

Bath Western Riverside

Design Codes

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



Introduction

1.0 The role of the Design Codes

- 1.1 The Design Codes form part of the suite of supplementary planning guidance for BWR. They form part of Section 3 of the SPD – the Implementation Plan – and form practical detailed interpretation of the design rules for the site. The design codes seek to ensure that the aspirations in the Spatial Masterplan (Part 2 of the SPD) are delivered as envisaged and to ensure a consistency of high quality design across the site and over time. They provide clarity on what constitutes design quality and give details of performance criteria so this can be achieved consistently across the site.
- 1.2 The Design Codes are a set of three dimensional, site specific design rules for development that covers all aspects of the built form and public realm. The Design Codes have been informed by the spatial masterplan, which has been developed jointly between Bath and North East Somerset Council and its development partners. It describes the rules via words and graphics and uses examples to demonstrate how the code can be interpreted. The Design Codes must be read in conjunction with the spatial masterplan.
- 1.3 The concept of an urban design code starts from the proposition that the design of a new development can be planned and regulated to achieve a higher quality outcome. It introduces an increased level of design control in an attempt to exert greater assurance over the quality of the product. It should be noted that Design Codes are part of the Bath tradition; the Georgian city development was laid by many different builders following Design Codes.
- 1.4 In summary the design codes are:
- Specific set of 3-dimensional rules and requirements to guide the physical regeneration of BWR
 - Detailed guidance to achieve the design aspirations of the Spatial Masterplan
 - Based on analysis of Bath Context
 - Expressed as performance criteria
- The aims of the Design Codes are to:
- Foster the best possible design solution for the site
 - Provide clarity as to what constitutes a high quality design solution
 - Offer a level of certainty for developers and the local community to accelerate delivery
 - Identify some unacceptable approaches

The Planning Context

- 1.5 As these design codes form part of the SPD for BWR, they will be adopted to provide supplementary advice to the Policies D1, D2, D3, D4 and D5 of the Bath & North East Somerset Local Plan.

The implementation of the design codes will be secured through the use of planning conditions on planning consents granted on BWR.

The Design Codes have been subject to Sustainability Appraisal.

Using the Design Codes

- 1.6 Section 2 of the codes contains the general principles that apply across the site. These universal general principles flow from a study of the context and are necessary to maintain the local distinctive features of the city of Bath.
- 1.7 The codes are then divided into the character areas as defined by the spatial masterplan namely:
- City Extension
 - Western Neighbourhoods
 - Riverside
 - North Bank
- 1.8 Each area code is broken into the component streets and key spaces as defined by the spatial masterplan. The codes are expressed in a simple tabulated form to help both the designer and the development control officer.
- The codes are mostly expressed as an acceptable range to allow flexibility for the designer.
 - The codes are written as performance criteria
 - The design codes must be read in conjunction with the Spatial masterplan
 - The areas and descriptions relate directly to the spatial masterplan and are shown on the diagrams
- 1.9 In using the codes the designer should comply with the following advice:
- Design statements accompanying planning applications must demonstrate how the codes have been used in devising a design solution for the site.
 - The design quality as set out by these codes must be met or exceeded to create development of suitable quality for this key site.
- 1.10 The Design Codes do not prescribe architectural styles. The intention is to allow for contemporary approaches whilst providing co-ordination and creating a quality public realm.

2.0 General Design Principles

The following set of design principles apply throughout the site. These are generated from the local contextual language and are the main elements that create the sense of Bath.

2.1 Façade Design

- All facades must have a conscious rhythm and proportion
- All facades must have more solid than void
- Blank facades should be avoided
- Facades must be a flat plane with points of emphasis only at focal locations
- All buildings must face the public realm
- All buildings must have direct access to ground floor units
- All window openings must have vertical emphasis
- Allowance must be made for all concealed external spaces

2.2 Roof Design

- The roofing elements must be broken into smaller components and must have sufficient depth to create shadows
- Roofs should be broken up by vertical features that represent unit divisions
- Top floors must be treated as a proper roof form – for example a mansard
- There must be no exposed/ visible plant on the roof
- There must be no fixed cleaning gantries/ access ladders/ fixed rails
- All materials must be non-reflective

2.3 Corners

- Corners must be right angles, not sharp points
- Corner buildings must face both principal streets
- Road names must be located on corners of buildings, carved or applied at the string course between ground and first floor

2.4 Refuse Storage

- All refuse storage must be built into buildings or located behind buildings
- The demands of recycling require greater bin storage areas than. traditionally allocated, each dwelling requires bin storage within close proximity to each dwelling unit

2.5 Car Parking

- Large expanses of surface car parking will not be permitted

2.6 Soft Landscape

- Space must be provided for trees to reach their full size taking care to avoid foreseeable conflicts resulting from the proximity of trees to buildings or conflicts of trees affecting use of land.
- Landscape proposals must be submitted as part of any planning application within Bath Western Riverside which must show the mature spread of trees.

2.7 A schedule of tree species to be used is given for three main categories:

- Schedule A trees includes trees which will grow to a large size to provide an enduring benefit to the city and are at key locations such as the space beside Green Park Station buildings and along main streets.
- Schedule B trees include small to medium sized trees which may not require such a large area and are located to enhance the quality of the space. These trees can for example be used for narrower streets and other spaces.
- The River Corridor Schedule includes species appropriate for use along the River Corridor Character Areas.

2.8 The species list should not be considered to be exclusive. Additional or alternative species will be considered provided they are appropriate for the location and reflect the objectives for the specific area.

2.9 River Corridor

- Trees must be located along the full length of the south side of the river corridor to highlight the course of the river at spacing of 10-15m. Opportunities should be taken to vary the width and spacing of trees with more than a single line of trees provided where space is available.
- On the north side trees must be incorporated in groups north of the towpath with maximum distance between groups of 100m.
- Specific character areas have been identified along the river corridor to provide a variety of spaces and character. Proposals for the river corridor character areas must provide continuity and cohesion between the areas and with other linked areas of the public realm through the design and choice of species.

2.10 The landscape should seek to retain and enhance the landscape and ecological integrity of the river corridor. Particular attention is required for key species which use the river corridor or could use the river corridor in the future such as bats and otters.

2.11 Street Furniture

Street furniture to be a co-ordinated suite. It is the intention of the Council to develop a new design of street furniture for Bath working with one of the major manufacturers. This will be an elegant and timeless range that is appropriate in modern and historic locations. Development in Western Riverside will be expected to contribute towards the new design for Bath. Off the self items will not be acceptable.

- In special locations such as key public spaces it will be appropriate to use bespoke items.
- The shelters for the BRTS could be bespoke items of public art.
- In order to minimise clutter streets must have street furniture zones
- Utility cases to be below ground or set into buildings
- Where possible street lighting to be mounted on buildings.

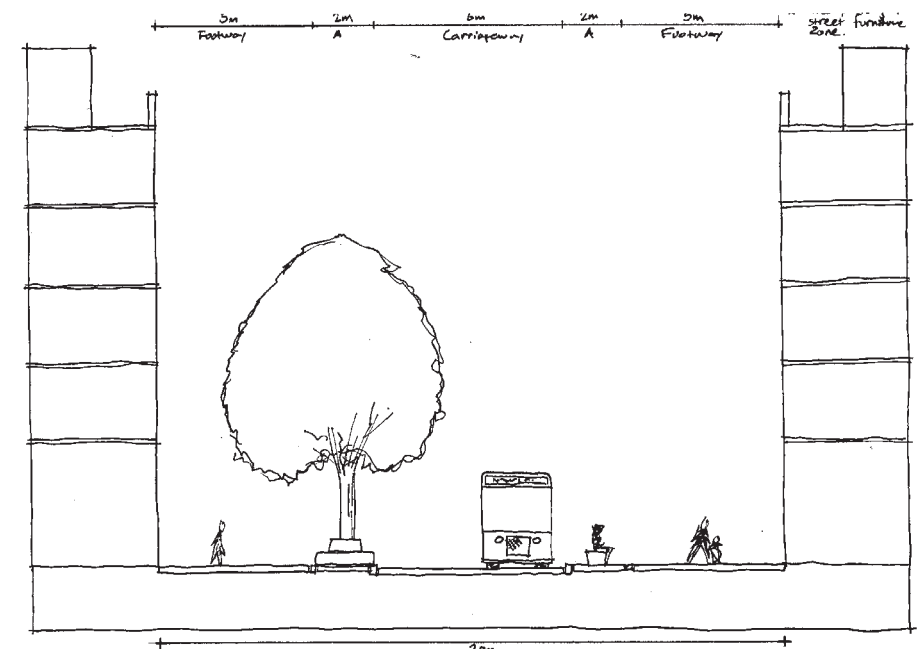
2.12 Traffic Calming

Traffic calming needs to be considered at the outset of the street design and should use lateral shifts as the main method to slow speeds on the site.

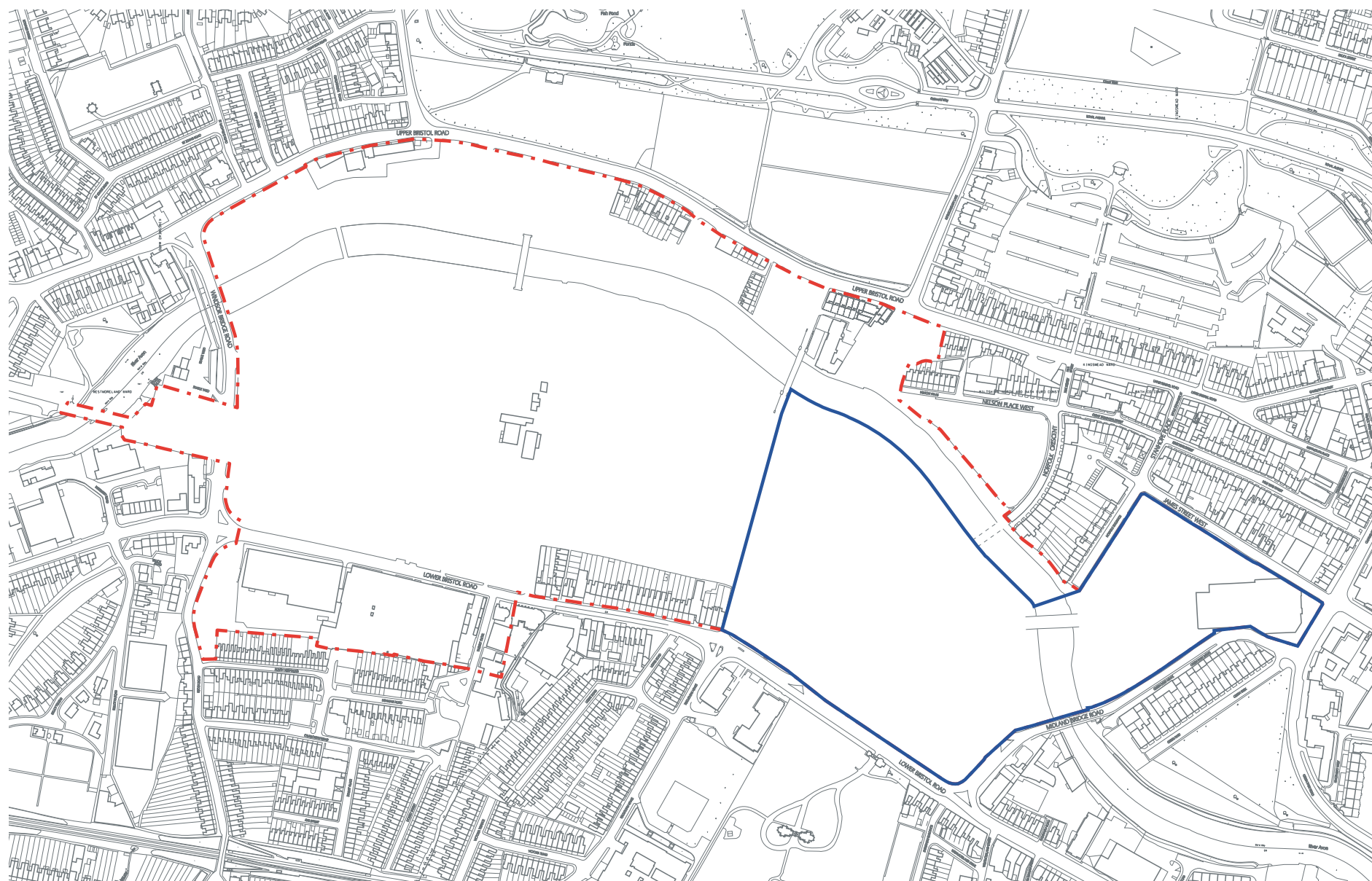
3.0 City Extension

Refer to spatial masterplan 2.7.5 – 2.7.19

- 3.1 This character area forms the western extension of the commercial city centre, this has excellent connections with the city and great opportunities to use the rich fabric of Green Park Station as a design driver, and new themes can evoke something of the railway heritage. This area falls within the city conservation area and includes a number of listed buildings.
- 3.2 Every opportunity should be made to connect the city to the river in this area. This can be achieved through the creation of significant public realm spaces. The rear façade of green park station should be visible from the west side of the river.
- 3.3 This area has the potential to support some high quality uses and destinations. A potential landmark has been identified in this character area.
- 3.4 Alongside the commercial uses this area is expecting provide a significant number of homes, the codes below identify where the most suitable locations for these residential uses.

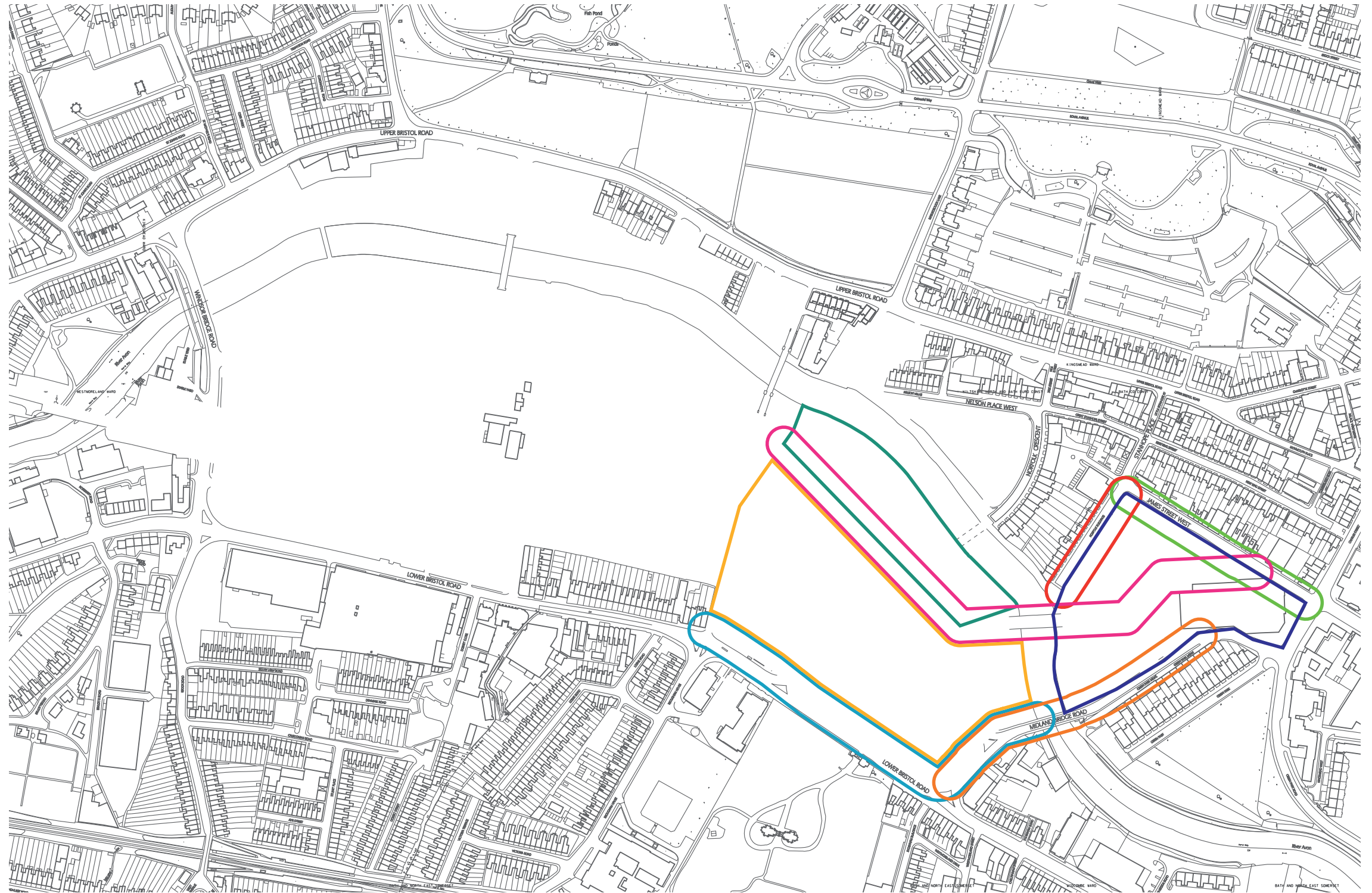


Typical cross-section



City Extension – Design Code Areas

- City Link (BRTS)
- Midland Bridge Road
- James Street West
- Norfolk Buildings
- Lower Bristol Road
- Green Park Station
- Urban River Frontage
- Shared Streets



Character Area **City Extension**

	Street Name/Type	City Link with Rapid Transit (BRTS)	Green Park Station	Midland Bridge Road	James Street West	Norfolk Buildings	Lower Bristol Road (returning to River)	Shared Streets
Uses	Land Use Mix	Commercial at ground floor Residential/office above	Commercial and Culture	Commercial and Culture Residential above ground floor	Commercial at ground floor Residential or office above Commercial uses finely subdivided (see facades)	Residential	Offices/Retail/Commercial Residential above ground floors	Consistent with Master Plan
Urban Form	Urban Layout	Continuous active frontage to new street	Buildings around major civic space connecting Green Park Station to the river	Frontage to existing street	Continuous frontage to existing street	Continuous frontage to existing street	Continuous active frontage to existing street	Positively designed streets but not necessarily active frontages
	Scale- Height	5-8 storeys	3-5 storeys	3-5 storeys	2-5 storeys	3 plus 1 in roof	3-6 storeys	5-8 storeys
	Scale- Mass	Disguise large floor plates by wrapping with frontage development Top floor set back	Study to demonstrate scale of civic space in relation to retained buildings and careful integration of BRTS in civic space	To be determined by design	To reflect character on north side of street	Reflect west side of street	Disguise large floor plates by wrapping with frontage development Top floor set back	
	Scale- Street Ratio	1.4 to 1	N/A	To be determined by design	Building location can vary between back edge of footway and set back by up to 3.5m to reflect character of north side of street	1.7:1	Needs to respect the openness of St Jame's cemetery, but with sufficient road width could rise to 5 floors	
	Building Facades	See general principles	Green Park Station canopy to be focal point to the open space	Service entrances to be carefully handled as part of facade	Vertical emphasis Maximum frontage width of individual unit to be no more than 6m	See general principles	Service entrances to be carefully handled	See general principles
Roof Form	See general principles	See general principles	See general principles	See general principles	Traditional roof form	See general principles	See general principles	See general principles

Character Area **City Extension** continued

	Street Name/Type	City Link with Rapid Transit (BRTS)	Green Park Station	Midland Bridge Road	James Street West	Norfolk Buildings	Lower Bristol Road (returning to River)	Shared Streets
Open Space	Public Realm	Street	Key activity space Design Brief to be prepared to address the solution for this place	Enhancement to existing street	Street	Street	Reflect west side of street	Street
	Private Open Space	N/A	N/A	N/A	N/A	Possible use of roof terraces?	N/A	N/A
Materials	Facing	Schedule 1	Consistent with Schedule 1 but could include metal and glass to reflect Station canopy	See general principles (Schedule 2)	Schedule 1	Schedule1	Schedule 1	Schedule 2
	Roof	See general principles (Schedule 1)	Consistent with Schedule 1 but could include metal and glass to reflect Station canopy	See general principles (Schedule 2)	Schedule 1	Schedule1	Schedule 1	Schedule 2
	Public Realm	Schedule 1	Schedule 1	See general principles (Schedule 2)	Schedule 1	Schedule1	Schedule 2	Schedule 2
Soft Landscape	Street trees	Street trees	No	No	No	Possible use of street trees	Possible use of street trees	Possible use of street trees
	Schedule A or B secondary planting	Schedule A with Schedule B	No	No	No	Schedule A	Schedule B	Schedule A or B
	Planting Interval	8-10m	NA	NA	NA	8-10 m	10-15m	8-10m
Lighting	Street Lighting	Fixed to buildings	Fixed to buildings	Fixed to buildings	Fixed to buildings	Fixed to buildings	Fixed to buildings	Fixed to buildings
	Feature Lighting	No	Yes on listed buildings and street trees	No	No	No	No	No

Character Area **City Extension continued**

	Street Name/Type	City Link with Rapid Transit (BRTS)	Green Park Station	Midland Bridge Road	James Street West	Norfolk Buildings	Lower Bristol Road (returning to River)	Shared Streets
Signage	Street Names	See general principle	See general principle	See general principle	See general principle	See general principle	See general principle	See general principle
	Highway Signs	Fixed to buildings	Avoid	Fixed to buildings	Avoid	Avoid	Limited street signs	Fixed to buildings.
	Shop-front Signs	Design guide for signage to be submitted with building design	Design guide for signage to be submitted with building design	None	None	None	Design guide for signage to be submitted with building design	None
Design Speeds		20 mph	20 mph	30 mph	30mph	30mph	30mph	Home zone Principles to apply
Street Design Principles	Street Type	Conventional street with kerbs	Pedestrian space with no kerbs	Conventional street with kerbs	Conventional street with kerbs	Conventional street with kerbs	Conventional street with kerbs	Shared street
	Street interface	Buildings at back edge of pavement	Buildings at edge of pedestrian space	Buildings at back edge of pavement	Mixed relationship	Front area well protected by railings	Buildings at back edge of pavement	Mixed relationship – some properties small setback
	Max no of properties served	N/A	N/A	N/A	NA	NA	NA	NA
	Carriageway Width	6 metres	N/A	As existing	As existing	As existing	–	4.5 metres
	Pavement width	4.5m	NA	As existing	As existing	Widen to 2.5m to reflect west side of street	5m wide pavement with provision for Schedule A trees	–
	Minimum forward visibility	To be agreed	N/A	As existing	As existing	As existing	As existing	TBA
	Cycle way Provision Location	On-street	Share with BRTS	Segregated in part	On-street	On-street	On-street	Shared street
	Direct pedestrian access to properties	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes on ground floor Access to basement car park	Yes at ground floor
	Direct vehicular access to properties	No	No	Possible position for rear servicing	Yes-possibly	Yes-possibly	No	Mixed
Servicing	From below ground	Controlled on-street servicing	–	–	–	–	–	

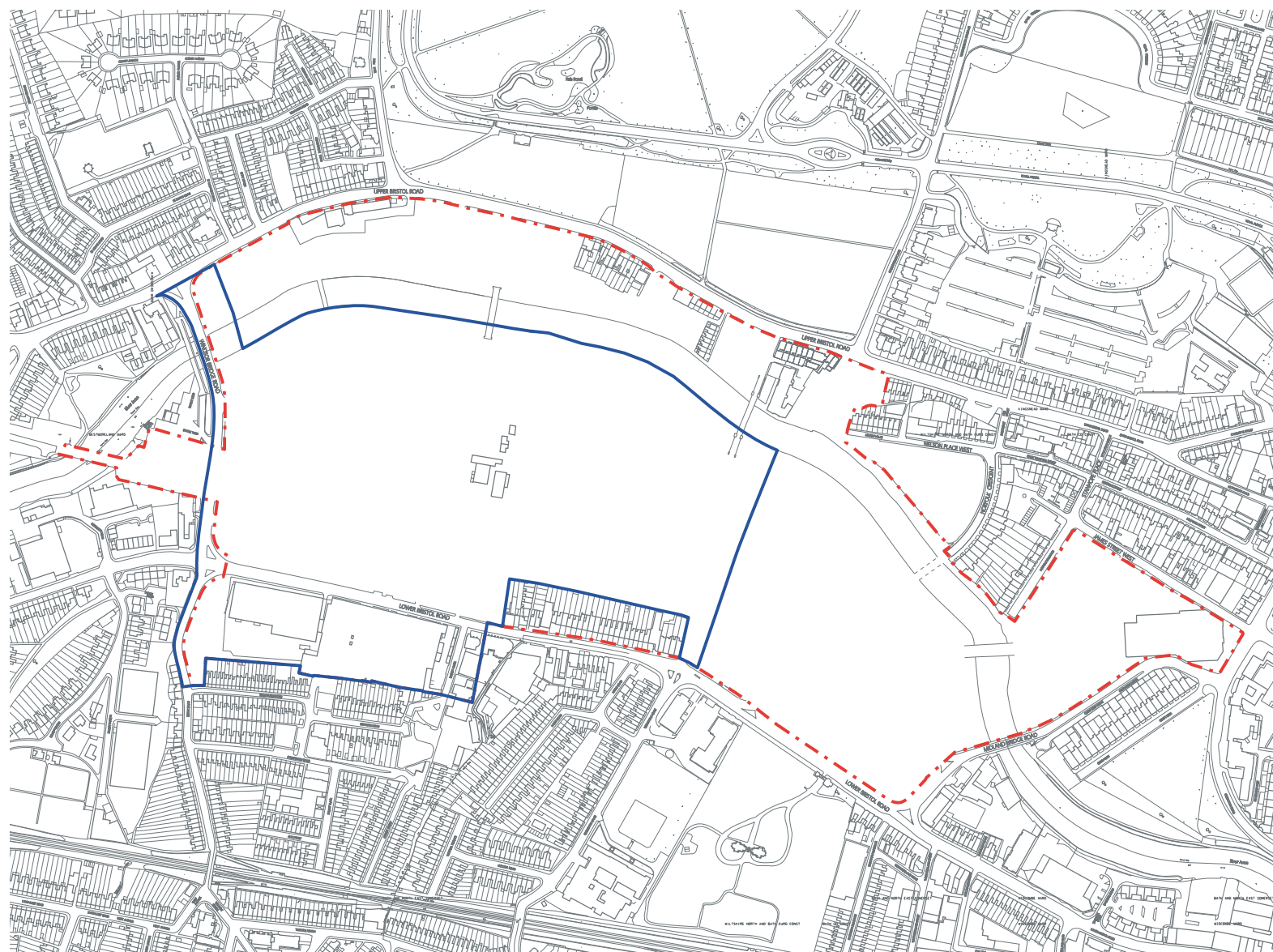
Character Area **City Extension** continued

	Street Name/Type	City Link with Rapid Transit (BRTS)	Green Park Station	Midland Bridge Road	James Street West	Norfolk Buildings	Lower Bristol Road (returning to River)	Shared Streets
Public Transport Provision	Bus rapid Transit System	Yes	Fully integrated to pedestrian space	No	No	No	No	No
	Bus stops	Bespoke design appropriate to context	Bespoke design appropriate to context	No	No	No	No	No
Car Parking	Location	Below surface	None	No	On-street and in designated car storage areas	Existing on-street	No	On-street and in designated car storage areas
	Type	Long and short stay	NA	No	long stay and residents	long stay and residents	long stay and residents	long stay and residents
	Quantity	To be agreed.	NA	No	0.7 per unit average	0.7 per unit average	0.7 per unit average	0.7 per unit average
	Design solution	To be agreed	To be agreed	To be agreed	To be agreed	To be agreed	To be agreed	Within home zone and remote storage
Cycle Parking	Location	Short stay hoops on street Long stay below ground	To be decided	None	within dwelling curtilages	within dwelling curtilages	within dwelling curtilages	within dwelling curtilages
	Type	–	Short stay hoops on street	–	Long stay secure	Long stay secure	Long stay secure	Long stay secure
	Quantity	To be agreed	To be agreed	–	–	–	–	–

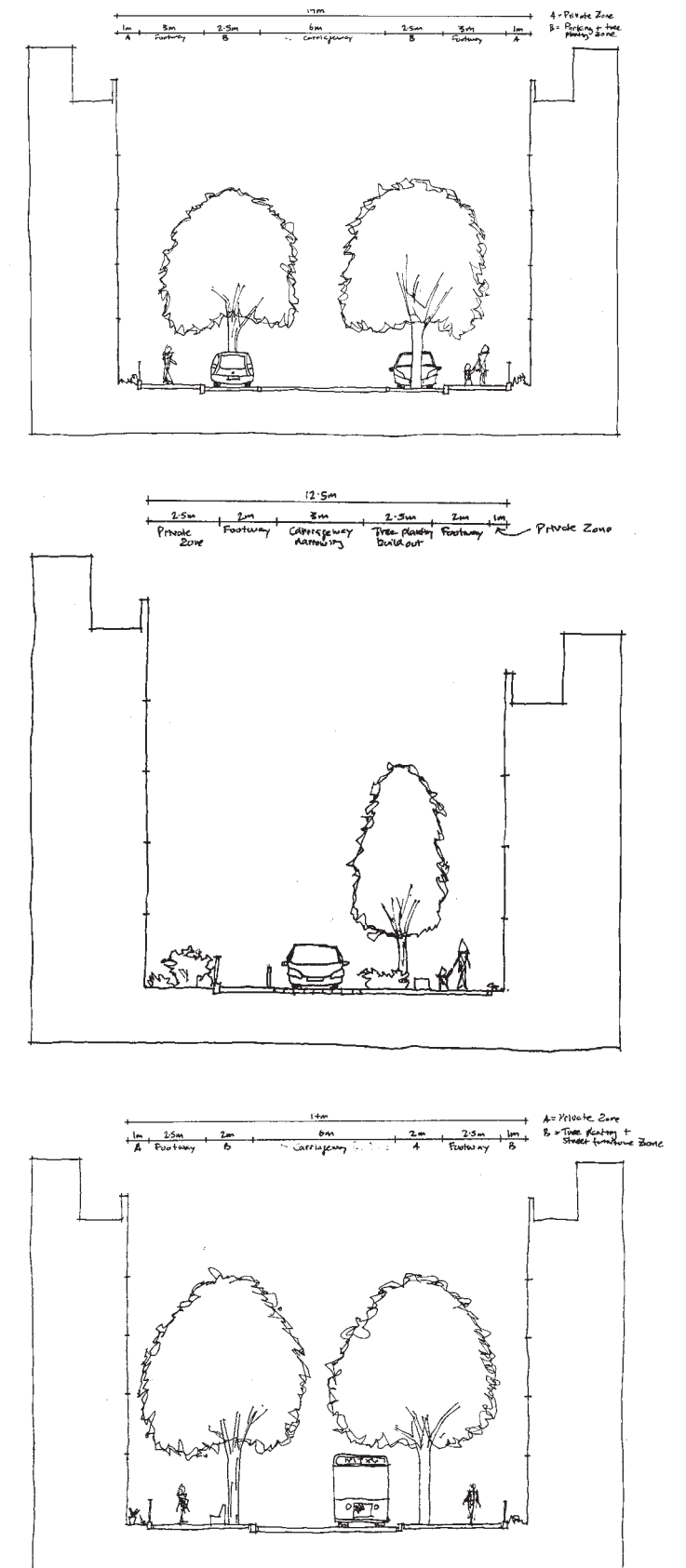
4.0 Western neighbourhoods

Refer to spatial masterplan 2.7.20 – 2.7.32

- 4.1 This character area is predominantly residential; it will provide the opportunity for an exemplar sustainable urban community. In character terms it will largely replicate the existing contextual forms of terraces, and it will create a hierarchy of streets and spaces.
- 4.2 This community will be at considerably higher densities than the surrounding neighbourhoods and will be made up of a high proportion of flats and apartments. In this regard the public realm spaces must be of the highest quality to bring relief to the dense urban form and attract a mixed and balanced community.



Western Neighbourhood
Typical cross-sections



Western Neighbourhood – Design Code Areas

- BRTS
- Victoria Bridge Road
- Midland Road
- Lower Bristol Road
- Windsor Bridge Road
- Community Space
- Shared Streets/Mews



Character Area **Western Neighbourhood**

	Street Name/Type	City Link with Rapid Transit BRTS	Victoria Bridge Road	Midland Road	Windsor Bridge Road	Lower Bristol Road	Mews/ Shared Streets	Community Space	
Uses	Land Use Mix	Residential with commercial in corner location	Residential and commercial	Residential	Residential and Commercial	Commercial with residential above	Residential	Residential Commercial Community	
Urban Form	Urban Layout	Continuous frontage facing new street	Continuous active frontage facing the street	Continuous frontage facing the street	Continuous frontage facing the street	Active continuous frontage facing the existing street	Continuous frontage facing the street	Active frontage Small scale pavilion buildings	
	Scale- Height	3-6 storeys	5-8 storeys	5-8 storeys	3-8 storeys	3-6 storeys	5-8 storeys	2-8 storeys	
	Scale- Mass	Set back top floor	Set back top floor	Set back top floor	Set back top floor	Relate scale to Bath Press	Set back top floor	–	
		Study to demonstrate relationship to Victoria Buildings	Disguise large floorplate buildings Consider scale in relation to view from Brougham Hayes to Royal Crescent At southern end relate scale to Victoria Buildings						
	Scale- Street Ratio W:H	1.15:1 to parapet	1.4:1 To parapet	1.4:1 to parapet	Building line set back 6-10m to accommodate street trees	Building set back from carriageway edge to accommodate street trees	1.1:1 to parapet	NA	
Building Facades	See general principles	Façade to acknowledge view down Brougham Hayes and positively turn corner from Lower Bristol Road Positive relationship must be achieved between both sides of street through the use of a common language	Wessex Water façade to be part of street scene	Junction with LBR is a corner opportunity SPD indicates possible landmark by Windsor Bridge	Address oblique views to facades from Lower Bristol Road Provide emphasis at corners	Opportunity to innovate	Community building(s) to be focal point(s)		
Roof Form	See general principles	See general principles	See general principles	See general principles	See general principles	See general principles	See general principles		

Character Area **Western Neighbourhood** continued

	Street Type/Name	City Link with Rapid Transit BRTS	Victoria Bridge Road	Midland Road	Windsor Bridge Road	Lower Bristol Road	Mews/ Shared Streets	Community Space
Open Space	Public Realm	Street	North/south green link	North/ south green link	Existing Street	Existing Street	Home Zone	Public Space- Design Brief to be produced to support the design of this key activity space
	Private Open Space							
	To rear of blocks	To rear of blocks Balconies in rear elevations	To rear of blocks Balconies in rear elevations	To rear of blocks Balconies in rear elevations	To rear of blocks Balconies in rear elevations	NA –	To rear of blocks Balconies in rear elevations	NA –
Materials	Facing	Schedule 1	Schedule 1	Schedule 1	Schedule 2	Schedule 2	Schedule 2	Schedule 1
	Roof	Schedule 1	Schedule 1	Schedule 1	Schedule 2	Schedule 2	Schedule 2	Schedule
	Public Realm	Schedule 1	Schedule 1	Schedule 1	Schedule 2	Schedule 2	Schedule 2	Schedule 1
Soft Landscape	Planting Style	Street trees: Avenue	Street trees: Avenue	Street trees: Avenue	Street Trees	Street Trees	Street Trees	Formal planting to enhance public realm
	Species Mix	Schedule A or B	Schedule A	Schedule A	Schedule A or B	Schedule A or B	Schedule B	Schedule A or B
	Planting Interval	8-10 m	Street trees in 2.4m car parking zone 10-15m centres offset	Street trees in 2.4m car parking zone 10-15m centres offset	Trees minimum of 8m from buildings (from centre point of tree)	Trees minimum of 8m from buildings (from centre point of tree)	10-15m	Relate to landscape proposals for open space
Lighting	Street Lighting	Columns	Columns	Columns	Columns	Columns	Fixed to buildings	Opportunity for feature street lighting
	Feature Lighting	None	None	None	None	None	None	None
Signage	Street Names principles	See general principles	See general principles	See general principles	See general principles	See general principles	See general principles	See general principles
	Highway Signs	Discrete – fixed to buildings	Fixed to buildings	Fixed to buildings	Minimise clutter	Minimise clutter	None	Fixed to buildings
	Shop-front Signs	See general principles	N/A	N/A	N/A	See general principles Discrete illumination	N/A	See general principles Discrete illumination
Design Speeds	Maximum Speed	20 mph	20 mph	20 mph	30 mph	30 mph	Home zone principles apply	Speeds slow to accommodate bus stopping

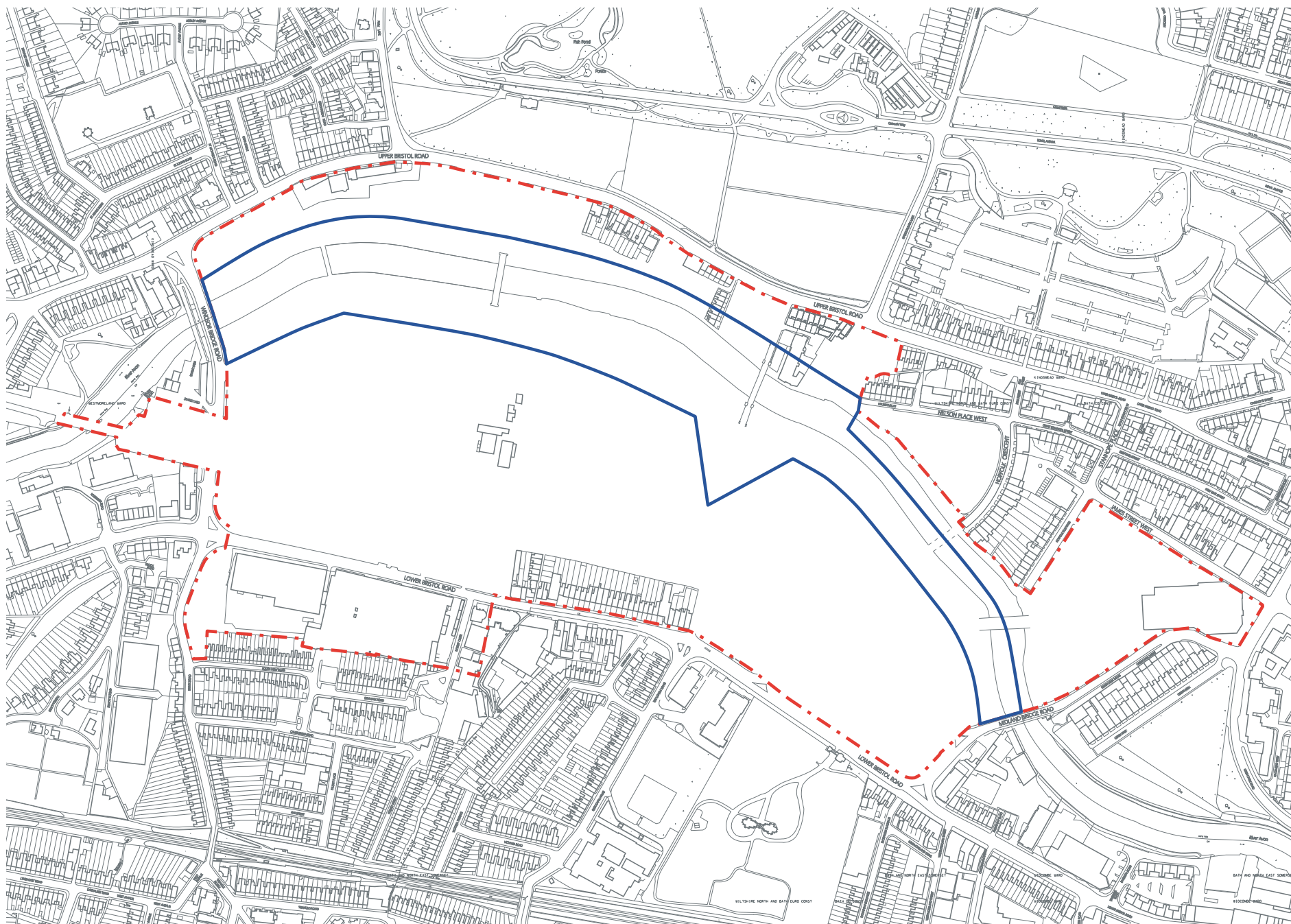
	Street Name/Type	City Link with Rapid Transit BRTS	Victoria Bridge Road	Midland Road	Windsor Bridge Road	Lower Bristol Road	Mews/ Shared Streets	Community Space
Street Design Principles	Street Type	Conventional street with kerbs	Conventional street with kerbs	Conventional street with kerbs	Conventional street with kerbs	Conventional street with kerbs	Shared surface: home zone	Pedestrian priority space
	Street interface	0.5 -1.5m private zone	0.5 -1.5m private zone	0.5 -1m private zone Wessex Water to be enclosed by quality walls and retained gate pieces	Buildings set back by -7m to provide space for street trees	Buildings set back by -5m to provide space for street trees	Mixed private zone between 0.5-2.5m	Residential blocks to have minimal private zone
	Max no of properties served	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Carriageway Width	6m	6m	6m	As existing	As existing	5.5m plus narrowings to accommodate street trees	6m – to accommodate BRTS
	Footway	2m clear width	3m pavement plus 2.5m zone for tree planting and parking	3m pavement plus 2.5 zone for tree planting and parking	2m clear width	2m clear width	Shared street no footway	N/A
	Minimum forward visibility							
	Cycle way	On-street	On-street	On-street	As existing	As existing	N/A	Shared with BRTS
	Western Neighbourhood (continued)							
	Street Name/Type	BRTS						
	Direct pedestrian access to properties	Direct access to ground floor units	Direct access to ground floor units	Direct access to ground floor units	Direct access to ground floor units	Direct access to ground floor units	Direct access to ground floor units	Direct access to ground floor units
Direct vehicular access to properties	No	No	No	No	No	Yes but only not where harming character of public realm	No	
Servicing	On street where applicable	Servicing of city extension from below ground	N/A	N/A	?	From rear	N/A	From front
Public Transport Provision	Bus rapid Transit System	Yes	BRTS will cross this street	N/A	BRTS will cross Windsor Bridge road	No BRTS but street design must consider other public transport routes	N/A	Yes – requires careful integration with Community Space
	Bus stops	Bespoke design	N/A	N/A	N/A	NA	NA	Bespoke design

	Street Name/Type	City Link with Rapid Transit BRTS	Victoria Bridge Road	Midland Road	Windsor Bridge Road	Lower Bristol Road	Mews/ Shared Streets	Community Space
Car Parking	Location	On-street and/or below garden decks behind blocks	On-street plus below garden decks or below ground	On-street plus below garden decks or below ground	Below ground or below garden decks	Below ground or below garden decks Behind active frontages	Below ground or below garden decks behind blocks	Below ground or below garden decks behind blocks Plus limited on-street
	Type	Long-stay residential	Long-stay residential	Long-stay residential	Long-stay residential	Long-stay residential Short-stay parking	Long-stay residential	Long-stay residential
	Quantity	0.7 per unit average	0.7 per unit average	0.7 per unit average	0.7 per unit average	0.7 per unit average	0.7 per unit average	0.7 per unit average
	Design solution		On-street provision to be parallel bays interspersed by trees at 10-15m centres	On-street provision to be parallel bays interspersed by trees at 10-15m centres	No on-street	Parallel bays	On street designed as part of home zone	No on-street
Cycle Parking	Location	Below ground or in communal areas	Below ground or in communal areas	Below ground or in communal areas	Below ground or in communal areas	Below ground or in communal areas	Below ground or in communal areas	Below ground or in communal areas plus short-stay hoops
	Type	Secure long-stay	Secure long-stay	Secure long-stay	Secure long-stay	Secure long-stay	Secure long-stay Short-stay	Secure long-stay and secure long-stay
	Quantity	?TBA	TBA	TBA	TBA	TBA	TBA	TBA

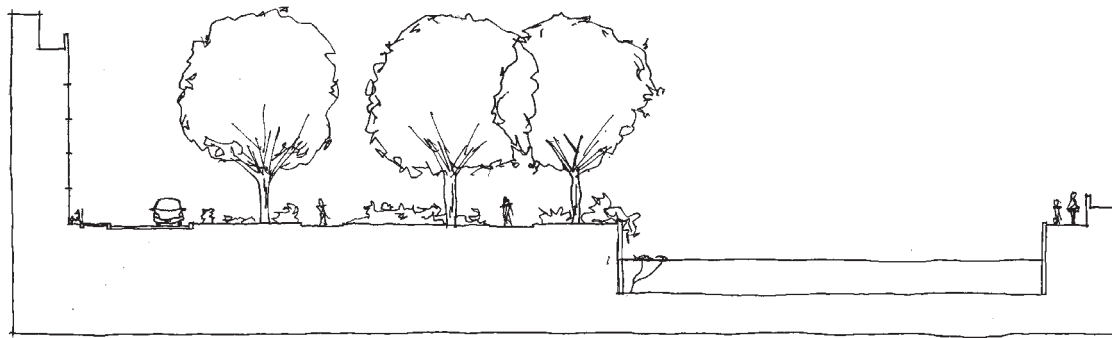
5.0 River Corridor

Refer to spatial masterplan 2.6.1 – 2.6.12

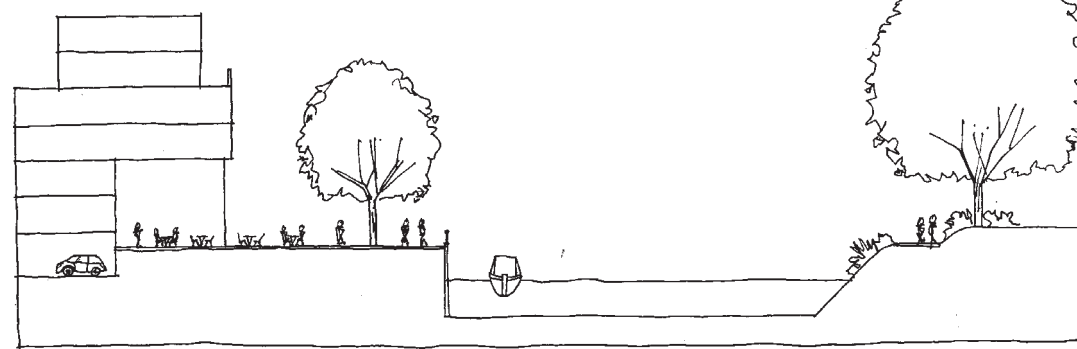
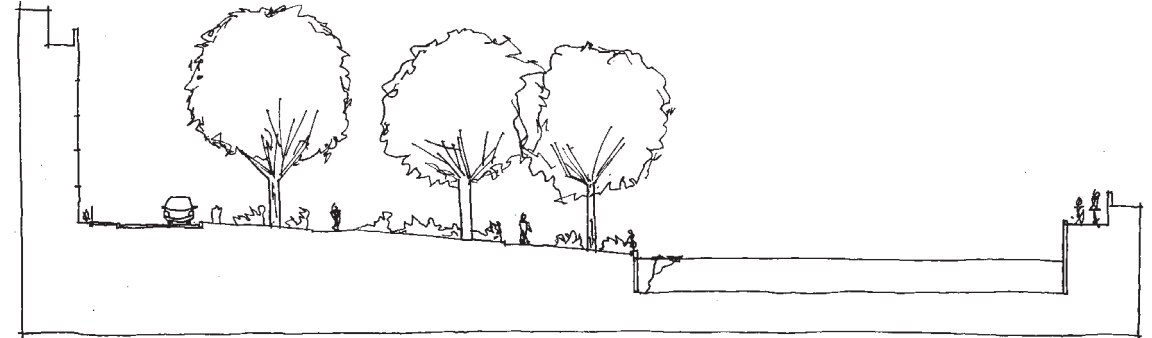
- 5.1 This character area has been defined to encompass the entire river corridor, as the river is regarded as the main development focus for BWR. However, given the special context of the area on the north bank this falls within a separate character area.
- 5.2 The river corridor has been divided into four zones in the spatial masterplan to provide variety of experience along the river edge as you move from the city towards the suburbs.
- 5.3 The codes have been drafted to pull the river corridor together as a single design entity and to recognise the primacy of this landscape feature within BWR.



**River Corridor
Typical cross-sections**

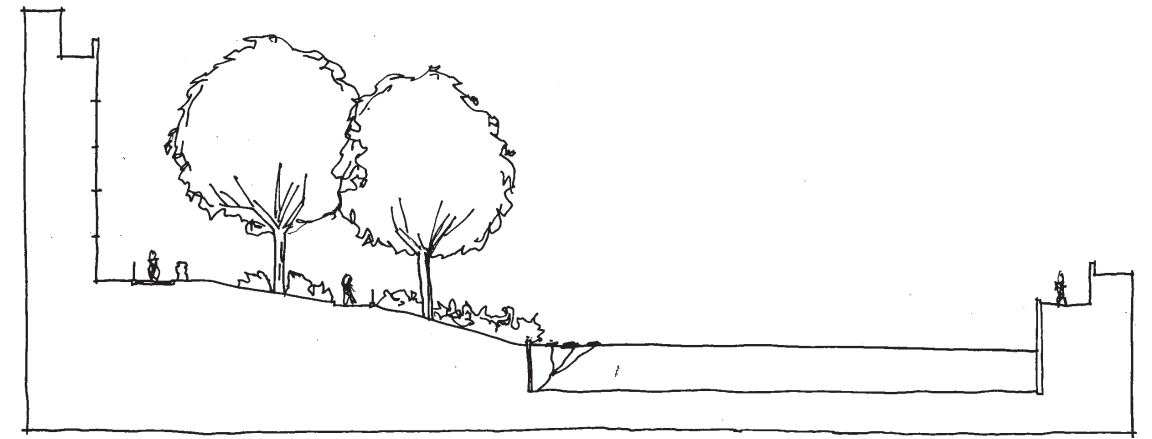


1m Private Zone
 1m Footway
 5m Car-park/ verge
 1m
 3m Footpath
 30m
 'RIVER PARK'
 3m Shared footway + Cycleway



4m Spillout zone
 2m
 1m Footway
 Tree planting zone
 3m Footway

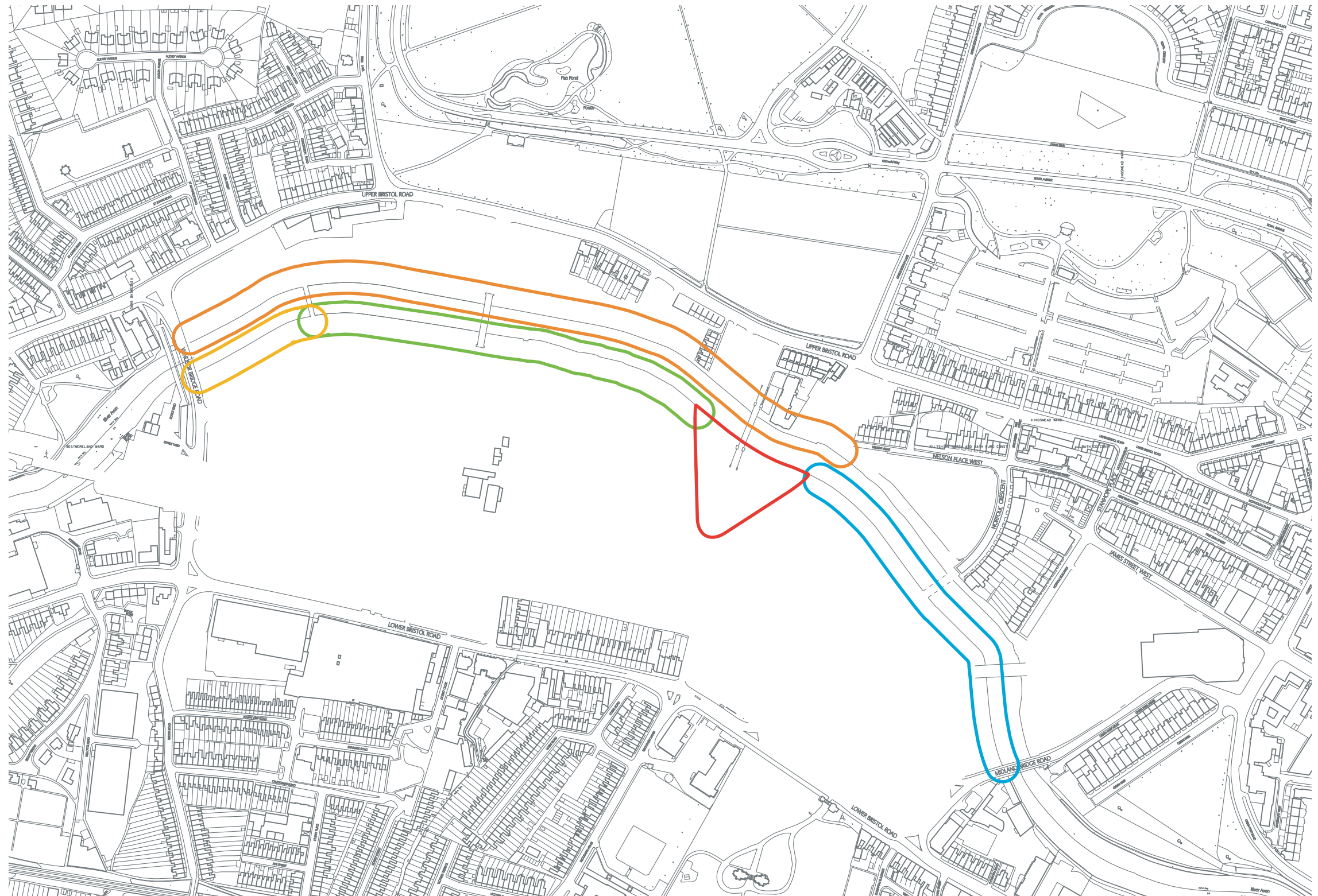
Building minimum of 5m from river edge



2m Private Footway Zone
 2m
 2m Footway
 20m
 'Natural Edge'
 3m Shared footway + Cycleway

River Corridor – Design Code Areas

- Urban river frontage
- Victoria Bridge Cascade
- River Park
- Natural Edge
- North Bank



Character Area **River Corridor**

	Street Name/Type	Urban River Frontage	Victoria Bridge Cascade	River Park	Natural Edge
Uses	Land Use Mix	Commercial –shops and estaurants at ground floor and residential above	Commercial and residential	Residential	Residential
Urban Form	Urban Layout	Continuous active frontage parallel to river	Continuous active frontage and scope for pavilion building in timber / glass	Continuous active frontage parallel to river	Continuous active frontage parallel to river
	Scale- Height	5-8 storeys, spatial masterplan identifies a possible landmark on this frontage	5-8 storeys, with top floor set back. Good variety of heights along the river park edge	5-8 storeys, spatial masterplan identifies possible landmark on this frontage	5-8 storeys
	Scale -Mass	Disguise large floorplate buildings. Variety in heights required to break up massing along this frontage	Buildings need to respect relationship to Victoria Bridge	Variety in heights required to break up massing along this frontage	Variety in heights required to break up massing along this frontage
	Scale Ratio W:H	NA	Width of this space to average 40m between building fronts: Extent from river between 50-60m	NA	NA
	Building Facades	See general principles	See general principles	See general principles	See general principles
	Roof Form	See general principles	See general principles	See general principles	See general principles
Open Space	Public Realm	Riverside promenade and café space 15 minimum between river edge and building edge	Terrace stepping down to allow direct access to river, Must enhance setting of bridge. Design brief to be produced for this key activity space	Riverside park with single-sided street along the south side. Minimum distance of 30m from river's edge to edge of highway. Contain a walkway on river edge. Design Brief to be produced for this key public open space	Riverside park less formal than central river park with single-sided street along the south side. Minimum distance of 20m from river's edge to building edge Design Brief to be produced for this key public open space
	Private Open Space	n/a	n/a	n/a	n/a
Materials	Facing	Schedule 1	Schedule 1	Schedule 1	Schedule 1
	Roof	Schedule 1	Schedule 1	Schedule 1	Schedule 1
	Public Realm	Schedule 1	Schedule 1	Schedule 1, more informal approach for park path using crushed Oolitic limestone	Schedule 1, more informal approach for park path using crushed Oolitic limestone

Character Area **River Corridor** continued

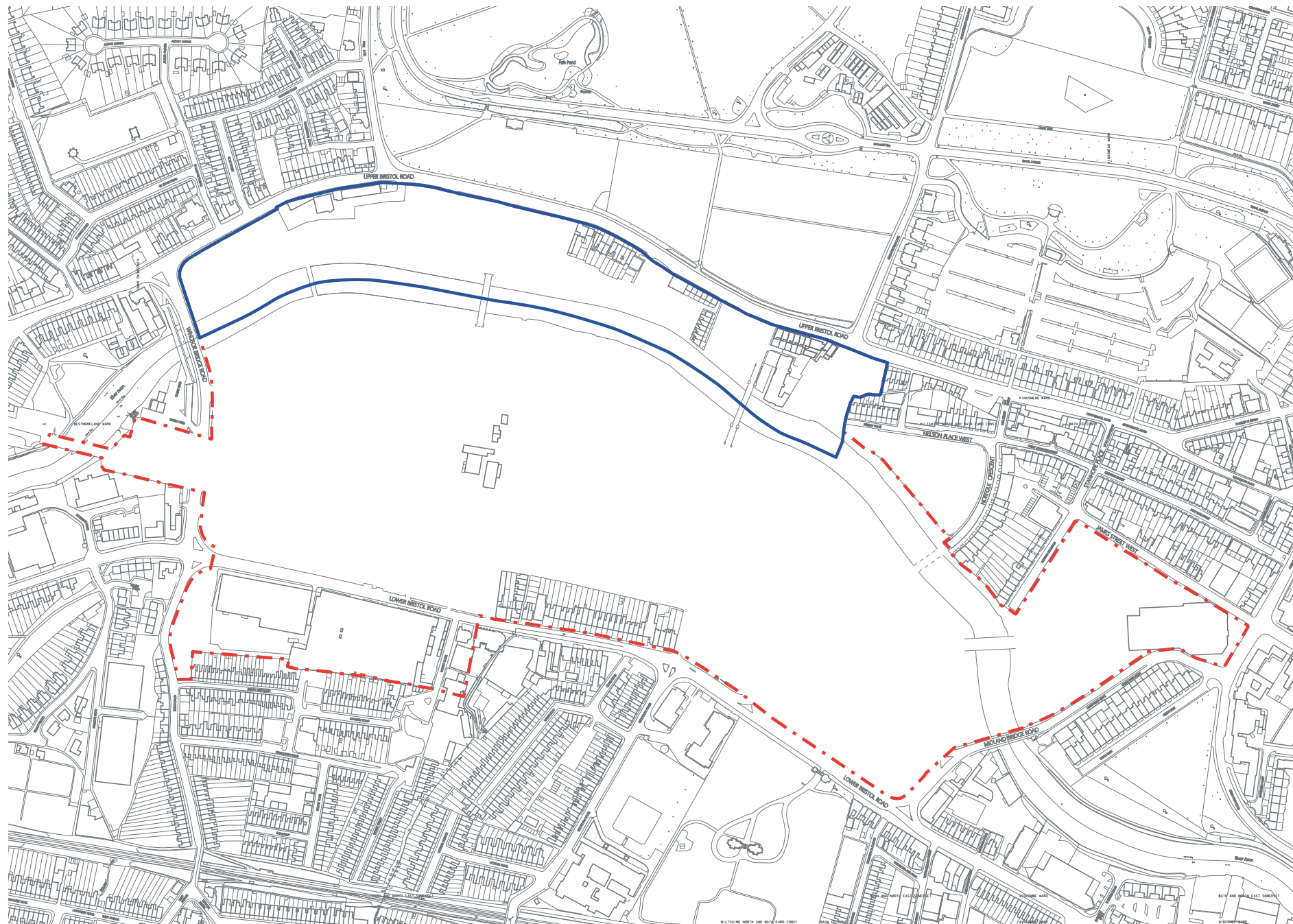
	Street Name/Type	Urban River Frontage	Victoria Bridge Cascade	River Park	Natural Edge
Soft Landscape	Planting Style	Trees in hard paving	Trees in hard paving, and some shrub/ hedge planting	Combination of mown grass, shrubs and trees with well designed principally ornamental character	Use of native trees and shrubs and areas of longer grass to favour wildflowers to give a primarily naturalistic character
	Species Mix	Schedule A	Combination of River Corridor Schedule, Schedule A and Schedule B	River Corridor Schedule	River Corridor Schedule
	Planting Interval	8-10m	Main tree structure 8-10m	Main tree structure 8-10m	Main tree structure 8-10m
Lighting	Street Lighting	Lighting to be low-key towards river	Lighting to be low-key towards river	Lighting to be low-key	Lighting to be low-key
	Feature Lighting	No	No	No	No
Signage	Street Names	n/a	n/a	See general principles	See general principles
	Highway Signs	n/a	n/a	See general principles	See general principles
	Shop-front Signs	See general principles	See general principles	n/a	n/a
Design Speeds	Speed Limit				
	Control Speed				
Street Design Principles	Street Type	Pedestrian – walkway along river	Pedestrian space	Pedestrian route with vehicular access on adjacent street	Pedestrian route with vehicular access on adjacent street
	Max no of properties served	NA	NA	NA	NA
	Carriageway Width	Promenade between 10-15 metres from river edge to building edge	Although not a carriageway but open space should be on average 40 metres between building frontages	NA	NA
	Footway Width	4-5metres	2m where applicable	2m	2m
	Minimum forward visibility	NA	NA	NA	NA
	Cycle way Provision Location	Cycling permissible – no separate provision	Cycling permissible – no separate provision	Cycling permissible – no separate provision	Cycling permissible – no separate provision
	Direct pedestrian access to properties	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes at ground floor
Direct vehicular access to properties	No	No	No	No	

Character Area **River Corridor** continued

	Street Name/Type	Urban River Frontage	Victoria Bridge Cascade	River Park	Natural Edge
Public Transport Provision	Bus rapid Transit System	No	At south of open space	No	No
	Bus stops	No	No	No	No
Car Parking	Location	No	No – on-street parking in Victoria Bridge Road only	Along street adjacent to river park	No
	Type			Parallel parking spaces	
	Quantity			TBA	
	Design solution			TBA	
Cycle Parking	Location	On-street	On-street	On-street	No
	Type	Short stay hoops	Short stay hoops	Short stay hoops	
	Quantity	TBA	TBA	TBA	

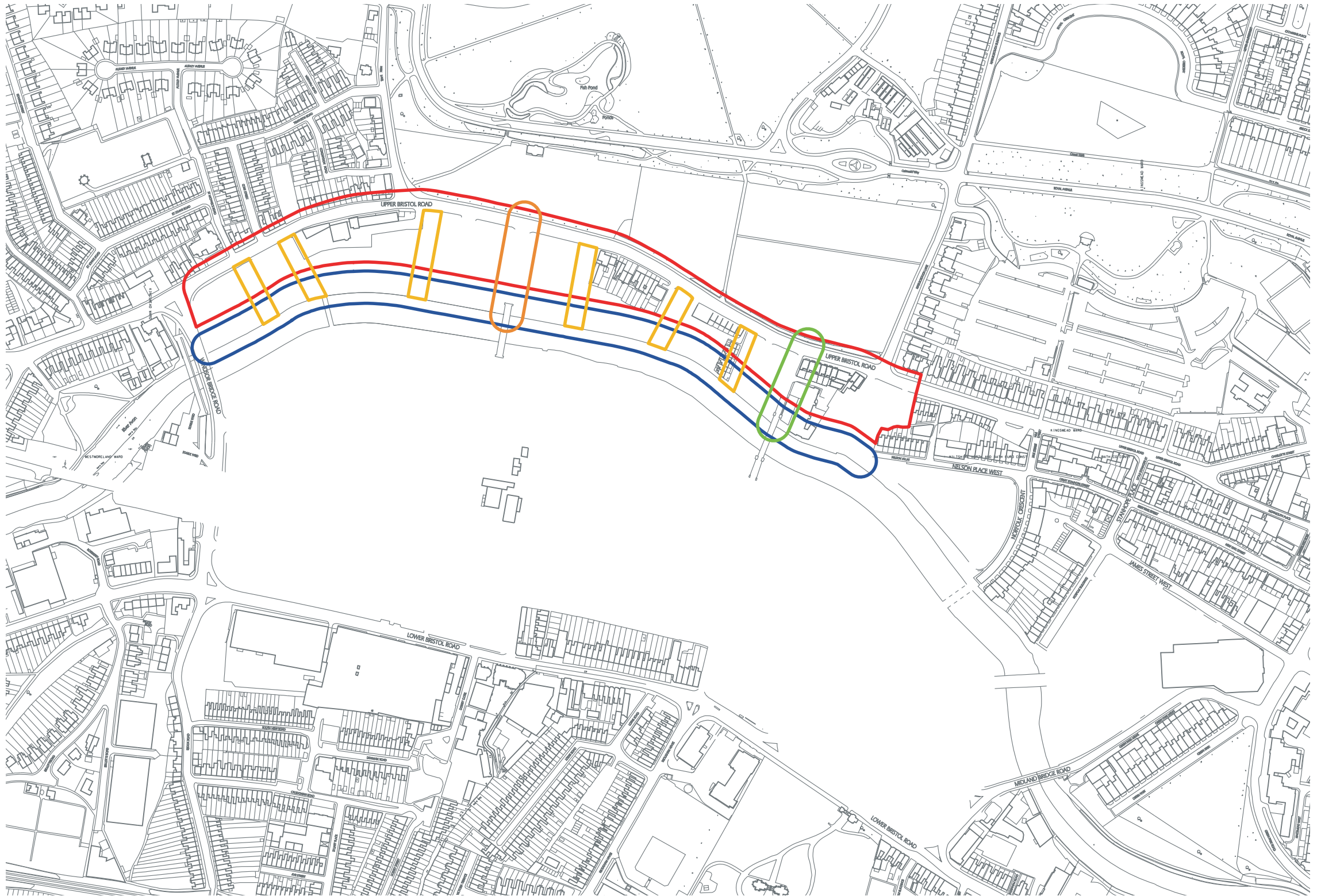
6.0 North Bank

- 6.1 This character area has been defined to identify the extent of BWR that falls within the Conservation Area lying north of the river.
- 6.2 This area has an intimate character with a number of listed buildings and structures worthy of retention. The codes below pick up on the much finer grain of the development within this area.



North Bank – Design Code areas

- Victoria Bridge Road
- Midland Road
- Riverside
- Upper Bristol Road
- Shared Streets



Character Area **North Bank**

	Street Name/Type	Victoria Bridge Road	Midland Road	Riverside	Upper Bristol Road	Shared Streets	
Uses	Land Use Mix	Mixed residential, commercial including existing uses. Commercial buildings should be residential in scale and massing	Mixed residential, commercial. Commercial buildings should be residential in scale and massing	Residential dominant, commercial only in small units within residential context	Residential dominant, commercial only in small units within residential context	Residential dominant, units within residential context	
Urban Form	Urban Layout	Existing street shared access	Existing street	Pedestrian / cycle towpath Development to be mixed with some at right angles to river to reflect historic street patterns	Existing street	Utilise existing historic street patterns. New access should be limited to small scale private drives, mews, or alleys in the Bath tradition. Access should be incorporated into facades	
	Scale -height	3-5 storeys	3-5 storeys	3-5 storeys	3-5 storeys	3-5 storeys variable dependent on immediate context	
	Scale-Mass	2-4 storeys Massing to relate to existing buildings and respect views and setting of Victoria Bridge	2-4 storeys Massing should acknowledge Upper Bristol Road as the primary frontage, with the return frontage subservient	Massing, plot width and siting to relate to existing buildings. Subservient to the scale of the Upper Bristol Road street scene	Maintain or recreate historic plot widths, building lines and massing. Accurate historical styles may be appropriate in this context, as well as good modern design	Massing needs to reflect fine urban grain, smaller plots, frequent openings	
	Scale-enclosure W:H	1.2:1	1.4:1	NA	Repeat existing ratio	1:1	
	Building Facades	High solid to void ratio – load bearing masonry. Reflect rhythms and patterns of openings in the context of this part of the conservation area Solid ground floor facades. Active frontages	High solid to void ratio – load bearing masonry. Reflect rhythms and patterns of openings in the context of this part of the conservation area	High solid to void ratio – load bearing masonry. Reflect rhythms and patterns of openings in the context of this part of the conservation area	High solid to void ratio – load bearing masonry. Reflect rhythms and patterns of openings in the context of this part of the conservation area	High solid to void ratio – load bearing masonry. Reflect rhythms and patterns of openings in the context of this part of the conservation area	See general principles
			Solid ground floor facades. Active frontages	Solid ground floor facades. Active frontages Corner opportunity as shown in townscape rawing in spatial masterplan	Towpath wall to be a design consideration	Solid ground floor facades. Active frontages Architectural emphasis at Windsor Bridge junction	
Roof Form		Traditional or discreet – no expressive roof forms	Traditional or discreet – no expressive roof forms	Traditional or discreet – no expressive roof forms	Traditional or discreet – no expressive roof forms	See general principles	

Character Area **North Bank continued**

	Street Name/Type	Victoria Bridge Road	Midland Road	Riverside	Upper Bristol Road	Shared Streets
Open Space	Public Realm	Enhance setting of bridge	Street	Maintain linear towpath character, with high towpath boundary walls. Provide riverside seating at intervals and Improve visual appearance river edge/wall	Emphasis at pedestrian links to Royal Victoria Park, in the Park and at the boundary. Designed landscapes along the routes. Improve frontage to Royal Victoria Park	Shared streets
	Private Open Space	Some opportunity for small scale private space at front or rear	Some opportunity for small scale private space at front or rear	Some opportunity for small scale private space at front or rear	Small front and rear gardens to reflect local character.	Some opportunity for small scale private space at front or rear
Materials	Facing	Schedule 1	Schedule 1	Schedule 1	Schedule 1	Schedule
	Roof	Schedule 1	Schedule 1	Schedule 1	Schedule 1	Schedule 1
	Public Realm	Schedule 1	Schedule 1	Schedule 1	Schedule 1	Schedule 1
Soft Landscape	Planting Style	Street trees- green link North /south	Street trees- green link North /south	Augment existing planting	As existing	Some street planting
	Species Mix	Schedule A	Schedule A	NA	NA	Schedule B
	Planting Interval	Street trees in 2.4m CP zone 10-15m centres offset	Street trees in 2.4m CP zone 10-15m centres offset	NA	NA	5-10m intervals
	Mature Spread	15m+	15m+	NA	NA	Up to 8m
Lighting	Street Lighting	Columns	Columns	Lighting to be low key – columns to retain special character of towpath	Augment /improve existing	Fixed to buildings
	Feature Lighting	No	No	No	No	No
Signage	Street Names	See general principles	See general principles	Signing to be low key – retain special character of towpath	Existing	See general principles
	Highway Signs	Fixed to buildings or on combined poles	Fixed to buildings or on combined poles	Avoid	As existing	Avoid
	Shop-front Signs	See general principles	See general principles	N/A	Conservation Area considerations apply	None
Design Speeds	Speed Limit	20mph	20mph	N/A	Existing	5mph

Character Area **North Bank continued**

	Street Name/Type	Victoria Bridge Road	Midland Road	Riverside	Upper Bristol Road	Shared Streets
Street Design Principles	Street type	Shared street	Conventional street with pavements	N/A	Existing	Shared- Home Zone
	Max no of properties	N/A	NA	NA	As existing	?
	Carriageway Width	6m	6m	NA	As existing	5m
	Footway width	NA	3m	NA	As existing	NA
	Minimum forward visibility	N/A	NA	NA	NA	See general principles
	Cycle way Provision Location					
	Direct pedestrian access to properties	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes at ground floor	Yes at ground floor
Direct vehicular access to properties	No	Depends on detailed solution	Depends on detailed solution	Yes	Yes	
Public Transport Provision	Bus rapid Transit System	N/A	NA	NA	NA	NA
	Bus stops	N/A	N/A	N/A	N/A	N/A
Parking	Location	Through single point to parking at rear or under	To rear or below ground	To rear or below ground	To rear or below ground	On street and to rear or below ground
	Quantity	0.7 per unit	0.7 per unit	0.7 per unit	0.7 per unit	0.7 per unit
	Design solution					

Appendix 1

Materials Schedule 1

	Acceptable Materials	Unacceptable Materials	Limited use in selected areas
Roofs	<p>Pitched roofs:</p> <ul style="list-style-type: none"> Natural slates – grey/blue tones Clay pantiles – Double Roman, Bridgewater Natural or pre-weathered High quality recon Bath Stone right angled ridge tiles <p>Flat/ shallow pitched roofs:</p> <ul style="list-style-type: none"> Lead Pre-patinated zinc Pre-patinated stainless steel 	<ul style="list-style-type: none"> Powder coated metal roofs, copper and other metals Single ply membrane systems, felts and asphalts 	<ul style="list-style-type: none"> Green /Brown Roofs Single ply membrane systems where not visible from wider landscape view points or public areas
Main Structure	<p>Principal public, civic and community and landmark buildings:</p> <ul style="list-style-type: none"> Natural Bath stone Commercial natural Bath Stone Ceramic rain screen (Bath stone colour) <p>Residential:</p> <ul style="list-style-type: none"> Natural bath stone, rubble on secondary facades, natural bath stone colour lime render 	<ul style="list-style-type: none"> White or coloured renders on street facades Timber ply panels Sheet or profile metal Reconstituted Bath Stone Buff bricks Exposed concrete Concrete blocks (including faced concrete blocks) PVCU or GRP 	<ul style="list-style-type: none"> Natural or white painted timber boarding (at river edge) Red brick (specific type only) Bath stone coloured through render (side or rear elevations)
Public Realm	<ul style="list-style-type: none"> Footways/pedestrian areas: Natural stone (pennant) laid in varying width bands across footway Jointing: minimal, no mortar Kerbs: Wide section natural stone (pennant) Carriageway: Tarmac Shared street areas: Natural stone setts (pennant) 	<ul style="list-style-type: none"> Tarmac footways Pre-cast concrete kerbs Kerbs with integral drainage Bound pea gravel Red Clay Brick paviers 	<ul style="list-style-type: none"> Footpaths in public spaces: Bound crushed limestone
Boundaries	<ul style="list-style-type: none"> Natural stone ashlar, natural stone rubble, painted timber, decorative painted iron railings (accurate historical or modern contemporary). Black with limited use of other colours in specific areas. Retaining walls to be faced with Bath stone rubble. Use of salvaged rubble from the site will be encouraged. 	<ul style="list-style-type: none"> Inaccurate historical styled metal railings Shiplap timber Metal palisades Chain link Rendered walls Reconstituted Bath Stone 	<p>In private garden areas not visible from public areas</p> <ul style="list-style-type: none"> shiplap timber Rendered walls painted/stained/ lattice timber

Materials Schedule 2

	Acceptable Materials	Unacceptable Materials	Limited use in selected areas
Roofs	As schedule 1 and Simulated slates (specific types only) Standing seam metal (dark grey)	As Schedule 1	As Schedule 1
Main Structure	As Schedule 1	As Schedule 1	As Schedule 1
Public Realm	Footways: High quality concrete slabs mid grey colour laid in varying width bands across footway Jointing: minimal, no mortar Kerbs: Wide section natural Stone (pennant) Carriageway: Tarmac Shared street areas: medium format blocks mid grey colour such as Marshalls Tegula in Pennant Grey	As Schedule 1	As Schedule 1
Boundaries.	As Schedule 1	As Schedule 1	As Schedule 1

Appendix 2

Landscape Species Schedules

Schedule A Species

Platanus x hispanica (London Plane)

Tilia species (Lime)

Liriodendron tulipifera (tulip tree)

Schedule B Species

Fraxinus ornus (Manna Ash)

Pyrus calleryana 'Chanticleer' (Ornamental Pear)

Alnus cordata (Italian Alder)

Tilia cordata 'Greenspire'

Pleached lime

Corylus colurna (Turkish Hazel)

Acer campestre var (Field Maple variety)

Robinia pseudoacacia (False Acacia)

Magnolia species (Magnolia)

River Corridor Schedule

Tilia species (Lime)

to be used throughout the corridor but limited to small groups (50 – 100m between groups) within the River Park and Natural Edge areas

Acer pseudoplatanus (sycamore)

Quercus robur (English Oak)

Fraxinus excelsior (Ash)

Acer campestre (Field Maple)

Salix alba (White Willow)

Salix fragilis (Crack Willow)

Shrubs

Crataegus monogyna (Hawthorn)

Viburnum opulus (Guelder Rose)

Cornus sanguinea (Dogwood)

Ilex aquifolium (Holly)