

14. Car parking – assess the number of car parking spaces to be retained on this site as part of the analysis of the need to retain 500 public parking spaces within the Enterprise Area to maintain the vitality of the City Centre economy and to encourage modal shift, as proposed in the Transport Strategy.
15. Cycling – each individual development block should provide well designed, secure, convenient and easy to access cycle parking and storage for the use of their occupants
16. The redevelopment of this site requires the current coach parking and drop off facility to be provided in an alternative location. Should this not prove possible, then a coach drop off area will need to be provided as either an interim measure, or as part of the redevelopment of the wider area.
17. The finished floor levels of development will need to be raised to above safe flooding levels taking into account the vulnerability classification informed by site specific FRAs. This will require careful design solutions to maintain appropriate relationships between buildings and the adjacent public realm.
18. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB5 - SOUTH QUAYS & RIVERSIDE COURT

Context

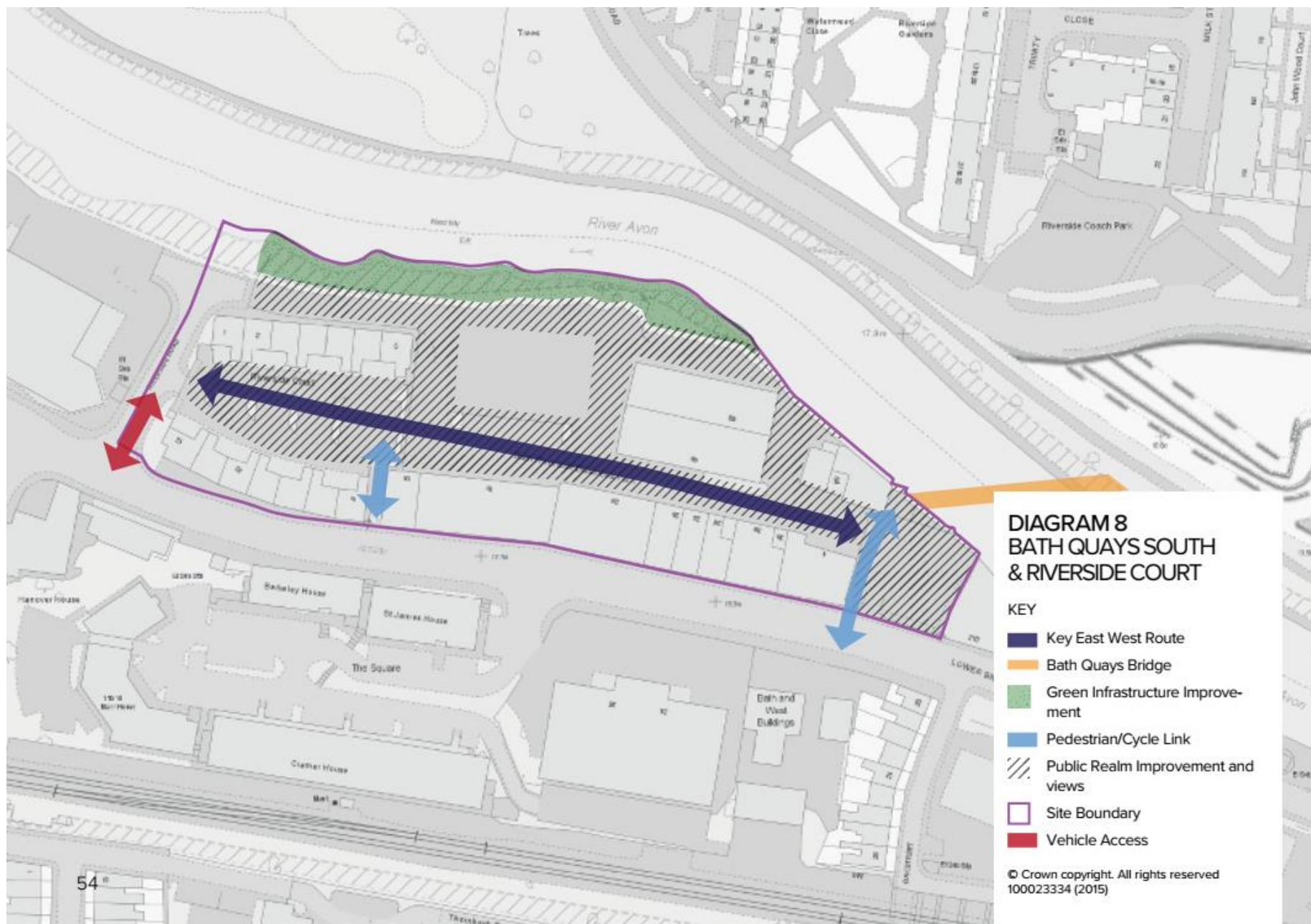
134. Located to the south west of Bath City Centre, this area comprises the vacant South Quays site and the Riverside Court office site. They lie between the River Avon to the north and the Lower Bristol Road to the south. There are important views through and over the sites from many directions. The area and its immediate context is made up of a variety of buildings and built forms, which are of different ages. They are typically of larger scale, massing and at a range of heights, and typically contain a variety of commercial uses. Beyond the site to the south, lie the residential areas of Oldfield Park, Holloway, and Bear Flat.
135. Buildings in the vicinity tend to form bold relationships with their surroundings; butting up to the river's edge at the eastern end of the South Quays site, and forming a strong edge along the Lower Bristol Road. Many of these represent an important part of Bath's industrial heritage, notably the Grade II listed Newark Works, curtilage listed buildings such as the Foundry, and the associated public realm. This site was previously occupied by innovative crane manufacturers, Stothert and Pitt.
136. There is a variety of landscape treatment to the river edge in this area; from the softer vegetated river edge by Riverside Court, the open hard quayside edge related to the historic industrial uses at Newark Works, to the hard edge formed by a series of buildings and walls further to the east.
137. Flood mitigation measures to be undertaken in this area as part of the Bath Quays Waterside Project, will involve the construction of new flood walls and the raising of

existing river walls. This is to be funded using West of England Local Enterprise investment.

138. A new pedestrian and cyclist bridge is being commissioned that promises to be a beautiful addition to Bath's cityscape. It is to be located and orientated to optimise pedestrian and cyclist movement between this and adjacent regeneration opportunities, neighbouring communities and the city centre. It will serve to better connect, physically and psychologically, the development site in to an expanded city centre. This significant regeneration investment is also being funded using West of England Local Enterprise Funding.

Vision

139. The area's variety of architecturally bold and robust buildings is unusual in Bath and should inform the architectural response to new buildings on the site. Imaginative, contemporary architecture should contrast with the sensitive conservation of historic buildings and the public realm, as well as responding appropriately with the wider context of the World Heritage Site. Development should create new buildings and remodelled historic buildings in an even mix of commercial and residential uses that might reflect the spirit of innovation that the site is historically associated with.
140. These sites provide the opportunity to create a variety of new routes through the area, as highlighted in the concept diagram. These are expected to:
- Improve pedestrian and cyclist connections from the residential neighbourhoods to the city centre via a beautiful new pedestrian and cycling bridge;
 - provide a number of public accesses from Lower Bristol Road to the riverside, and deliver a pedestrian route close to the river edge;
 - deliver a new route through the middle of the Riverside Court site to connect and allow access to the South Quays site. This route will eventually continue through to Midland Bridge Road when other sites come forward for development. This new east-west route will help to unlock to regeneration of these riverside sites. See concept diagram.



POLICY SB5: SOUTH QUAYS & RIVERSIDE COURT

DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals will be subject to the following design and development principles:

Bath Quays South & Riverside Court

1. The Bath Quays South area should deliver approximately 9,500 sqm (GIA) of B1 office space, to include a significant proportion of creative workspace within the former Stothert and Pitt buildings. Around 70 dwellings should be delivered, as well as supporting A3 uses that will help to animate this key riverside location, and important new route into the city centre.

Purpose built student accommodation in this area is not acceptable as this would impede the delivery other Council objectives.

2. The redevelopment of Riverside Court should retain as a minimum the existing levels of employment floorspace and be complemented by residential development that contributes towards the city's housing requirements.

Routes

3. Separate delivery of development of Bath Quays South and Riverside Court is acceptable on the basis that emerging development proposals for both sites deliver the key east west route as indicated on the concept diagram. This route will eventually provide a pedestrian and cycling connection from the new pedestrian and cycling footbridge to Midland Bridge Road.
4. There should be other publicly accessible pedestrian and cycling routes through the sites, connecting the bridge to the other development sites and to the residential communities in the south. Additional pedestrian, cycling and vehicular access points onto the Lower Bristol Road should be provided. There should be public access to the riverside, and alongside the river's edge.

Built Form

5. In response to the context of the site, it is important that new and refurbished buildings and associated landscape treatment create a strong visual and cultural identity to ensure the commercial success of the development. The overall built form should be varied to reinforce the existing built context, and it should enhance the wider cityscape and views along the river. The group value of the buildings on the South Quays site (particularly the Grade II listed Newark Works, curtilage listed buildings such as the Foundry, and the associated public realm) is important as a legacy of the city's less well known industrial heritage. Any proposals for the site will need to be supported by an appropriate assessment of the historic, cultural and architectural value of the heritage assets. Proposals will need to demonstrate that the significance of heritage assets and their setting are preserved or enhanced or, in the case of demolition, that the harm arising is outweighed by public benefits arising from the proposals.
6. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.
7. The riverside building at the eastern end of the South Quays site (whether new or whether the Foundry building is reused) should present a bold frontage to the river.
8. Development proposals on the western portion of the South Quays site and at Riverside Court must be set back from the river's edge to protect, reinforce and provide space for a tree planting close to the river edge. This will enhance the

biodiversity value of the river edge and reinforce its important contribution to wider cityscape views.

Views, Character, Building Heights

9. Development should not detract from important views over the site e.g. from Wells Road towards the Royal Crescent, and looking south, towards the backdrop of Beechen Cliff, and development should respond appropriately to the general characteristics of buildings heights within the city. An analysis is required to enable an appropriate response, and to influence the height, massing and design of new buildings. The Bath Building Heights Strategy should be used as part of the evidence base and 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.
10. The design of the development, in particular its roofscape must be sensitive and responsive to its prominence when seen from Beechen Cliff and from other surrounding hillsides, including during hours of darkness. There are opportunities for roofs to be used for rainwater storage and capture, for solar cooling, power and for edible gardening, and this mix of functions can help to reduce a monolithic appearance.

Response to Flooding

11. The finished floor levels of development will need to be raised to above safe flooding levels. This will require careful design solutions to maintain appropriate relationships between buildings, the adjacent public realm and the riverside environment.
12. The flood mitigation measures to be undertaken in this area as part of the Bath Quays Waterside Project will involve the construction of new flood walls and the raising of existing river walls. The construction of these will affect the relationship of the development site to the river. The design treatment of the public realm will need to take this into account, ensuring a positive relationship between the public realm and the river is achieved, and that the objectives of maintaining the quayside character and achieving new tree planting are delivered.
13. Additional on or off-site flood mitigation and/or conveyancing measures (over and above those provided by the Bath Quays Waterside Project) that optimise the opportunities to improve the city’s flood conditions, are also required to be put in place.
14. A sufficient margin along the river edge should be provided to enable access for the Environment Agency. The required specification will be arrived at through early engagement with the EA.

Public Realm

15. In relation to the South Quays site, materials, design and specification of the public realm must respond to its historic assets, character and context. It is envisaged that the public realm will predominantly be hard surfaced, utilising sustainable urban drainage, and maintaining its historic quayside character, whilst also integrating tree planting that reinforces the important green edge to the riverside. Valued street furniture and artefacts such as rail tracks and setts should be retained.
16. Measures should be introduced that enhance Green Infrastructure, taking into account the potential of extending green infrastructure networks, including measures such as wall/edge planters, trailing planters and vegetation rafts to restore and enhance

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.

17. 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.

Cycle Parking

18. Development is required to provide well designed, secure, convenient and easy to access cycle parking and storage for the use of occupants.

Placemaking Plan Policy

SB6 - SOUTH BANK

Context

141. Situated to the south of Green Park between the Lower Bristol Road and Midland Bridge Road, the area is immediately to the west of the South Quays site and to the east of Sydenham Park. It is under two principal and separate land ownerships, and currently comprises car showrooms and the Travis Perkins Builders Yard. These uses are important functions within the city, however other uses such as offices and residential that optimise the riverside location, the close proximity to the city centre and the high levels of public transport accessibility, may well come forward within the plan period.
142. This site is primarily FZ3a. The Bath Quays Waterside project is undertaking flood mitigation measures in the area, with the construction of new flood walls and the raising of existing river walls. It is to be funded using West of England Local Enterprise investment. This will affect the relationship of the development site to the river, and the design treatment of the public realm will need to take this into account.
143. A new pedestrian and cyclist bridge is being commissioned that promises to be a beautiful addition to Bath's cityscape. It is to be located and orientated to optimise pedestrian and cyclist movement between this and adjacent regeneration opportunities, neighbouring communities and the city centre. It will serve to better connect, physically and psychologically, the development site in to an expanded city centre. This significant regeneration investment is also being funded using West of England Local Enterprise Funding.

Vision

144. The delivery of the new pedestrian and cyclist bridge over the river will significantly improve the accessibility and commercial attractiveness of this area, and assist in its regeneration. There are significant opportunities within the wider area for incremental development to provide a series of mixed use buildings that deliver employment floorspace and new homes.