

Context

152a. Bath Riverside, on land formally occupied by Stothert & Pitt – ‘Cranemakers to the World’ and various railway lines and associated infrastructure, has been transformed over the past ten years. The first phase of development on the main site has delivered over 800 new dwellings, provided new and refurbished bridges and enhanced public realm and open spaces. The second phase of development will offer a high-density urban form residential redevelopment to be delivered over the next ten-year period, on various parcels of land making up the site allocation (see diagram 13).

152b. Western Riverside was first allocated for residential led development in Policy GDS.1/B1 of the Bath and North East Somerset Local Plan (October 2007). This policy was supported by a Master Plan Supplementary Document (March, 2008). The principles of GDS.1/B1 were rolled forward into Placemaking Policy SB8 in 2017, and the Master Plan Supplementary Planning Document continued to give further guidance in respect of the implementation of this policy. Adopted Site Allocation Policy SB8 has now been updated as part of the Local Plan Partial Update. The 2008 SPD continues to provide guidance on policy implementation.

Vision

152c. In addition to delivering the vision as set out in the adopted Bath Western Riverside Supplementary Planning Document (SPD), development will need to deliver the Council’s priorities with regards to the climate and ecological emergency. The adopted Site Allocation Policy SB8 has been updated to help to facilitate the appropriate development of the site, providing clarity and certainty on the development requirements and design expectations to help shape this next major phase of regeneration.

152d. The second phase of the Bath Riverside development offers great potential to further deliver sustainable connections through the site and with the wider area to the benefit of the city. The route of the former railway line that runs through the site and westwards through the Newbridge Riverside Policy area to connect to the Bristol-Bath Railway Path (BBRP) is safeguarded as a Sustainable Transport Route. The delivery of this route through this site is a key requirement. It is also a requirement to provide a direct, well-aligned and high quality crossing over Windsor Bridge Road and to deliver an upgrade to the disused former railway bridge over the river to allow use by pedestrians and cyclists and to link the site with the BBRP. The Council recognises that further work is required at the Development Management stage on the feasibility of the various options for the crossing of Windsor Bridge Road, which may include the assessment of crossing options both at grade and grade separated.

152e. The location of the site provides the opportunity to create a low-car environment. This must be supported by delivery of a wide range of high-quality sustainable transport choices, including alternatives to car ownership such as access to an Electric Car Club.

Strategic Policy

POLICY SB8: BATH RIVERSIDE

1. Bath Riverside

Development Requirements and Design Principles

Collectively, across the entire SB8 area, development proposals will:

- 1 Deliver high density residential development of around 1,750 dwellings across the whole site. Proposals for Purpose Built Student Accommodation shall not be permitted.
- 2 Deliver an early years facility and a new community hub with communal facilities to promote healthy lifestyles and community cohesion.
- 3 Provide a positive relationship with the adjacent public realm at ground floor level, and the number of main entrances into buildings must be maximised in order to create an active, human scale public realm. The provision of active building frontages, including building entrances and commercial activity is required on the elevations fronting Lower Bristol Road, Upper Bristol Road, Windsor Bridge Road, the continuation of Stothert Avenue.
- 4 Be required to provide a comprehensive Transport Assessment will be required to assess the transport requirements of development proposals. This will need to include a traffic impact assessment modelling the effects of additional transport demand on the Upper Bristol Road and Lower Bristol Road corridors and additional locations to be agreed with the Local Highways Authority. It will also need to investigate which specific infrastructure elements, such as integrating with emerging Metrobus/Mass Transit proposals and the options for crossing Windsor Bridge Road, are feasible solutions for the provision of sustainable transport. Development is to provide comprehensive on and off site transport infrastructure as found necessary through the Transport Assessment including, but not limited to:
 - a. A clear hierarchy of pedestrian and cycling routes throughout the site, providing good permeability across the site as a whole, and linking individual sites with the surrounding context.
 - b. An integrated transport system and clear route network linking individual sites to each other and to the surrounding context.
 - c. Low car development will be supported and must be accompanied by high quality sustainable transport alternatives to car usage and ownership, including providing access to electric car club vehicles.
 - d. Provide a level of car parking that has regard to the standards set out in the Council's Transport & Development SPD, with any departure from these standards robustly justified on the basis that proposals are an exemplar for sustainable travel.
 - e. Deliver improvements to walking and cycling routes along and across Upper Bristol Road and Lower Bristol Road, connecting to existing infrastructure, and improving permeability through the development.
 - f. Investigate and deliver opportunities to improve pedestrian and cycle facilities at the Windsor Bridge Road junctions with Upper Bristol Road and Lower Bristol Road.
 - g. Deliver the Sustainable Transport Route from east to west across the site. This is required to:
 - i. be designed to a high quality in accordance with Cycle Infrastructure Design Guidance LTN 1/20, with cycle routes segregated from pedestrians.

- ii. integrate high quality green infrastructure, as part of the Biodiversity Net Gain requirements.
 - iii. deliver a direct, well-aligned and high-quality pedestrian and cycle crossing of Windsor Bridge Road to connect to the former railway bridge over the river and to the Bath Riverside Site. Modelling will be required to demonstrate the effects of interaction between the crossing and adjacent junctions.
 - iv. deliver an upgrade to the disused former railway bridge over the river to allow use by pedestrians and cyclists. This is needed to link the site and the Bristol to Bath Railway Path (BBRP) further west of Windsor Bridge Road. Proposals will need to demonstrate pedestrian and cycle linkages between the bridge and the crossing over Windsor Bridge Road
 - v. Accommodate bus services and be accompanied by a public transport routeing and service strategy which maximises available opportunities to provide bus priority and deliver attractive services for existing and future residents.
- 5 Retain and enhance green infrastructure and habitats along the riverside edge where possible, providing a biodiversity led approach towards the treatment of this area. Where vegetation clearance is necessitated for site preparation the vegetation shall be reinstated. Built form shall be set back from the retained or reinstated riverside habitat infrastructure by a buffer of at least 10 metres where feasible. This buffer could be used for informal public open space but must retain a habitat function, a light shielding function, and improved access to the river for maintenance purposes. Built form must respond appropriately to this habitat buffer.
- 6 Deliver biodiversity net gain of at least 10% in accordance with Policy NE3a. Opportunities to deliver 10% biodiversity net gain within the site curtilage should be fully explored and tested before any off-site measures are proposed. If any off-site provision of biodiversity net gain is required, this should be provided along the Sustainable Transport Route, if practicable.
- 7 Provide and implement a bird and bat enhancement in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required.
- 8 Where appropriate to the layout of development blocks, seek to retain and enhance existing hedgerows throughout the site, providing a 10m protective buffer of new grassland habitat for all retained hedgerows. Any deviation from this buffer allowance must be appropriately justified. Provision of additional hedgerows is encouraged, to create a link across the site, where appropriate in terms of proposed site layout. Any loss of hedgerows must be off set.
- 9 Ensure that lighting at this location is designed to safeguard the important ecological function of the river corridor, including the retention of a dark corridor for bats.
- 10 Provide high quality public realm, building on the requirements 5-9 and structural

landscaping, designed to provide green infrastructure with a focus on nature recovery and nature-based solutions (visual amenity, health and well-being, green walking and cycling routes, air quality improvements and shading / cooling).

- 11 Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment to include assessment of the effects of development proposals on the wider City of Bath WHS, OUVs and Attributes and other heritage assets including the Georgian city, Bath CA, listed buildings, Royal Victoria Park, undesignated heritage assets and archaeology, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation. Therefore a heritage-led and contextual approach is strongly encouraged. A strong tree infrastructure will be required throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to break up extensive massing of buildings.
- 12 Not detract from important views over the site including, but not limited to, longer, sweeping views towards the Georgian City and views from historically important viewpoints as set out in the WHS Setting SPD; and 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 buildings. The Bath Building Heights Strategy (BBHS) should be used as part of the evidence base and the starting point for this analysis which must also include a detailed Landscape and Visual Impact Assessment (LVIA).
- 13 Be informed by a site specific FRA, with site layouts designed using a sequential approach. As a minimum, floor levels must be raised at the appropriate level taking into account the vulnerability classification informed by the FRA.

LPPU Policy

