rises above the site, presents both an opportunity and constraint. The site has been described as being a goldfish in a bowl, which can be viewed from virtually everywhere. Certainly the zone of visual influence of the site is significant. (See Plan 2.9 – Views). The longer views of the development are therefore a significant factor in devising the design solution for the site. It must be recognized that every view across the site at present cannot be protected. The benefit of being at the lowest point within the city means that it is possible to protect the general views to the landscape setting around the city.
- 2.9.2 It is not recommended that heights are consistent across the site. In fact the reverse is recommended the skyline needs to have a variety, with a mixture of heights and scales.

Plan 2.9 Significant Views



Plan 2.10 Scale, Height and Massing



- Retained
- 5-8 Floors
- 3-6 Floors
- 3-5 Floors
- 2-4 Floors
- ✱ Potential Landmarks

Notes:

1. The height ranges are expressed in terms of residential storey height (approx. 2.5m floor to ceiling). The assessment of buildings with commercial uses will, therefore, have to be adjusted to take this into account.
2. See paras. 2.9.12 - 2.9.14 for further guidance on landmarks

Part 2 Spatial Masterplan

Tall Buildings

- 2.9.3 The Bath city-wide character study has found that Bath is characterised by a lack of tall buildings, apart from the punctuation by the Abbey and other Church Spires. Generally other tall buildings that have been developed have harmed the integrity and balance of city views.
- 2.9.4 Against this background it must be recognised that the Western Riverside site does contain the three significant gas holder structures. These vary from other tall buildings as they are temporarily tall, and often only the lightweight lattice structure is visible, with the background seen through the structure.
- 2.9.5 There is no tall buildings policy for the city of Bath. This spatial masterplan is not intended to develop a tall buildings policy for the city, rather it a guide for the height, scale and massing of the development expressed as a range. The section on landmarks also refers, but note that the specific guidance on landmarks does not imply that they are tall buildings, they can be expressed as a wider range of landmarks as these are emphasis points within the spatial masterplan. The design codes elaborate on the details of this guidance.
- 2.9.6 A number of significant viewpoints have been agreed these are shown on Plan 2.9. Any development proposal must test these viewpoints and demonstrate the impact of development upon these views.
- 2.9.7 Although some specific local views would be lost by this approach as stated above Key views around the site must be tested as part of the appraisal of proposals for the site.

Height Plan

- 2.9.8 The spatial masterplan includes a zonal plan which illustrates the acceptable ranges of heights across the site (see Plan 2.10). These are not intended as targets, the building heights must vary within these zones to reflect the local context. This zonal height plan does not apply to the potential landmarks (see para 2.9.12 to 2.9.14).

Proportion

- 2.9.9 The Bath city-wide character study (adopted SPD) found that there was a key balance of building height and space.
- 2.9.10 There are some particularly sensitive neighbours to this site, for example Victoria Buildings, where not only height, but scale of adjacent development, is critical to successful integration. In addition the scale of Victoria Bridge is extremely sensitive and must be respected.
- 2.9.11 Any redevelopment must respect the relative proportions and enclosure ratios found within the city to fully reflect the context. Taller structures will need relatively more space to create the suitable balance. The design codes elaborate on the details of height, scale and massing for each character area.

Landmarks

- 2.9.12 The spatial masterplan has included the possibility for four 'landmarks'. (refer to Townscape Plan 2.8). These are spatially defined, but they should be seen as flexible guides to their location, which will depend on the detailed layout surrounding the site of the landmark to fix their location. The landmarks are points of emphasis within the built form that assist in reinforcing the activity points within the scheme and providing new townscape signposts within the new built fabric.
- 2.9.13 The term 'Landmark' does not infer that this is a tall building or structure. A landmark can be defined in a number of ways. It could include the following:
- Significant public space
 - Public Art
 - A building / structure in contrasting architectural style to the prevailing context
 - A building/ structure in contrasting scale to the prevailing context
 - The use of the landmark building should reflect its status and include a community/ cultural or civic purpose on the ground floor as part of a mixed-use building.

- 2.9.14 Design Criteria for Landmarks are as follows:

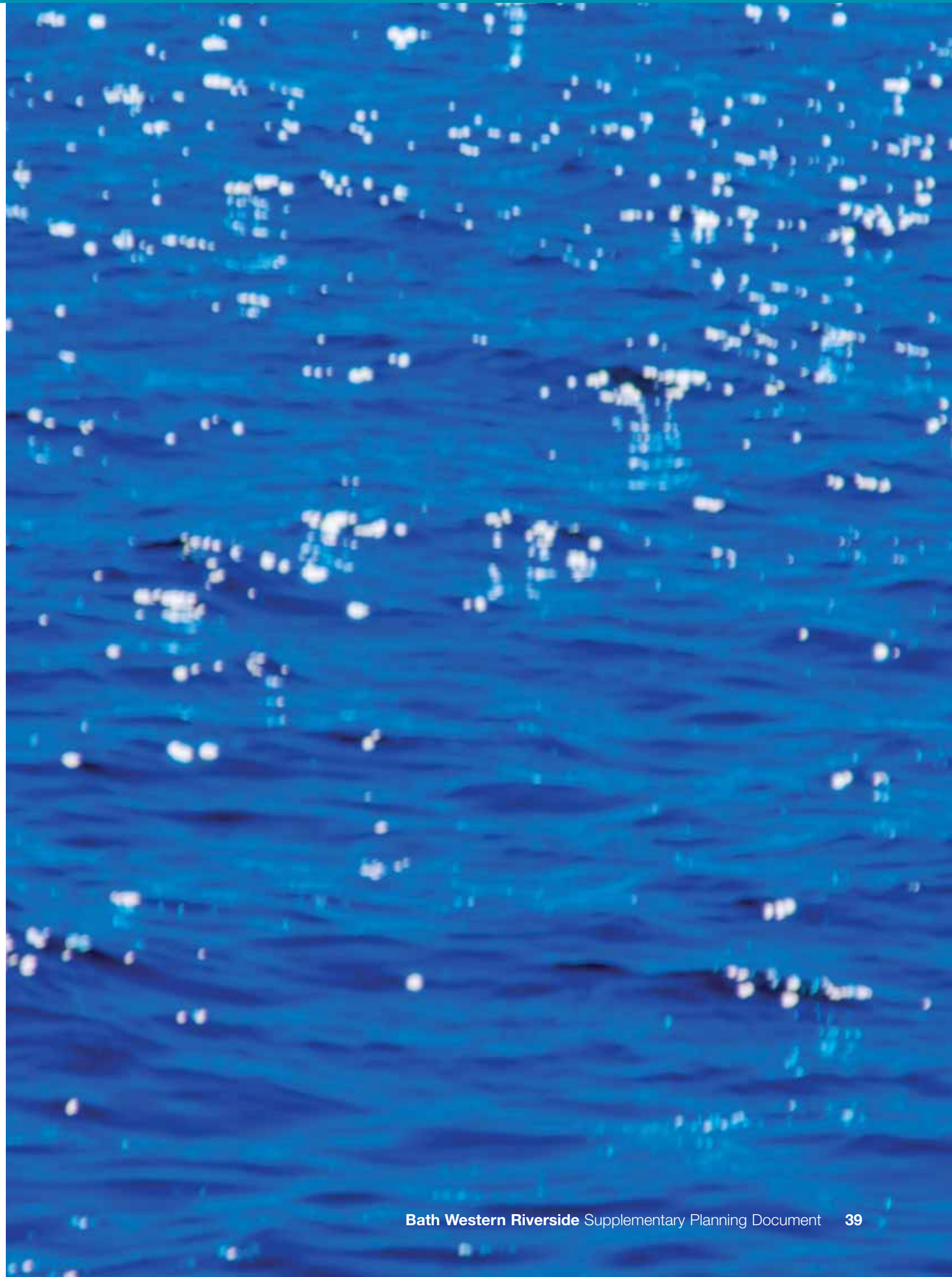
- Landmarks are points of emphasis within the general form of development that provide references within the scheme and the wider setting.
- The point of interest might be created by roofscape, architectural expression or scale.
- A landmark is not intended as a trophy piece of architecture.
- It may not be necessary to provide landmark structures on all four points identified in the spatial masterplan
- The landmarks must be in sympathy with the remainder of the development of the site
- Tower blocks are not an acceptable form within the city.

2.10 Townscape

- 2.10.1 The contextual and townscape appraisals informing this Masterplan has recognised that there are significant townscape qualities to some of the existing elements within the BWR site.
- 2.10.2 Bath has a strong tradition of excellent corner buildings, this must be continued within the BWR area, key corners are marked on the townscape plan (Plan 2.8).
- 2.10.3 The townscape plan also marks the opportunity to create or mend the street scenes; these are the outward aspects of the development and are the face of BWR to the existing host community. The recognition of the street scene opportunities extends to both river banks, although there is recognition that these will have a different feel across the river.
- 2.10.4 The desire lines across the site are noted on the townscape plan, these need to be acknowledged in the development proposals to provide pedestrians the opportunity to access the site and its hinterland.
- 2.10.5 Plan 2.8 (the townscape plan) shows these opportunities. The plan recognises individual elements that need careful consideration in creating the new urban form including:
- The Belvoir Public House, Lower Bristol Road
 - The Bath Press
 - The Wessex Water Pumping Station
 - The Green Park entrance/ link to city centre

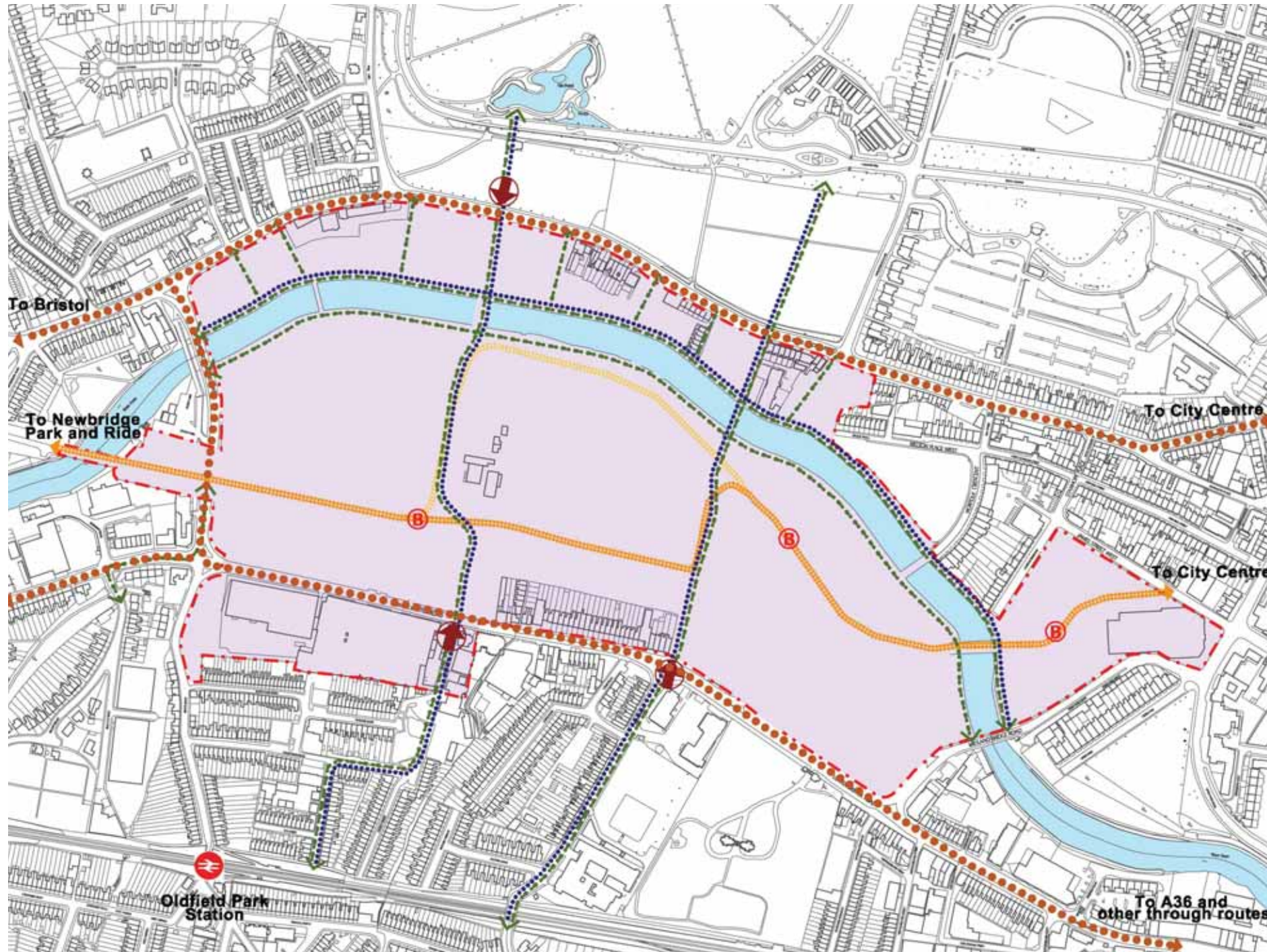
2.11 Movement and Access

- 2.11.1 Bath Western Riverside occupies an important position in a wider strategic plan to improve the ease of movement, diversity of transport choices and accessibility of the City of Bath and its wider district. The movement network of the Western Riverside area must therefore be considered within this wider context in terms of volumes of traffic and the hierarchy of routes and their connectivity.
- 2.11.2 Streets should be designed to encourage walking, provide platforms for social interaction and facilitate the safe interaction between pedestrians, cyclists, cars and service vehicles should be subservient to pedestrians and cyclists.



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Plan 2.11 Movement and Access Strategy



2.11.3 It is the principal intent, within the Western Riverside area, to create a pedestrian focused environment in which the usual dominance of the private vehicle is significantly reduced and the free and easy, safe and enjoyable movement of primarily pedestrians and then cyclists is paramount.

2.11.4 General principles for Movement at BWR are as follows:

- All non-essential traffic should be excluded from the road network within the development area.
 - All streets should be defined and animated by the buildings and activities of the occupants along them.
 - Buildings of all types should show their public face to the street network
 - The primary means of pedestrian access to all buildings should be from the street.
 - Whilst the movement of vehicles is a contributory factor to a safe and lively neighbourhood they should not be allowed to undermine the quality of the public realm.
 - A coherent palette of street furniture materials should be installed to provide continuity, identity and unity.
 - Issues of design, fitness for purpose, sustainability and long term maintenance and management should equally inform the choice of street furniture. Refer to design codes for details
 - Bus priority measures need to be incorporated at all signalized junctions in the vicinity of the site, including bus detection in order to reduce delays to services.
- The redevelopment must ensure good links to Oldfield Park Station, this will require some off-site pedestrian and cycle improvements.
 - Bus stops should be carefully designed, with consideration given to their integration into the public realm, with ease of accessibility, safety, relationship with context and lighting defining the essential elements of a design criteria. Design codes give details of bus stops

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Management of vehicle speeds

- 2.11.5 Vehicle speeds will be managed at BWR as follows:
- Speed limits will be below the current national averages across the area with variations dependant upon the relative hierarchy of the street under consideration.
 - Vehicle speeds should be severely restricted by the design of the highway: with the application of tight corner radii and limited sight lines.
 - Street junctions should be designed as spaces rather than formless traffic interchanges
 - Roundabouts will not be permitted at any point across the development
 - The carriageway design at the points of interface with the external road network should be detailed in such a manner to clearly signal the transition of traffic from a city-wide road network into a pedestrian priority residential quarter.

Public transport

- 2.11.6 Bus stops should be strategically located in relation to their proximity to local facilities, nodes of community wide activities and each other as illustrated in the masterplan (fig. Ref).
- 2.11.7 Proposals must be designed in order to accommodate the proposed bus-based Rapid Transit System for Bath.

Pedestrians & Cyclists

- 2.11.8 The comprehensive adoption of a shared space strategy within the design of the public realm will provide a positive and inclusive environment for all pedestrians and cyclists.
- 2.11.9 Careful consideration should be given to the choice and siting of street furniture elements to ensure that a clutter and hazard free environment is provided.
- 2.11.10 Designated cycle lanes will not be defined within the public realm, cyclists will be able to percolate through the development in the same space as pedestrians and traffic.

Parking

- 2.11.11 Large areas of surface parking are not acceptable anywhere within the Western Riverside area
- 2.11.12 The dimensions for parking bays should be to the standards required by the local authority.
- 2.11.13 Undercroft and basement parking provision should be carefully integrated, with particular attention given to the creation of safe access points which are positively integrated with the adjacent public realm.
- Further details are provided in the design codes.

Bridges

- 2.11.14 There are five river crossings within the Western Riverside boundary, and two crossings that are immediately adjacent to the policy boundary. The historical study of the river corridor by Mike Chapman (see bibliography) includes extensive information on the role of the bridges as they relate to the former uses of the site. The following is a brief description of the expected solution for each crossing. Moving from east to west they are as follows:

Former Railway Bridge immediately west of Windsor Bridge

- 2.11.15 This bridge has been deliberately included within the policy boundary to secure the crossing of the river for the RTS. The current bridge will be retained for exclusive use of the RTS in two-way flows.

Windsor Bridge

- 2.11.16 This is just outside the policy boundary for the site; however, it remains important to the scheme as it carries through traffic in the area traveling to the south of the city, built in 1980 from concrete. It is a busy heavily trafficked route and provides a poor environment for pedestrians. Nearby, the former Windsor Bridge is stopped up but provides a service bridge.

The Accommodation Bridge

- 2.11.17 This bridge was formerly used for railway wagons which carried coal to the Bath Gas Light and Coke Company, it was a private bridge built in 1869. A replacement bridge will be required in this location to serve pedestrians and cyclists, providing an important non-vehicular route at the western end of the site. The removal of the accommodation bridge requires conservation area consent.

Destructor Bridge (Midland Road)

- 2.11.18 This bridge was constructed in 1870 formerly on the site of the present Midland Bridge as a private road –bridge to Green Park, it was moved downstream to its present site. It provided a connection between the refuse incinerator ‘The Destructor’ and the old scavengers yard opposite. It is a typical Midland Railway wrought iron lattice girder design. It retains its decorative iron scrolls at the girder ends. This bridge will need to be replaced, it will provide for two-way traffic serving both pedestrians and vehicles; it provides the crossing point for the green link to Victoria Park.
- 2.11.19 The new bridge needs to respect the historic role of the Destructor Bridge, and needs to consider incorporating the decoration from the existing bridge possibly through a modern reinterpretation. Removal of the existing bridge requires conservation area consent.

Potential New Crossing to Norfolk Crescent

- 2.11.20 It is possible that an additional pedestrian bridge would be required to support the commercial uses in the city extension. The case for an additional crossing would need to be demonstrated. Any new crossing falls within the conservation area boundary. Any new crossing, if required, must not compete with the primacy of Victoria Bridge.

Victoria Bridge

- 2.11.21 This elegant suspension bridge is grade II* listed, built in 1836, must be retained and restored as part of the redevelopment of the site.
- 2.11.22 It provides an excellent townscape marker with its arched supports in Bath stone. It is the central point within the scheme, and is a well loved and respected established landmark, nothing surrounding this bridge must compete with its in terms of scale or style. The spatial masterplan has identified it for pedestrians and cyclists only.
- 2.11.23 The environment around the bridge and its setting could benefit from considerable improvements. The spatial masterplan has allowed for a considerable open space around the bridge to accommodate these improvements.
- 2.11.24 There are some technical limitations on the bridge in respect of loading and vibration that will need addressing in a sensitive way, to respect the listed structure.
- 2.11.25 Victoria Bridge is a key pedestrian bridge on the desire line between Lower Bristol Road and Victoria Park, it will retain and strengthen this role with the development of attractive pedestrian routes to the north and south, and in particular its concurrence with the Victoria Bridge Cascades.

Sainsbury’s Bridge – (Ivo Peters Road)

- 2.11.26 This bridge is the existing rail bridge that served Green Park Station, alongside is the poor quality pedestrian covered bridge. This crossing point needs to accommodate both the RTS and pedestrians at a key point across to the city centre. Removal of this bridge requires Conservation Area Consent. A detailed design solution for the future of this crossing needs further investigation.

Midland Bridge Road Bridge

- 2.11.27 This bridge falls outside the site boundary but, as with Windsor Bridge, remains an important part of the highway infrastructure that supports the site.

Part 2 Spatial Masterplan

2.12 Zonal Masterplan: Land use

- 2.12.1 The strong guiding principal for the distribution of land use across the site is one of a mixed use. The Summary Masterplan Diagram – Plan 2.3 shows the spatial distribution of land use across the site.
- 2.12.2 The Zonal Masterplan generally allows for a number of different options for the overall land use mix at BWR. The Western zone remains consistent as a residentially dominated mix of uses that will also include community uses, local needs shopping and small-scale commercial use. The Eastern zone, however, will accommodate City Centre type uses, but the precise make-up of this is more flexible. This will become more certain once the work on the Future for Bath Vision has been completed and brought forward through the Local Development Framework, as this will properly establish the role that the Eastern zone of BWR has to play in the future of Central Bath.
- 2.12.3 The Zonal Masterplan anticipates the Green Park Station area hosting City Centre retail and associated uses, and a Cultural Facility located near to the River. This would require Sainsbury's moving across the river. The remaining uses will be a mix of retail (the form and quantum of which will depend on the Future for Bath Vision and the LDF) business uses (again the form and quantum of which will depend on the Future for Bath Vision); Leisure uses; and residential use (on upper floors of every option).

2.13 Landscape Strategy

- 2.13.1 The Bath city-wide character study describes the landscape character of Bath, and identifies the key characteristics of the landscape of the city. The World Heritage Site includes some of the wider landscape setting of the city, which is part of the unique beauty of Bath. The river is identified as a Site of Nature Conservation Importance (SNCI).
- 2.13.2 Key principles that flow from the analysis include the following:
- River Avon is marked by mature trees along its length. The relationship of buildings next to the river must allow for trees to reach their maturity within the River Park and the Natural edge. (Details of suitable tree species are included in the design codes.)
 - Structure Planting is required along the river corridor (details in design codes)
 - Incidental green spaces within the scheme are an additional requirement in addition to the River Park to give a sense of relief to the dense built form and repeat this tradition within the city.
 - Space is required in the development for trees both within blocks and between blocks. (Performance criteria are set out within the design codes)

2.14 Stakeholders

- 2.14.1 It is essential that BWR forms part of a Sustainable Community with the surrounding areas of Bath. This means that the redevelopment must be based on the principles of inclusive design, with the uses and public realm areas provided as part of the new development being readily accessible from surrounding areas. The new community at BWR must be fully integrated with existing communities in Bath.
- 2.14.2 This must be achieved by the provision of safe and direct links between BWR and surrounding areas and also through the provision of a quality environment within BWR. The specific location of uses that will be accessed by existing communities as well as residents of BWR, such as community facilities, employment floorspace, shops and leisure facilities is also an important factor in meeting these objectives.
- 2.14.3 The links between BWR and surrounding areas will be provided through individual development proposals in accordance with this Spatial Masterplan. The specific location of individual uses, however, is more flexible due to the zonal nature of the Spatial Masterplan, therefore, the location of specific uses must have regard to the need to create an integrated community.



2.15 Heritage enhancement

- 2.15.1 The key heritage enhancement is the opportunity to add to the quality of the World Heritage site, not only in physical terms but also in the management of the existing asset. The development allows the opportunity to bring a significant derelict part of the city back in to positive use and can demonstrate how contemporary developments can enhance the World Heritage Site.
- 2.15.2 The Conservation Area stands to gain from the redevelopment, if the approach is sensitive, and respects the contextual cues for the development.
- 2.15.3 The redevelopment will secure the future for Victoria Bridge, and create a proper setting for it which is currently lacking. It will create opportunities to enhance listed buildings, in particular Green Park Station. Other notable buildings unlisted but worthy of retention are included in the spatial masterplan, notably Bath Press.

Part 3

The Implementation Plan

3.1 Delivery Strategy for BWR

The Need for a Delivery Strategy

- 3.1.1 This part of the SPD sets out the delivery strategy for BWR. An Implementation Plan is required in order to ensure that the Spatial Masterplan contained in this SPD is achieved on the ground. There is a pressing need, determined by the commitments in the Local Plan and also in the interests of the Bath economy, for the redevelopment of BWR to be finally realised as the first phase of the Future for Bath vision.
- 3.1.2 This Implementation Plan sets out how the regeneration and redevelopment of BWR will take place and what the requirements of individual proposals will be, in order to meet the various stated objectives. Implementation on the ground is anticipated to commence in 2007 and continue until at least 2021.

Delivery Roles

- 3.1.3 In order to achieve the regeneration and redevelopment of BWR, in accordance with the various objectives, there has to be a joined-up approach from the various parties involved in the project. Their particular roles are as follows:

Bath & North East Somerset Council

- 3.1.4 The Council has a variety of roles to play before, during and after the redevelopment of BWR. The Council's Major Projects Team has a co-ordinating role with all parties, particularly with South West RDA and developers. The Council's role as Local Planning Authority, which begins with the preparation and adoption of this SPD, will continue through the consideration of planning applications for large areas of the site and more detailed applications too.

- 3.1.5 The Council's various services also have an on-going role in servicing the completed development, including waste management, education, and maintenance of public areas and highways.
- 3.1.6 The Council also has a land owning interest in BWR, being the freeholder of Green Park Station and the existing Sainsbury's site, and the owner of the existing Midland Road Depot.
- 3.1.7 Finally, the Council has powers to serve Compulsory Purchase Notices, if required. The Council originally resolved to utilise these powers, if necessary, in relation to BWR in 2000 and again in April 2006.

Developers

- 3.1.8 These will range from developers with plans for the comprehensive redevelopment of large areas of BWR who are carrying out land assembly, to developers who are focussing on more limited areas of BWR for specific developments.

Existing Uses and Landowners

- 3.1.9 These fall into the following general categories:
- those likely to remain at BWR
 - those who will have to re-locate, possibly outside of BWR

Potential Providers of Gap Funding

- 3.1.10 The South West RDA has consistently supported work concerning BWR, including the recent masterplanning exercise that has led to the preparation of this SPD. Their future role is currently being discussed, in the light of the emerging Future for Bath Vision.
- 3.1.11 The Housing Corporation has a key role to play if BWR is to successfully deliver a significant amount of affordable housing on site to meet identified local need. Grant applications for gap funding have already been made, and discussions regarding this must continue in tandem with discussions over specific planning proposals.
- 3.1.12 There is a potential role for English Partnerships to play in the implementation of BWR, which will be clarified in the light of the emerging Future for Bath Vision.
- 3.1.13 A single major scheme bid was submitted to the Department for Transport in March 2006 for significant funding towards Bath transport solutions including a rapid transit scheme from a new Newbridge Park & Ride site to the new Bath transport interchange at Southgate. These elements of transport infrastructure are of great significance to BWR.

Statutory Consultees

- 3.1.14 English Heritage has a particular interest in BWR, as it involves the redevelopment of a 35Ha area of the Bath World Heritage Site. English Heritage has taken a positive and proactive role in the recent masterplanning exercise and the preparation of this SPD. The close involvement of English Heritage will continue with regard to the emerging detailed proposals.
- 3.1.15 CABE also has a key role to play regarding BWR. This SPD has been influenced by the CABE guidance: Creating Successful Masterplans – Guide for Clients. It is also expected that significant development proposals at BWR will be the subject of CABE Design Reviews.
- 3.1.16 The Environment Agency clearly has a role with regard to the redevelopment of this significant riverside site. The EAs guidance has been sought with regard to this Masterplan, and should also be engaged with at the pre-application stage.

- 3.1.17 British Waterways also has a key role with regard to the focus of the development on the river and the required enhancement of the role that the river plays in this part of Bath. British Waterways should also be engaged with at the pre-application stage.
- 3.1.18 English Nature has an interest in the site, particularly with regard to the river's designation as a Site of Nature Conservation Interest (SNCI). English Nature should also be consulted by applicants at the pre-application stage.

Stakeholders

- 3.1.19 Bath & North East Somerset Local Strategic Partnership will seek to add value where possible by engaging partner organisations to progress the Community Strategy's ambitions.
- 3.1.20 Interest groups and amenity bodies such as the Bath Preservation Trust, Bath Society, and Friends of the Earth have a valuable role to play in commenting on the proposals contained in this SPD and also individual development proposals.
- 3.1.21 Private individuals – those living within BWR, those living near BWR, and other residents of Bath, given the scale of BWR also have a valuable role to play in commenting on proposals for BWR.

Delivery Mechanisms

- 3.1.22 The main method of achieving the delivery of the regeneration and redevelopment of BWR will be through the granting of planning permissions for acceptable developments with associated s106 Agreements. The implementation of planning permissions for developments that meet the requirements of the Spatial Masterplan in this SPD, and the development requirements set out in section 1.5 of this SPD will result in developments that meet the objectives of this SPD. Conditions and planning obligations associated with such permissions will also control the development, with section 106 agreements securing appropriate contributions in line with section 3.3 of this SPD and also providing the required level of affordable housing.

- 3.1.22 Potentially, there may be development agreements between parties including the Council, landowners, developers, potential occupiers and gap funders. Such agreements would reinforce the delivery of key requirements by introducing contractual arrangements to these elements.
- 3.1.23 As mentioned in 3.1.7, the Council has the ability to use its compulsory purchase powers if required to assist in the delivery of key elements of BWR.

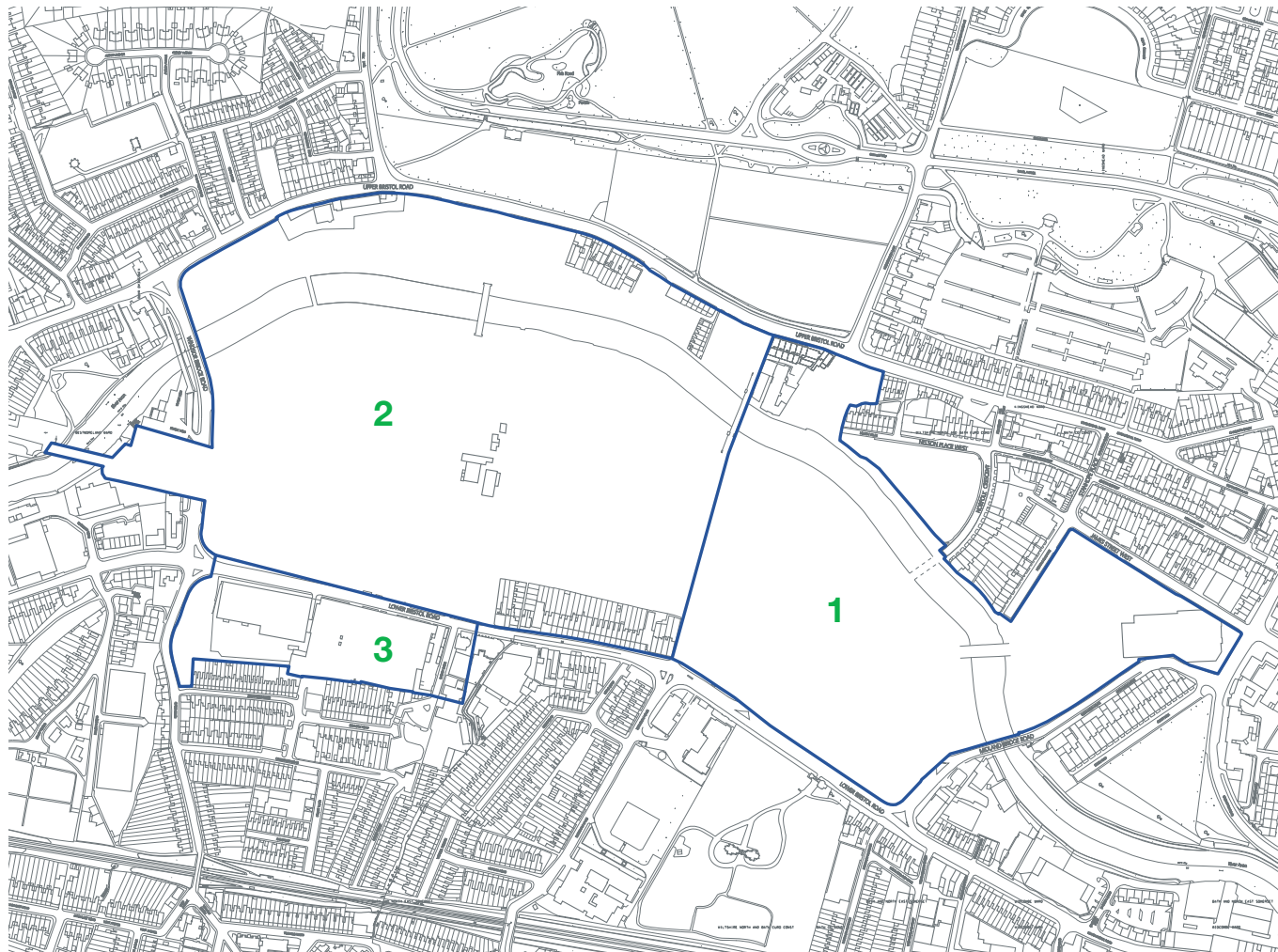
3.2 Phasing Strategy

- 3.2.1 The Council supports the principle of a phased approach to the delivery of comprehensive development at BWR. During the Local Plan Inquiry in 2005 the Council amended the wording of the relevant part of Policy GDS1:Site 1 to state the following:
- Any planning application will need to demonstrate that it is consistent with and contributes to the delivery of comprehensive development of the whole site by reference to an approved Masterplan which accords with this policy.**
- 3.2.2 This SPD sets out the Council's terms for accepting individual development phases at BWR. The Spatial Masterplan included in this SPD sets out a framework for the comprehensive redevelopment of BWR. However, the Masterplan is at a 'zonal' level, and a further level of masterplanning work will be required in order to properly inform individual proposals and ensure that individual schemes are not being designed in isolation. This lies at the heart of the requirement for Context Plans set out in section 3.4.

- 3.2.3 Whilst the Council accepts that the redevelopment of the BWR area can come forward in individual phases, within the zonal framework of the Spatial Masterplan, such phases have to be significant enough to contribute meaningfully towards the comprehensive redevelopment of the whole site. If the redevelopment of BWR were to be dealt with in numerous small sites, the approach would be too fragmented and the benefits of a comprehensive approach would soon be lost.
- 3.2.4 Therefore, set out below and on Plan 3.1 are the three Development Zones that the Council consider are appropriate. The zones are as follows:
1. Eastern Zone, including north of the river and Green Park Station.
 2. Western Zone, including north of the river and RTS link to the west.
 3. Bath Press and adjacent land.

Part 3 The Implementation Plan

Plan 3.1 Bath Western Riverside Development Zones



3.2.5 The acceptability of individual phases of development at BWR will be determined through the submission of Context Plans, a definition of which is set out in the box below.

Planning applications submitted for proposals within BWR must comply with one of the following:

- A. Applications must be accompanied by an acceptable Context Plan for the entire Development Zone within which the application site is located; or**
- B. Applications must be in accordance with a Context Plan that has previously been approved under A above; or**
- C. Applications must propose a form of development that is of either equal or superior quality, in terms of conformity with this SPD, when compared to a Context Plan that has previously been approved under A above.**

3.2.6 In addition to the relevant zone, the Context Plan submitted with an application, which will cover the entire Development Zone, must also illustrate how the adjacent land could be developed. This will particularly apply to land on the opposite side of a road, and on the opposite bank of the River.

Context Plans

The purpose of the context plans is to provide a framework for the integration of the new urban neighbourhoods with the surrounding urban context and natural environment.

The plans should reflect the development principles set out in the SPD, including the proposals for the distribution of activities and uses that are proposed for each zone.

The plans should:

- Show how the streets, squares and open spaces within each zone are to be connected to surrounding neighbourhoods;
- Identify the network of movement patterns for people moving by foot, cycle, car and public transport to surrounding neighbourhoods;
- Define the heights, massing and bulk of buildings;
- Include the immediate interface to that zone, whether within the SPD boundary or otherwise;
- Include two dimensional layout plans and three dimensional massing diagrams.

3.2.7 The Council considers that this approach allows for phased delivery of the BWR redevelopment, whilst protecting the comprehensive framework for BWR and achieving the key objectives of BWR.

3.3 Developer Contributions

Introduction

3.3.1 This section on developer contributions follows the advice contained in ODPM Circular 05/2005 on Planning Obligations and provides detailed guidance on how the Council will apply the following policies of the Bath & North East Somerset Local Plan in relation to BWR:

- IMP1 (Planning Obligations)
- CF3 (Contributions from new development to community facilities)
- SR3 (Childrens playing space and new development)
- HG8 (Affordable housing on allocated and large windfall sites)
- T24 (General development control and access policy)

3.3.2 As set out in para. 1.1.14, when adopted, the SPD will be a material consideration in the determination of applications for planning permission and will form the basis for planning obligations to deliver better infrastructure, environmental enhancements and community facilities where needed at BWR.

3.3.3 The Council will regularly review this guidance to take account of:

- changes in government guidance;
- adoption of new development plan documents in the LDF;
- experience gained through negotiation of contributions; and
- changes in the costs of providing infrastructure and community facilities.

3.3.4 Appendix C sets out the Planning Obligation requirements. These are in 3 parts as follows:

Affordable housing

Specific infrastructure requirements which are expected to be provided as part of the development Formulae for Pooled contributions to mitigate the effects of development

3.3.5 The use of formulae for pooled contributions enables the Council to set contributions on an equal basis for different phases of the development, from different developers, over a period of time, in a way that maximises transparency, and helps to fund needs arising from the development as a whole.

3.3.6 The rest of this section sets out the Government policy context, and the Council's approach to negotiations and monitoring.

Government Policy

3.3.7 Section 106 of the Town and Country Planning Act 1990 (as amended) provides for any person interested in land to enter into certain types of obligation whether by agreement or unilaterally. Those types of obligation are limited to:

- restricting the development or use of land;
- requiring specified operations or activities to be carried out in, on, under or over the land;
- requiring the land to be used in a specified way; and
- requiring a sum or sums to be paid to the local planning authority on a specified date or dates, or periodically.

3.3.8 Case law has established that there must be some geographic or functional connection between the planning obligation and the planning permission sought. As long as such a connection exists it is a matter for the local planning authority to decide the weight to be given to the obligation in determining the application.

3.3.9 However, the Government has provided policy guidance, most recently in ODPM Circular 5/05 – Planning Obligations (July, 2005). The Circular reiterates previous guidance that planning obligations should only be sought where they are:

- relevant to planning;
- necessary to make the proposed development acceptable in planning terms;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the proposed development; and
- reasonable in all other respects.

3.3.10 The Circular also provides guidance on provision for subsequent maintenance of facilities and on pooling developer contributions in cases where individual developments will have some impact but not sufficient to justify the need for a discrete piece of infrastructure. It also encourages local authorities to employ formulae and standard charges as part of their framework for negotiating and securing planning obligations. They can help speed up negotiations, and ensure predictability, by indicating the likely size and type of some contributions in advance.

3.3.11 In addition to Circular 5/05, guidance on the use of planning obligations in relation to specific aspects of development has been provided in Government Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs).

Part 3 The Implementation Plan

Negotiating Planning Obligations

- 3.3.12 In determining planning applications, the Council will have regard to relevant Government policy guidance and local planning policies and particularly consider whether a planning obligation is necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other aspects.
- 3.3.13 The Council's strategy for seeking developer contributions at BWR is complemented by a process which will ensure that the negotiation of contributions runs smoothly for both the applicant and the authority.
- 3.3.14 Drafting of planning agreements will be undertaken by the Council's solicitors. In order to ensure that agreements are dealt with quickly and efficiently, the developer should provide with the planning application evidence of title to the land and a solicitor's undertaking to pay the Council's reasonable legal costs whether or not the matter proceeds to completion. Developers should also inform us immediately if there is any change in the ownership of the application site, as failure to do so can lead to delays.
- 3.3.15 It is our intention that by the time the proposal is considered by the Development Control Committee, the matters which have the potential to be included in the obligations should be known and agreed with the applicant, in principle if not in detail. The obligations (including when those obligations are triggered) will be set out as part of the Committee report, and the heads of terms will be placed on Part 1 of the statutory planning register. This process should help to ensure a speedy completion of the agreement or undertaking following the Committee resolution.
- 3.3.16 If a developer feels that the Council is placing unreasonable burdens on a proposal, we will expect an 'open book' approach to be adopted whereby the development finances are shared with Council officers. If we agree that a scheme cannot reasonably afford to meet all of our normal requirements, these may be prioritised in negotiation with the developer subject to the scheme being acceptable in all other respects.

Monitoring Planning Obligations

- 3.3.17 Infrastructure works and highway improvements directly associated with the development are normally required to have been carried out before occupation, although in some instances, these may be required before any development can take place. Financial contributions for other off-site works and longer term projects will be normally be expected on commencement of development but in some cases on occupation may be acceptable. Building and construction costs will be indexed in legal agreements to allow for changes in costs and prices over time.
- 3.3.18 The Council will track compliance with each provision contained in a legal agreement as a development proceeds to ensure that services are spending financial contributions and completing non-financial obligations in accordance with the terms in the agreements. In order to provide this service, we will levy an administration charge on each legal agreement equivalent to 1% of the value of the contribution.

3.4 Information Requirements for Planning Applications

Form of Applications

- 3.4.1 It is anticipated that development proposals for BWR will come forward as a number of individual planning applications, although this is subject to the requirements set out in section 3.2 of this SPD. Recognising that applications will cover significant areas of the site (due to the requirements of section 3.2) and that development will take place over a 10 – 15 year construction period, the Council accepts that outline applications will be made. Due to the need for all proposals within BWR to be subject to Environmental Impact Assessment (see para. XXX), and having regard to case law on this subject, outline applications will at least have to seek approval for siting and means of access.

Environmental Impact Assessment

- 3.4.2 All planning applications within the BWR area will normally be required to be accompanied by an Environmental Statement in accordance with the Town and Country (Environmental Impact Assessment) (England and Wales) Regulations 1999 or such legislation as may amend or replace these regulations.
- 3.4.3 Applications will fall within section 10 (urban development projects) of Schedule 2 of the 1999 Regulations. Bath's status as a World Heritage Site means that the applications will be made within a defined 'sensitive area' and therefore, the usual thresholds will not apply.
- 3.4.4 Applications will be for an integral part of an inevitably more substantial development, therefore, by virtue of paragraph 46 of Circular 02/99 – Environmental Impact Assessment, EIA will be required.

Supporting Information

- 3.4.5 Applications should be accompanied by the following:
- Environmental Statement.
 - Transport Assessment.
 - Context Plan illustrating block form of development.
 - Design Statement – demonstrating how the proposals relate to the guidance in this SPD, especially the Spatial Masterplan and the Design Codes.
 - Sustainability Statement, including an Energy Use Assessment.
 - Statement of Community Involvement

3.5 BWR Design Codes

- 3.5.1 These are set out in a separate appendix – Appendix D.