

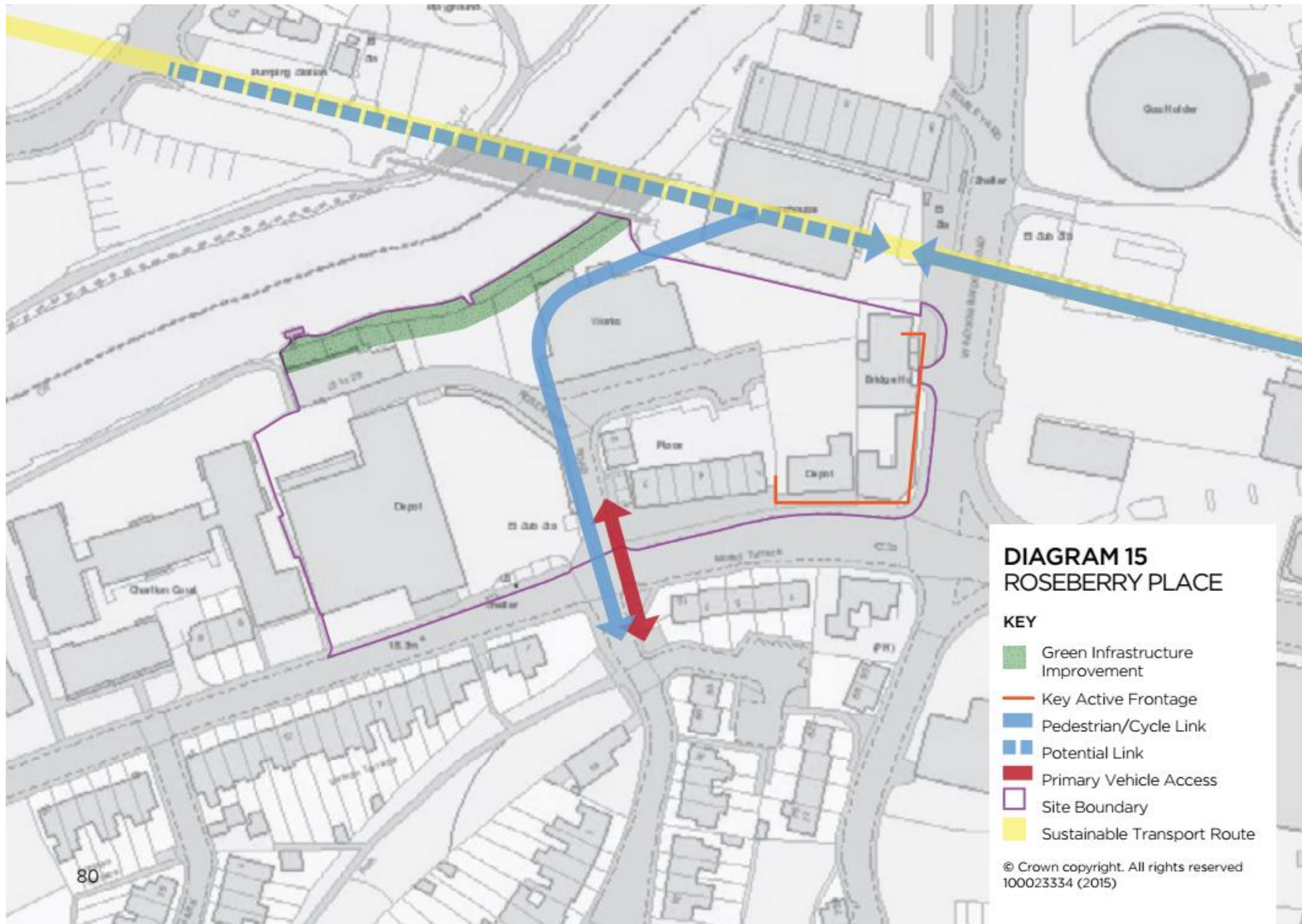
SB10 - ROSEBERRY PLACE

Context

163. Forming the corner of Lower Bristol Road and Windsor Bridge Road, and lying to the south of the River Avon, this area is in a prominent location on a key route into the city. The site is currently occupied by a range of industrial buildings, workshops.
164. Its riverside location has been identified as an 'Ecological Node' in the Natural Environment Evidence Base commissioned to inform the Council's Masterplan for the Enterprise Area. An 'Ecological Node' is defined as an area 'where wildlife corridors intersect and/or there are features of particular ecological value in the river channel'.
165. This site falls mainly within Flood Zone 2, partly within Flood Zone 3 and the risk of flooding will be increased taking into account climate change. Black & Veatch Bath Flood Risk Management Project Technical Note Addendum has considered the impact on peak water levels and flood risk of the ground raising within this site and concluded that the impact of site raising on flood levels is negligible.
166. Stable Yard lies to the north of Roseberry Place. It is a trade business park, and is occupied by a variety of businesses that perform an important role in the city's economy. This site is not currently available for development.

Vision

167. There is significant scope for the remodelling of this site to provide a development that:
 - Redefines the image and identity of this key site on an important entrance route into the city;
 - Reinforces its important role as 'ecological node';
 - Accommodates a diverse range of business spaces, including potentially the relocation of displaced businesses from the central area;
 - Provides homes that help to meet the city's housing needs and provide for more activity during the day and evening;
 - Enables direct connections to an extended Bristol / Bath Shared Use Path and to the Two Tunnels Cycle Route, together with new pedestrian and cyclist connections across the Lower Bristol Road and Windsor Bridge Road. There is potential for these connections to be provided as bridges over these main roads, which could also serve as a key Green Infrastructure routes.
 - An engaging and active frontage to the river, with potential for river related activities.



POLICY SB10: ROSEBERRY PLACE -DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals will be expected to deliver:

1. A mix of uses which include around 200 residential units and a minimum of 6,000 sq.m (GIA) of B1 employment floorspace. Other complementary uses to enable a more diverse and engaging environment, such as small scale local needs retail will be permitted where these do not adversely impact on existing retail centres. Purpose built student accommodation in this area is not acceptable as this would impede the delivery of other Council objectives.
2. A well-defined and active frontage to Lower Bristol Road and Windsor Bridge Road to enhance this key entrance into the city.
3. A collection of buildings that respond positively to the important views over the site and the valued character of the area. An analysis is required to enable an appropriate response, and to influence the height, massing and design of buildings. The Bath Building Heights Strategy should be used as part of the evidence base and the starting point for this analysis. This identifies this site as being within zone 3 – the Valley Floor, and recommends that for new development 'building shoulder height should be 4 storeys. One additional setback storey within the roofscape is likely to be acceptable'. Note that this is a recommendation for the general height only and is subject to modifiers.
4. Green infrastructure and a cycle link that connects Linear Way (two tunnels cycle route) to the safeguarded sustainable transport route (extension of the Bristol/Bath shared use route). This will be enabled by facilitating connections across Windsor Bridge Road and Lower Bristol Road.
5. Measures that enhance green infrastructure and protect biodiversity interests are required. Such measures must safeguard the value of the site and adjacent river corridor and should take into account the potential of extending green infrastructure networks, including measures to restore and enhance the biodiversity value of the river and the river edge. It is a requirement for a biodiversity study to be commissioned to inform the development of the site.
6. Lighting at this location must be designed to safeguard the important ecological function of the river corridor, to include the retention of a dark corridor for bats.
7. Flexible and robust building forms that enable changes of use over time.
8. An appropriate response to the character and context of the area. There is considerable scope for a wider variety of building typologies and materials to be used, responding to its mixed use character whilst respecting the homogenous character of the whole city.
9. Carriageway improvements to the junction, including implementing the road widening required to improve the efficiency and safety of the highway capacity at this junction, and to facilitate pedestrian and cyclist movement.
10. The development must provide cycle parking and storage that is covered, secure, convenient, easy to access and well designed.
11. The sequential approach to site layout is required informed by a site specific FRA. As minimum, the floor levels have to be raised at the appropriate level taking into account the vulnerability classification informed by the FRA.
12. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.