

Bath and North East Somerset Local Plan

Composite Volume:
Core Strategy and Placemaking Plan
incorporating the Local Plan Partial
Update

Volume 2
Bath

January 2023

**Bath & North East
Somerset Council**

Improving People's Lives

FORMAT NOTE

For the purposes of clarity and convenience for plan users the Plans have been combined with Core Strategy, Placemaking Plan and Local Plan Partial Update.

Whilst every effort has been made to ensure consistency between these composite volumes and adopted Core Strategy, Placemaking Plan and the LPPU, please note that if there is a difference the adopted Plans takes precedence over these composite volumes.

Adopted Development Plan Core Strategy (adopted in 2014) and Placemaking Plan (adopted in 2017)

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INFRASTRUCTURE AND DELIVERY

SETTING THE AGENDA

In order to address a range of urgent issues in B&NES, including the climate and ecological emergency declarations, the Council has prepared a partial update of the Core Strategy and Placemaking Plan (which together comprise the Local Plan). The Local Plan Partial Update (LPPU) is set out as a schedule of changes to the Core Strategy & Placemaking Plan combined document.

Context

Historical Context

“continuous development over two millennia”

WHS Statement of Significance (2010)

1. From its early history as a Celtic place of reverence and as a spa during Roman occupation, Bath evolved into a Saxon monastic settlement and subsequently a Norman cathedral town. During the Middle Ages it developed into a regional market and a centre of the woollen trade before becoming perhaps the most significant national health resort of Elizabethan and Stuart England. Rapid expansion in the Georgian era saw Bath become the foremost fashionable resort of the 1700s, and created an enduring architectural legacy.
2. At the beginning of Victoria's reign Bath was the 9th largest town in England with a population of nearly 50,000. Thereafter Bath lagged behind the national level of industrial urban expansion and instead Bath refined its image as a place of genteel residence and retirement. Many pinned their hopes of a social revival with Brunel's Great Western Railway, but this did little to reignite the popularity of the city. Instead the railways served to crystallize an industrial strip of mills and foundries along the River Avon as far as Twerton. Towards the end of the Victorian period the Corporation sought to revive the city as a spa upon the rediscovery of its Roman origins. However, little came of efforts to establish Bath as a leading therapeutic centre.
3. The pace of growth in Bath was slow during the early part of the 20th Century, a reflection of the depressed state of the national economy, but the aftermath of WWI resulted in a great deal of inter war house building and a surge in the land coverage of the city. In the inter war period the southern part of the landscape bowl at Southdown and the Odd Down Plateau was colonised. Elsewhere, suburban development took place at Weston and Larkhall and new neighbourhoods were connected to the centre by the Bath Electric Tramway. After the Second World War Bath was caught up in the process of rapid socio-economic change that was at work in the country as a whole. Change within the city reflected many national trends, including the growth of private motoring, modernist reconstruction and the subsequent rise of the conservation movement. In 1987, in recognition of its unique cultural value the city was inscribed as a World Heritage Site. This raised its international profile as a tourist destination and has sharpened debate about how change and development should be managed and what 'sustainability' means for the city and its future.

4. Bath has exhibited a positive genius for reinventing itself and will need to do so again in order to emerge from the economic shocks of the early 21st century as a more environmentally sustainable and economically competitive place that stewards well its remarkable cultural inheritance.

Strategic Issues

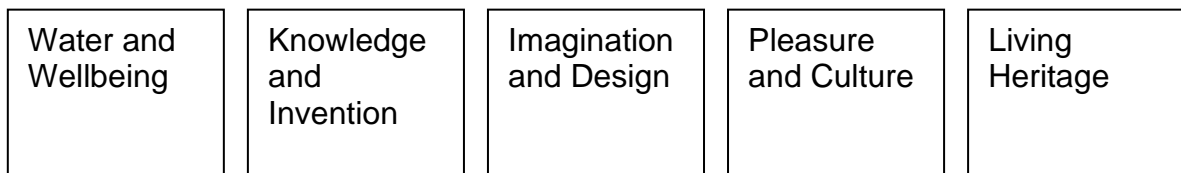
5. The history of Bath has included several changes of image, function and fortune but it maintains a strong place in the popular imagination as an elegant Georgian spa town with a remarkable Roman legacy. The city retains many of the characteristics which have made it a place of high environmental quality and a desirable place to be for previous generations. The approach to planning for 21st century Bath must be driven by these qualities so that the city continues to be a distinctive, successful and competitive place.
6. The conservation and enhancement of the World Heritage Site (WHS) and its setting and of the Conservation Area must be reconciled with contemporary socio-economic and environmental challenges, including climate change. Bath's WHS status and environmental quality is not an obstacle to economic growth - it is part of a strong 'brand', an incentive to and enabler of prosperity – however, it does require that contemporary change is managed sensitively and that high quality design is achieved.
7. The Council's Economic Strategy and research by Business West sets out the current health of the city and considers its future prospects. Bath's prosperity depends on enabling the growth of existing business, attracting high value added employers and moving towards a low carbon economy. It will have to compete with other cities and large towns also wishing to attract growing sectors. This will require a new phase of investment in offices and other workspaces within and adjoining the city centre. It also means optimising the contribution of both universities to the economy as sources of creativity, innovation and labour and enabling the development of related employment and business premises.
8. Alongside measures to diversify the economy, industrial enterprise must be allowed to compete in the land market in order to sustain a mixed employment offer for a multi-skilled workforce.
9. The strategy for the city must sustain and refine the critical contribution of tourism to the economy. This means protecting and enhancing the characteristics that make the city special, providing a high quality public realm and ensuring that an appropriate level and range of visitor accommodation is maintained. The Bath Hotel Futures Study 2015 updates the evidence underpinning the Core Strategy and suggests a need for an increased level of visitor accommodation. It is the Council's intention to review hotel requirements as part of the Local Plan review.
10. The housing market is particularly expensive to penetrate and this contributes to a dislocation of workers from workplace and exacerbates the level of in-commuting from lower cost locations. More housing and more affordable housing is needed to support economic growth, increase the co-location of jobs and workers, and address the needs of households on the housing register.
11. There is a significant imbalance between the resident workforce and jobs in the city. The main place of employment for about 30% of the resident workforce is outside Bath and the city imports many workers from beyond its boundaries, particularly from the market towns of West Wiltshire.
12. There are considerable areas of derelict and underperforming land and a number of prominent sites in need of redevelopment in order to enhance the World Heritage Site and protect its setting and the Green Belt from incursion.

13. The public realm of the city centre is suffering from decades of underinvestment and a much better relationship is needed between the city and its river.
14. Congestion on the main radial routes, the city's air quality management areas and climate change require that the spatial strategy makes the most of existing public transport infrastructure and planned investment. In this way growth can enable people to travel to and around the city with less environmental impact and greater efficiency.
15. In order to enable development in the Central Area and Western Corridor significant works will be needed to mitigate flood risk together with essential land remediation.
16. Much of the building stock of the city is energy inefficient. Planning policies should enable improvements to the energy performance of Bath's buildings and also the generation of low carbon sources of energy.
17. The development of the University of Bath and Bath Spa University requires strategic policy direction in order to secure the future of each institution, and to ensure that the student population does not continue to drive the student lettings market to the detriment of the normal private housing stock and existing communities.
18. The Bath/Bradford-on-Avon Special Area of Conservation (SAC) is designated because of the presence of bats and their foraging areas. Bats are protected under European and UK legislation and care must be taken to avoid impacts to the integrity of the SAC.
19. The prosperity of Bath depends on maintaining the city as a place which draws visitors who are attracted by the mix of shops, restaurants, and cultural and heritage facilities. The plan aims to ensure that Bath promotes a distinctive shopping experience at the leading edge of retail development, and that Bath is seen as the place for high quality, locally produced goods and foods.
20. Promoting Bath as a 'Spa' City; providing a high quality tourist experience where visitor stay is extended; enhancing the cultural and visitor offering; and promoting the City as a world class venue for sport and recreation. New cultural facilities in appropriate locations will be encouraged, such as the Hindu community's objective for a Spiritual Centre.
21. Central Bath is unusual in that it is home to a large number of residents as well as shops, businesses and heritage sites. Some ten thousand people, including many families, live in central Bath. This large number of residents contributes to the vitality and vibrancy of Bath, day and night; and to the special character of the city centre. Owner-occupiers care for the historic Georgian houses everywhere in Bath at their own expense. The Council will encourage and support residents in central Bath.
22. Whilst there are significant development opportunities within the city, there is not enough land in the city to meet the land use demands that have been identified by the evidence. This is because Bath is a small city with relatively few development sites. The unmet need is not considered to represent exceptional circumstances for developing in the Green Belt and in any case is not viewed as overriding the great

weight that needs to be afforded to the significance of heritage assets, not least the World Heritage Site. The Council has therefore had to prioritise land uses for the limited land available. It has agreed that it will plan to meet its housing numbers and employment floorspace in full; as well as the growth in hotel demand projected in evidence supporting the Core Strategy; and will accept that there is a shortfall in meeting the retail capacity identified for the whole plan period.

World Heritage, Regeneration and 'Place'

23. In addition to enabling the delivery of the Sustainable Community Strategy, the Bath spatial strategy seeks to contribute to the actions proposed in the City of Bath World Heritage Site Management Plan (November 2010) that seek to protect the Outstanding Universal Value (OUV) of the site and its setting. The significance of the WHS is set out in the Statement of Outstanding Universal Value and derives from the city's Hot Springs, its Roman Archaeology; Georgian town planning; Georgian architecture; the green setting of the City within a landscape bowl. The Cotswolds AONB Management Plan is also important in this regard as Bath's townscape and landscape combine to form a special composition of town and country.
24. In 2006 the Council published 'The Future for Bath' in which it sought to define the essence of the city - its DNA. It articulates a suite of regenerative themes, derived from the aspirations, intentions and activities that have shaped Bath's socio-economic history and character. It proposes that these influences should be reinterpreted and translated into a contemporary context to inspire a distinctive future place brand and identity. The themes are:



25. The Bath spatial strategy has been prepared against the background of this regeneration agenda so that it contributes to the realisation of a distinctive and authentic development programme for the city. As an international cultural asset, well considered and high quality growth is a key principle guiding the overall level, type and design of new development. The strategy prioritises the creation of enduring developments, places and neighbourhoods over 'planning by numbers' in order to deliver relatively short term targets. It seeks to shape development that will be appreciated and used well into the future and to deflect ill-conceived proposals that might be rejected within a generation.
26. The Public Realm and Movement Strategy for the city centre has already responded to this agenda in order to shape investment in the city centre. It sets out a programme to reanimate the city centre by:
- Rebalancing the movement and transport systems in favour of pedestrians, cyclists and public transport users
 - Refashioning streets, spaces and the riverside including pavements, seating, lighting, etc.
 - Revealing the centre through a new wayfinding and city information system.

27. Progress on these issues has been made possible through funding secured by the Council from the EU CIVITAS programme.

VISION AND SPATIAL STRATEGY FOR THE CITY

A Vision and Strategy for the City

28. The key strategic issues, along with other plans and the Future for Bath have informed a vision for the city as set out below. The spatial strategy for Bath and strategic policies for specific areas set out in this chapter seek to deliver this vision.

The Vision

What the spatial strategy is seeking to achieve:

Bath's natural, historic and cultural assets, which combine to create a unique sense of place of international significance, will be conserved and enhanced to maintain the city's key competitive advantage and unique selling point as a high quality environment, to live, grow a business, visit and invest.

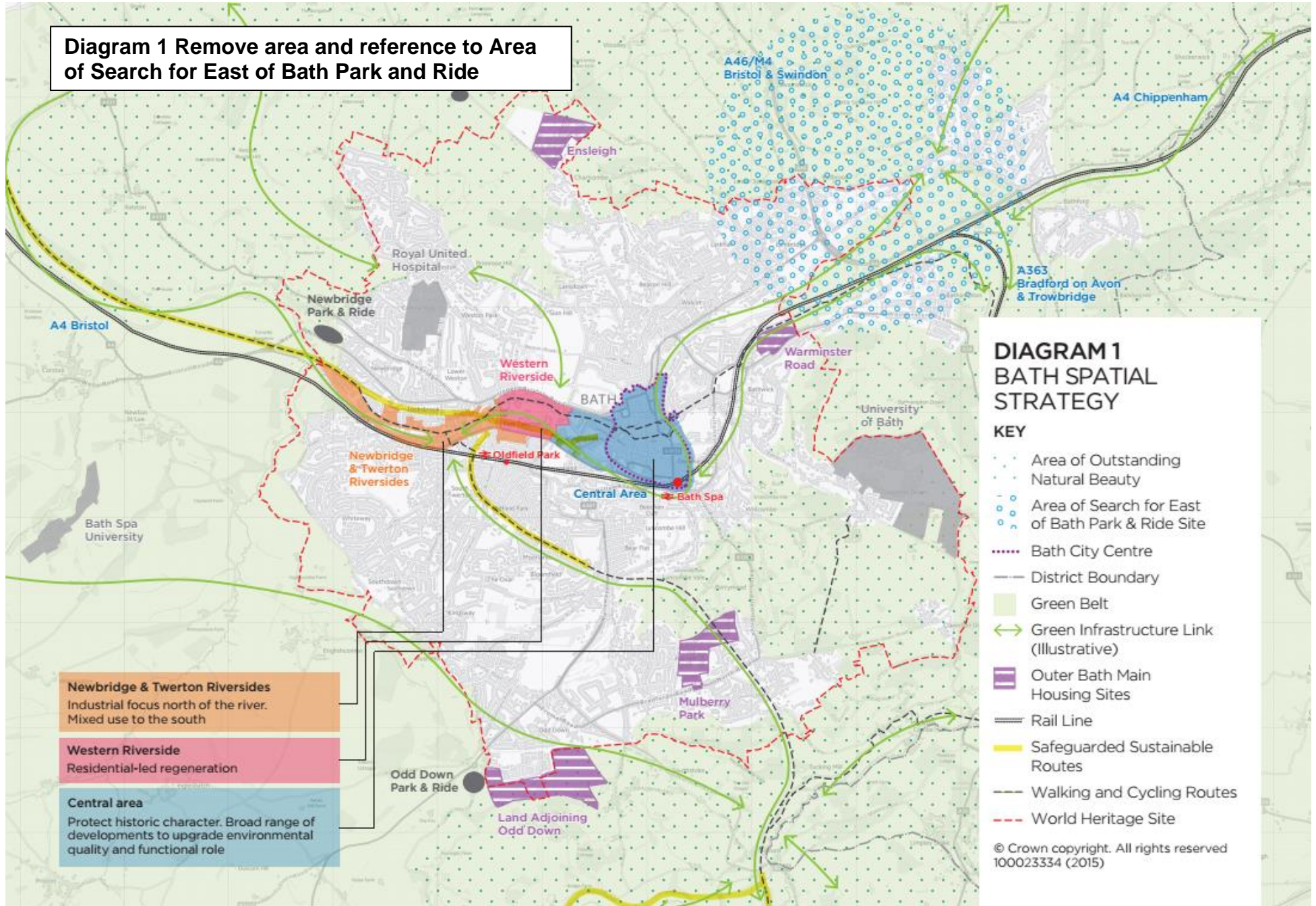
The scope to further improve Bath's environmental quality will form the foundation of efforts to boost the city's profile as a more competitive and economic centre. The realisation of a range of development opportunities within the Central Area and Enterprise Area will greatly improve the city aesthetically and also enable Bath to position itself as a more entrepreneurial, innovative, creative and business friendly place. Economic development and productivity will therefore be stimulated and facilitated, whilst simultaneously upgrading inherited townscape.

Where possible the built environment will evolve in a more energy and resource efficient manner and renewable and sustainable energy, appropriate to the Bath context will be introduced, alongside measures to mitigate and adapt to climate change and to pursue a reduced carbon economy. The delivery of new housing is a vital component of the vision and will help to create a sustainable relationship between the city's labour and job markets and support Bath's economic potential.

The need for more housing will enable the regeneration of many areas within the city. Where development is needed on the edge of Bath it will be positioned, master planned and designed to sustain the 'significance' of Bath's heritage assets and the integrity of its landscape setting. Parallel investment in public transport infrastructure and walking and cycling routes will keep the city moving and enable more sustainable travel choices to be made.

Bath's already strong identity as a therapeutic place will be enhanced by boosting its performance as an enjoyable city for leisure, recreation and shopping with a vivacious cultural scene and a highly valued green infrastructure network.

Diagram 1 Remove area and reference to Area of Search for East of Bath Park and Ride



POLICY B1: BATH SPATIAL STRATEGY

The strategy for Bath is to:

1. Natural and Built Environment

Sustain and enhance the significance of the city's heritage assets and green infrastructure, including:

- a: The Outstanding Universal Value of the City of Bath World Heritage Site and its setting.
- b: Listed buildings, the Bath conservation area and their settings.
- c: Archaeology, scheduled ancient monuments, and historic parks and gardens.
- d: Non-designated heritage assets of local interest and value.
- e: Giving great weight to conserving landscape and scenic beauty in the Cotswolds Area of Outstanding Natural Beauty
- f: The network of green spaces and wildlife corridors including the River Avon and Kennet and Avon Canal, Local Nature Reserves, formal and informal parks and recreational areas, trees and woodlands.
- g: The biodiversity resource including species and habitats of European importance.

All of the following objectives will be considered in the context of part 1 of this policy:

2. Economic Development

- a: Plan for an overall net increase in jobs of 7,000, rising from 60,200 in 2011 to 67,200 in 2029, with significant gains in business services tempered by losses in defence and manufacturing.
- b: Plan for the expansion of knowledge intensive and creative employment sectors by enabling the stock of office premises to increase from about 173,000 m² in 2011 to about 213,000m² in 2029.
- c: Achieve the net additional increase to the stock of office premises of 40,000 m² (GIA) by enabling the development of 60,000m² (GIA) of new space, linked to a release of 20,000m² of that which is qualitatively least suitable for continued occupation, or which has been changed as a result of the introduction of permitted development rights.
- d: Focus new office development within and adjoining the city centre and enable appropriate levels of business space in mixed use out-of-centre development sites.
- e: Plan for a contraction in the demand of industrial floor space from about 167,000m² in 2011 to about 127,000m² in 2029 but sustain a mixed economy to support Bath's multi-skilled workforce and multi-faceted economic base by retaining a presumption of favour of industrial land in the Newbridge Riverside area.

3. Housing

- (a) Enable the development of about 7,020 new homes, increasing the overall

stock of housing from about 40,000 to 47,000. The following distribution of housing will be planned for:

Large sites in the Central Area and Enterprise Area – 3,300

Large sites in the outer neighbourhoods, including former MoD land and the extension to MoD, Ensleigh – 2,100

Small scale intensification distributed throughout the existing urban area 1,150

Land adjoining Odd Down – 300

Subject to compliance with all other policy considerations residential development will be acceptable in principle provided the proposal lies within the existing urban area of Bath as defined by the Green Belt boundary.

4. **The Relationship between Population, Labour Supply and Employment**

a: At the margin of delivery, achieve a better balance between the overall number of jobs in the city and the resident workforce. A sufficient increase in housing delivery and the associated growth of the labour force will reduce the need for labour to be imported from neighbouring locations. Economic diversification will reduce the need for a significant minority of resident workers to out-commute to other areas.

b: Reduce the proportion of the resident workforce who out commute and enable a shift in the level of self-containment from 70% to nearer 80%.

5. **Previously developed land**

a: Regenerate and repair a number of areas within the Central Area and Enterprise Area to create new areas of attractive and productive townscape and a much improved relationship between the city and its river.

b: Transform the Western Riverside area into a contemporary residential neighbourhood.

c: Redevelop surplus Ministry of Defence land at Foxhill, Warminster Road and Ensleigh to optimise the contribution that these areas can make to the city's development needs.

6. **Shopping**

a: Ensure that the primary shopping area successfully absorbs Southgate into the trading patterns and character of the city centre by not making provision for a further large scale comparison retail project

b: Enable small to medium sized comparison retail development that improves the shopping offer and enhances the reputation of the city centre.

c: Protect and where possible enhance the vitality and viability of District and local centres.

d: Focus additional convenience retail floorspace (beyond existing commitments) within and on the edge of existing centres before considering out-of-centre sites that might improve the spatial pattern of provision across the city.

e: Enable the provision of neighbourhood retail services at Ensleigh, Warminster Road, Foxhill, and associated with the Strategic Site Allocation adjoining Odd Down.

7. Higher Education

a: Enable provision of additional on-campus student bed spaces at the University of Bath and at Bath Spa University, and new off-campus student accommodation subject to policy B5, thereby facilitating growth in the overall number of students whilst avoiding growth of the student lettings market.

b: Enable provision of additional on-campus and in-city teaching and research space.

8. Tourism, Culture and Sport

a: Manage the provision of 500-750 new hotel bedrooms to widen the accommodation offer for the city, increase overnight stays and the competitiveness of the Bath as a visitor and business destination.

b: At the Recreation Ground, and subject to the resolution of any unique legal issues and constraints, enable the development of a sporting, cultural and leisure stadium.

c: Enable the provision of enhanced facilities for interpretation of the World Heritage Site in the Central Area and for the nationally designated City Archives.

d: Enable the provision for a new cultural/ performance/arts venue within the Central Area.

9. Public Realm

a: Facilitate enhancement of the public realm of the Central Area and delivery of a Wayfinding and City Information System in line with the Public Realm and Movement Strategy.

10. Transport, Infrastructure and Delivery

To enable the delivery of the spatial strategy for Bath it will be necessary to implement the actions presented in Section 2G. In summary this means:

a: Implementing improvements to walking, cycling and public transport infrastructure, including the 'Bath Package', to improve connectivity to and from areas of housing, employment and neighbourhood centres.

b: Delivering the measures identified in the Council's Transport Strategy that are required to enable the economic growth aspirations of the city and the environmental improvements to be achieved.

c: Implementing a new Parking Strategy.

d: Implementing the Air Quality Management Plan for Bath.

e: Implementing flood mitigation measures to ensure development in vulnerable areas of the Central Area and Enterprise Area is safe whilst not increasing risk elsewhere.

f: Addressing land remediation within the Central Area and Enterprise Area in relation to industrial and utilities uses.

11. Energy conservation and sustainable energy generation

a: Enable renewable energy generation including the development of district heating networks.

b: Improve the energy efficiency of the built environment.

Placemaking Plan Policy

The World Heritage Site and its Setting

29. The World Heritage Site status of the city is a key material consideration when making planning decisions. As a designated heritage asset of the highest significance there is a strong presumption in favour of the conservation of the Outstanding Universal Value of the World Heritage Site. The significance of the WHS is set out in the Statement of Outstanding Universal Value (OUV) (2010) and is summarised in paragraph 2.05. The World Heritage Site Management Plan (2011-16) sets out the objectives and actions needed for the successful conservation and management of the Site. The Local Plan has a key role in the implementation of the Management Plan.
30. The setting of the World Heritage Site, beyond its designated boundary, is important as inappropriate development here could impact upon the Outstanding Universal Value of the site. The setting is the surroundings in which the World Heritage Site is experienced. It includes a range of elements such as views and historical, landscape and cultural relationships. The World Heritage Site Setting SPD provides the information needed to assess whether a proposed development falls within the setting, whether it will have a harmful impact and to what extent. The Green Belt, which closely surrounds the city, also plays an important role in protecting the setting of the WHS (see its purposes which are summarised in Table 8). The general extent of the Green Belt is retained by the Core Strategy and its openness is protected from inappropriate development. The boundary of the World Heritage Site and the indicative extent of the setting of the World Heritage Site are shown on the Policies Map.
31. Section 60 [Environmental Quality] highlights the Council's wish to enable the appropriate modification of heritage assets, including the World Heritage Site, for development that reduces carbon emissions. It also sets out that a Supplementary Planning Document provides detailed guidance on this matter.
32. The Core Strategy seeks to promote and reinforce local distinctiveness through high quality design that improves the environmental quality and character of the city and the way that it functions. In addition to normal processes of contextualisation in relation to neighbouring buildings and the wider area more generally, development must be demonstrably informed by an understanding of the Outstanding Universal Value of the World Heritage Site, its authenticity and integrity. Design that fails to conserve or take the opportunity to enhance the Outstanding Universal Value World Heritage Site will be rejected. The preparation of other local development documents, including the Placemaking Plan will ensure the achievement of high quality design.
33. To contribute to this process, a Building Heights Strategy for the area of Bath covered by the World Heritage Site designation has been prepared. The strategy provides area-based guidance on the appropriate height of new development to ensure the protection of the Outstanding Universal Value (OUV) of the Site.
34. The overall purpose of the strategy is to provide a framework within which decisions can be made about the appropriate height of new buildings in Bath. It will inform decisions about the value of sites, the Placemaking Plan and will act as a development management tool in the consideration of planning applications. The

Strategy has been compiled in such a way that it can be used as the basis for a Supplementary Planning Document.

Strategic Policy

POLICY B4: THE WORLD HERITAGE SITE AND ITS SETTING

There is a strong presumption against development that would result in harm to the Outstanding Universal Value of the World Heritage Site, its authenticity or integrity. This presumption applies equally to development within the setting of the World Heritage Site. Where development has a demonstrable public benefit, including mitigating and adapting to climate change, this benefit will be weighed against the level of harm to the Outstanding Universal Value of the World Heritage Site.

Core Strategy Policy

OVERVIEW: BATH SITES

35. In the context of delivering the Core Strategy, there are a series of significant development opportunities within Bath that need to be taken forward with vision and aspiration. This must be intelligently applied, informed by a thorough understanding of the qualities of Bath as a place, its outstanding universal value as a World Heritage Site, and future role as a small, yet high profile city. The Placemaking Plan advocates a sustainable approach to city development so that enduring places are created. It establishes the conditions within which such positive change can take place and provides the detail to show how development within the city can benefit and enhance local communities.
36. The history of Bath and elsewhere shows that in many cases high quality buildings and places endure beyond the time of their creation and are often recycled with different uses/occupiers over time. The Placemaking Plan focuses on both the creation of new areas of townscape that help to repair and renew parts of the urban fabric, and the first package of uses that need to be accommodated to deliver the city's socio-economic needs for the current plan period.
37. In facilitating the delivery of development opportunities and setting out policies to manage development and change, the Placemaking Plan also needs to ensure that the functions and quality of the River Avon corridor and other elements of the city's extensive green infrastructure are protected and enhanced. This will work towards the delivery of the River Park concept as set out in the Enterprise Area Masterplan.
38. In enabling development the Placemaking Plan sets out a detailed planning and design framework for specific sites throughout the city. These will:
 - Set out a vision for the site.
 - Provide clear development and design principles as part of the policy framework for the determination of planning applications.
 - Resolve conflicting objectives in areas subject to development pressures
 - Protect environmental assets that are particularly sensitive to change
 - Help to stimulate development and enable the delivery of planned growth and economic potential
 - Act as a focus and a catalyst for key agencies and landowners to work together
- 38a For these allocated sites the plan must also be read as a whole as district-wide development management policies also apply to their development, including (but not limited to) policies relating to sustainable construction, biodiversity net gain, affordable housing and sustainable transport.
39. There will be other development sites or buildings that are not included within the site allocations section, that may well come forward within the plan period. These sites are no less important, and development proposals will be required to respond to the policy context as set out in the Local Plan. The development options of these sites are generally more limited, for example by virtue of some of them being listed buildings (e.g. Mineral Water Hospital and King Edward's School). There will however still be an expectation that these buildings will contribute towards the delivery of a range of town centre uses that have been identified as being required in the city.

40. Other sites, such as Walcot Yard, will be informed by their particular physical or functional context, and by planning policies, including the 'Walcot Street Works' SPD. In accordance with national planning guidance the Council will expect that *in all cases, land or site value should: reflect policy requirements and planning obligations and, where applicable, any Community Infrastructure Levy charge*. This confirms the principle set out in the NPPF that where safeguards are necessary to make a particular development acceptable in planning terms, and these safeguards cannot be secured, planning permission will not be granted for unacceptable development. In this context it is particularly important that developers ensure that the policy requirement to sustain and enhance the District's historic environment is factored in land values and demonstrated in viability assessments (see Policy HE1).

Bath Enterprise Zone and Masterplan

41. The Bath Enterprise Zone (shown on diagram 2 below) is land designated as a key zone for economic growth by the West of England Local Enterprise Partnership. It has the potential to deliver more than half of the District's job growth during the Plan period and plays a key role in providing much needed accommodation for the area's flourishing high-value business sectors.
42. The Bath Enterprise Area Masterplan was commissioned by Bath and North East Somerset Council to develop a vision for the Enterprise Area. It sets out a possible strategy for the delivery of the employment growth that B&NES is intending to deliver as part of the City Deal. The Masterplan sets out an overall level of ambition for bringing 'the riverside to life', and focuses on delivery and unlocking funding opportunities to enable the regeneration of riverside development sites.
43. As set out in the West of England City Deal agreed with Government, the main focus in the Enterprise Area is the delivery of economic and employment growth with up to 9,000 jobs planned to be delivered by 2030. This requires the delivery of around 60,000 sq.m. (gross) of new office floorspace within the plan period, and predominately within the central area. This is set out in Core Strategy Policy B1 and B2.
44. As set out in the 'Strategic Issues' above, there is not enough land in the city to meet its objectively assessed needs as identified by the evidence. The Council has therefore had to prioritise land uses for the limited land available. It has agreed that it will plan to meet its housing numbers and employment floorspace in full; growth in hotel demand projected in evidence supporting the Core Strategy; and will accept that there is a shortfall in meeting the retail capacity currently identified for the whole plan period.

High Quality Design in Bath

45. To sustain and enhance the significance of the city's heritage assets as set out in Core Strategy Policy B1 (1); to respond to the requirements of Policy B4; and to complement the design policies in the development management section, this part of the Placemaking Plan outlines the issues to be understood in order to achieve high quality design within Bath.

46. This section sets out the Design Values for new development in Bath, then introduces the evidence base that supports them, and culminates in a design policy for new development in the city. This policy will be key in informing the design of emerging development proposals within Bath.
47. It will be supported by a Design SPD that will provide further guidance about achieving design quality. This is scheduled to be prepared in 2016.

Design Values for New Development in Bath

48. The design of new buildings in Bath is a difficult and contentious subject. A straightforward question of ‘what should new buildings in Bath look like?’, is met with animated debate. Should new buildings continue the theme of Bath as a classically inspired city or should they reflect the spirit of the age, and adopt a modern approach to new architecture? Should they mimic the Georgian idiom, or should they be of their own time, whilst responding to their sensitive environmental context? Do copies of the Georgian architecture undermine the authentic, or do they continue an established precedent? Do they evolve a city renowned for design innovation or not? Are different approaches appropriate for different areas?

49. Whilst there are inevitably a wide variety of views about the best approach (or indeed which approach to take where), it is nonetheless an important issue that the Placemaking Plan – as the key planning document for managing change in Bath - should address. This is supported by paragraph 60 of the National Planning Policy Framework (NPPF) which states that:

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

50. The Placemaking Plan establishes a set of ‘Design Values’ for Bath in order to provide a context for considering the design of new buildings in Bath, to seek to ‘promote or reinforce local distinctiveness’ as required by NPPF, and as a means of creating authentic and locally distinctive enduring places, The ‘Design Values’ should be read in conjunction with the relevant evidence base including the Bath Conservation Area Character Appraisals, the Building Heights Strategy and the Morphology Study.

51. These Design Values are intended to assist in the design process of new development, without imposing ‘architectural styles or particular tastes’. They aim to encourage building design ‘innovation, originality or initiative’, and ensure that new development is authentic to Bath, not anywhere else. These design values are intended to help guide and shape the emerging outputs of development proposals, ensuring that they capture the essence of Bath’s DNA, and the key aspirations of the Council.

52. The design values have been derived from the ‘World Heritage Site Attributes’, and from the work undertaken following the production of the Public Realm and Movement Strategy. This established, via a collaborative stakeholder process, a set of design values for the public realm. These design values for new buildings in Bath will be used as the basis to inform ongoing debate and understanding which will need

to undergo a similar collaborative process to ensure that they are robust, and reflect aspirations for the visual appearance of new development in Bath.

53. The outputs are intended to result in a Design SPD that provides more detail and guidance to support the interpretation and implementation of these Design Values, and to provide a design guide for new development.

DESIGN VALUES:

Strategic Design Values	Design Values for New Development
<p>Reinforce a sense of composition and balance</p>	<ul style="list-style-type: none"> • The deliberate creation of a beautiful city, one that is harmonious and integrated, and which is informed by an understanding of Palladio’s ideas to a city scale. • Elegance and beauty, achieved through consideration and understanding of proportion and human scale. • A limited palette of materials. • Read as one / Unity – part of a complete landscape / visual homogeneity • A consistency of building heights reflecting topography. • A deliberate close relationship between the built and unbuilt. • Importance of large trees in softening and unifying the townscape and in providing year round interest.
<p>Design innovation & Details/Characteristics</p>	<ul style="list-style-type: none"> • Building design – unified façade, with individual expression internally. • Contrast between formal front and informal backs. • Integrated relationship between the design of buildings and the design of the public realm (including wide flat pavements), facilitating social interaction and activity • Dramatic forms of development that blend and integrate with the landscape • City as theatre set, with visual surprises and open spaces. • The pursuit of excellence. <i>“The World Heritage Site is not a constraint, it is an invitation to excel”</i> • Mediocrity is not acceptable in new buildings, although this is not to be confused with <i>the ‘ordinary’, as long as it is good quality.</i>
<p>Celebrate Bath’s Independent Spirit</p>	<ul style="list-style-type: none"> • Bespoke • Foster the small scale • Many small, fewer big • Nurturing growth • Encourage and foster the individual and eccentric– entice the radical • Within a dominantly townscape approach, allow and encourage the occasionally high quality quirky, unusual or surprising details or building.
<p>Craftsmanship</p>	<ul style="list-style-type: none"> • Encourage the Inventive, the progressive and challenging. • Encourage craftsmanship in natural materials. • Simplicity, only using embellishment with purpose • Promoting the evolution or translation of design ideas, not mimicking / slavishly copying (unless exceptional

	<p>circumstances)</p> <ul style="list-style-type: none"> • Reuse of existing buildings
Life Enabling	<ul style="list-style-type: none"> • Encourage surprise, joy, visual interest and delight • Provide variety, interest, diversity • Enabling public life by creating positive and active relationships between buildings and the public realm, including the provision of wide pavements • Recognising the biophilic benefits of green infrastructure and an enhanced river and canal corridor. • Enable creative building design to create new space for wildlife and the natural environment. • The importance of established and created views
Looking responsibly to the future	<ul style="list-style-type: none"> • Design for people, for nature, for places • Energy efficiency and use of low carbon materials • Use of natural materials • Living roofs and other sustainable drainage features • Protect and further enhance ecological 'nodes' • Establish or strengthen habitat between these ecological nodes • Strengthen the connectivity between the river and the other linear biodiversity habitats

Building Heights Strategy for Bath

(also see policy D2 & HE1)

54. As set out in paras 14 and 15 above, the heights of buildings are an important aspect of the visual homogeneity of the city, and new developments need to respond creatively and sensitively to their exceptional context. Development proposals must be designed to become an integral part of an expanded city, making their own contributions to the 'deliberate creation of a beautiful city'.
55. The Building Heights Strategy (2010) is an important part of the evidence base that informs the Placemaking Plan. It provides an overall context for considering building heights, then sets out the recommended heights for new development within different parts of the city. There is a site specific principle contained in most of the site allocations throughout Bath which outlines the need for an analysis to be undertaken to enable an appropriate response, and to influence the height, form and design of new buildings. It sets out that the Bath Building Heights Strategy should be used as part of the evidence base. This same approach will be required for those development sites not covered by a site allocation, but which may impact on these issues of acknowledged importance.

The Building Heights Strategy 'is based on the premise that the primacy of the Georgian City must be maintained physically and visually in the City of Bath. The Outstanding Universal Value of Bath is intrinsically linked to the Georgian City which is also the centre of the city and new development must be subservient to this hierarchy.'

Types of views and the distinctive character of Bath

56. This section provides a description of the importance of views and of their contribution to the distinctive character of Bath. Setting out that it is the interaction between the built and natural landscape through history and their influence upon each other that has created the unique composition of Bath. This characteristic is described in the Bath City-wide Character Appraisal (adopted as a Supplementary Planning Guidance in August 2005).
57. The way buildings respond to the topography; either following the contours or running up and down slopes perpendicular to the contours, has given a widely recognised beauty to the city reflecting the picturesque principles which were influential in the urban planning of the eighteenth and early nineteenth century. These principles continue to be valued and to influence subsequent phases of development of the city.

'The ingenuity and variety of architects' responses to the topography contribute greatly to the unique appearance of Bath.'

Bath City-wide Character Appraisal (2005)

58. This character is experienced from a myriad of views ranging from deliberately planned views to everyday views experienced by residents and visitors; these can be panoramic or glimpsed views. It is both the importance of these views as well as the importance of this character that enables understanding of Bath's particular distinctiveness. The city set within a hollow of the surrounding hills is an important component of the Outstanding Universal Value of the City of Bath World Heritage Site as expressed in criterion i) of the Adopted Retrospective Statement of Outstanding Universal Value:

'Bath's grandiose Neo-classical Palladian crescents, terraces and squares spread out over the surrounding hills and set in its green valley, are a demonstration par excellence of the integration of architecture, urban design and landscape setting, and the deliberate creation of a beautiful city... That the architects who followed were working over the course of a century, with no master plan or single patron, did not prevent them from contriving to relate each individual development to those around it and to the wider landscape, creating a city that is harmonious and logical, in concord with its natural environment and extremely beautiful.'

59. The urban design principles have given rise to a city with a remarkably uniform height interspersed with taller more prominent civic buildings, particularly churches with spires. The buildings set within the landscape provide a strong sense of a steady descent towards the River Avon and the valley floor.
60. The appealing harmony between landform (the hills and river valley) and buildings is evident in the variety of types of views, of and, from the city as summarised below.
- views from outside the city such as from Little Solsbury Hill or Dean Hill,
 - views looking across the city from open spaces such as from Kelston, the City Farm or Alexandra Park,
 - views from developed areas on the hillsides such as Widcombe or Lansdown; and
 - views from the city centre which are often framed such as along the river or along streets to the hillsides beyond.
61. Each of these types of view have their own characteristics often affected by the level of the viewing point of the onlooker. There are subtle differences in the view depending on the height at which they are viewed but for the purposes of the

Placemaking Plan have been separated into high, intermediate and low level views.

- High level views, such as from Alexandra Park, have the advantage of providing expansive fields of visibility and therefore provide a good panorama of the city demonstrating the relationship of buildings to the surrounding landscape and showing the hierarchy of buildings and the main periods of development.
- Intermediate level views are those just above the tops of the general cityscape. It is here that the full beauty and character of the city can be fully appreciated potentially encompassing some or all of the following;
 - architectural detailing in the near distance,
 - views towards the river and low points of the city, and
 - the placing of the buildings within their landscape setting as they rise up the hills
 - the wooded skyline and hills in the distance.

It is very often the views from this intermediate level that were valued by visitors in the C18th and early C19th and which were recorded in paintings and prints albeit at a time when the city was far less developed.

- Low level views from within the developed areas and below the general height of surrounding buildings by contrast tend to be framed views between buildings or between trees. They provide interesting and characteristic views of buildings as they rise from the valley floor often separated by open spaces and trees and typically leading to green hillsides and a wooded skyline.

62. Proposals for new interventions must be supported by an understanding of the importance of views to the significance and value of the place and its heritage assets. This understanding must be used to minimise conflict with heritage conservation.'

The City of Bath World Heritage Site Setting Supplementary Planning Document

63. The City of Bath as a World Heritage Site is unusual both in its size, encompassing the whole city, and in its complexity. It has a very large number of planning designations, designated and undesignated landscape and heritage assets, a complex mix of attributes and a setting which is an integral part of the significance of the site itself. The Statement of Outstanding Universal Value is the primary source for understanding the significance of the World Heritage Site. Further guidance is provided in the list of attributes which convey the values and add to the understanding of the Outstanding Universal Value. The setting, in common with the World Heritage Site itself, has the purpose of protecting and enhancing the significance and understanding of the Outstanding Universal Value.
64. The World Heritage Site and its setting is a living and evolving environment whose long term protection and appreciation relies on changes and decisions about the management being informed by an understanding of the significance of the World Heritage Site and its setting. The City of Bath World Heritage Site Setting Supplementary Planning Document (2013) provides this understanding as summarised below.

- It supports policies for the protection of the World Heritage Site including recognising that changes in the Site itself and in the Site's setting can have either a positive, neutral or negative effect
- It seeks to facilitate appropriate management in support of the World Heritage Site Management Plan through guidance to ensure the characteristics that are significant are protected, conserved and enhanced
- It identifies aspects of significance as defined in the Statement of Outstanding Universal Value
- It provides understanding of the implications of any proposed changes and provides a framework for assessing effects using available methodologies and best practice.

65. It is designed to be used by developers, statutory undertakers and their advisors so that the issues can be fully taken into account when considering the siting and design of new development as well as to be used by policy and development management planners when considering development opportunities and development proposals.

Conservation Area Character Appraisals

66. Conservation areas have been an important policy instrument for managing change in the city since the first designation of six separate conservation areas in 1968. Various changes have been made to the boundaries of the conservation area in response to changing conservation views about what was considered to be architecturally and historically important as well as ongoing changes in planning controls. The current single conservation area was first established in 1973, extended in 1975, 1985 and then most recently in 2002.
67. In 2015 Bath and North East Somerset Council commissioned Conservation Area Character Appraisals for six different parts of the Bath conservation area. This is needed to better understand the importance of the conservation area, and to ensure that development proposals preserve or enhance their special architectural or historic interest. A key reason for undertaking these appraisals was to provide the evidence base to support the design and development principles for the site allocations in the Placemaking Plan, and to support proposals for non-allocated sites.
68. The character areas that have been assessed as part of the first phase of undertaking character appraisals across the city were based on those set out in the Bath Citywide Character Appraisal. This was undertaken in 2005 and was subsequently adopted as a Supplementary Planning Document. The city-wide character appraisal covers the whole of Bath and its immediate environs and extends beyond the conservation area boundary. It provides a helpful starting point and background for a conservation area character appraisal.
69. The draft Conservation Area Character Appraisals that have been undertaken will be subject to public consultation before adoption. The character appraisals of the remaining parts of the Bath conservation area will be undertaken during 2016.
70. These initial draft character appraisal documents can be seen here:
- Brassmill Lane, Locksbrook and Western Riverside
 - City Centre
 - Bathwick
 - Twerton, Whiteway, Southdown and Moorlands

- Pulteney Road
- North Road and Cleveland Walk

City of Bath Morphological Study

A morphological analysis provides a specification of the material out of which the city is made. Just as good joinery is underpinned by an understanding of the characteristics of different kinds of wood, if we want to manipulate and transform urban fabric successfully, we will make better decisions if they are informed by a detailed understanding of how places are put together in detail, how they work and how they connect to their surroundings.

Karl Kropf (2015) City of Bath Morphological Study

71. A Morphological Study of Bath was commissioned in 2014 as an important part of the evidence base to inform planning policy and future development proposals in Bath: 'The study focuses on the patterns of streets and squares, the plots and buildings, their details and materials - the features that give the city its unique identity and acknowledged architectural, aesthetic, historical and archaeological value – and make the city so highly valued as a place to live and work.
72. The purpose of the study is to provide specific information about the structure, fabric and character of the city to ensure it retains its identity and value as it continues to develop and prosper. The basic principle that underpins this aim is illustrated by the widely recognised and well established Bath style and sense of 'Bathness'.
73. The study examined the characteristics of the city, with a particular focus on the historic core and the river corridor. It 'identified different parts of the city that have a unique character and identity due to their location, their shape and size and the pattern and arrangement of the physical fabric – streets, plots and buildings.'
74. Out of this analysis a series of design principles were generated for each area, as well as the following three core overarching principles:

Combinations of aspects

... Places work better when there is multifunctionality rather than a single use or element. A landmark and a gathering point together reinforce each other and create a more memorable place. While it is useful to look at places thematically it is essential to look at the way the different topics go together to give a place its life and identity.

Shared elements

... Where there are two areas next to each other, for example, and a landmark or node on the boundary between them, the landmark or node is perceived as part of both. The element is shared between the areas and becomes the pivot or pin that binds the two together, creating a strong sense of connection, even if the areas have very different character.

Persistence and inflection of forms

The third principle of persistence is rooted in the longer term transformation of places. Places get their identity from their history, in very physical terms, with the persistence of features over time. The most obvious example in Bath is the name and alignment of Upper and Lower Borough Walls. These streets follow the line of the former city wall. For the most part the fabric of the wall is gone but the line remains.

Once a form like the wall is built, others that are added later are formed and inflected to adapt to it, reinforcing the shape of the first and helping it to persist.

75. All these principles can be used in the design process to help create places that are vibrant and successful, work together well as a whole and have a distinct identity.'
76. The study has informed the wording of the design and development principles contained in the site allocations section of the Placemaking Plan, and the requirement as set out in Policy D2. The Morphological Study is an important design resource to be used to inform the design of development proposals within the city.

Public Realm

77. In 2010, the Bath and North East Somerset adopted the '**Public Realm and Movement Strategy for Bath City Centre**'. Its aims and objectives are captured in the extract below:

Creating the Canvas for Public Life in Bath – Public Realm and Movement Strategy for Bath City Centre recommends a radical and inspirational plan for the transformation of Bath's urban environment. Although ambitious and aspirational, it is also pragmatic and flexible and can be delivered on an incremental basis over the next 10 to 20 years.

The strategy puts forward a series of measures to address traffic movement within and around the centre of the city in order to establish a network of beautiful new and reclaimed public spaces, successful streets and an enhanced River Corridor. It also recommends a programme of improvements to simplify, refashion and manage the public realm, including the removal of street clutter and the introduction of a new bespoke range of street furniture and pedestrian wayfinding products to enhance, reveal and communicate the distinctiveness and diversity of Bath.

The ultimate objective of the Public Realm and Movement Strategy is to stimulate a rediscovery of a vibrant public life within the city centre and to enhance the enormous potential of Bath as a place, not just for the benefit of visitors and businesses, but for the enjoyment, health and wellbeing of the community as a whole.

78. In support of the strategy and taking forward one of its actions, the Council has produced the **Pattern Book for the Public Realm** (2015). This 'sets out the framework for the quality of streets and public spaces in the city centre. It provides a comprehensive description of how the public realm should look and feel to ensure that it continues to uphold the heritage of the city's past, and at the same time adapt to the requirements of a sustainable, progressive and liveable city of the future'.

The Pattern Book is produced in two volumes:

- Volume 1, the Framework Guidance, describes the public realm of central Bath, the streets, squares and parades in which people interact with each other, the city's architecture and its landscape. It sets out principles which should underpin their layout.
- Volume 2, the Technical Guidance, translates these principles into practical instructions which describe how to implement the layout and arrangement of city

centre streets and places, and the expectations for the quality of materials, their detailing and upkeep which should be implemented to make it a beautiful and durable place to live, work and visit.

79. Both the Public Realm and Movement Strategy and the Pattern Book are material considerations that set the standard that the LPA will expect from development proposals to ensure that the highest standards of public realm are delivered across the city centre. The Pattern Book, whilst focussing on the city centre, also contains recommendations that will be of relevance in other parts of the city.

Green Infrastructure Strategy

80. The following text is extracted from the Council's Green Infrastructure Strategy (March 2013):

'The Council's Green Infrastructure Strategy is all about making sure that the natural environment works for the community, by making the most of the benefits that the natural environment can and should be providing for people, places and nature.

Green infrastructure is a term used to describe the networks of natural spaces and corridors that make up the natural environment in a given area. The range of benefits that green infrastructure can deliver are summarised as:

- supporting healthy lifestyles and thriving communities
- providing active access to the outdoors
- enhancing landscape character and built heritage
- enhancing biodiversity
- supporting healthy ecosystems
- providing climate change solutions
- £ invigorating the local economy and natural tourism
- enhancing sense of place

81. The Placemaking Plan will play a key role in enabling the delivery of the aims and objectives of the strategy.

Bath Design Policy

82. The Bath Design policy, which complements the design policies contained in the District-wide policies section, requires that the design of new development within the city responds appropriately or sensitively to its context. It is a policy that complements the design and development principles contained in the site allocations section, and helps to ensure the delivery of high quality contextual development that can sustain, complement and enhance Bath's historic environment, its townscape, landscape, assets and setting.

83. The policy brings together a wide range of issues, many of which have been introduced in the proceeding section and which are available via hyperlinks below:
- WHS Attributes
 - WHS Setting SPD
 - Bath City-Wide Character Appraisal
 - Building Heights Strategy

- Conservation Area Character Appraisals
- Morphology Study
- Green Infrastructure Strategy
- Public Realm and Movement Strategy
- Pattern Book

84. The policy and other design related issues will be supported by a new 'Design SPD' that will be produced during 2016.

POLICY BD1: BATH DESIGN POLICY

All significant or sensitive development proposals within Bath are required to incorporate in their Design and Access Statement:

1. How the Bath design values and the relevant evidence base, have informed the chosen urban design, architectural and landscape approach, in terms of the pattern of development, aesthetics, building form, use, materials and detailing.
2. How the height and scale of proposed development has respected, responded and positively contributed to the character of Bath, its heritage and the values associated with it, and important views.
3. How the proposals maintain the significance, integrity and authenticity of the World Heritage Site
4. How the proposals preserve or enhance the character or appearance of that part of the conservation area.

Proposals that fail to adequately address these issues will not be supported.

Placemaking Plan Policy

Addressing Flood Risk

85. The Council is implementing the Bath Quays Waterside project which will put in place essential flood mitigation and flood defense works to the north and south banks of the river between Churchill Bridge and Midland Bridge. These interventions will:
- Reduce existing and future flood risk to the Lower Bristol Road and over 100 residential and commercial properties on the south side of the river through the provision of new flood defenses;
 - Provide the flood mitigation to enable the redevelopment of the Bath Quays and Manvers Street sites in order to realise the Council's 'Bath Quays' project and deliver new jobs and homes.
86. While the Bath Quays Waterside Project was conceived as a flood mitigation and defense project, it is also a major opportunity to overcome the city's history of turning its back on the river. The project seeks to significantly enhance the riverside at Bath Quays. It will create better access and a more beautiful and enjoyable environment for local people and visitors to the city. These improvements will then be complemented and completed by the forthcoming development of the 'Bath Quays' sites either side of the river.

87. The Bath Quays Waterside Project will:
1. Significantly widen the north bank to up to 15m wide at the lower tow-path level between Churchill Bridge and Green Park to move water through this area more quickly in flood conditions. This requires that Green Park Road is diverted away from the riverside northwards to link up with Corn Street creating the major opportunity to open up the riverside to the city.
 2. Replace trees along the southern verge of Green Park Road and along the new road alignment with new planting. There are currently no plans to alter Green Park itself, other than some landscape improvements at the river's edge.
 3. Install new flood walls and raise existing river walls on the south side of the river between Churchill Bridge and Midland Bridge.
 4. Improving flood defenses on existing buildings fronting onto the river along the Lower Bristol Road.
88. The Council and Environment Agency will fund these works (£6.22 million) with a combination of Revolving Infrastructure funding made available by the West of England Local Enterprise Partnership, and Local Levy and Flood Defense Grant in Aid funding.
89. The Environment Agency and the Council are currently working on upgrading and improving Twerton Gate to reduce flood risk to key development sites and existing properties. If this is implemented then this could reduce the need for on-site flood mitigation upstream.

The River

90. The importance of the River Avon corridor must be recognised in managing development in this part of the city. The tree lined river corridor is recognised for its landscape and visual contribution to the city and it also supports a variety of wildlife and is designated as a SNCI. As such it is a key component of the District's Green Infrastructure providing benefits for people, place and nature.
91. For much of its length the river comprises a dark tranquil corridor that connects with a network of green spaces and recreational routes in the city. It supports a rich diversity of wildlife, including nationally and internationally protected species for which special protective legalisation applies. The dark; vegetated, and tranquil characteristics of the river are key attributes.
92. The focus for large scale re-development and additional flood alleviation measures in the river corridor brings significant, but not insurmountable, challenges to the planning process and for its long term management and stewardship. Development brings significant pressures for increased lighting and urban public realm and with it the potential for loss of darkness, tranquillity and vegetation. These impacts are managed through the Placemaking Plan policy approach. A Water Space Study is also under preparation as a means to guide change, and to provide the framework to deliver sustainable benefits for people, place and nature.
93. The Placemaking Plan addresses the different, and potentially conflicting roles of the river environment, to create a response where the whole is greater than the sum of its parts: A river environment that maintains and enhances its important contribution

to the landscape character of the city, that enriches important biodiversity habitats, that transforms our perception of the river as a neglected part of the city, and which is seen by developers and occupiers as an asset to their development sites, and as a key reason to occupy buildings near it. The Natural Environment Evidence Base describes 'biophilic design', where incorporation of biodiversity, clean water, and variations in aspect and view can contribute to the wellbeing and productivity of people, thereby resulting in an improvement to the perceived quality of place. In short, the kind of exemplary place that the river environment should be, is good for all of us; good for biodiversity, good for business, good for well-being and good for World Heritage management. This combined approach could best be achieved through the development of a linear river park.

Bath Transport Strategy – ‘Getting Around Bath’

94. Good transport is fundamental to the economic success and wellbeing of the city, and to the ability of residents and visitors to move around. However the volume and impacts of vehicles are undermining the city’s historic fabric and ambience, are detrimental to air quality in parts of the city, and impact negatively on the perception of the place. The historic core of Bath and the city’s key arterial routes in particular, suffer from the intrusion of cars and HGV’s, and the quality of life throughout the city is being adversely affected.
95. In response to this context, the Council adopted the ‘Getting Around Bath’ Transport Strategy in 2014. This sets out the Council’s long term vision for transport, and covers the period up to 2029 to reflect the period for the Council’s Core Strategy and Placemaking Plan.
96. The aim of the Strategy is to support the city’s growth agenda and also improve the environment within the city itself, which can be damaged by the impact of traffic and congestion. The longevity of the Strategy is key to providing a consistent vision for the city and to accommodate the ambitious housing and employment aspirations as set out in this document.
97. The Strategy builds upon existing initiatives, including those delivered through the Bath Transport Package (such as the expanded Park and Ride Sites, Variable Message Signs and improved bus stops with real time information), the EU funded Civitas Renaissance programme (such as Better Bus Area funding), whilst also recognising the importance of Network Rail’s electrification programme for the Great Western Main Line.
98. The Transport Strategy for Bath has the following vision:
- “Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.*
- This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people”.*
- The reduction of the impact of vehicles is vital in this unique UNESCO World Heritage city and will require a combination of measures. These can be summarised as follows:*
- *A walking/cycling strategy to make Bath the UK’s most walkable city;*
 - *Improved accessibility for people with mobility impairments;*

- *A parking strategy to support the economic growth of the city;*
- *A traffic management plan for the city;*
- *Support for more use of public transport to reduce the number of cars entering the city;*
- *A new Park-and-Ride to the east of Bath, and continuing expansion of the existing Park & Ride (P&R) sites, which can to help reduce the demand for parking spaces within the city;*
- *Better management of Heavy Goods Vehicles within the city;*
- *Finding a new location for coaches to park once they have dropped visitors off in the city centre.*
- *Working with the Highways Agency, Wiltshire and other authorities to develop proposals and strategies to remove through traffic and HGVs, in particular, from Bath.*

99. The delivery of the strategy is essential to enable the city to meet its growth objectives and to improve the quality of life within the city. Its delivery will work towards the creation of a city centre that is free of all but essential traffic, and which provides an environment that is attractive for businesses and visitors on which the city's economy relies, as well as for those who live and work in Bath.

100. The implementation and delivery of this strategic policy over the lifetime of the Core Strategy will mean that the Central Area will have changed by 2029. It is anticipated that the extent of the city centre boundary will expand westwards as key development sites within the existing city centre and edge of centre areas are redeveloped to fully optimise their locations and generate more intensive activity (see diagram 3).

101. The Placemaking Plan seeks to facilitate the ongoing progress made to relocate long stay parking to Park and Ride sites, thus reducing vehicle movements into the constrained city centre. This is a key component of the wider strategy to reduce the impact of traffic in the City, create options for the central area and improve the environment. This works in favour of economic activity and is a more efficient use of scarce space in the centre, presenting opportunities to improve the walking and cycling environment.

102. The Placemaking Plan provides for the retention of around 500 spaces within the Central Area which is considered necessary in order to maintain the vitality and viability of the city centre.

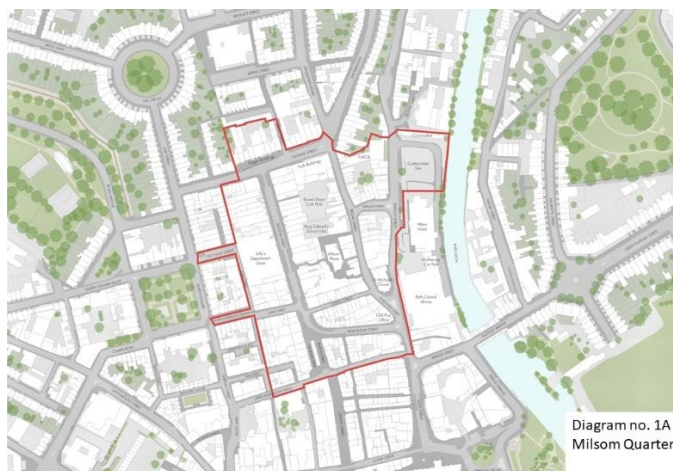
THE CENTRAL AREA AND ENTERPRISE ZONE

103. The development potential of the Central Area and land either side of the River Avon lying between the Lower and Upper Bristol Roads (A36 and A4) presents the key opportunity for delivering many parts of the vision for the city.
104. The valley floor is the headline development location for Bath; a complex area, where both significant change and conservation is needed. This means realising its economic usefulness and property value whilst protecting heritage assets, responding to character, enhancing recreational potential, managing flood risk, addressing land remediation, improving connectivity and sustaining wildlife habitat.
105. Within this area flood risk is a key constraint which is likely to increase as a result of climate change. A sequential, risk-based approach is taken to the strategy for Bath in accordance with the NPPF. The Central Area and Enterprise Area are regarded as the most suitable location within the District for the scope of activities envisaged. A site specific flood risk assessment must demonstrate that the development within this area will be safe throughout its lifetime without increasing flood risk elsewhere in accordance with the NPPF and Policy CP5 (see infrastructure and delivery section).
106. The Core Strategy identifies strategic policy areas within the valley bottom of the River Avon. It sets out their roles, the scope and scale of change to be achieved and placemaking principles to shape change. The policy areas are:
- The Central Area (comprising the City Centre, Milsom Quarter, South Quays and Western Riverside East)
 - Western Riverside,
 - Twerton and Newbridge Riverside
 - Locksbrook Creative Industry Hub
107. The Core Strategy sets out a clear, firm and enduring vision of change for these areas upon which to base site specific delivery proposals.
- 107a The Milsom Quarter, within the Bath Central Area, (the area shown on the map/aerial photograph below) is a newly defined area. The area is in decline, shown by falling footfall and increasing vacancy rates, greater than other areas of the City Centre. Many upper floors are also currently underutilised or empty.
- 107b The overarching ambition is to transform and re-imagine the future of Milsom Quarter, creating a more viable, vibrant & diverse part of the city with a greater balance in the mix of uses, activity and increased residential development, all combining to redefine the sense of community and increased local purpose. The Council wants to invest to improve the commercial offer, support increased footfall and usage of the Milsom Quarter area by both local people and visitors.
- 107c In the short-term the Council is focussing on a range of interventions which aim to stop the decline of Milsom Street, protect businesses and local jobs and give residents and visitors reasons to visit Milsom Street. Over the medium-term repurposing of retail space, increasing the mix and diversity of uses to include

redevelopment of upper floors and meanwhile uses is planned. In the longer term there is a significant opportunity to transform Milsom Quarter with the Council already commencing a Commercial Estates Review.

- 107d In addition, the Council are also preparing an evidence-based Vision and Masterplan for Milsom Quarter to underpin the future redevelopment and regeneration of this area, working alongside the Top of the City Access and Movement Strategy. The masterplan considers the mix of uses and capacity that this area could support, creating a unique offer and a new identity for this quarter.

Milsom Quarter

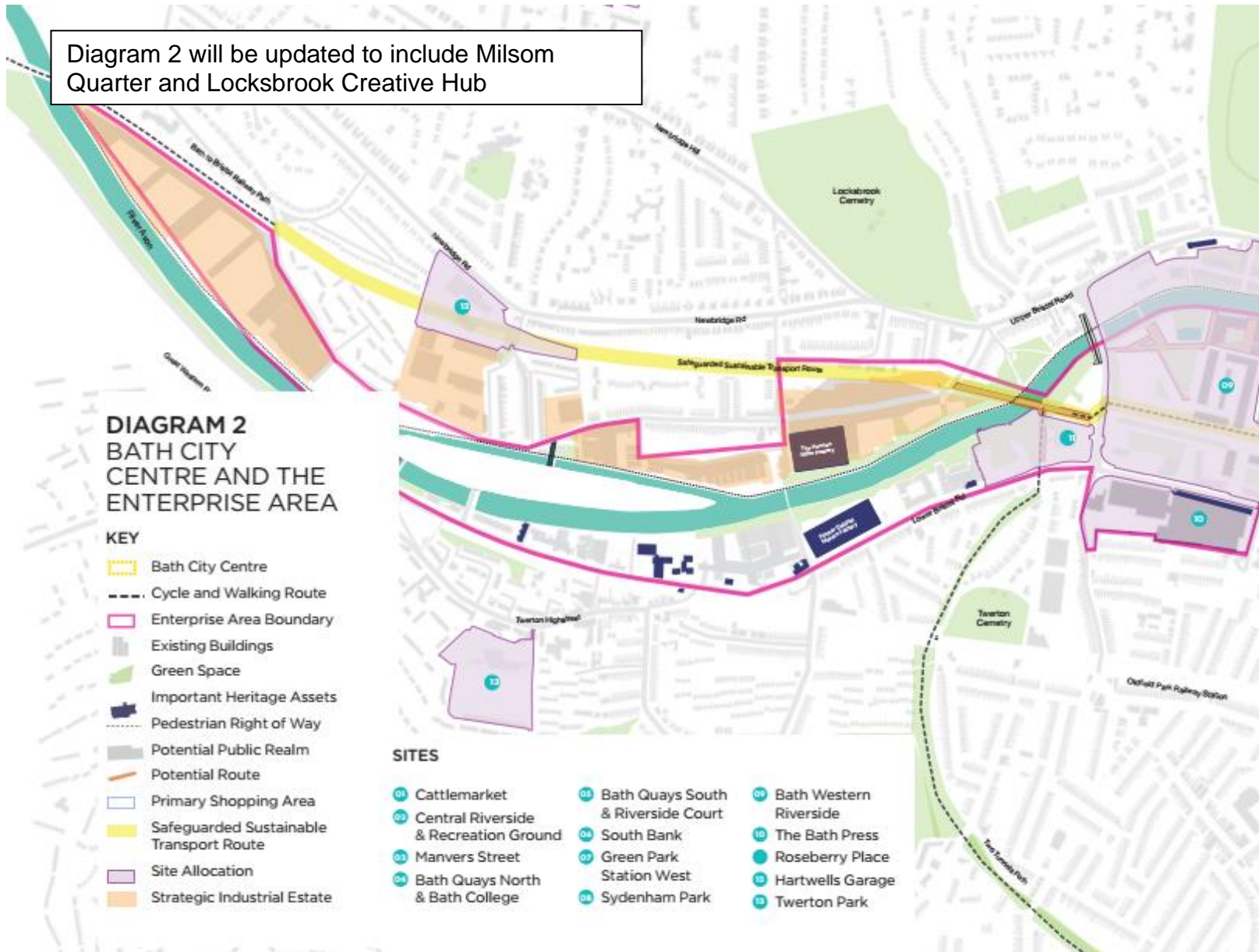


108. To support the Core Strategy a Placemaking Plan will be prepared to set out a more detailed planning and design framework for specific sites within the Central Area, the Enterprise Area and elsewhere in the city. This will provide a vehicle for resolving contentious planning issues for key areas where the change is envisaged.

The Placemaking Plan will:

- Establish the potential use of individual sites and set out sustainable design principles
- Resolve conflicting objectives in areas subject to development pressures
- Protect environmental assets particularly sensitive to change
- Help to stimulate development and enable the delivery of planned growth and economic potential
- Act as a focus and a catalyst for key agencies and landowners to work together

Diagram 2 will be updated to include Milsom Quarter and Locksbrook Creative Hub



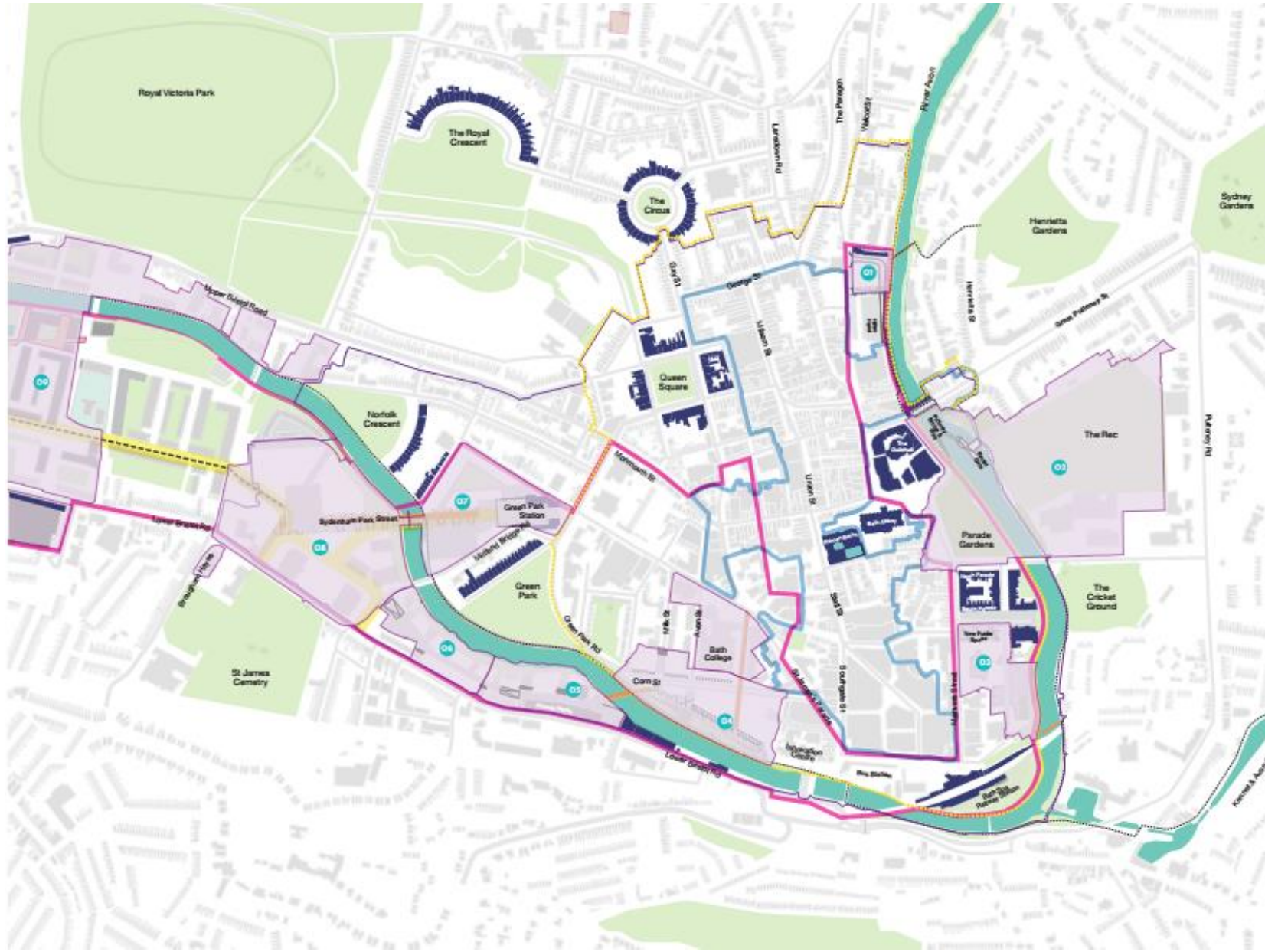
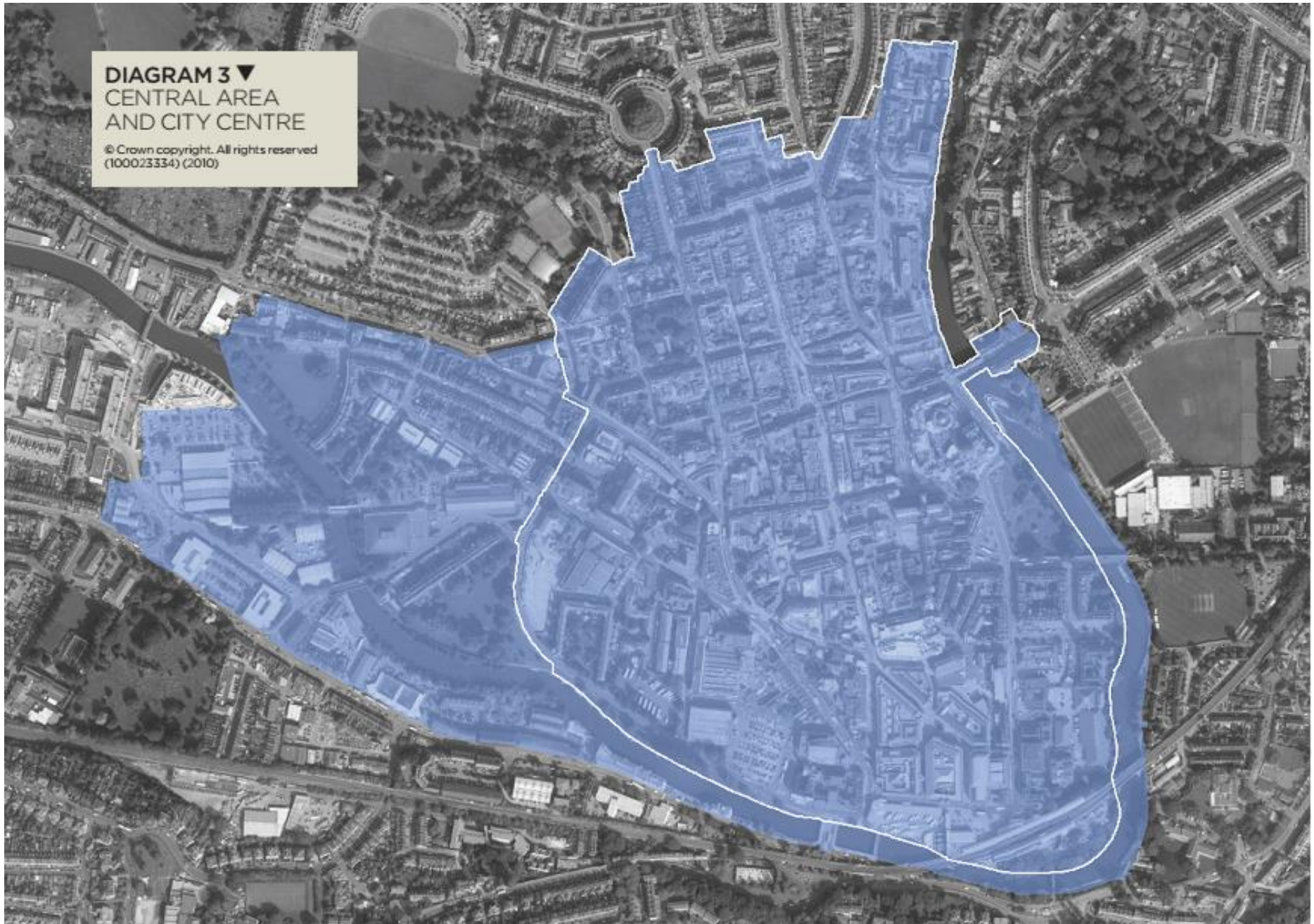


DIAGRAM 3 ▼
CENTRAL AREA
AND CITY CENTRE

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THE CENTRAL AREA

109. The Central Area of Bath lies at the heart of the World Heritage site and much of it lies within the Bath Conservation Area. The Central Area comprises the city centre and neighbouring locations to the south and east. A key objective of the plan is for the city centre to expand to encompass the entire Central Area. The precise extent of the city centre boundary is identified on the Policies Map. This boundary will be reviewed every 5 years based on observable change.

Strategic Policy

POLICY B2: CENTRAL AREA STRATEGIC POLICY

1. The Role of the Central Area

Change within the Central Area should improve Bath's profile and performance as:

- a: An important cultural asset for the world.
- b: One of the country's most desirable and beautiful places in which to live and work.
- c: A more dynamic place for business, enterprise, creativity and innovation.
- d: An attractive centre for shopping, leisure and recreation.
- e: A spa town that inspires, relaxes and entertains.
- f: A visitor destination of international renown.
- g: A place that connects people to the natural environment.
- h: A place to, and in which people increasingly travel by walking, cycling or by using public transport.

2. Placemaking Principles

Change within the Central Area should reinforce and contribute to the City's unique character and identity.

Assets of the Central Area

The following characteristics combine to provide an exceptional urban environment. Development proposals must demonstrate that they have been inspired and shaped by these characteristics. The Placemaking Plan will set out how the redevelopment of specific sites can respond to these characteristics:

- a: There are many areas of exemplary urban design where the relationship between buildings, streets and public spaces presents a high quality environment for people to enjoy.
- b: The urban landscape of streets, blocks and plots within the core of the city is of a fine and characteristic grain and contains a high proportion of listed buildings.
- c: There are extensive areas of high quality architecture where individual buildings (in terms of height, scale, massing and architectural treatment) combine to form a harmonious townscape ensemble.
- d: The limited palette of materials and the quality, detailing, skill of craftsmanship and authenticity of construction presents a coherent and high quality finish to the urban scene.

e: Many buildings have a proven track record as being adaptable to a range of uses over time.

f: There is a strong visual relationship between the built environment and its landscape setting providing many glimpses and views, out of, within and into the Central Area.

g: The Central Area enjoys good proximity and connectivity to high quality urban parks and waterways for recreation. These also make walking and cycling to and from the Central Area an attractive option.

h: The River Avon and its banks are of nature conservation value and provide important bat foraging corridors and opportunities to connect people to the natural environment.

i: The compactness and continuity of the primary shopping area, high representation of independent, specialist and multiple retailers amongst high incidence of historic shop fronts are key strengths.

j: The prevalence of active street frontages contributes to lively streets and public areas.

k: There are a wide range of uses and activities within a walkable distance from each other and the bus and rail stations.

l: A series of public spaces allow for temporary uses such as festivals, markets and events which contribute to the cultural identity and local economy of the city.

m: The city centre maintains a 'lived in' feel due to the number of residences both within and adjoining the city centre.

Risks to the Central Area

The following issues are identified as key risks to enhancing the function and appearance of the Central Area. Development proposals must, where possible, address these issues:

n: There are areas of poor quality post war development which have disrupted and fractured the urban grain. A number of these result in underutilised and poorly connected areas of riverside within or having a relationship with, the Central Area.

o: There are areas where the river acts as a barrier to pedestrian and cycling desire lines and further crossings would be beneficial in enabling sustainable transport choices and for the enjoyment of the city.

p: The poor quality of much of the public realm has a negative impact on the experience of the city centre, the World Heritage Site and Bath's external image.

q: The volume of traffic harms the environmental quality of a number of streets and spaces and impedes the movement of pedestrian and cyclists. It therefore acts as a barrier to the expansion of a walkable city centre.

r: Whilst the incidence of independent and local retailers remains high compared to other centres, there has been a slow decline in their presence.

s: There is limited capacity on the highway network to absorb increased motorised travel.

t: Congestion reduces the reliability of public transport to and from the Central Area.

u: Parts of the Central Area fall within flood zones 2 and 3a (See 'Infrastructure

and Delivery') and this affects a number of key development opportunities (see B1.3)

v: A lack of flexible modern offices and other workspaces and an over reliance on Georgian office space impedes productivity, economic growth and diversification.

w: The building stock of the Central Area is energy inefficient.

x: Parts of the Central Area in particular the Milsom Quarter, has underutilised space, falling footfall and increasing vacancy rates.

3. **Key Development Opportunities**

Figure 7 illustrates the general extent of the city centre, identifies neighbouring areas with the most capacity for significant change and key regeneration opportunities. The precise extent of the city centre, including that of the primary shopping area is shown on the Policies Map (see Appendix 3). Within the context of the NPPF, economic development led mixed use development proposals at the following locations that accord with parts 1 and 2 of Policy B2 and contribute to the scope and scale of change listed in part '4' of this policy will be welcomed.

City Centre

a: Milsom Quarter (including Cornmarket, Cattlemarket, Broad Street Car Park, King Edwards School), Hilton Hotel, and The Podium).

b: Manvers Street Car Park, Avon & Somerset Police Station and Royal Mail Depot area.

c: Green Park Road (Green Park House).

d: Bath Quays North (Avon Street Car and Coach Park and City College).

e: Kingsmead (Kingsmead House, Telephone Exchange, Plymouth House and land in the vicinity of Kingsmead Square).

Neighbouring the City Centre

f: Bath Quays South (Stothert and Pitt to Travis Perkins).

g: The Green Park Station area.

h: The Homebase area including the Pinesway industrial estate and gyratory.

4. **Scope and Scale of Change**

The key activities to be accommodated within the Central Area are:

a: Small to medium sized comparison retail development where this retains a compact and continuous primary shopping area.

b: A net increase of about 40,000 sq.m (GIA) of modern office and creative workspace, to enable the growth of sectors targeted in the Economic Strategy.

c: 2,000 sq.m of convenience shopping space to address the overtrading of existing stores.

d: Manage the delivery of 500–750 hotel bedrooms to widen the accommodation offer for the city, increase overnight stays and the competitiveness of the Bath as a visitor and business destination.

e: About 500 additional dwellings as part of mixed use schemes on the key redevelopment opportunities that have been identified.

f: A rejuvenated public transport interchange including improvements to Bath Spa

Rail Station.

g: A comprehensive programme for public realm enhancement and implementation of a Wayfinding and City Information System.

h: Existing uses within the Central Area that remain compatible with its future role and the scope and scale of change envisaged for it, should, where appropriate, be reincorporated as part of redevelopment proposals, unless this is not viable or would significantly reduce the capacity of the Central Area to accommodate jobs or housing development. In such circumstances reasonable efforts should be made to ensure such uses are relocated elsewhere.

i: A cultural / performance / arts venue/ museum.

j: The retention and enhancement of leisure facilities.

k: Major riverside access and habitat enhancements.

LPPU Policy

The Central Area in 2029

110. The implementation and delivery of this strategic policy over the lifetime of the Core Strategy will mean that the Central Area will have changed by 2029. It is anticipated that the extent of the city centre boundary will expand westwards as key development sites within the existing city centre and edge of centre areas are redeveloped to fully optimise their locations and generate more intensive activity (see Diagram 3).
111. The Central Area is intensified and rejuvenated and the extent of the city centre uses now stretches across the River Avon. The area is perceived as a total composition. New mixed use schemes complement the character and economic function of the core, contributing to lively streets, spaces and riverside areas, creating 'stepping stones' of activity that serve to connect the Central Area with Western Riverside. The historic core of the city centre is seamlessly connected to new development areas to the south and west.
112. The city centre is predominantly car free and is served by an integrated access, movement and wayfinding system. Bespoke projects have upgraded the public realm and combine with high quality new development to enhance the identity and competitiveness of the city as a whole. A network of urban spaces and an expanded set of pedestrian circuits encourage wider circulation within an expanded city centre. This network supports retail and cultural activity and connects to a wider network of heritage and cultural attractions, parks and gardens, and beyond to surrounding residential neighbourhoods.
113. The River Corridor is a key element of the experience of the city. It offers a continuous pedestrian route with frequent access points, a series of new and enhanced pedestrian bridge crossings and a variety of well-connected river corridor spaces and character areas which contribute to the green infrastructure and ecology of the city and offer a range of recreational opportunities.

DIAGRAM 3A ▼
THE CITY CENTRE
IN 2029

(ADAPTED FROM THE
PUBLIC REALM AND
MOVEMENT STRATEGY)

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SB1 - WALCOT STREET / CATTLEMARKE T SITE

Context

114. Located on a key route into and out of the city centre, the Cornmarket and the Cattlemarket site, and at some point in the future, the Hilton Hotel, provide significant opportunities to remodel the fabric of this area, providing a more engaging experience that seamlessly integrates the whole of Walcot Street into the city centre. river and street frontage and their key features are as follows:
- **Cornmarket:** The two storey former Cornmarket Building is Grade II listed, and is a Building at Risk due to its poor structural condition. It is also vacant.
 - **Cattlemarket:** This former cattle market has been used for decades as a surface level car park, and it continues to hold a market use on part of the site every Saturday. It is a complex and diverse site with river frontage, and historic vaults underneath a significant portion of the site which are used by bats, including species linked to the Bath and Bradford on Avon Bat SAC. The archaeology in this area is significant, and there are likely to be contamination and structural issues associated with redevelopment proposals. The site sits at a key ecological node, and is a key section of a dark habitat corridor.
 - **Hilton Hotel:** Despite being a very successful hotel, this is a building of poor aesthetic quality with a negative relationship to its context. Its redevelopment has been an aspiration for a considerable time, but its economic value as a successful hotel has worked against the viability of any proposed schemes. Given its recent refurbishment it is very unlikely that it will be redeveloped in anything less than the longer term. Adjacent development proposals should not prejudice its eventual redevelopment.

Vision

115. For many years, this site has been an eyesore in this part of the city centre. The site benefits greatly from the vibrancy of the weekly Saturday market and by the expansive views over the river towards the hillsides to the east. There is also a healthy footfall from pedestrians coming into the city centre from the north and east.
116. The imaginative re-use of this site provides a long overdue opportunity to repair the gap in one of Bath's most diverse and visually distinct streets. The historical and ecological interests should drive the form, detail and function of the site. Development should integrate with the historic environment, and make an exceptional response to a challenging and complex site. The repair and re-use of the Cornmarket building is required, and opportunities to reinforce the important role of the vaults as an important bat habitat linked to the river should be embraced.
117. Walcot Street is well known for its vibrant mix of small scale, independent businesses, which contribute so much to the appeal and identity of this part of the city. The development of this site provides the opportunity to add to this diversity, and provide a mix of business space to support the growth of this important sector. Reference should be made to the Council's Supplementary Planning Document, 'Walcot Street Works'; a Character Assessment and Principles for Development.

POLICY SB1: WALCOT STREET / CATTLEMARKE T SITE DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development across the whole site will be expected to:

1. Provide a mix of uses that reflect the diverse and varied nature of Walcot Street, containing units of varied size and tenure. This should comprise a mixed of some of the following uses:
 - a. Retail space that reinforces the important character of Walcot Street;
 - b. workspace;
 - c. Food and drink uses, including creating opportunities for outdoor tables and chairs;
 - d. Residential use, to include affordable housing;
 - e. The retention of adequate and suitable space for use by a market, if viable;
 - f. Other city centre uses that contribute to the rich mix of uses in the area; and/or
 - g. Public realm/open space.

It will not be acceptable for individual elements of the site to come forward where they prejudice the deliverability of the wider site.

Given the history and complexity of the site, meanwhile and temporary uses will be strongly encouraged.

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

2. Provide an engaging and varied architectural response that enhances the diverse built character and riverside setting of the area.
3. Consider the potential for revised egress from the Podium multi-storey car park, and if feasible, service access to and from Waitrose.
4. Undertake associated public realm works to Walcot Street and the public realm within the site in accordance with the Bath Pattern Book.
5. Respond to the important views related to the site and to the general character of the area. An analysis is therefore required to inform 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 1 – the Georgian City, and recommends that for new development ‘the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.’ (Note that this is a recommendation for the general height only and is subject to modifiers). This Bath Building Heights Strategy will apply in particular to the frontage of this site, and the appropriate building heights elsewhere will be informed by the analysis described above.

6. Conserve and retain the whole of the Cornmarket Building, and provide a public space adjacent to it. This public space should relate to, and interact with the ground floor of the Cornmarket building and uses within, and have a positive but sensitive relationship with the vaults beneath part of the Cattlemarket Site, and with the river corridor.
7. Embrace the existing function of the vaults as a bat roost, and deliver imaginative and compatible re-use of the vaults.
9. Restore and enhance the biodiversity value of the river and the river edge by retaining and enhancing the green edge to the riverside, and ensuring the provision of a dark corridor to the river to enhance conditions for bats.
10. Provide a riverside walkway that connects to the existing and adjacent riverside walkways. This will enable the provision of a continuous riverside walkway from Pulteney Bridge northwards. It will require sensitive and appropriate lighting solutions to retain the existing dark corridor.
11. Explore the potential of a new pedestrian and cycling bridge over the River Avon to provide additional choice of routes through the city which will be supported in principle.
12. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

LPPU Policy



SB2 - CENTRAL RIVERSIDE & RECREATION GROUND

Context

118. This area immediately to the east of the city centre, comprises open spaces, buildings and uses that are almost exclusively related to sports, recreation and leisure activities. It is in contrast to the more built up and commercial character of

the city centre; it is a place where people relax and recharge, take exercise, play sport, or watch rugby.

119. The views available are varied, with certain locations providing spectacular views including from:
 - Grand Parade over the river to Widcombe, Bathampton Downs, the folly of Sham Castle, and the green hillsides beyond;
 - from North Parade Bridge to Pulteney Bridge and from the river walk, and
 - from the Recreation Ground to the Abbey.
120. The iconic view of the formal Pulteney Bridge with the river running beneath is a dramatic example of the contrast between the built and natural environments that is an important aspect of the city's character.
121. This area comprises a wide range of historic and modern buildings, land uses and ownership structures. The Council will work with key stakeholders to help to bring forward individual projects that result in positive change; each contributing to the significant potential of the wider area. Emerging projects will be guided by the relevant development requirements and design principles that provide the overarching planning policy framework to manage change.
122. The area falls largely within Flood Zone 3a and 3b and functions as an important storage area during flood events. Therefore any built development proposals would need to ensure that proposals coming forward are safe, do not result in a net loss of floodplain, and do not result in an increased flood risk elsewhere.
123. Policy B1(8)b from the Core Strategy has established the policy context for the Recreation Ground, and subject to the resolution of any unique legal issues and constraints, it will enable the development of a sporting, cultural and leisure stadium.

Vision

There are a number of interrelated projects that have enormous potential to re-energise and re-define the important role and function that this area can play as a recreational heart to the city: A place that will have the river at its centre, and will act as a forum for leisure, sport, recreation, wildlife, entertainment and culture. It can comprise of:

- *A 21st century re-interpretation of the historic 'pleasure garden' of Harrison's Walks (now Parade Gardens);*
- *An inspirational setting for the development of a new sporting, cultural and leisure stadium that safeguards the valued assets and attributes of the World Heritage Site, including key views;*
- *The provision of an enhanced green infrastructure throughout the area, including improvements to the important biodiversity role of the river and the riverside;*
- *Potentially, an enhanced role as a point of access into the central area.*

As part of this, there are significant opportunities to transform the visual and physical connectivity of this area to its surroundings and these will be strongly encouraged provided they protect and enhance the Outstanding Universal Value of the World Heritage Site. Specific measures include:

- *Improving the connections from the streets and spaces of Terrace Walk, Orange Grove and Grand Parade, including the Colonnades into Parade Gardens and to the riverside;*
- *Transforming the existing links from Pulteney Bridge and North Parade Bridge to a remodelled riverside path on the east side.*

POLICY SB2: CENTRAL RIVERSIDE & RECREATION GROUND DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

These will apply to the consideration of development proposals within this area.

Riverside West (Parade Gardens, Terrace Walk, Orange Grove, Grand Parade)

1. The creative reuse of the voids underneath Grand Parade and Terrace Walk including the provision of radically improved public access to Parade Gardens and to the riverside.
2. The potential of an appropriate new building for cultural uses in front of Terrace Walk will be considered, subject to a thorough sensitivity analysis, including the importance of the vista to Sham Castle from Ralph Allen's Town House,
3. Improving access to the river edge from Parade Gardens, enhancing the view corridor to Pulteney Bridge and reinforcing the biodiversity value of the river edge.
4. Connecting the area underneath Grand Parade to Slippery Lane, subject to the consideration of impact on the character of surviving historic fabric,

The River

1. Working with key stakeholders, delivering the removal of the radial gate and facilitating the creation of a high quality public space that enhances the setting of Pulteney Bridge, improves safety for users of the riverside path, and improves the ecological value and function of the river.
2. Development proposals will be expected to protect existing and provide for improved habitats, along the river edge.
3. 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.
4. Improving the experience for pedestrians and cyclists along the riverside, ensuring that access is safe, comfortable and enjoyable.

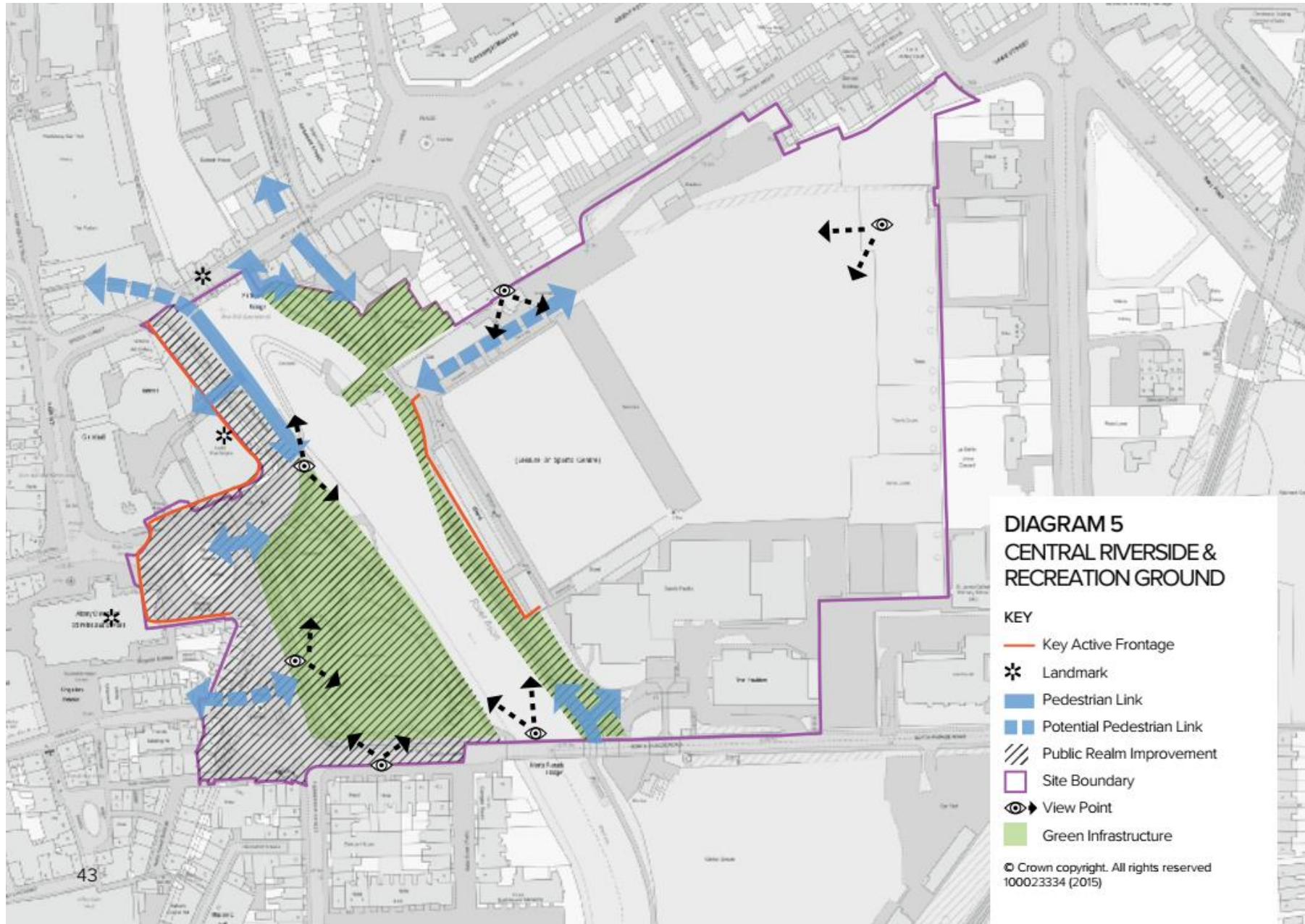
Riverside East (The Rec, including Bath Rugby Club, Bath Sports and Leisure Centre, the Pavilion, and other associated areas)

1. The preparation of a Development Brief, in conjunction with stakeholders, the local community and statutory consultees, will provide the detailed framework which will enable the development of a permanent sporting, cultural and leisure stadium, in accordance with Core Strategy policy B1(8)b.
2. The design will respond appropriately and creatively to its sensitive context within the World Heritage Site, including the importance of open views for example from Grand Parade, Orange Grove and Terrace Walk to the hillsides beyond, and the iconic view from North Parade Bridge to Pulteney Bridge and Weir. The range of views is to be agreed through the Development Brief and Landscape and Visual Impact Assessment process.
3. Development proposals will enhance and intensify the leisure offer with more variety and year round use.
4. The safety and convenience of access to and from the Rec will be improved.
5. Ensuring landscape, tree planting and public realm enhancements along the river corridor contribute positively to its character, and that development alongside the riverside provides a positive relationship to it.
6. Where practicable, introduce measures that enhance Green Infrastructure including

the biodiversity and character of the river, and the provision of habitats for important species. It is a requirement for a biodiversity study to be commissioned to inform the development of a new stadium, and this should consider the impact of lighting, particularly in relation to bats.

7. Providing the opportunity for the leisure centre to be refurbished and improved.
8. In discussion with landowners explore options for parking in this area or on adjacent sites.
9. Ensure no net loss of floodplain storage
10. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy



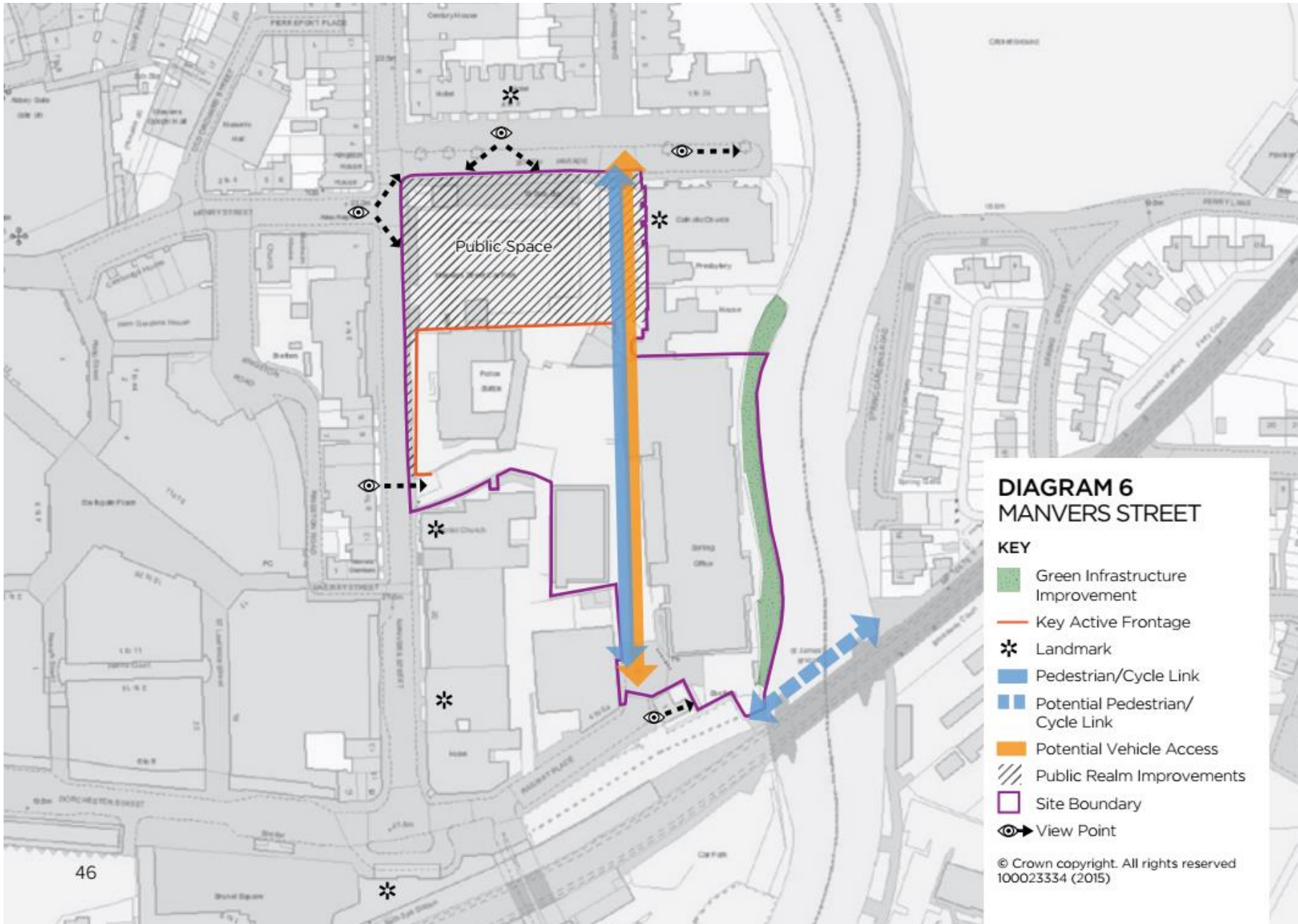
SB3 - MANVERS STREET

Context

124. This area comprises a number of sites extending from the Grade 1 listed South Parade towards the Bath Spa Railway Station, and lying between Manvers Street and the river. It is part of the Enterprise Area, and forms the setting for the Grade 2* listed St John's Church, and contains the listed Old Post Office Sorting Office. The wider area contains other listed buildings such as Bayntun's Bookshop and Manvers Street Baptist Church.
125. It is an area in very close proximity to the train and bus station, and Manvers Street is a key pedestrian route and entrance into the city.
126. There are a number of poorly designed buildings and spaces that detract from the image and identity of the area. This site is partly within FZ1, FZ2 and FZ3a and the risk of flooding will be increased taking into account climate change. Therefore the floor levels have to be raised at the appropriate level taking into account the vulnerability classification informed by the site specific FRA. The mitigation measures are provided through the Bath Quays Waterside Scheme.

Vision

- *This area will be transformed into delivering a new mixed use commercial quarter for the city that optimises the very close relationship to Bath's main public transport interchange.*
- *It will help to positively transform Bath's reputation as a destination for businesses and visitors, and express the city's commitment for delivering its vision. The image and identity of the place must appeal to the target sectors for economic growth as identified in the Economic Strategy.*
- *It will provide a significant new public space, that:*
 - *Creates a new destination for the general public;*
 - *Showcases the architectural significance of South Parade to Bath on a key arrival route into the city;*
 - *Respects and maintains the important setting of South Parade and its relationship with the landscape beyond, including Prior Park and Beechen Cliff.*
 - *Provides an impressive setting for St John's Church*



POLICY SB3: MANVERS STREET

DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals, whether delivered individually or comprehensively, are required to comply with the following principles:

1. Provide a varied, mixed use economic development-led area that reflects the diverse and finer grained buildings within the city centre.
2. The mix of uses should contribute positively to the vibrant character of the city centre. Development proposals are expected to contribute towards delivering the city's need for additional employment floorspace, residential uses, with the provision of a new hotel. A minimum of 9,000 sq.m. (GIA) of office floorspace is to be provided across the allocated site, and a minimum of 60 residential units are to be provided. Other complementary uses such as retailing and car parking underneath the new public space will in principle be supported subject to their positive response to other relevant policies within the development plan. Student accommodation on this site is not acceptable as it will impede the delivery of other Council objectives.
3. The urban design/architectural approach of development proposals should respond to the variety of contexts within the site:
 - a) Development must respond to the setting of South Parade, including its relationship to Beechen Cliff and Prior Park, and to the setting of St John's Church. This will result in a public space being formed in front of South Parade, which in turn will inform the design and arrangement of buildings on the site in order to maintain these views. There are opportunities, subject to archaeological considerations and any risks to the Bath Hot Springs, for below ground level development and/or low height pavilion buildings on the existing Manvers Street Car Park.
 - b) Fronting Manvers Street and South Parade: The priority is to repair the image and identity of Manvers Street. New development needs to add to the character and grain of this part of the city centre, whilst repairing and reinforcing the sense of Manvers Street as a street. This is likely to lend itself to buildings that tend to be fairly formal or regular, and which are based on an ethos of simplicity and pared back design that reflects the design ethos of John Wood's Parades. There is also scope for exceptional individual buildings to add to the architectural variety that already exists in the street such as Bayntun's and Manvers Street Baptist Church. Active uses should front onto Manvers Street and the new public space.
 - c) Within the site and facing the river and railway line there is the capacity for a contrast of architectural expression, with a strong potential for a different approach to appeal to different users/occupiers. This needs to be within the confines of the dominant building height of South Parade, and creating a positive response to the townscape and public realm.
4. Buildings should mend the broken townscape rather than be 'landmark' buildings; simplicity of plan layout and development form are key principles.
5. 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.
6. Design should respond to the important views related to the site and to the general character of the area.
7. The building height of South Parade, and the relationship of South Parade to the wider landscape, will strongly influence the appropriate building height of new development

and its location. An analysis is required to inform 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 1 – the Georgian City, and recommends that for new development ‘the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.’ Note that this is a recommendation for the general height only and is subject to modifiers.

8. Bath stone should be the dominant building material in the area to respond to the homogeneity of the city centre.
9. A north-south street must be provided through the development area that is aligned to Duke Street and which is directly connected through to Railway Place. To improve circulation and access this is to be designed as a shared space that can also allow limited vehicular access to the Railway Station.
10. An east-west axis should be provided that connects the current Royal Mail route from Manvers Street to the riverside to improve visual and physical connections to the river edge.
11. A new pedestrian and cyclist bridge should be considered that connects this site with the residential community beyond.
12. Secondary (more intimate) public spaces/streets should be created within the site, particularly on the riverside.
13. The design of the streets and spaces associated with the development is to respond to the Bath Pattern Book, and will be implemented by the developers of the sites.
14. Measures should be introduced that enhance Green Infrastructure, taking into account the potential of extending and creating new green infrastructure networks, including measures to restore and enhance the biodiversity value of the river and the river edge, and retaining a dark corridor for bats. It is a requirement for a biodiversity study to be commissioned to inform the development of the site.
15. The finished floor levels of development will need to be raised to above safe flooding levels taking into account the vulnerability classification informed by the site specific FRA This will require careful design solutions to maintain appropriate relationships between buildings and the adjacent public realm.
16. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB4 - BATH QUAYS NORTH & BATH COLLEGE

Context

127. Lying immediately to the south west of the city centre, just outside the former city walls, this prime development area represents a significant opportunity to provide an expanded city centre to meet the demands of a growing city. It is currently occupied by a number of sites including one of Bath and North East Somerset Council's main public car parks, the Council's main coach park, and Bath College. It has an enviable river frontage, overlooking the former wharf buildings and with the striking backdrop of Beechen Cliff, and is a few minutes' walk away from the city's main railway station.
128. As a result of its history, the nature of its redevelopment during the 1960s, the dominance of poor quality buildings and the highly visible car and coach parks, it is an area that feels fragmented and cut off from the city's core. It currently fails to make the most of its assets and contributes negatively to the character of the conservation area and to this part of the world heritage site.

Bath Quays North

129. The redevelopment of this site is the Council's flagship regeneration project; it will be an area that will be transformed into the city's main business location, and will help to redefine the city's economic profile.
130. 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 the city centre, this site and the regeneration opportunities and neighbouring communities south of the river. This significant regeneration investment is also being funded using West of England Local Enterprise Funding.

Bath College

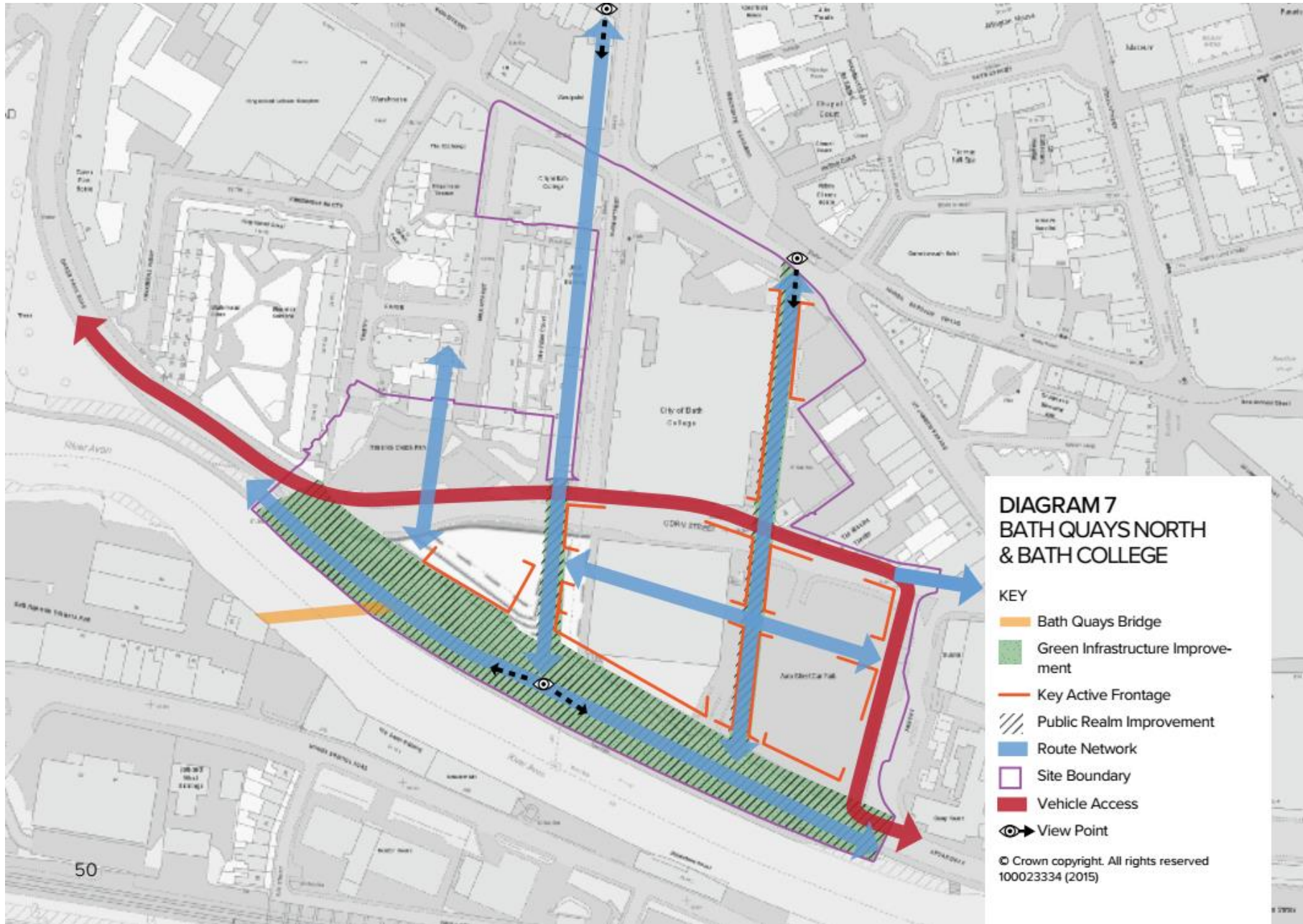
131. The newly merged Bath College has set out its ambition and vision for the future of its city centre campus in their Estates Strategy (2015-2020). Their vision is closely aligned to the wider aspirations of the Council, and in particular to the development potential and placemaking considerations related to the regeneration of the Bath Quays North site. It is therefore in principle supported by the Council.

Vision

Redevelopment will deliver a new mixed use quarter that connects the heart of the city to a vibrant and remodelled riverside environment, whilst respecting the sensitivity of its wider urban context. Its proximity to the city centre, its backdrop and south facing orientation make this one of the most exciting riverside regeneration opportunities in the region.

A key requirement for this wider area is for it to be stitched back into the city centre; repairing its damaged urban grain. It will form part of an expanded centre with the

social, cultural and economic activity and ambience that this entails. It will provide a pedestrian dominant environment that connects the city centre directly through to the riverside edge and beyond to the surrounding communities via a beautiful new pedestrian and cycling bridge. To achieve this effectively requires skilful placeshaping and partnership working with adjoining landowners, notably Bath College, to create the conditions for its regeneration and its successful operation as part of an expanded centre.



132. In accordance with their vision, it is anticipated that development of parts of the Bath College site will come forward during the plan period. This provides the opportunity to deliver up to 16,000sqm (GIA) of floorspace related principally to teaching, learning and skills development, in addition to business floorspace. Redevelopment of their car park and the existing single storey element of their site will enable the provision of the key pedestrian route through the site that connects the city centre to the Bath Quays North site and the remodelled riverside.
133. This site is partly within FZ1, FZ2 and FZ3a and the risk of flooding will be increased taking into account climate change. Therefore the floor levels have to be raised at the appropriate level taking into account the vulnerability classification informed by the site specific FRA. The mitigation measures are provided through the Bath Quays Waterside Scheme.

Strategic Policy

POLICY SB4: BATH QUAYS NORTH & BATH COLLEGE DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

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

1. On Bath Quays North deliver an employment led mixed use development that contributes positively to the vibrant character of the city centre. Development proposals are expected to deliver around 30,000 sq.m. (GIA) of new floorspace which will contribute towards delivering the city's need for additional employment floorspace and residential uses in particular. A minimum of 20,000 sq.m. gross of office floorspace is to be provided across the allocated site, and a minimum of 70 residential units are to be provided. Student accommodation on this site is not acceptable as it will impede the delivery of other Council objectives.
2. Other complementary uses such as retailing (A1), A3 and A4, and below ground car parking will in principle be supported subject to their positive response to other relevant policies within the development plan.
3. The Bath College site is protected primarily for educational purposes, although opportunities for business accommodation that reflect the aspirations of the college to integrate the campus into Bath's Enterprise Area, and which help to enable delivery of the principles as set out above, will be supported. Should it be demonstrated that parts of the site are no longer required for educational or related purposes, the site will be expected to deliver mixed use development appropriate to its proximity within an expanded city centre. Active uses are required to be provided alongside the key route through the site.
4. The network of streets and spaces throughout the wider site should be experienced as a natural extension of the city centre. They should be legible, pedestrian and cycling friendly, connecting the city centre to the riverside path and cycle route, and directly aligned to enjoy views of the hillsides beyond. Therefore a new street pattern is to be established throughout the area that connects the existing streets and spaces within the city centre directly to the riverside. This will require a new street to be created through the Bath College site. The number of streets through the area is to be maximised to provide a pedestrian friendly environment whilst enabling appropriately sized development blocks.
5. Development must have a positive relationship with the adjacent public realm at ground floor level, especially on key routes through the area. The number of main

entrances onto streets must be maximised in order to create an active, human scale public realm. The Concept Diagram illustrates the network of streets to be provided.

6. New streets and spaces throughout the area are required to be implemented by the developer/s, and are to be in accordance with the relevant typology as set out in the Bath Pattern Book.
7. The development of this area must comprise of mixed use blocks. To successfully integrate into the city centre, the developments must also accommodate a range of city centre uses, particularly on the ground floors
8. Development will generally be of a finer grain, reflecting the dominant characteristics of the wider city centre, including mix of tenures and ownerships. Development will be designed to host a wide range of businesses, and a rich mix of uses. Developments must present an active and engaging street frontage, particularly on key routes. This is in contrast with the larger format buildings in the immediate vicinity of the site, which typically contrast with these characteristics of the city centre.
9. The design of new development, including materials and visual appearance, should resolve the considerable challenge of creating a confident and contemporary identity for this area, one that:
 - a. responds positively to the existing, varied architectural character of adjacent sites;
 - b. responds to the valued characteristics of the city centre, and to the wider context of Bath as a World Heritage Site as expressed through its Outstanding Universal Value.
10. Development should not detract from important views over the site 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 should be used as part of the evidence base and the starting point for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development ‘the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.’ The nearest Georgian buildings are located on St James’s Parade and at Green Park. Note that this is a recommendation for the general height only and is subject to modifiers.
11. 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.
12. The creation of an enhanced riverside environment associated with the implementation of flood conveyance measures provides the context and the opportunity for development to make this into a key city centre destination. Imaginative responses that integrate, and contrast, the qualities of the natural environment with the built should be proposed, including opportunities to enhance biodiversity habitats and connections by linking the river bank and flood defence scheme with Green Park.
13. The light spill from buildings and associated public realm will be designed to enable the retention of a dark river-based corridor for commuting and foraging bats.

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

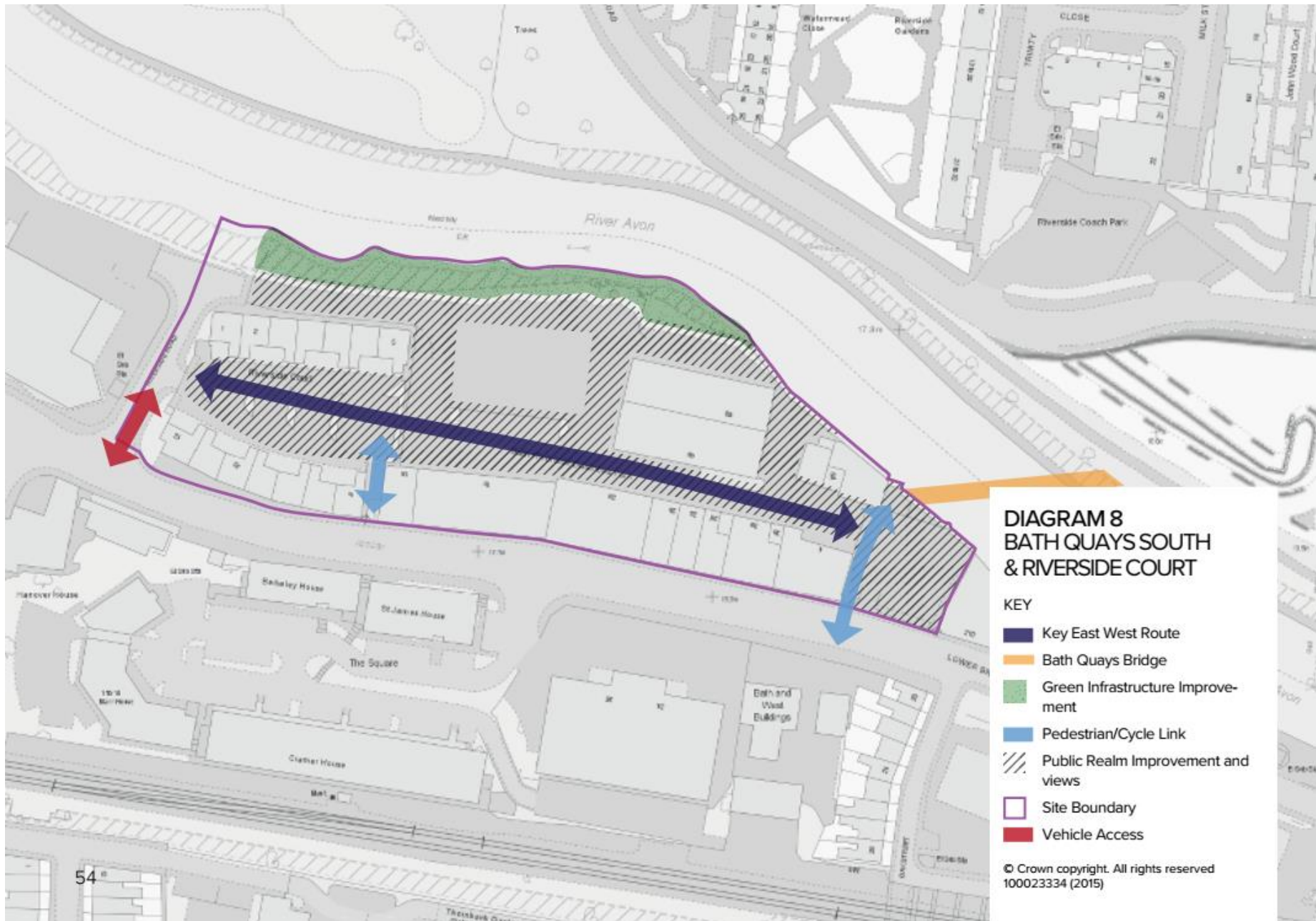
134. Located to the south west of Bath City Centre, this area comprises the vacant South Quays site and the Riverside Court office site. They lie between the River Avon to the north and the Lower Bristol Road to the south. There are important views through and over the sites from many directions. The 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

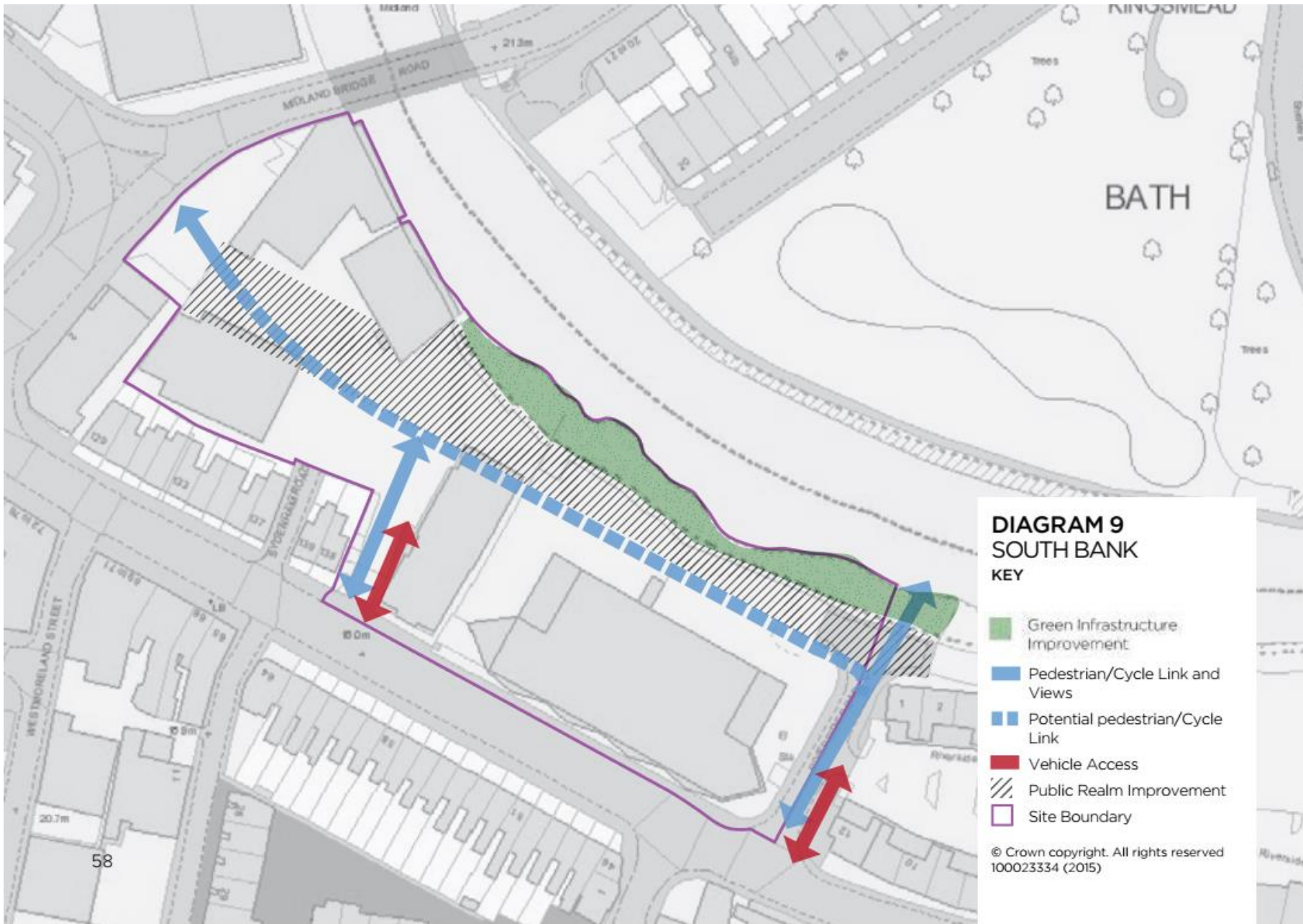
144. The delivery of the new pedestrian and cyclist bridge over the river will significantly improve the accessibility and commercial attractiveness of this area, and assist in its regeneration. There are significant opportunities within the wider area for incremental development to provide a series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

145. The river and the riverside environment will be enhanced as a key landscape and biodiversity asset to the city and as a positive setting for proposed development.

POLICY SB6: SOUTH BANK

DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

1. Subject to the appropriate response to the context of the site, the total development in this area should deliver a minimum of 5,000 sq.m. (GIA) of office floorspace, and a minimum of 100 dwellings. If the two parts of the site are to be delivered at separate times, then each part is expected to deliver an approximately even mix of uses. Purpose built student accommodation in this area is not acceptable as this would impede the delivery other Council objectives.



58

2. Prior to any redevelopment of the site, the relocation of the existing uses to appropriate alternative locations elsewhere in the city is required, unless it can be demonstrated that there is no longer a need for these uses within the city. It is recognised that it is not obvious which sites may be available and suitable for this relocation, and therefore this site may not come forward for redevelopment within the plan period or comprehensively.
3. As a result of its mixed ownership, it is likely that development of different parts will be delivered separately. This is accepted on the basis that each part of the site delivers a mixed use scheme (or that the land owners work together to deliver a joint mixed use scheme) and that an east west pedestrian and cycling route is delivered. This route will connect with the route provided at Riverside Court, providing an attractive connection from the new pedestrian and cycling footbridge at Bath Quays South, through to Midland Bridge Road.
4. Additional pedestrian, cycling and vehicular access points onto the Lower Bristol Road should be provided, including public access to the riverside, and alongside the river's edge.
5. Development should not detract from important views over the site 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 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'. This is a recommendation for the general height only and is subject to modifiers. It could be, following analysis of the context of the area, that a lower height building is considered more appropriate.
6. 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.
7. Development proposals 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.
8. Measures should be introduced that enhance Green Infrastructure, taking into account the potential of extending green infrastructure networks, including measures such as wall/edge planter, trailing planters and vegetation rafts to restore and enhance biodiversity value of the river and the river edge. It is requirement for a biodiversity study to be commissioned to inform the development of the site.
9. 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.
10. 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.
11. 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.

12. Additional 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. These can either be on or off site.
13. 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.
14. Development is required to provide well designed, secure, convenient and easy to access cycle parking and storage for the use of occupants.
15. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB7A - GREEN PARK STATION WEST & SB7B - SYDENHAM PARK

Context

This area comprises:

- **Green Park Station West (SB7A):**
 - Green Park Station, the units facing James Street West, Sainsbury's
- **Sydenham Park* (SB7B):**
 - Bath Riverside East: Homebase, its car park and overflow Sainsbury car park
 - Pinesway: Pinesgate offices and the associated road gyratory
 - Pinesway Industrial Estate

**A note on the name: An historical study was commissioned into this area which identified that it was previously called Sydenham Meadow. It was where the 'Sydenham Cricket Ground' was located and on which one of the world's most famous cricketers, W.G. Grace, played several times. The name 'Sydenham Park' is proposed to capture that area currently occupied by a variety of uses and buildings, and which currently lacks a clear identity as a place. The 'Park' is a reference to the neighbouring 'Green Park' and 'Oldfield Park', whilst creating a strong green identity for the area, emphasising the importance of enhancing the green infrastructure throughout.*

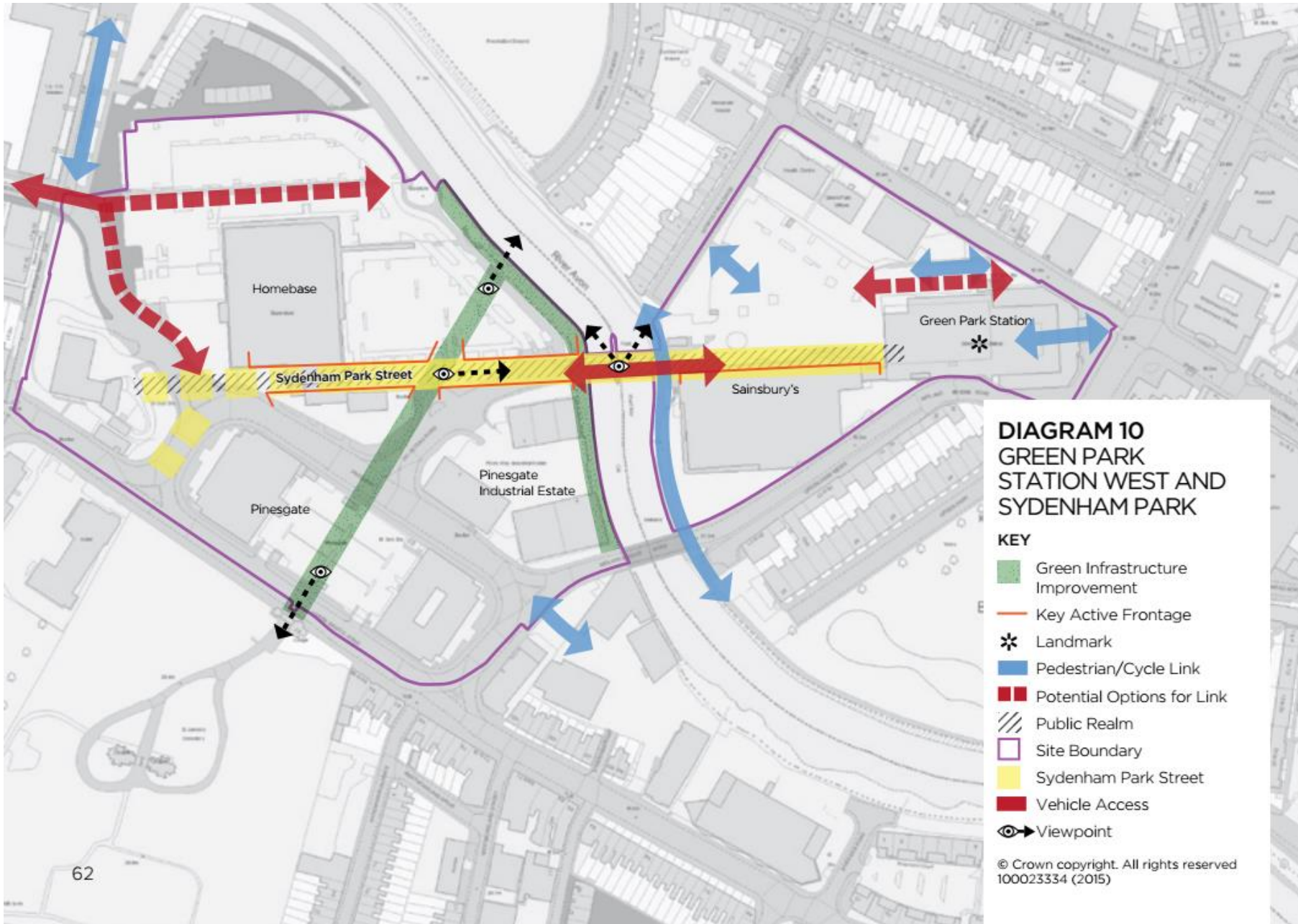
146. This is a complex area, with a variety of site ownerships and a diversity of uses (see diagram 11 – land ownerships). Some of the uses are on leases that are due to expire before the end of the plan period. There is a great degree of uncertainty over whether leases will be renewed, or whether certain businesses such as Sainsbury's will remain in their current location or seek to relocate as suggested by their planning application in 2011, which was subsequently withdrawn. What is

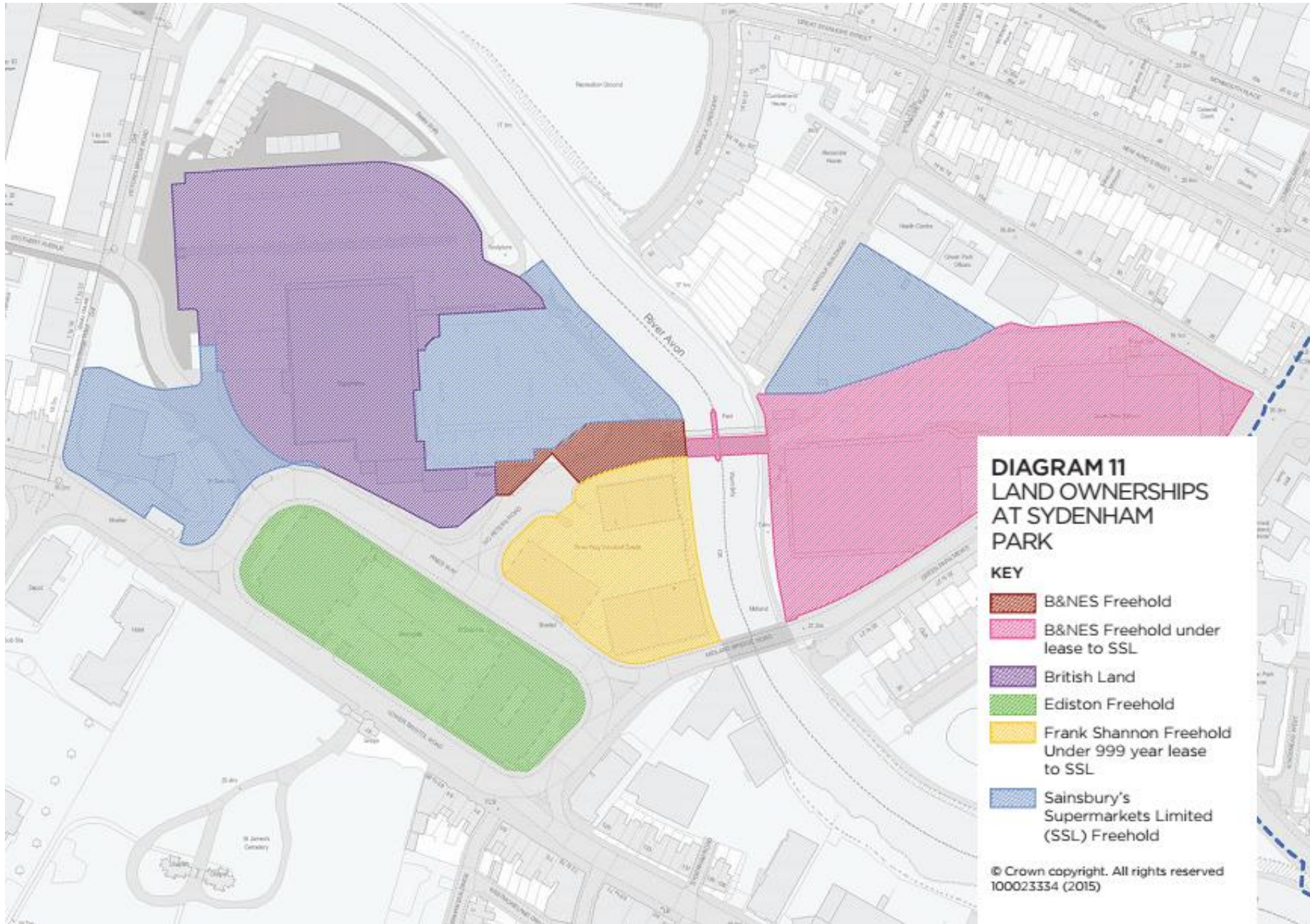
clear is that the Bath Riverside development has raised the prospect of more development within this area during the plan period.

147. Due to this complexity and uncertainty, it is anticipated that delivery will be undertaken in a phased or piecemeal manner, with different landowners bringing forward development at different times, as and when their sites become available. However, to avoid the delivery of sub-optimal outcomes that do not deliver the wider opportunities in the area, it is crucial for the Placemaking Plan to provide the urban design framework within which these individual developments can be delivered. This framework is acknowledged as needing to be flexible enough to respond to changing circumstances, yet it also needs to be robust enough to ensure that it can be delivered.
148. Developers and landowners are required to ensure that their individual development phases contribute positively to the delivery of this urban design framework and enable the vision for the wider area to be achieved. The affected landowners will need to work jointly to enable delivery, and to undertake a masterplan as appropriate. This should respond to the requirements set out here, and to the Bath Western Riverside SPD (2008).
149. This area falls partly within FZ2 and 3a. The sequential approach to site layout is required to be informed by a site specific FRA. 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. However it identified that there is a potential to reduce peak water levels benefitting a wider area in undertaking channel profiling work at this site.

Vision

150. The wider area represents an exciting opportunity to create a new city destination, with a mix of uses and events that responds to the bold architectural presence of Green Park Station; a new city quarter that complements the new residential development of Bath Western Riverside and represents a confident new stage in the evolution of the city. A place that delivers zero carbon development, with integrated green infrastructure, a vibrant community of varied businesses, and an extension of a riverside residential environment. It is a location that would benefit from a clear identity and point of differentiation, one with a strongly defined built environment that responds creatively yet sensitively to the broader context of the World Heritage Site.
151. The architectural form and alignment of Green Park Station provides the inspiration for the provision of a vibrant and significant linear public space – Sydenham Park Street – that provides a focus for development in the area, and provides an enticing tree-lined route that connects the adjoining residential communities to the city centre.
152. The riverside environment will be enhanced as a key landscape and biodiversity asset.





POLICY SB7: DEVELOPMENT REQUIREMENT AND DESIGN PRINCIPLES THAT APPLY TO WIDER THE GREEN PARK STATION (A) AND SYDENHAM PARK(B) SITES

Development Requirement and Design Principles that apply to the whole site of Green Park Station West (A) and Sydenham Park (B)

1. Mixed use development comprising employment, residential and retail uses as set out below in greater detail.
2. Responding to strategic viewpoints into and across the sites and to the character and sensitivity of valued assets within the World Heritage Site, this area has a significant opportunity to provide a distinct and contrasting built character to the city centre. This includes the potential of introducing different building forms or typologies, and different building materials that can respond to the visual homogeneity of the city.
3. Sydenham Park Street will be the central public realm feature of the new development, as highlighted on the concept diagram. It is required to perform a number of functions that with careful and clever design can co-exist:
 - a. It will be a key green infrastructure corridor within the area, connecting directly through from Green Park Station through the existing avenue of trees at its western end, to connect with the junction at or related to Brougham Hayes.
 - b. It will serve as a safe and high quality pedestrian and cycle route, to include an improved and safer junction with Brougham Hayes.
 - c. It will also be designed to act as a potential public transport corridor, providing a direct and preferential public transport route through the site to Green Park Road.
 - d. It will be required to maintain vehicular access to Sainsbury's (assuming it stays in its current location).
 - e. Development will need to present an active frontage at ground floor level to create an attractive, interesting and safer environment. Development should respect and be subservient to the architectural presence of Green Park Station.
4. In order to facilitate pedestrian and cyclist movement, streets and spaces must be designed and orientated to provide safe and direct links through the site, as indicated on the concept diagram.
5. The design of the public realm within this area should be informed by the Bath Pattern Book and by the agreed public realm typologies implemented at Bath Western Riverside. Improvements to the public realm are to be undertaken by the respective developers as an integral part of their development schemes.
6. The river corridor should be treated as a key component of the area, creating a destination and providing public access and activity along the riverbank and at key points along it. The trees along the riverbank should be retained and enhanced, as appropriate, to strengthen and reinforce its biodiversity and landscape value, and its role as a vital part of the city's green infrastructure. A biodiversity study must be commissioned to inform the development of the site, and to resolve any potential tension between the design details of public access and habitats for bats.
7. 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.
8. The provision of a green infrastructure corridor that is aligned between Norfolk

Crescent Green and the entrance to St James's Cemetery, as indicated on the concept diagram, is encouraged.

9. The sequential approach to site layout is required to be informed by a site specific Flood Risk Assessment (FRA). As minimum, the floor levels have to be raised at the appropriate level taking into account the vulnerability classification informed by the FRA.
10. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Green Park Station area (A)

The Council would in principle support Sainsbury's relocation to the Sydenham Park area if it is feasible. If Sainsbury's move from Green Park Station area the opportunity should

be taken to deliver the following:

- mixed use regeneration, that enhances the wider offer of the city centre providing smaller scale uses to include additional and speciality comparison retail floorspace that complements the city centre
- remodel the Green Park Station area including removal of the surface level car parking that serves as the setting to the listed Green Park Station

If Sainsbury's remain in their current location there is little scope for physical change over the majority of this area and the opportunity should be taken to deliver the following:

- Subject to reviewing the management of Sainsbury's car parking area, particularly in the immediate vicinity of Green Park Station, introduce an expanded programme of temporary events and activities, or the construction of temporary pods, , that could house specialist and small scale employment, retail or market activities.
- A more engaging use of the area underneath the canopy of Green Park Station

Development Requirement and Design Principles that apply to Green Park Station West (A)

11. There are potential opportunities for development at the periphery of the site, and development, including building height, materials and development form will need to respond appropriately to this part of the conservation area, to neighbouring buildings and to the relationship with established planting.
12. The height and position of new buildings must preserve the view corridor to Green Park Station, and development should respect and be subservient to the architectural presence of Green Park Station.
13. Development should not detract from important views over the site 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 should be used as part of the evidence base and the starting point for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development 'the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.' Note that this is a recommendation for the general height only and is subject to modifiers.

Sydenham Park (B)

In order to ensure that the broader benefits are achieved, each part of the

Sydenham Park site (see land ownership diagram) will be expected to contribute to, help deliver and respond to the urban design framework as illustrated in the concept diagram. The affected landowners will need work jointly to enable delivery, and to undertake a masterplan as appropriate.

Delivery of a mix of land uses within the broader Sydenham Park area which reflects its location between a large residential population and the city centre. Residential development is expected to make up a significant proportion of floorspace (over 500 units), which will be complemented with employment floorspace (around 14,000sqm GIA), retailing (of around 7,000sqm net sales floorspace, subject to it not competing with the retail offer of other centres as defined in CP12), a hotel (of around 150 beds) and complementary food and drink establishments. Purpose built student accommodation in this area is not acceptable as this would impede the delivery other Council objectives.

Retention of the existing (DIY, home and garden)_type of retailing within the wider Sydenham Park area is supported, although it is acknowledged that its current format (a large retail shed with surface level car parking) does not sit comfortably with the vision for Sydenham Park.

The retention of a DIY store on this site is covered under Policy B2 4(h) in the Core Strategy. This relates to the reincorporation of existing uses as part of redevelopment proposals. In specific circumstances it also requires that 'reasonable efforts are made to ensure that such uses are relocated elsewhere'.

It is anticipated that the different landowners will need work jointly to enable delivery of an appropriate retail element.

Pinesgate

The Council is seeking to ensure the delivery of a mixed use scheme that includes a minimum of 10,000 sq.m.(GIA) of new office floorspace. Other uses would be appropriate that contribute to the vitality of the area.

Development Requirement and Design Principles that apply to Sydenham Park (A) area

14. Focused on Sydenham Park Street, this area will be designed as a pedestrian and cyclist friendly environment, facilitating easy, safe and comfortable movement through the area. This is not to preclude vehicular access to serve the existing or relocated supermarket, other development blocks, or the potential provision of public transport.
15. Active uses are expected adjacent to Sydenham Park Street.
16. The height and position of new buildings must preserve the view corridor to Green Park Station, which should remain dominant in views and height to new development.
17. Development should not detract from important views over the site 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 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.
18. There should be a clearly defined frontage to the Lower Bristol Road.

19. Development proposals are required to provide a positive frontage to the Pinesway gyratory and implement improvements to the public realm to deliver a more pedestrian and cycle friendly environment. The gyratory is an important part of the highway network, and its existing vehicular capacity is likely to need to be maintained.
20. The sequential approach to site layout is required to be informed by a site specific FRA. As a minimum, the floor levels have to be raised at the appropriate level taking into account the vulnerability classification informed by the FRA. Provide conveyancing provision to mitigate impact either on site or through other appropriate improvements such as to Twerton Gate.

Placemaking Plan Policy

WESTERN RIVERSIDE

SB8 – Western Riverside

Role in the Spatial Strategy for Bath

► **DIAGRAM 12**
WESTERN RIVERSIDE

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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

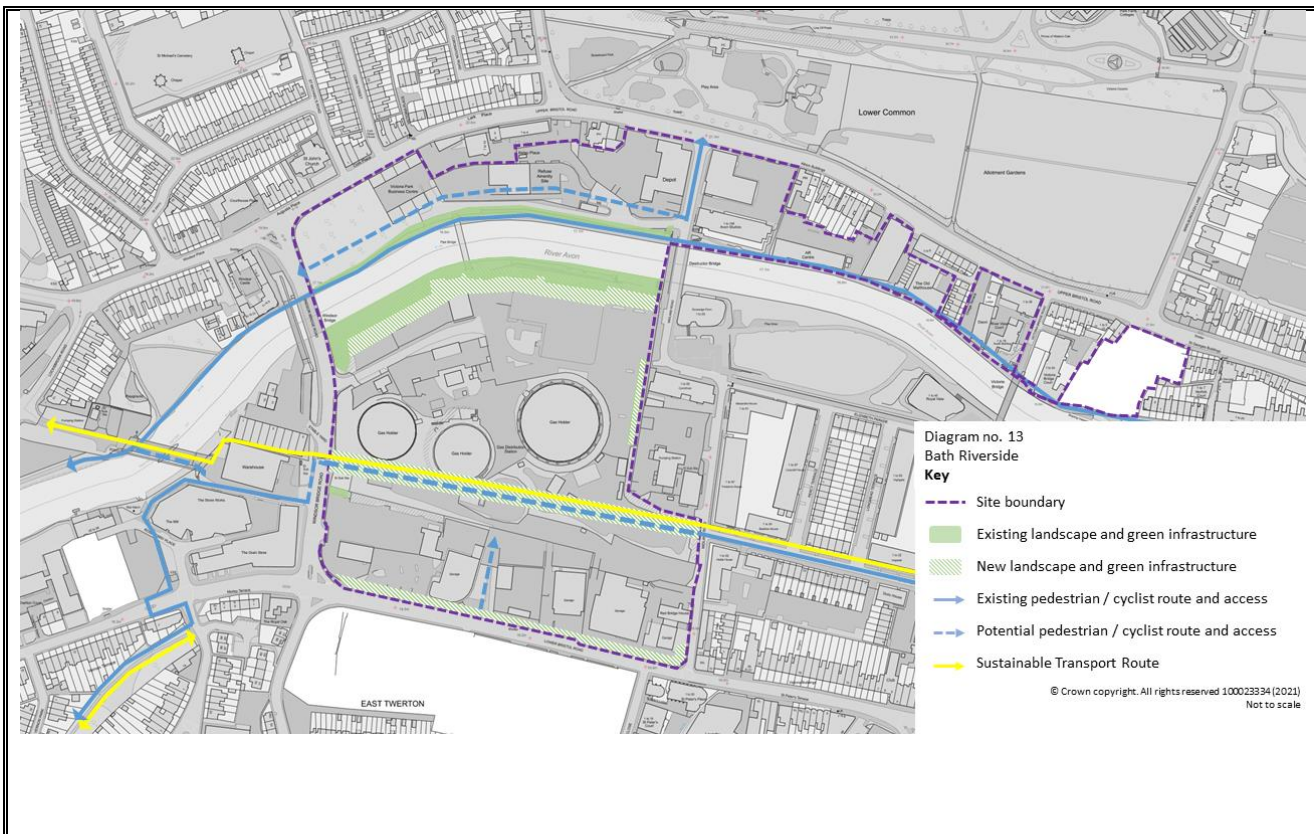
landscaping, designed to provide green infrastructure with a focus on nature recovery and nature-based solutions (visual amenity, health and well-being, green walking and cycling routes, air quality improvements and shading / cooling).

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



TWERTON AND NEWBRIDGE RIVERSIDES

157. These areas are characterised by their contribution to Bath's industrial history and present day employment structure. The Core Strategy presents a policy framework to shape change in these areas so that they can continue to contribute to the economic vision for the city. The area is well placed to enable sustainable transport choices to be made and planning policy seeks to further enhance those assets.

Strategic Policy

POLICY B3: STRATEGIC POLICY FOR TWERTON AND NEWBRIDGE RIVERSIDES

1. Role of Newbridge and Twerton Riversides (including the Bath Press)

These locations form the western extent of the City of Ideas Enterprise Area

- Newbridge Riverside will function as Bath's primary location for industrial enterprise, providing about 12 ha of land at Locksbrook Road, Brassmill Lane and the Maltings for a range of activities including advanced manufacturing. There is therefore a presumption in favour of retaining land and premises in the E(g), B2 and B8 use class where identified on the Policies Map as being within a Strategic Industrial Estate under policy ED.2A. Proposals for other uses will be subject to the application Policy ED.2B.
- Locksbrook Creative Industry Hub: Within Newbridge Riverside, an area is identified to facilitate a creative business hub, maximising the benefit of collaboration with Bath Spa University. (see Policy SB22)
- Twerton Riverside has contracted as an industrial location in recent decades. This area is suitable for a broader range of uses and there is scope to redevelop the area to provide new business (B1a, b and c) premises and housing. The area presents an opportunity to host business that is displaced as a consequence of the residential led development of Western Riverside and the growth of the intensification of the Central Area into BWR East. Whilst Newbridge Riverside will remain the core industrial location, Twerton Riverside can provide additional flexibility. It will therefore be necessary to maintain an appropriate level of land in this area for B1c uses alongside office uses and housing.

2. Placemaking Principles

Assets of Newbridge and Twerton Riverside

Development proposals must be informed and shaped by the following characteristics

- a. The eastern part of Twerton Riverside lies close to Western Riverside which will experience a significant uplift in its environmental quality and will act as a catalyst for investment in the wider area.
- b. There are a number of listed and non-designated heritage assets in the area pertaining to its industrial past, including Brunel's Great Western Railway, the façade of the Bath Press and two 1960/70s industrial buildings of innovative construction and offering adaptable accommodation for a range of industrial users
- c. Views in and out of the area e.g. from higher ground at Newbridge Hill and Bath City Farm
- d. The river including its banks and open land at the western section of the area are

an important wildlife resource. Measures should be incorporated to restore and enhance the biodiversity value of the river and the river edge, including the retention of a dark corridor for bats, and the riverside as a green setting and context for the area.

LPPU Policy

DIAGRAM 14 ▼
TWERTON AND
NEWBRIDGE
RIVERSIDE

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e. There is good, yet not fully realised connectivity with the city centre and the Two Tunnels Greenway via the shared riverside walking and cycling route, which is narrow in places.

f. The Twerton Riverside area is an accessible location due to its proximity to Oldfield Park station

g. Bath Spa University Locksbrook Campus (Policy SB22) is located within the Newbridge Riverside. There are significant opportunities for new development increasing activity in creative industries and improving the retention of graduates.

Risks to Newbridge and Twerton Riverside

The following issues are identified as key risks to the success of these areas that should be addressed in development proposals:

a. An excessive loss of industrial space would harm Bath's mixed economic profile.

b. There are areas of conflict between industrial activity and residential areas - particularly with regard to the movement of heavy goods vehicles in the Newbridge Riverside area.

c. Much existing development has a poor relationship with the riverside. Pedestrian access is poor, crossing points are limited and open space is fragmented.

d. There is a danger that development will fail to connect to the riverside path or, the Two Tunnels Greenway and the sustainable route that follows the alignment of the former Midland Railway and miss the opportunity to enhance walking and cycling routes,

e. There is risk that development will detract from important views over the site and consequently affect the significance of the Bath WHS or the Bath Conservation or its setting. A landscape and visual impact assessment is required to enable an appropriate design response to this issue. The World Heritage Site Setting SPD and Bath Building Heights Strategy should be used as part of the evidence base for this analysis.

f. In places Twerton Riverside presents a poor frontage to the Lower Bristol Road, which is a key approach to the city centre.

g. The Upper Bristol Road (A4) and Lower Bristol Road (A36), including the Windsor Bridge Road junctions become congested at peak times.

h. Parts of this area are at risk from flooding. The sequential approach to site layout is required to be informed by a site specific FRA. As minimum, the floor levels of new developments have to be raised at the appropriate level taking into account the vulnerability classification informed by the FRA.

3. Key Development Opportunities

Development proposals in this area that accord with the provisions of this and other relevant policies will be welcomed.

Key regeneration opportunities include:

- The Bath Press
- Roseberry Place
- The Locksbrook Creative Industry Hub
- Weston Island

These sites are allocated in the Placemaking Plan, and are subject to site specific development requirements and design principles.

For other development opportunities in the Newbridge Riverside area the following Development Requirements and Design Principles will apply:

Newbridge Riverside:

Development Requirement and Design Principles

1. Redevelopment opportunities must improve the relationship of the built environment to the riverside, improve pedestrian and cyclist permeability and provide a net increase in business space.
2. The existing varied context of the area provides for a range of building typologies that can more flexibly respond to occupier and/or market demand. Provided these buildings respond positively to the public realm, respect important views through and over the sites, and respond to other issues of acknowledged importance, there is scope for architectural freedom.
3. The provision of lower cost workspace will be encouraged to support a broader economic offer to the central area.
4. Opportunities to improve accessibility to surrounding communities, in particular connections to local centres of Chelsea Road and Twerton High Street must be achieved.

LPPU Policy

SB9 - THE BATH PRESS

Context

159. The former Bath Press site presents a dominant and landmark frontage to the Lower Bristol Road. It is in very close proximity to the residential community of Oldfield Park, the emerging community at Bath Riverside and is located just to the north of Oldfield Park train station.
160. The site is predominantly within Flood Zone 1. But the Lower Bristol Road is within Flood Zone 2. The sequential approach should be taken within the site and avoid locating more vulnerable uses on the area affected by flood risk.

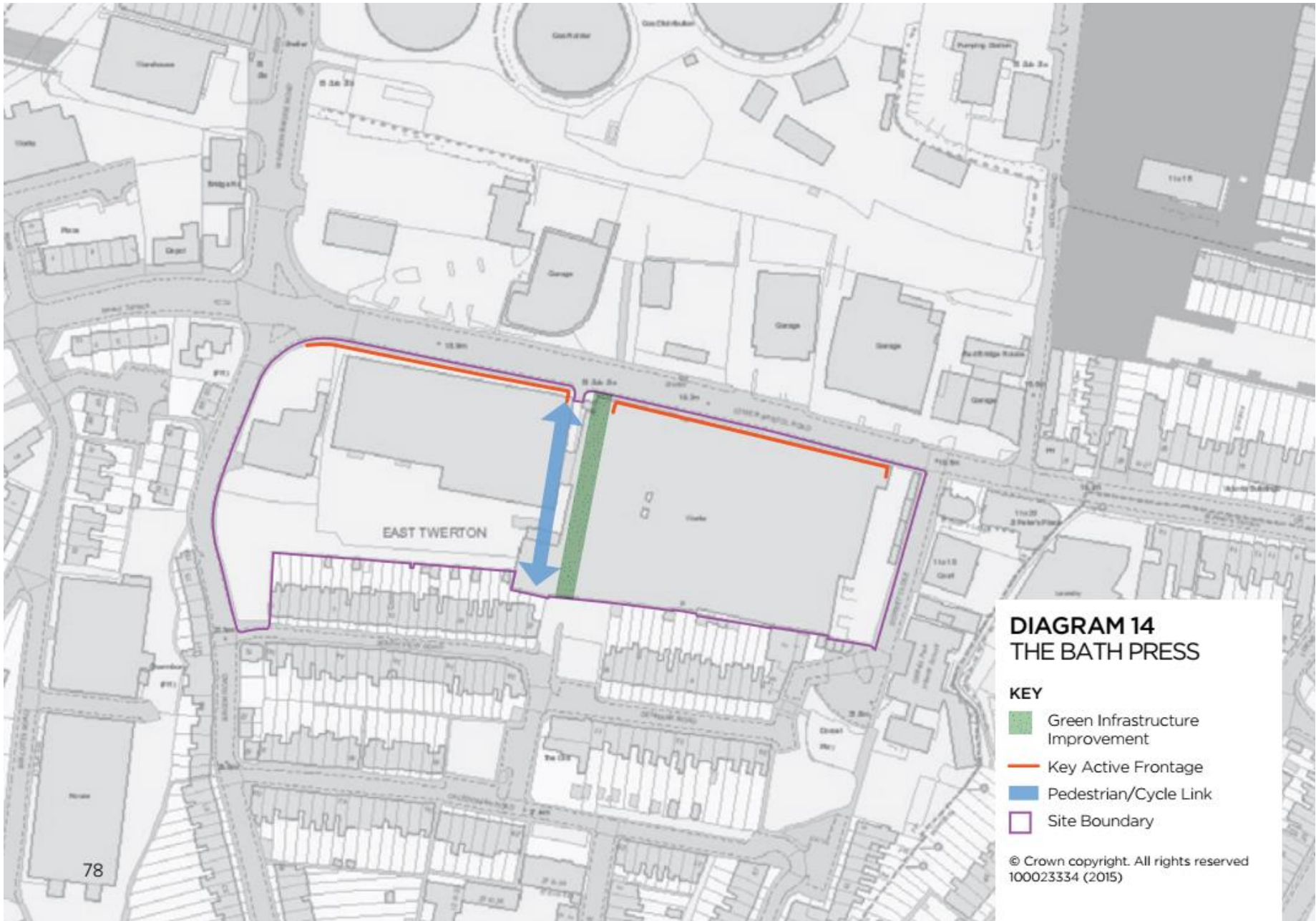
Vision

161. The site will deliver a mixed use development that creates a positive identity for this area, and optimises its close proximity to Oldfield Park Train Station, and to nearby pedestrian and cycle routes.
162. The building's historic significance will be retained in any redevelopment proposals, and will be imaginatively integrated with contemporary, zero carbon development that integrates and connects to existing and new green infrastructure.

POLICY SB9: THE BATH PRESS - DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

1. Mixed use redevelopment comprised of employment (minimum of 1,500 sq m (GIA) of office floorspace) and residential development (at least 200 flats), potentially complemented by opportunities within the leisure sectors. Purpose built student accommodation in this area is not acceptable as this would impede the delivery other Council objectives.
2. Retention of the 1920s factory façade and the historically important elements of the building in recognition of their value as a local asset. They should be considered as an integral part of an urban design response which will enhance the Lower Bristol Road, the surrounding area and the development itself.
3. Protect northerly views across the site through the identification and retention of key view corridors.
4. Development should not detract from important views over the site 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 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.
5. Consider the provision of larger scale building typologies that can offer a different format of business space compared with the more centrally located sites. The intention is for the city to offer a broad range of employment spaces throughout the city.
6. Ensure that the built form creates a more engaging and pedestrian friendly response to the key streets surrounding the site, including an active edge to Lower Bristol Road and Brook Road. The development should help to redefine the identity of the junction of Windsor Bridge Road and Lower Bristol Road.
7. Provide new streets and spaces through the site that improve pedestrian and cycling connections to Oldfield Park Railway Station, Moorland Road District Centre, and Victoria Park for neighbouring residential communities.
8. Implement improvements to the pedestrian and cycling experience along the Lower Bristol Road and at the junction with Windsor Bridge Road
9. Provide a new green infrastructure link that connects to the green link within the approved scheme of phase two of the BWR development. This will provide a green corridor from Royal Victoria Park, the river, through Western Riverside, via the Bath Press Site and associated streets, into the Oldfield Park area. It will link strategic and existing pocket green spaces to create a green corridor for the benefit of people and wildlife. This could include the potential for green roofs on some elements of the Bath Press site.
10. The development must provide cycle parking and storage that is covered, secure, convenient, easy to access and well designed.
11. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy



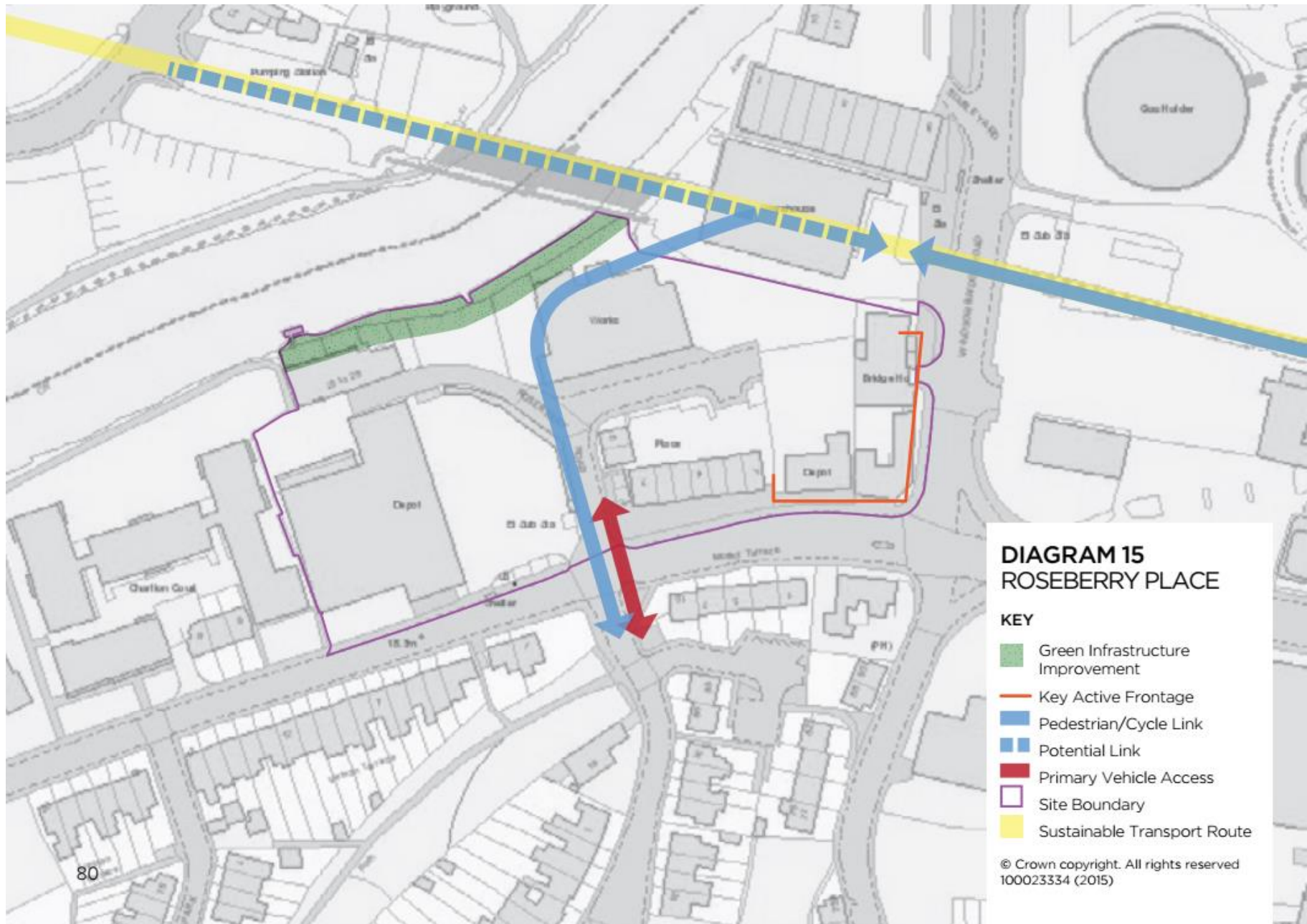
SB10 - ROSEBERRY PLACE

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 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.

SB 22 LOCKSBROOK CREATIVE INDUSTRY HUB

Context

- 167a. The NPPF (2021) encourages planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The objectives of the B&NES Economic Strategy (2014-2030) includes:
- maintaining an appropriate supply of land in Bath for industrial processes and services to ensure the city retains a mixed economy
 - capitalising on innovation opportunities arising from higher education institutions, improving educational facilities to help provide the skills that support knowledge based sectors and retaining those skills and talents in the city and wider area
- 167b. The Locksbrook Creative Industry Hub is located within the Bath Enterprise Zone which plays a leading role in delivering the economic priorities for the City and B&NES. The priorities include ‘addressing the need for new workspace’ and ‘expanding innovation and incubation provision’. It is also located within the Newbridge Riverside Strategic Industrial Estate where Policy ED2A encourages the provision of new industrial land and a strong presumption in favour of retaining industrial floorspace.
- 167c. In Bath, monitoring shows that significant net loss of and limited supply of industrial spaces. Therefore maintaining land for industrial purposes in this location has strategic importance.

Bath Spa University’s strategy

- 167d. Bath Spa University (BSU) is a successful, modern university in the south-west of England with a particular focus on fostering creative industries and creating a synergy with Bath’s growing creative economy as well as teacher training for the wider south-west region. BSU has grown in recent years and currently occupies multiple sites across Bath (also satellite sites in Corsham and Bristol), however many are not purpose built and the University considers that they are inefficient and geographically dispersed. This is the major outstanding issue for the University in moving to net zero carbon in terms of transport.
- 167e. The new University’s Estate Strategy focuses development into two campuses; Newton Park and a new campus area around Locksbrook Road with sustainable travel links between the two campuses. Consolidation of its creative facilities around the Locksbrook area will help to create ‘walkable’ campuses as it is close to purpose built student accommodation.
- The expansion of the Locksbrook Campus will enable opening the facilities for use beyond the academic timetable and enrolled students within a wider creative zone. This will provide a great opportunity and play an important role in helping the City

recover from the pandemic and its effects on employment, skills and will encourage new businesses.

- 167f. Therefore, the strategy is for the University to enable additional teaching space in the Locksbrook Creative Industry Hub. The teaching space would also be used as studio space with access to specialist equipment and facilities for start-up businesses and workspace for local people, academics and students. This would have a direct connection to the emerging creative and digital industry within B&NES supporting start-ups within this field. It would also maintain the industrial and creative legacy of the Locksbrook Area. This reflects the aim set out in the West of England Industrial Strategy and the West of England Business Plan, including improved partnerships with the University, encouraging research, development and innovation and increasing graduate retention.
- 167g. The allocation land includes the building (north of the Locksbrook campus) which has an extant planning permission for mixed use development including 72 rooms in cluster flats. (Planning Reference 20/00023/FUL). Purpose built student accommodation is subject to Policy B5 and it is not considered acceptable within the Enterprise Zone where this would adversely affect the realisation of the other aspects of the vision and spatial strategy for the city. Taking into account that the site has an extant permission for student accommodation it is considered acceptable but the priority should be given to floorspace which contributes towards the aims of the Locksbrook Creative Hub and therefore the scale of the student accommodation should not exceed the permitted level of accommodation.

Vision

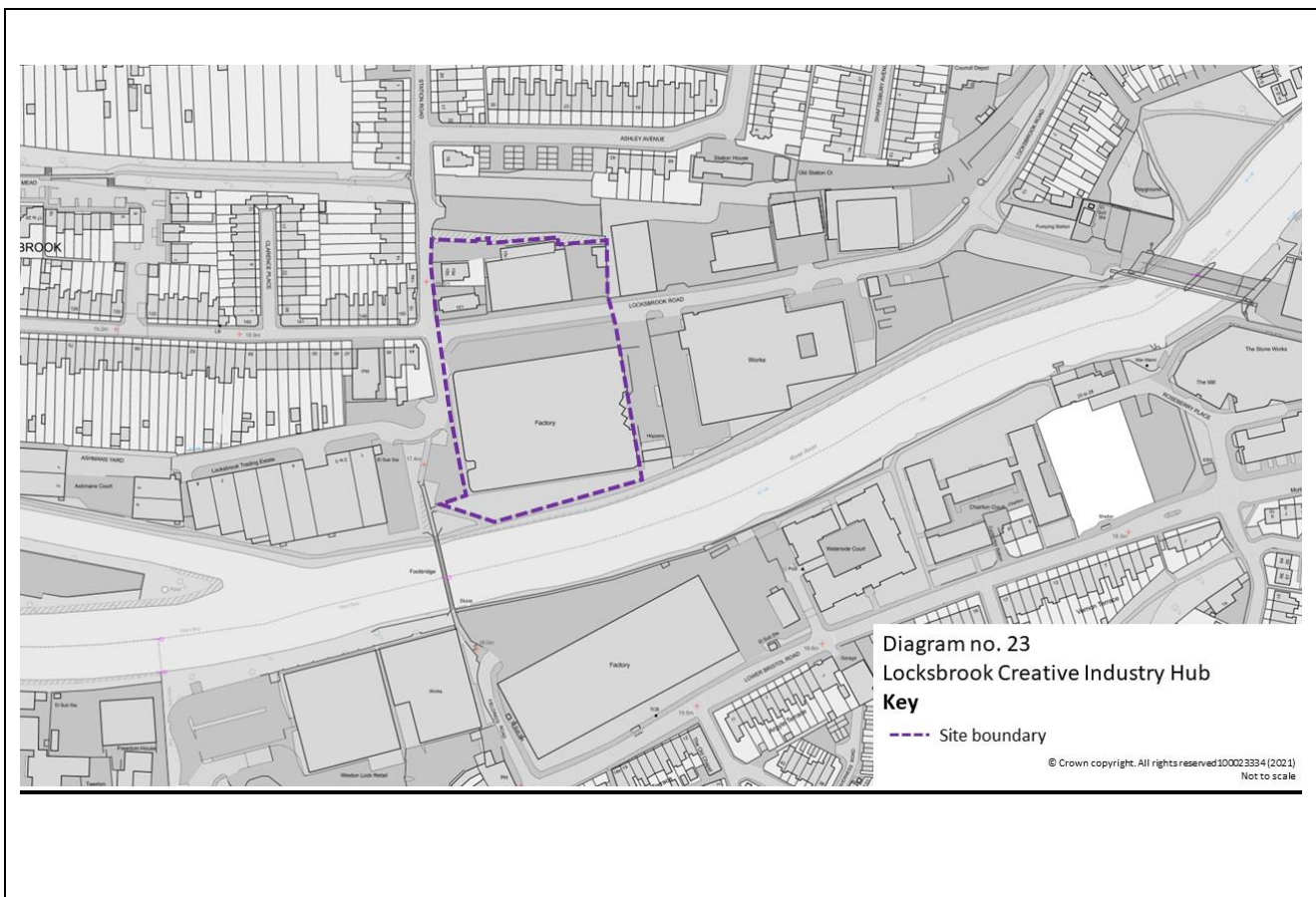
- 167h. This is the area allocated for a Creative Industry Hub where Bath Spa University and businesses will work together to increase local growth and innovation. The Hub aims to:
- Encourage universities to develop and strengthen their roles as strategic partners in local growth
 - Stimulate development of employment space for small businesses in locations that encourage businesses to interact with universities and to innovate, as well as some higher education teaching space.
 - Provide a focal point where universities and businesses work together in a business friendly environment
 - Implement Bath Spa University walkable campus approach reducing the carbon emissions and responding to the climate emergency

POLICY SB 22: LOCKSBROOK CREATIVE INDUSTRY HUB DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals will:

1. Provide a mixed use development comprised of employment space and higher education teaching space associated with Bath Spa University which can also be used as studio space with access to specialist equipment and facilities for start-up businesses and workspaces for local people, academics and students.

2. Ensure that the size of the Purpose Built Student Accommodation is no more than the extant planning permission allows (up to 72 bedspaces cluster flat equivalent).
3. Contribute to delivery of the Sustainable Transport Route from west of Station Road to the disused former railway bridge over the river. This route would be required to:
 - a) be designed to a high quality in accordance with Cycle Infrastructure Design Guidance LTN 1/20, with cycle routes segregated from pedestrians.
 - b) integrate high quality green infrastructure, as part of the Biodiversity Net Gain requirements.
 - c) Modelling will be required to demonstrate the effects of interaction between the existing highway, crossings and adjacent junctions.
4. 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 could be provided along the Sustainable Transport Route, if practicable.
5. Provide 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.
6. Provide a positive relationship with Station Road and Locksbrook Road.
7. Provide an architectural response that helps to reinforce the identity of this area as a Creative Hub, whilst responding to its sensitive context.
8. Respond positively to short and long distance views having regard to its location within the World Heritage Site and its Outstanding Universal Values including the green setting of the city, the Conservation Area, and respond to the surrounding Listed Buildings and structures. 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.
9. Retain and enhance green infrastructure and habitats along the riverside edge, providing a biodiversity led approach towards the treatment of this area. This area of green infrastructure 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.



SB23 WESTON ISLAND

Context

167i. Subject to the satisfactory relocation of the Bus Depot, there is an opportunity to relocate some existing employment uses to enable the redevelopment of allocated sites elsewhere in the city. These include the Manvers Street site (site SB3) and South Bank on the Lower Bristol Road (site SB6). The relocation of these uses will help to unlock the delivery of complex sites which are allocated for higher density mixed use development and would contribute towards achieving strategic planning policy objectives such as the delivery of homes and jobs.

167j. Given the flood risk constraints and the requirement to allocate specific uses to enable other sites to be released for development, the site is not suitable for residential development. Purpose built student accommodation on this site is also not acceptable, as this use would impede the delivery of these Council objectives.

167k. Given its context as an island that provides a dark vegetated water edge, Weston Island is particularly important for biodiversity. This must be retained and enhanced to contribute towards the Council's declared ecological emergency.

Vision

167l. The site provides an important opportunity to relocate valued employment uses from more central locations in the city. The site will also deliver a safe and attractive pedestrian and cycling route across the island that will form a key linkage for active travel between north west and south west Bath. Subject to an assessment of the capacity of the site and in addition to those identified above, there are also opportunities for more public facing uses such as creative, arts-based activities. Such uses could help to animate and overlook the new pedestrian and cycle link

167m. The biodiversity value of the water edge is to be retained and there are significant opportunities for this to be enhanced. In addition to the measures set out in the policy requirements, there are additional opportunities to:

- (1) Install floating rafts which could also be attached to banksides to benefit nesting swans and ducks:
- (2) Provide bespoke nesting tubes integrated boxes which might provide additional nesting opportunities for Kingfisher, Grey Wagtail, and perhaps many other species
- (3) Within the less disturbed southern river bankside of Weston Island, provide an artificial Kingfisher nesting tube
- (4) Install an artificial Sand Martin bank. The establishment of a second Sand Martin colony would represent a fantastic conservation success story, greatly enhancing the viability of the local population, which must currently be precarious given that it may consist of only six nests.

POLICY SB23: WESTON ISLAND DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

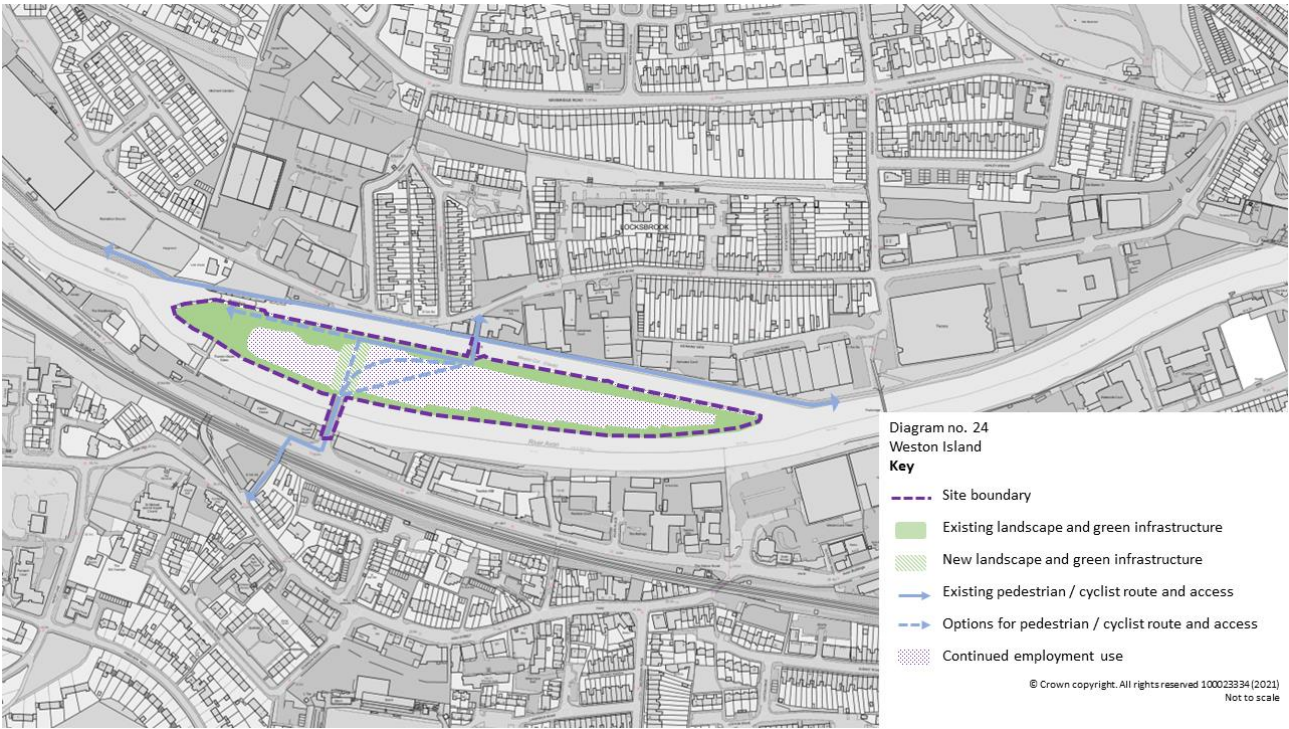
Development proposals will:

1. Once an alternative solution for the bus depot has been provided, develop the site for builders' merchants or sui generis depot type uses within the existing hardstanding and built up area of the site. Residential and purpose built student accommodation in this area is not acceptable as this would impede the delivery of other Council objectives.
2. Implement measures that safeguard, restore and enhance the biodiversity value of the site, including the canal, river and river edges and which deliver biodiversity net gain in accordance with policy NE3a. Any proposal must provide significant tree planting to enhance the existing tree/woodland habitat on site and provide an appropriate buffer. Initiatives to deliver for wildlife must include an otter holt, kingfisher tunnel and Sand Martin bank. Additional opportunities to provide should be provided including integrated nest boxes; water/ wetland features; public realm nest towers otter cover and bat walls are strongly encouraged.
3. Provide integrated nest boxes; water/ wetland features; public realm nest towers, otter cover and bat walls. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also

required.

4. Respond to the restrictions on lightspill from development that has regard to the Waterspace Design Guidance (June 2018) “Protecting Bats in Waterside Development”
https://www.bathnes.gov.uk/sites/default/files/ba306_bath_bats_and_lighting_guide_10_june_2018.pdf
5. Provide a welcoming, spacious and safe public sustainable transport link across Weston Island and its respective bridges and provide high quality public realm. There may also be opportunities for more public facing uses such as creative, arts-based activities. Such uses could help to animate and overlook this new link. The link should be framed by well-defined structural landscaping / green infrastructure to include large growing tree species forming an avenue and species-rich meadow or under-storey planting, designed to guide users through the site and provide an attractive green link.
6. Deliver high quality improvements, including safety improvements, for pedestrians and cyclists and other users to the bridge linking the Island to Lower Bristol Road. The Dolphin Bridge linking the site with the shared use riverside path will require conservation and upgrading to allow safe access all users. There should be a contribution towards improvements of active travel links north of the river, including the Riverside Path and Locksbrook Road.
7. Provide a new crossing over Lower Bristol Road and improved pedestrian / cycle links between Lower Bristol Road and Twerton High Street. This should include analysis of traffic speeds along Lower Bristol Road, and delivery of speed reduction measures if necessary.
8. Respond positively to short and long distance views from and to the Island, having regard to its location within the World Heritage Site and its Outstanding Universal Values including the green setting of the city, the Conservation Area, and respond to the surrounding Listed Buildings and structures.

LPPU Policy



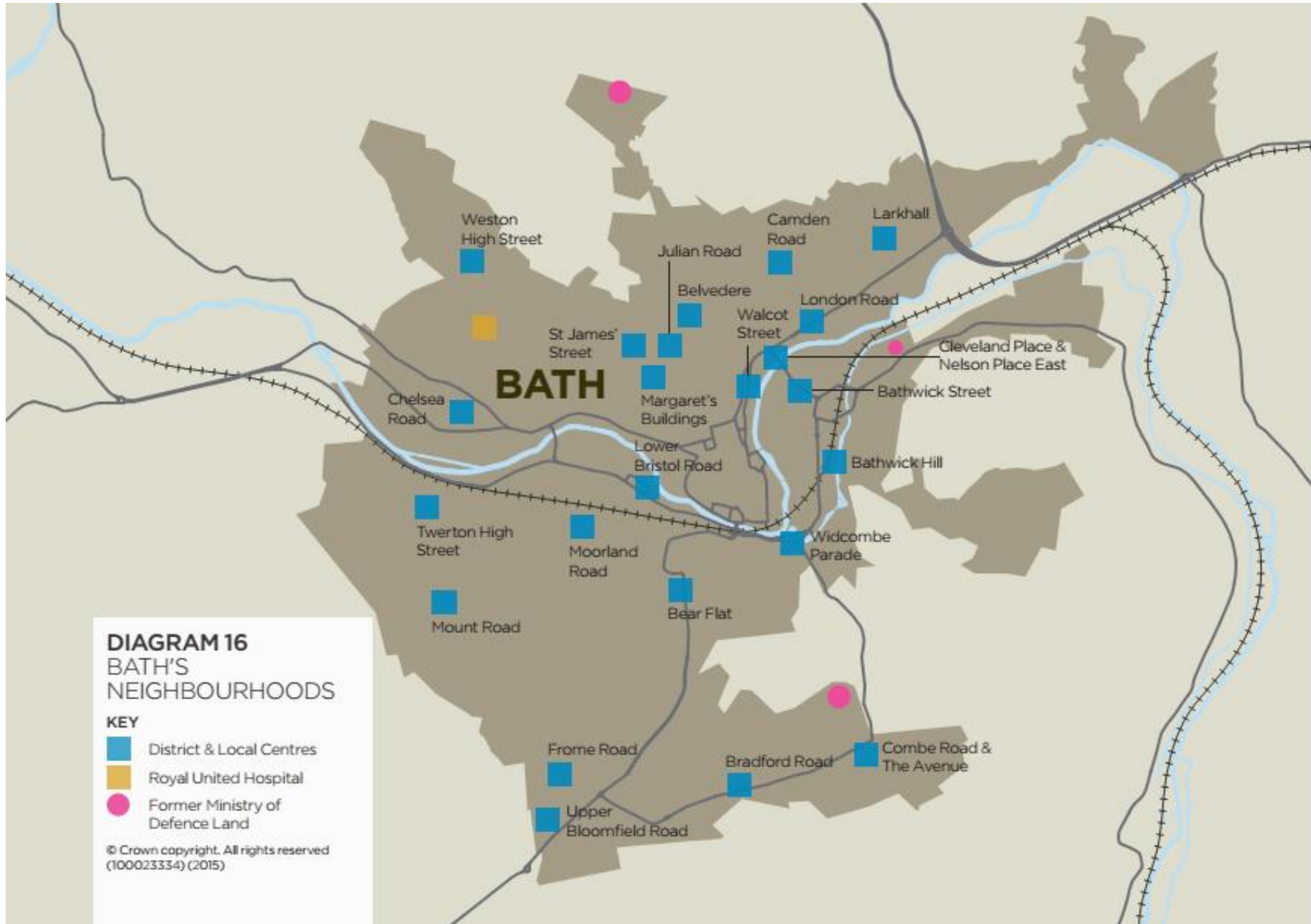
BATH'S NEIGHBOURHOODS

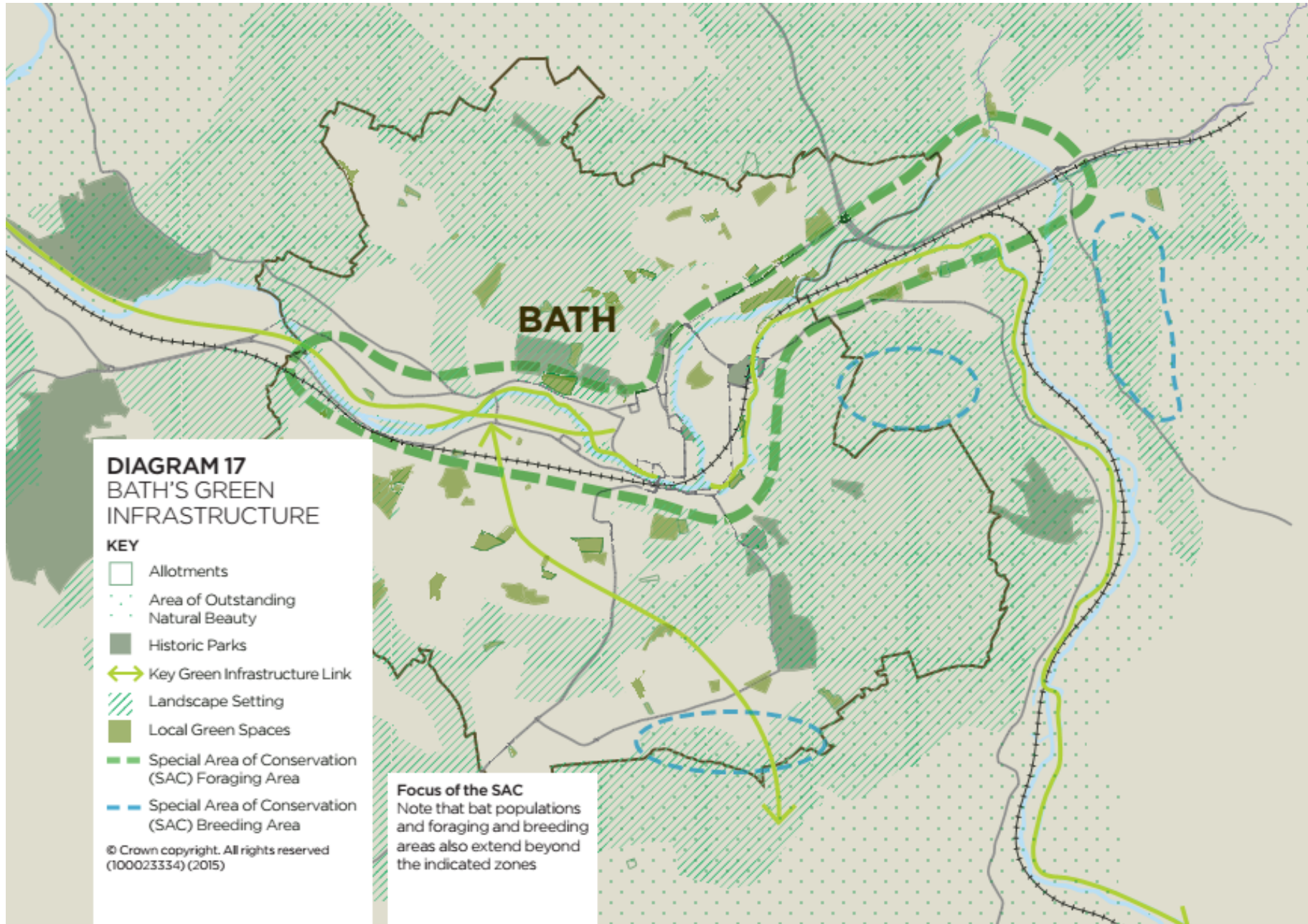
168. While the Central Area and Enterprise Area is the headline delivery location for Bath, it is the outer neighbourhoods that make up the majority of the physical extent of the city and where the most people live.
169. The suburban workings of the city are important to the spatial strategy. During the 30 years before the First World War, Bath suburbs expanded significantly and incorporated neighbouring rural parishes that have since been progressively infilled. Its Victorian, inter-war, post war and modern neighbourhoods host a sizable population which requires access to goods, services and facilities both locally and beyond. Attractive neighbourhoods with successful local centres, good schools, a well-managed green infrastructure network, valued heritage and sustainable transport choices are necessary for economic success, quality of life and social and cultural vitality.
170. It is beyond the scope of the Core Strategy to consider local aspects of change within outer Bath. This can be achieved through Neighbourhood Planning and by the Placemaking Plan. Core Strategy Policy in relation to a number of generic matters /topics is covered in the Core Policies section. The spatial strategy focuses on key areas or issues requiring strategic guidance. Crucially, suburban Bath is expected to yield about 2,800 new homes on large sites and will account for the majority of the 1,000 units forecast to come forward on small sites throughout the city. Outer Bath will therefore make a significant contribution to the overall target of around 7,000 new homes for the city and contains a district centre and local centres that need to be identified as part of the retail hierarchy.

District and Local Centres

171. The spatial strategy seeks to secure and enhance the vital role that Moorland Road (a District centre) and a collection of local centres play as part of Bath's neighbourhoods. Moorland Road and local centres provide proximity to a range of goods and services. As well as providing for everyday shopping needs these centres contribute to economic and cultural diversity and opportunity by hosting small, local and independent shops and businesses. In most cases these can be reached within a relatively short walk or cycle. There is however, an uneven pattern of provision across the city and variety in the health and offer of local centres.
172. The most characterful of the local centres have evolved from the centres of outlying villages that became absorbed during the 20th century suburban expansion of the city (e.g. Weston, Larkhall and Twerton) or are embedded within the Georgian city (e.g. Widcombe Parade). Equally vibrant are Chelsea Road and Bear Flat situated within Victorian suburban development. Elsewhere there are more modest post-war centres and standalone units (including supermarkets and petrol stations associated convenience retail) that contribute to the spatial coverage of local facilities.
173. Moorland Road district centre and the local centres are shown on Diagram 10 and are listed in Table 4. Policy CP12 sets out the strategic approach for managing change within and likely to affect, district and local centres. Local Plan policies protect the centres from changes of use or out of centre threats that would harm

their vitality and viability. Some centres have potential for significant enhancement; others are more constrained or are





already trading successfully. The Placemaking Plan will consider the extent to which local centres can further support sustainable neighbourhoods in more detail.

Table 1 – District and Local Centres within Bath	
District and Local Centres	Local Centres
Neighbourhood	1. Chelsea Road 2. Weston High Street
Weston and Newbridge	3. Julian Road 4. St James' Square 5. Margaret's Buildings 6. Lansdown Road
Lansdown and Camden	7. Camden Road & Fairfield Road 8. Larkhall 9. London Road 10. Nelson Place East & Cleveland Place 11. Walcot Street
Larkhall, Fairfield Park, Grosvenor and Walcot	12. Widcombe Parade 13. Bathwick Street 14. Bathwick Hill
Widcombe and Bathwick	15. Moorland Road (District Centre) 16. Bear Flat (Wellsway)
Oldfield Park and Bear Flat	17. The Avenue 18. Bradford Road 19. Frome Road 20. Upper Bloomfield Road
Odd Down, Foxhill and Combe Down and Moorlands	21. Twerton High Street 22. Mount Road

School places

174. Housing and population growth within and on the edge of the city will create additional demand for primary and secondary education places across the city. In some instances the impact will be particularly significant and localised, e.g. areas with a high capacity to deliver family housing.
175. The Council's education service has recently completed reviews of primary and secondary school provision within the city and this has taken account of the spatial strategy and in site allocations. The Infrastructure Delivery Programme provides more information on the relationship between housing development, population growth and school places

A well-managed network of open spaces and green corridors

176. Green infrastructure assets and designations across Bath are shown in detail on the Policies Map and will be maintained, protected and enhanced in accordance with relevant core policies and development management policies.

Two Tunnels Route

177. The Two Tunnels walking and cycling route represents a major addition to the Green Infrastructure network and will connect the south of the city and beyond to national cycle route (NCN 24).

Nature Conservation

178. Nature Conservation designations within outer Bath are shown in detail on the Policies Map and will be maintained, protected and enhanced in accordance with relevant core policies and development management policies.

The Bath/Bradford-on-Avon Special Area of Conservation (SAC)

179. This European site is designated because of the presence of bat populations. European and UK legislation seek to protect the integrity of the site, bat roosts and foraging areas.

Sustainable Transport Choices

180. Improvements to pedestrian, cycling and public transport routes will be made to enhance links between the neighbourhoods of Bath Oldfield Park Station, the city centre and the Enterprise Area.

FORMER MINISTRY OF DEFENCE SITES AT FOXHILL, WARMINSTER ROAD AND ENSLEIGH (INCLUDING FORMER ROYAL HIGH PLAYING FIELD)

181. Within Bath's outer neighbourhoods the most significant opportunities for housing development within the city are the three former Ministry of Defence (MoD) sites, including former Royal High playing field land adjoining Ensleigh. The sites were sold at the start of the plan period and the MoD has mostly vacated all areas and will do so in full by 2018. Planning permission was granted for residential-led development on all three MoD sites during 2015, including new primary school at Foxhill. An outline application for the former Royal High land was submitted in August 2015 for housing and a primary school. The land in question will yield around 1,300 dwellings, two new primary schools, 750 sq.m. retail and 1,000 sq.m. (GIA) office space, broken down as follows:
- Foxhill – up to 700 dwellings, a new primary school, 500 sq.m. retail and 1,000 sq.m. office space permitted in outline (of which 276 dwellings in full)
 - Warminster Road – 204 dwellings permitted in full
 - Ensleigh – 290 dwellings permitted (of which 220 in full) and 250 sq.m. of local needs retail
 - Royal High Ensleigh 95 dwellings and a primary school applied for in outline

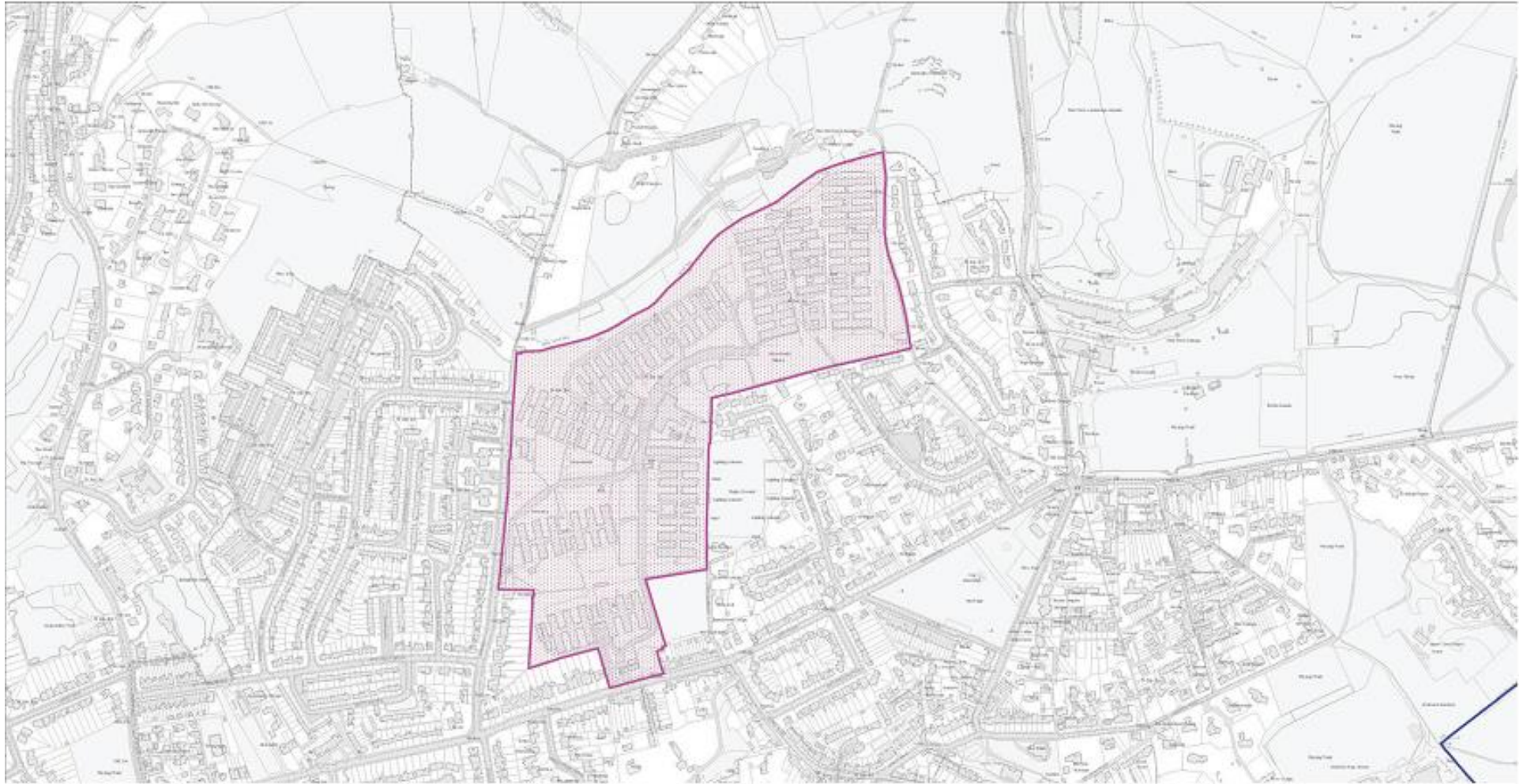
182. Curo has indicated its intention to pursue regeneration of its affordable housing stock in the Foxhill area adjoining the former MoD site. As set out in the District-wide chapter the Council is generally supportive of such regeneration, where it is justified, and will seek to protect against the net loss of much needed affordable housing stock, while also allowing for enhancements to that stock (see Policy H9).
183. Despite the planning history pertaining to these sites they are allocated in the Placemaking Plan as they have not yet been developed to any significant degree. The developers of Ensleigh (Bloor and Linden) and Foxhill (Curo) are known. However, the initial buyer of the Warminster Road site was the land developer Square Bay, and the onward purchaser on the planning permission that they have been granted has yet to be revealed. Further the applicant for the Royal High land is also a land developer and the site will be sold-on. It is deemed necessary to secure the housing and other aspirations for these sites in the Development Plan to safeguard their optimum future contribution to Bath's development requirements.

SB11 - FORMER MOD FOX HILL / MULBERRY PARK

Context

184. This 19ha site is located to the north of Bradford Road, east of Fox Hill and west of Priory Close. To the southeast is the Backstones open space and residential properties fronting Bradford Road. To the west the site is bounded by residential properties on Fox Hill and the road itself. To the east is the Combe Down Rugby ground accessed off Bramble Way and then residential properties on Stonehouse Lane and Trinity Road. To the north is Pope's Walk with residential properties on Priory Close beyond. To the north there is a treed escarpment with a number of residential properties dotted along it. The site is relatively flat with a gentle slope from south to north. It is located on the plateau above the City with the land to the north of the site falling steeply down to Perrymead. The trees both on and adjoining its northern boundary form part of the tree lined edge to the 'bowl' within which much of the city is located.
185. The site was formerly occupied by low rise MOD buildings, mostly of single storey but some 2 storey, large areas of surface car parking and landscaping. The trees on the site are subject to a Tree Preservation Order (TPO) made in 2013.
186. Vehicular access is currently achieved from Bradford Road (former primary access to the MOD site) and Foxhill Road (former secondary access). There is no other vehicular access to the site.
187. The site lies within the City of Bath World Heritage Site, the southern part of the site also lies within the Bath Conservation Area. The north of the site lies adjacent to the Cotswolds Area of Outstanding Natural Beauty and Green Belt, which washes over the 'Perrymead' area, extending to the north and east towards the City.

SB11 - Former MoD Fox Hill / Mulberry Park



188. There are no listed buildings on the site. Greendown Terrace and a Jewish Cemetery both lie opposite on the southern side of Bradford Road and are Grade II listed. A small stone bridge over Pope's Walk to the north east corner of the site is also Grade II listed. Prior Park, a Grade I Listed Building and an Historic Park and Garden is located to the east of the site, separated from the site by existing residential development on Priory Close and Ralph Allen Drive.
189. The site has outline permission for up to 700 dwellings and full permission for the first phase of 276. The purpose of the site allocation is to 'lock-in' the principles established in the outline permission within the Development Plan should circumstances in respect of delivery change.

Vision

190. In accordance with the Council's adopted Concept Statement, a major new residential neighbourhood within the Combe Down area which provides its own primary school, and local scale retail and employment space, integrates with the existing Fox Hill estates and is conscious of skyline issues in respect of the World Heritage Site

Strategic Policy

POLICY SB11: FORMER MOD FOXHILL

Development Requirements and Design Principles

- 1) 14.5ha developable area for around 700 residential dwellings and areas for employment, community use and retail development, 1.1ha identified for a primary school site and with the remainder of the site identified as green space (formal and natural).
- 2) 1,000sqm of B1 space and 500 sqm. of retailing space
- 3) 1.5ha of natural green space and 2.1ha of formal green space to be provided within the site
- 4) The maximum scale of development shall be a mix of predominantly 2 and 3 storey development across the site, with some areas in the centre of the site rising to a height capable of accommodating 4 storey development. Based on AOD levels, the maximum height of development on the site will be 176m AOD.
- 5) An 'advance planting plan' identifying a comprehensive tree planting proposal accompanied by management proposals on the northern part of the site.
- 6) Great weight will be given to maintaining the significance of heritage assets, in particular in relation to views of the site and its illumination in respect of the Bath WHS and setting of the Bath Conservation Area. The Bath WHS Setting SPD should be used to assess development effects.
- 7) Lighting and tree planting at this location must be designed to safeguard the ecological and habitat requirements of bats.
- 8) Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

SB12 - FORMER MOD WARMINSTER ROAD

Context

191. A 7.0 ha site occupying a highly prominent location between the Warminster Road (A36) to the south and the Kennet and Avon Canal to the north. The A36 is a key approach route to the city. At present the site contains a number of single storey office blocks with associated vehicular circulation and parking contained within a security fence, plus undeveloped natural areas to the north and east. The land slopes steeply down from Warminster Road to the canal. This topography and a prominent undeveloped gap at the eastern end of the site allow commanding panoramic views across the City to Lansdown, Larkhall and Walcot on the opposite side of the valley. A Public Footpath runs steeply down the hill at this point to a pedestrian bridge across the canal at the bottom. Immediately to the east of the site is Hampton House, a Grade II Listed Building. Beyond to the east is inter-war and post-war ribbon development along the Warminster Road. To the west of the site the road is more enclosed by mature street trees, and the buildings consist predominantly of large detached Victorian villas set in large, well vegetated plots. On the southern side of Warminster Road, the full length of the site is developed as a suburban estate of detached properties.
192. Whilst the buildings within the site are functional in character, the site is prominent in citywide views and is highly sensitive and heavily constrained in terms of planning designations. The site lies within the World Heritage Site and the Bath Conservation Area. Several buildings lying outside the site are Listed. The undeveloped land outside the security fence comprises a Site of Nature Conservation Interest. To the east of the site lies the Green Belt.
193. In May 2014 a full planning application for 189 dwellings was submitted. During the determination process the number of dwellings increased to 204 and the application was permitted in March 2015. The applicant is in the process of selling-on this opportunity.

Vision

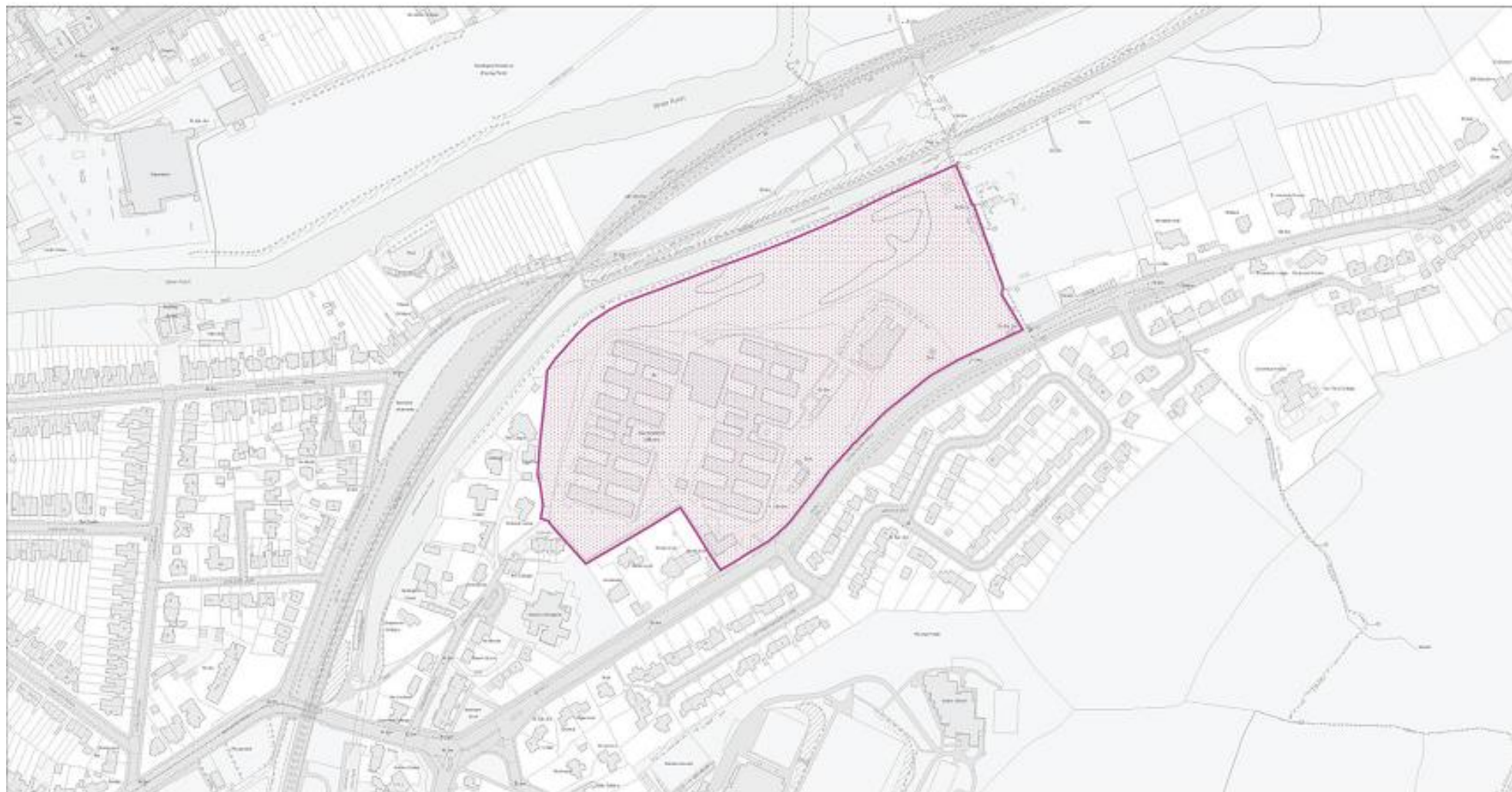
194. In accordance with the Council's adopted Concept Statement residential redevelopment in the C3 use class that works with the topography of the site to present an attractive new area of townscape that is conscious of its wide field of visibility and heritage and ecological significance of its context.

POLICY SB12: FORMER MOD WARMINSTER ROAD

Development Requirements and Design Principles

- 1) Provision of at least 150 residential dwellings to enable the efficient use of the developable area.
- 2) Removal of the existing disused buildings which are utilitarian in appearance and detract from the setting of the World Heritage Site and the character and appearance of the Conservation Area.

SB12 - Former MoD Warminster Road



- 3) Development should be almost entirely focused on the previously developed area but there is scope for some very minor fringe development outside the fence line.
- 4) A design response that enhances the setting of the World Heritage Site and the character and appearance of the Conservation Area. Achieving the most appropriate design approach will require detailed examination of the site context. Applications will be expected to demonstrate, through character appraisal and a thorough understanding of the evidence base, how their proposed scheme responds to the site. Key issues include:
 - a) the site's important location within the World Heritage Site;
 - b) sloping topography;
 - c) important views over, out of and into the site;
 - d) the landscape and ecological value of the green canal corridor;
 - e) significant trees within the site and significant trees and grassland in the open area adjacent to the canal corridor;
- 5) Provision of land and other funds to enable the expansion of the adjoining primary school to meet the educational needs of development
- 6) Creation of walkways through the undeveloped part of the site to formalise and improve public access to the Site of Nature Conservation Interest, lying beyond the fence line.
- 7) Protection of the amenity of neighbouring residential properties.
- 8) Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

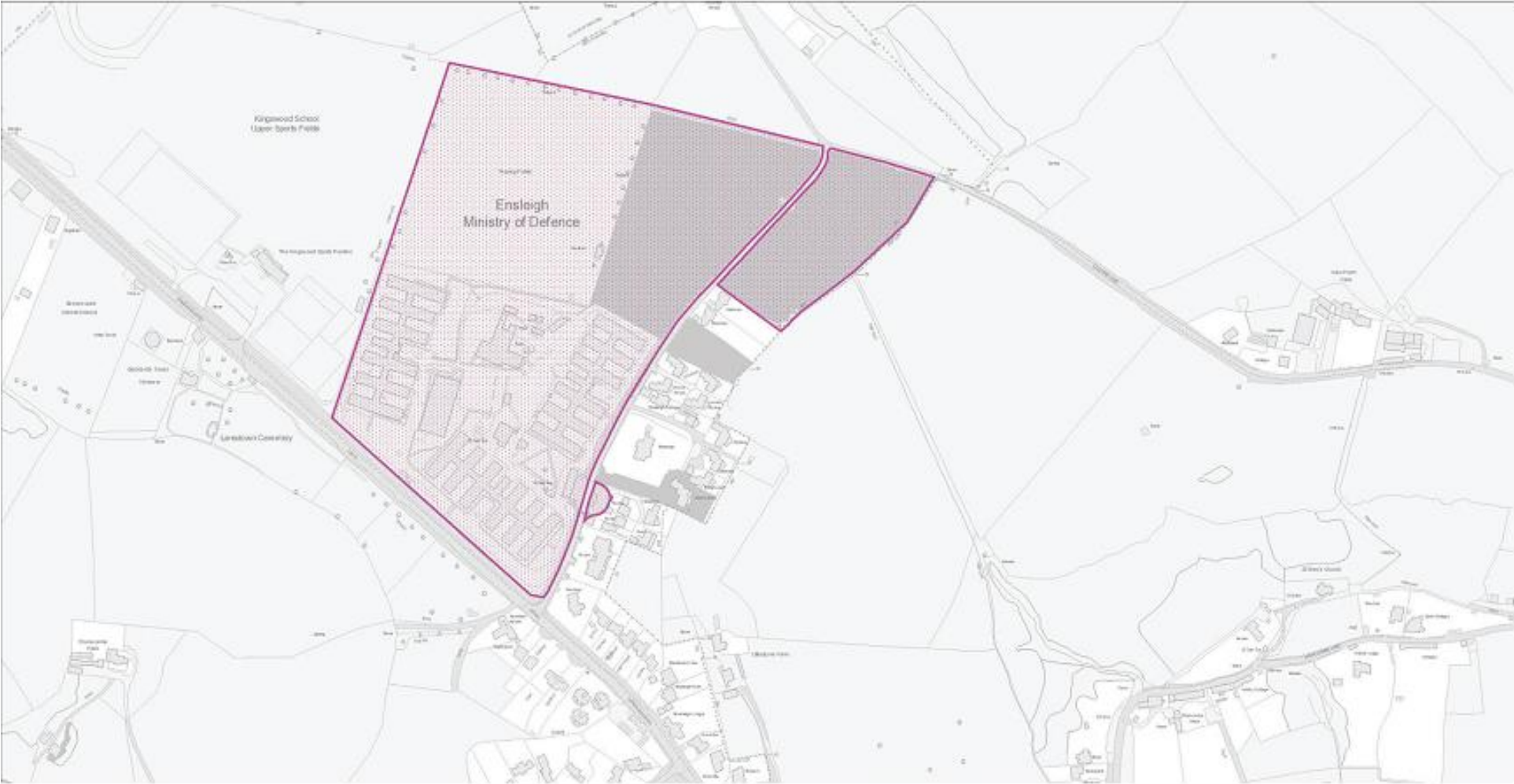
Placemaking Plan Policy

SB13 - FORMER MOD ENSLEIGH & ROYAL HIGH PLAYING FIELD

Context

195. The site is approximately 14.5 hectares in size and is located on the east side of Lansdown Road, bounded to the south/east by Granville Road and to the west and north by further school playing fields and farmland. To the south the land falls away towards Bath and the escarpment rising up from Charlcombe, and to the east towards the Woolley/Swainswick valley. To the north the land is flat, forming the plateau area that comprises part of the wider setting for the city. The site comprised a range of predominately single storey buildings used for office purposes by the MoD, a number of which have been demolished. Those that have not will be vacated by 2018. Surface car parking was provided within the site, with vehicular access from Granville Road and with an unused access from Lansdown Road. The site also comprises the Royal High School Playing Field (addressed by Policy B3c in the Core Strategy which will be superseded by Policy SB13 below).

SB13 – Former MoD Ensleigh & Royal High Playing Field



196. The site is located within the boundary of the City of Bath World Heritage Site and adjoins the Cotswold AONB and Green Belt to the north, with the City of Bath Conservation Area boundary located on the west side of Lansdown Road. To the north/west of the site is Beckford's Tower (a Grade I listed building and which provides panoramic views across Bath and the surrounding countryside) and the grounds of a consecrated Victorian cemetery on Lansdown Road with listed cemetery gates (Grade II*). Ensleigh House (situated on Granville Road) is a Grade II Listed Building. Further to the north west of the site are playing fields, Lansdown Park & Ride site and Bath Racecourse.
197. The site is subject to two planning permissions, one to the south of Granville Road for 39 dwellings and another on the main part of the former MoD site for 251 dwellings. The former playing fields are subject to an application for a 210 place primary school and up to 95 dwellings

Vision

198. In accordance with the Council's adopted Concept Statement, development that provides a new community, sensitively designed given its exposed position and which benefits from its own on-site primary school

POLICY SB13: FORMER MOD ENSLEIGH AND ROYAL HIGH PLAYING FIELD

Development and Design Principles

- 1) Around 400 dwellings
- 2) Enable the comprehensive redevelopment of the whole site. It should become more self-contained with its own local facilities. Development should reflect best practice as embodied in 'By Design' (or successor guidance) ensuring that it is well integrated with neighbouring areas.
- 3) Development phasing should start with the current MoD Ensleigh site.
- 4) Ensure that the principles and benefits of Green Infrastructure contained in the Green Infrastructure Strategy and other guidance and best practice are embedded in the design and development process from an early stage. Key requirements include provision of habitat connectivity through the retention and enhancement of the existing high valued habitat; provision of well integrated green space (formal, natural and allotments); provision of well integrated Sustainable Urban Drainage Systems; and provision of cycle and pedestrian links through the site connecting to the existing network particularly towards Bath city centre and Weston and Larkhall local centres.
- 5) Appropriate site assessment and ecological surveys to be undertaken to inform site master planning with particular attention to the SNCI and potential impacts to Bradford-upon-Avon bats SAC.
- 6) Identify and assess the landscape character, landscape features and significant view points and the likely effects of development on them. Protect and enhance these aspects and mitigate to avoid or minimise the effects. Significant aspects of landscape include the Cotswold AONB; the World Heritage Site and its setting; Bath Conservation Area and its setting; the character of the Lansdown plateau; trees including ancient woodland, tree belts, hedges and field patterns; Lansdown Road and its open rural character; and tranquillity. Significant viewpoints include local properties; Upper Swainswick; Beckford's Tower; Lansdown Road; and local Public Rights of

Way.

- 7) Assess and evaluate any direct or indirect impacts on designated heritage assets and their visual/landscape settings. Prepare and implement management schemes (including avoidance or physical separation) in order to mitigate the impacts of development and ensure the long-term protection and enhancement of the designated heritage assets and their settings. Designated heritage assets potentially affected by development at this location include Beckford's Tower (Grade I), Ensleigh House and Lansdown Cemetery Gates (Grade II), Bath Conservation Area and Bath World Heritage Site.
- 8) Assess and evaluate any impacts on non-designated heritage assets. The degree of harm to or loss of non-designated heritage assets will be balanced against the positive contribution made by the development and the extent to which harm/loss can be mitigated. Non-designated heritage assets of equal significance to designated heritage assets will be subject to the same considerations as designated heritage assets. Non-designated heritage assets potentially affected by development at this location include Bronze Age barrow cemetery, Roman road and roadside burials, and medieval settlement and chapel.
- 9) The assessment and evaluation of the above designated and non-designated heritage assets should also consider their cumulative or collective "group value" and also understand the heritage assets' relationship to other environmental considerations.
- 10) Ensure good public transport provision.
- 11) Development should scope potential for and incorporate renewable energy.
- 12) A primary school is to be provided on the former Royal High Playing Field site.
- 13) Provide integrated waste management infrastructure.
- 14) Ensure that displaced playing pitches are re-provided at an appropriate and suitable location.
- 15) Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

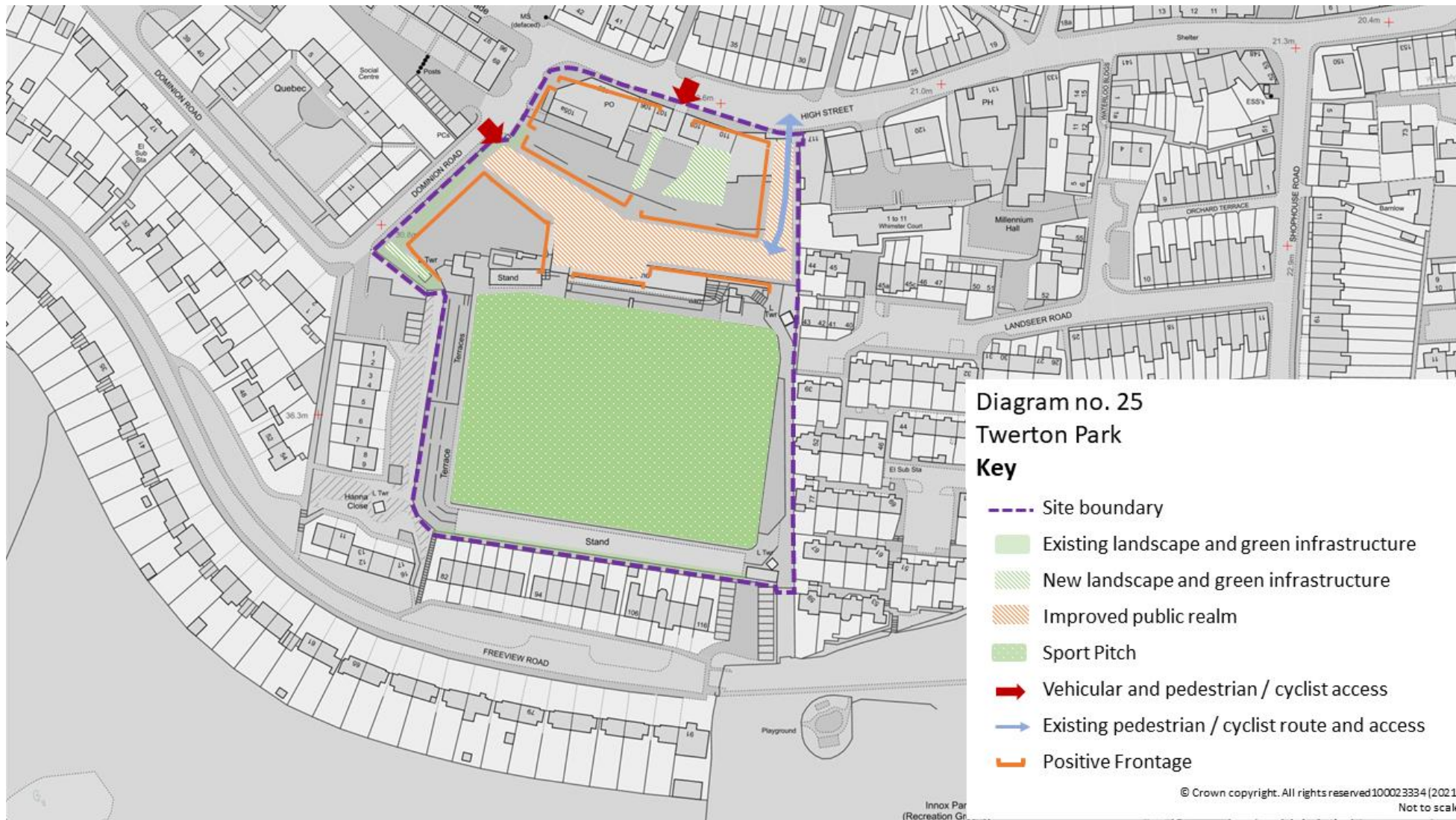
SB14 - TWERTON PARK

Context

199. The site lies on the south side of the River Avon at the bottom of the steep 45-degree, north-facing river valley slope which descends along the adjacent Innox Park. The site is currently occupied by the Twerton Park Football Ground building with ground floor takeaway stands, merchandise shops, and other retail uses forming the north boundary around the building. The Football Ground building is poorly maintained and old-fashioned, clad with corrugated metal which is in disrepair. Immediately adjacent to the north edge of the site are shops which front onto Twerton High Street. The High Street has a mix of uses including a number of convenience stores, a pub, pharmacy, cafes, restaurants, takeaways, barbershops, a community centre and a church. To the north of the High Street is a rail route, Lower Bristol Road (A36), followed by the River Avon. To the south-east of the site

is Innox Park, a public recreation ground with Bloomfield Road allotments. To the east and west of the site are residential streets comprised with both terraced and semi-detached housing.

- 199a. The predominant building height of the established built form in the surrounding area, both modern and historic, is between two and three storeys. Mature tree planting to the west of the Dominion Road/High Street junction adds significantly to the character and appearance of the public realm and should be protected. Rose Cottage to the north, The Old Crown Public House and Numbers 22, 23, 132 and 133 High Street to the north-east, and Clyde House to the north-west of the site, are all Grade II Listed Buildings.



Vision

200. There has been a longstanding aspiration to enable a mixed use development on this site that supports the retention and regeneration of Bath City Football Club and its facilities, whilst providing uses that support the High Street and meet an identified community need, including housing.
- 200a. To deliver a viable scheme that generates sufficient funds to enable the Football Club to implement their proposed enhancements, viability assessment suggests that residential accommodation that delivers small units and therefore, higher values is needed. As such the allocation policy therefore allows for a mix of residential accommodation, potentially including co-living (sui generis), but excluding purpose built student accommodation.

POLICY SB14: TWERTON PARK

Development Requirements and Design Principles

Development proposals will:

1. Provide a mixed use development that supports the retention and regeneration of the Football Club and its facilities, and optimises opportunities to ensure the longevity of the football club in this location, further promoting its existing role as a community hub in Twerton. Development is to comprise:
 - a. a mix of residential accommodation, excluding purpose built student accommodation.
 - b. active 'Class E' uses on the ground floor fronting onto Twerton High Street
 - c. the provision of a new community hub which offers communal facilities to promote healthy lifestyles, community cohesion and employment spaces, including co-working options.
2. Ensure that the character of this part of the Conservation Area is preserved or enhanced and that development responds sensitively to the topography of the site, taking cues from existing, locally distinct typologies and built form. This requires building heights to be generally limited to 3.5 storeys at the northern edge of the site along Twerton High Street, and to the south, building heights will generally be limited to 2-3 storeys, reflecting the changing gradient of this site. The height of the stadium must be the dominant feature in views towards and over the site, and new residential buildings associated with the site must be subservient in height, scale and massing.
3. 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
4. Provide a minimum of one nest or roost site per residential unit, 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

5. Reinforce and enhance the quality of existing tree planting along the north-west edge of the site along Dominion Road, incorporating these trees into a wider green-infrastructure strategy to create a joined-up corridor.
6. Undertake public realm improvements to Twerton High Street. This could include, but is not limited to, incorporating pedestrian improvements such as resurfaced and wider pavements, cycle improvements in line with the West of England Local Walking and Cycling Infrastructure Plan (LCWIP) and the provision of appropriately selected and located street trees with appropriate space provided to allow mature canopy to develop and which would not impede street lighting.
7. Provide the main vehicular site access from Dominion Road close to the junction with Twerton High Street to include safe and suitable, inclusively designed, pedestrian and cycle links which appropriately respond to the changing gradients and without loss of trees unless it is demonstrated that there is no alternative design. The existing pedestrian access further east along the High Street will be maintained and enhanced.
8. Car and cycle parking must ensure appropriate provision for the existing football club and the proposed development, without prejudicing the condition of highway safety and level of amenity in the surrounding area. This should include delivery of measures to reduce parking demand for each land use and manage parking efficiently across the site as a whole.
9. The site must be designed to prioritise pedestrian and cycle movements over vehicles and minimise conflict between users, whilst accommodating vehicle movements necessary for the successful commercial operation of the football club and the proposed additional development. The layout for the site as a whole must maximise permeability for pedestrians and cyclists and connect well with the wider transport network.
10. Optimise renewable energy and biodiversity interventions within the development for example through the provision of green roof or solar photovoltaic panels, whilst being responsive to sensitive or important viewpoints.
11. Optimise the solar energy potential of development by careful design and orientation.
12. Be required to respond to environment and health related concerns and provide a completely recyclable 3G pitch and natural crumb if replacing the current grass football pitch.

SB15 - HARTWELLS GARAGE, NEWBRIDGE

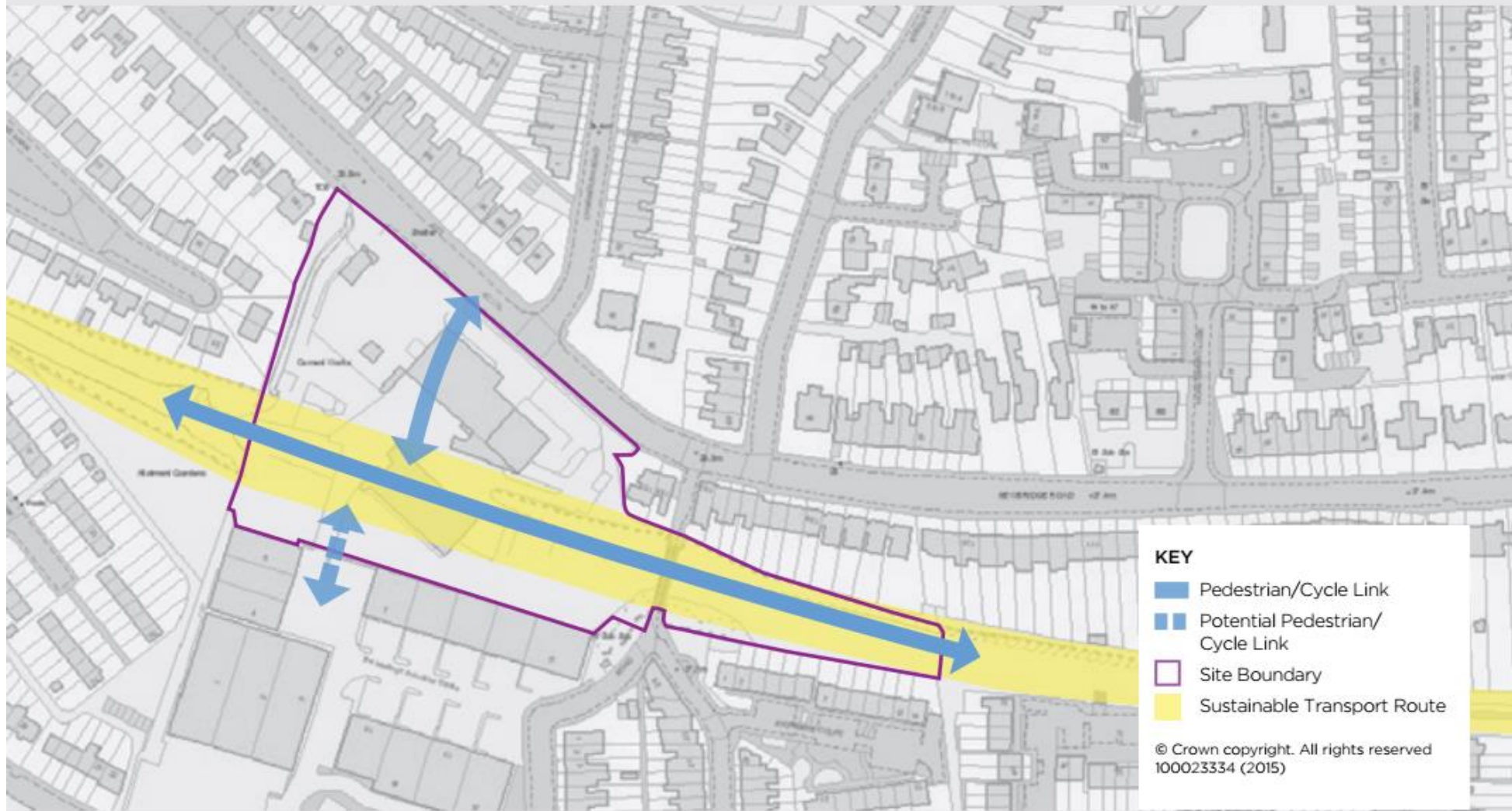
Context

201. The site is just under 1.7ha and is currently occupied by a garage and concrete batching plant. It is situated in an old quarry and is formed of two parts distinguished by a very sharp level change of 7 metres. The upper portion of the site, fronting Newbridge Road is occupied by the car showroom. The lower portion of the site contains associated workshops for vehicle servicing, repairs and MOT testing and also provides overspill parking associated with the garage; the west portion of the lower area contains the aforementioned concrete plant. The south of site is constrained by sewer main easement and is also prorated as part of the alignment of a protected sustainable transport route (formerly the route of the Midland Railway).
202. Planning permission was granted for a replacement car showrooms and workshops at Bath Business Park, Peasedown St. John, in December 2013 and January 2014. These have not yet been implemented yet there is a reasonable prospect that the Newbridge site will be redeveloped in the plan period. While outside the scope of Policy B5 it is considered that this site is required to help deliver the city's 7,000 net additional dwellings and therefore the opportunity cost of developing for student accommodation is considered too great.

Vision

203. *Residential redevelopment, not including student accommodation, that makes the most of the sites location on sustainable transport routes , is sympathetic to the Victorian context of terraced housing on the Upper Bristol Road and conscious of it appearance from higher ground.*

SB15 – Hartwells Garage, Newbridge



POLICY SB15: HARTWELLS GARAGE

Development Requirements and Design Principles

1. Residential development of around 80-100 of dwellings, which could include a variety of specialist older persons housing types but not student accommodation, where this would prejudice the achievement of Policy DW1 and B1 in respect of boosting the supply of standard market and affordable housing.
2. On the upper part of the site, the Upper Bristol Road street frontage should be defined by an active frontage (dwellings could be arranged as houses or flats inside) and the articulation of facades and roofs should help these buildings integrate with the surrounding context.
3. An apartment typology would be appropriate for the lower part of the site and enable efficient use of it. This typology should have a comfortable scale with the surroundings, both existing and proposed. The view of the site from Kelston View amongst others is an important consideration in relation to the setting of the Conservation and the impact on the OUV of the WHS.
4. The design response must recognise the importance of the disused railway line as a connective habitat, particularly as dark corridor for bats, and as a protected sustainable transport route.
5. Ease of access to any upgrade of the disused railway line as a cycle route should be achieved
6. If development is phased then the design response on phase 1 (likely to be the garage) should not prejudice the achievement of the good design and efficient use of land within phase 2 (likely to be the concrete batching area)
7. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

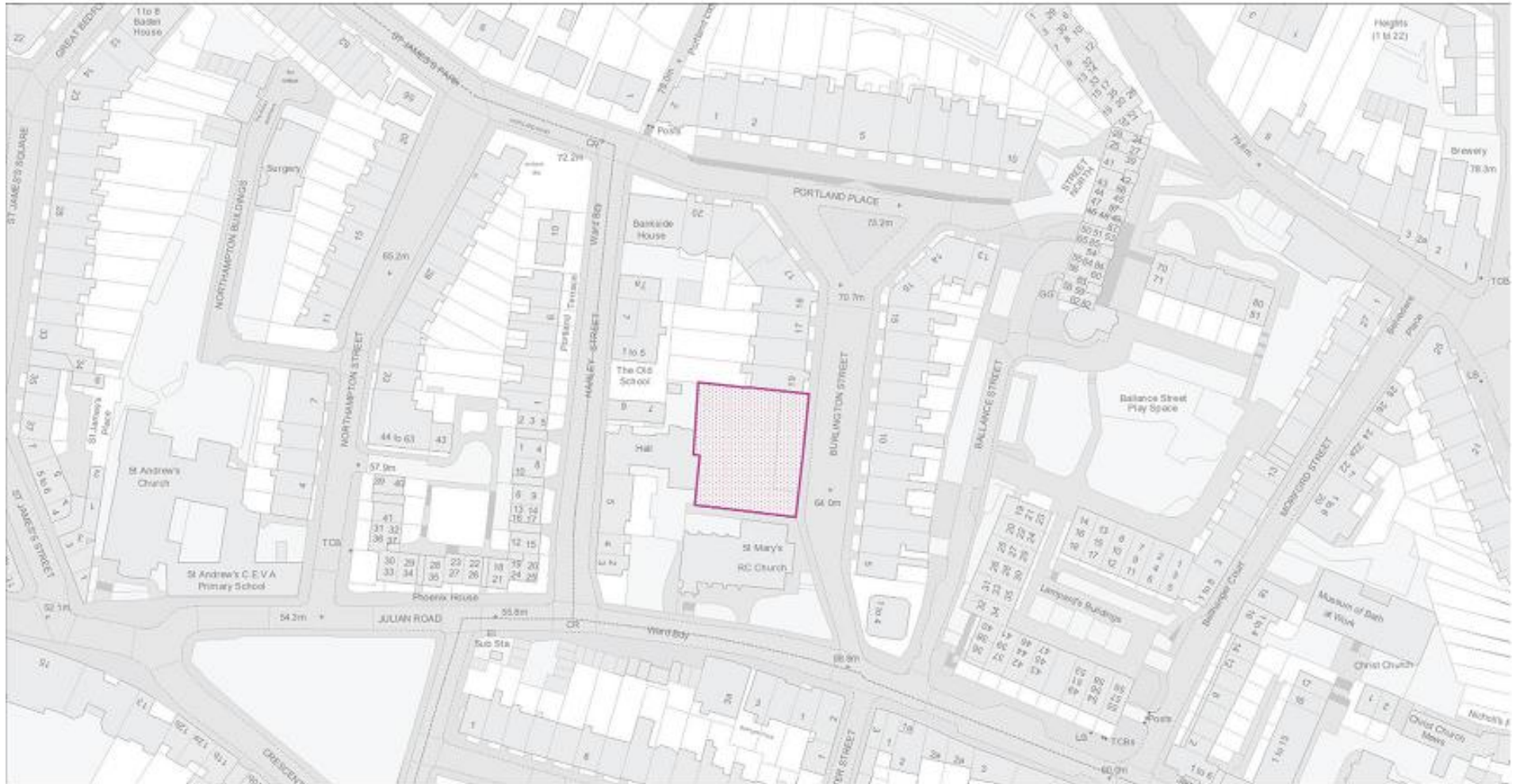
Placemaking Plan Policy

SB16 - BURLINGTON STREET

Context

204. This is a site of 0.13 ha on the southern end of the west side of Burlington Street that is currently used as car parking for St Mary's Church. A horse chestnut tree protected by a preservation order fills part of the frontage of the site.
205. Burlington Street is on a slope rising northwards from Julian Road and is on a central axis with Portland Place which is located at the head of the street. The west side of Burlington Street consists of a late Georgian terrace of four houses which are 'typical' in their form and materials with three storey and a mansard roof and dormers and basements. The northern end of this terrace returns at 45 degrees to form one of the southern elevations of Portland Place. The east side of Burlington Street is a complete terrace running the full length of the street stopping short of Julian Road. This terrace is similar in form and scale

SB16 - Burlington Street



but the treatment of the elevations are different. All of the Burlington Street buildings and the southern part of Portland Place are Grade II listed. The northern section of Portland Place on the high Pavement is Grade I listed.

206. There is no evidence that the existing terrace Burlington Street was ever completed. There was a riding school on the site in the 18th Century, built around a central courtyard and the site was subsequently bought by the Church. However, the tooth edge to the ashlar at the southern end of the terrace indicates that at the time of building there was an intention to extend the terrace.

Vision

207. An extension of the terrace within the constraints of the site and its setting, which include the position of the mature tree (which makes a positive contribution to this part of the conservation area), and the degree to which the existing terrace can be extended without comprising the character of the original terrace. There is also scope to use part of the site for a community hall linked to the church and to investigate the potential for a small amount of mews style /coach house development with the car park, whilst retain sufficient parking for the church.

POLICY SB16: BURLINGTON STREET

Development Requirements and Design Principles

1. Residential development, which can include student accommodation.
2. Provision of community space if required by the Church
3. Protection of Horse Chestnut tree (TPO)
4. An extension of two buildings would protect the horse chestnut street and not dominate the original terrace.
5. Special attention should be paid to be taken the treatment of all the elevations.
6. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB17 - SOUTH OF ENGLISHCOMBE LANE

Context

208. This is an undeveloped plot of around 1.4ha to the north of Stirlingale Farm SNCI and to the rear of Englishcombe Lane and Stirlingale Road. The site is secluded from most public views and is subject to topographical, geotechnical, and ecological issues.

SB17 - South of Englishcombe Lane



Vision

209. Suburban residential development that makes efficient use of the site.

POLICY SB17: ENGLISHCOMBE LANE

Development and Design Principles

1. Around 40 dwellings
2. Vehicular access from between numbers 87-89 Englishcombe Lane, retaining as many trees as possible and replacing those lost, elsewhere within the site.
3. Retention of hedgerows along the boundaries of the site.
4. Identify and assess the ecological interests of the site and the likely effects of development on them. Protect and enhance these aspects and mitigate to avoid or minimise the effects
5. Lighting and Green Infrastructure at this location must be designed to safeguard the ecological and habitat requirements of bats.
6. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB18 - ROYAL UNITED HOSPITAL

210. Located in Weston the Royal United Hospital is a major sub-regional healthcare facility serving over 500,000 people within B&NES, Wiltshire, Somerset and South Gloucestershire. It is managed by the Royal United Hospitals Bath NHS Foundation Trust, which acquired the Royal National Hospital for Rheumatic Diseases (RNHRD) located in the centre of Bath, in February 2015. It is now managing all the services offered by this specialist provider within the new RNHRD and Brownsword Therapies Centre at the RUH site. This has further expanded the catchment and portfolio of specialist treatment and rehabilitation activities, attracting patients from other areas of the UK and internationally, particularly for treatment of long term conditions. The Trust also treats people visiting the area, including tourists, students and overseas visitors. As well as being the main provider of healthcare services the Trust is also the largest employer in Bath & North East Somerset with around 5,500 staff and over 400 volunteers (predicted to rise to 1,000).
211. Research and development continues to underpin the high quality, evidence-based care delivered both at the RNHRD and the RUH. The recent affiliation of both research teams has served to create a significant health research resource in the City of Bath, and one of the largest R&D portfolios in the country strengthened further by its links to other local research institutions such as the University of Bath and other universities and colleges. This supports the Trust's strategy to develop its R&D and be 'best in class' and provides additional income generating opportunities.

- 211a The Trust is driven and committed to be a sustainable organisation that is fit for the future, embedding this within the strategic goals of the Trust. The Trust as set out in their Strategic Plan (2018) is delivering actions to make a positive difference environmentally, socially and financially to create an organisation that supports the well-being of their patients, staff and their wider community. The Trusts Sustainable Development Management Plan (SDMP), and associated Action Plan, details the relevant approaches and projects to embed sustainability in everything the Trust does.
212. Future housing and population growth as planned within the sub-region and other demographic factors such as an ageing population places increased demands upon acute healthcare infrastructure and services. Healthcare is a challenging environment. Financial and workforce pressures over time have coincided with increasing demand for healthcare services and service delivery. At the same time, new developments in medicine and technology have brought new challenges and opportunities.
213. The Trust has carried out a comprehensive review of its estate and agreed a strategic plan (known as the Estate Strategy) in 2014. The purpose of this is to direct investment and estate renewal, to improve the quality and standard of accommodation, respond to changing service needs for patients and staff alike and to comply with the necessary legislative standards. With the upcoming construction of the Dyson Cancer Centre the Trust is coming to the end of the existing Estate Strategy and is now starting to develop a new Estate Strategy.
214. The Trust's ongoing priorities in updating the Estate Strategy are to provide fit for purpose accommodation to meet the clinical and operational needs, demolishing unsuitable and outdated buildings, improving the sustainability of the Estate, and co-locating functions to cluster complimentary uses. B&NES will work collaboratively with the Trust on this Estates Strategy with a view to achieving a mutually agreeable outcome and including reference to it in the new Local Plan.
- 214a. To complement the Estates Strategy, the Trust will also develop a Sustainable Transport Strategy for the whole site that will reflect its commitment to being a sustainable organisation that is fit for the future. In addition, and complementary to measures to reduce travel demand and travel planning, this will support the transition to the use of more sustainable modes of travel, such as, by identifying measures that improve safe and suitable active travel routes, and supporting infrastructure such as parking, wayfinding, hire facilities, showers and changing spaces. B&NES will also commit to working collaboratively with the Trust on this document.
215. Central to delivering the Trust's long term vision and objectives, and complementary to the Sustainable Transport Strategy, is an approach that seeks to improve integrated parking solutions and car park management across the site and maximises the efficient use of land. It will also improve the current parking, site efficiency and circulation arrangements across the site (numbers, rationalisation of car parks and sign posting). Potential off-site parking impacts on adjoining residential areas should be analysed and addressed as appropriate. Parking for

bicycles and cars should be provided with reference to the Transport and Developments SPD, for both residential and clinical uses.

215a. Much has been achieved with the new visitor car park opening in 2016 and wider Trust initiatives including the Travel Plan encouraging changes to staff travel behaviour and modal shift. However, increases in staff, patient numbers, forecast population growth and associated healthcare service demands requires the site wide parking strategy, including the potential for decked car parking, to be reviewed as part of the Sustainable Transport Strategy update. The Trust is continually assessing how best to improve access to site and implementing improvements, its ability to deliver significant modal shift is tied in significantly to the council strategy and approach. This is acknowledged by the Council and a collaborative approach is to be taken.

216. The Estate Strategy (2014) specifically sets out the proposed RUH North Redevelopment programme over the next five years supported by a phased masterplan. These phases, all of which now have planning permission approval, are as follows:-

Phase 1:

a) Proposed new replacement pharmacy with aseptic services (completed)

b) Provision of new visitor and patient car park located immediately adjacent to the front entrance (Gate 1) (completed)

Phase 2: A new Integrated Rheumatology and Therapies Centre including hydro pool and gym (completed)

Phase 3 A new Cancer Centre - a new state of the art facility set within an enhanced greenspace for the campus (demolition works commenced in 2020).

216a The Trust has also identified the opportunity to deliver additional staff accommodation on-site supporting the recruitment and retention of staff with flexibility for open market rental accommodation. The potential capacity could deliver new build or refurbished beds (circa 100 net additional units) predominantly within a cluster flat arrangement. The Council supports the provision (C3) flats of a range of sizes and types, for use by key workers associated with the RUH, along with new purpose built facilities on-site including the principle of providing such accommodation within the restored Grade II* Listed Manor House building. The benefits of such a scheme are recognised in terms of estate renewal, making the most efficient use of land and buildings, delivers new housing stock, reduces travel and congestion and reinvestment back into the RUH to support healthcare facilities.

217. The Council will support investment in the development of the hospital to meet the need for healthcare infrastructure, and endorses the approach adopted in the existing Estate Strategy and it's review process. Beyond the time period of the current Estate Strategy, the Council will safeguard land within the campus of the RUH for future healthcare infrastructure, unless it can be demonstrated that the RUH can successfully provide its services and operate its site from a smaller land area. The Council supports the provision of additional housing on-site and new staff accommodation.

RUH Sustainability & Green Infrastructure Plan

218. The RUH has also produced a Green Infrastructure Plan (2015) that supports the Estate Strategy by setting out a high level vision or framework for the site. This vision is to create a high quality, accessible 'place' with Green Infrastructure as an intrinsic element, for the benefit of staff, patients and visitors. This recognises the well-established benefits to health and well-being provided by access to natural green space. The Green Infrastructure vision is based upon the existing Estate Strategy masterplan and establishes a set of principles to inform the design of each phase. The GI Plan identifies green infrastructure including:
- specific landscape
 - amenity and biodiversity opportunities
 - the types of places that can be created to improve the quality of environment and maximise the health and wellbeing benefits for staff, patients and visitors.
219. Specifically, the Trust identified a number of considerations including:
- 1) Providing enhanced green infrastructure to improve the quality of care and clinical performance
 - 2) Increasing biodiversity opportunities and habitats within the site linking into the wider surrounding green corridors
 - 3) Investigate potential sustainable urban drainage features within the site Creating a legible hierarchy of interesting, linked, usable, wildlife friendly and quality landscaped spaces opportunities for staff, patients and visitors alike
 - 4) Create accessible open spaces with a range of micro-climates i.e. shaded areas in hot weather.
 - 5) Encouraging exercise within the site and improving the connections between existing pedestrian and cycling routes through the site and to GI assets beyond the site.
 - 6) Maintain, improve and expand the existing external 'destination' spaces
 - 7) Identify opportunities to integrate The Trust's art strategy
 - 8) Consider the cost effectiveness of future Estate maintenance
220. This approach responds to the placemaking objectives of the Council, and its approved Green Infrastructure Strategy and is therefore broadly supported by the Council.
- 220a The proposed green heart is a central element of the new Dyson Cancer Centre based upon the principles of the RUH Green Infrastructure Plan. In developing the detailed green heart landscape scheme the GI Plan will be reviewed with a number of existing greenspaces on site, the Trust seek to improve these spaces for flora, fauna and the health of their staff, patients and visitors.
- 220b The work around Green Space & Biodiversity is one area of the Trusts Sustainable Development Management Plan (SDMP). When taken as a whole the SDMP ensures a holistic approach is taken to sustainability. Actions within the other areas of the SDMP will aid in supporting the Climate Emergency declared by the council.

New Hospital Plan

220c The most significant opportunity for the RUH is the announcement that the RUH has been selected for HIP2 funding under the Government's new 'Hospital Infrastructure Programme' (2019), a long-term, rolling five-year programme of investment in health infrastructure, including capital to build new hospitals, modernise the primary care estate, invest in new diagnostics and technology, and help eradicate critical safety issues in the NHS estate. The New Hospital Programme (NHP) actively works towards delivering the NHS Long Term Plan. Particular aspects of the emerging NHP that work towards the Long Term Plan include:

- Digital (best use of technology)
- Preventative care (new clinical models)
- Healthcare integration (Integrated Care System)

220d The Trust has been awarded seed funding to proceed to the next stage of developing their hospital plans. If successful the funding would be available in the period 2025-30. The Council recognises this a significant healthcare investment opportunity and therefore fully supports the Trust in developing their masterplan and business case.

220e The Council supports the Trust in the development of the NHP opportunity to reconfigure / regenerate the hospital site and understand that while this is in the earliest stages of development early indications suggest that the following are considered priorities:

- Alongside Midwifery Unit
- Upgrade and/ or replace Emergency Department
- Upgrade and/ or replace Woman's and Children's facilities
- Upgrade and/ or replace Theatres and Recovery facilities

SB18 Royal United Hospital





DIAGRAM 18 GREEN INFRASTRUCTURE PLAN

Key

- | | |
|--|---|
| <ul style="list-style-type: none"> Existing buildings retained Committed/Proposed future buildings Possible new garden landscape Green landscape components <ul style="list-style-type: none"> - Healing gardens; Informal relaxation/amenity - Visual amenity - Trees - Biodiversity - Public art - Microclimate Green/brown roof Other key building entrances <ul style="list-style-type: none"> - Access and legibility - Visual amenity - Informal relaxation/amenity - Public art RWH site entrances <ul style="list-style-type: none"> - Visual amenity - Access and legibility Key public realm and landscape settings | <ul style="list-style-type: none"> Key pedestrian/bicycle routes <ul style="list-style-type: none"> - Exercise - Access and legibility Community and leisure facilities (gym, post, oven) Boundary/edge landscape <ul style="list-style-type: none"> - Trees - Biodiversity (trees/shrubs/grassland) - Visual amenity - Microclimate (shade, air quality) Recreational open space (trident ground) <ul style="list-style-type: none"> - Informal relaxation/amenity - Visual amenity - Trees - Microclimate Main parking zones <ul style="list-style-type: none"> - Access and legibility - Trees Bicycle parking Outdoor Swimming Pool |
|--|---|

POLICY APPROACH SB18: ROYAL UNITED HOSPITAL

1. The Council supports the improvement of this essential healthcare facility, including the principles and proposed building programme, and proposals for car parking, as set out in its Estate Strategy 2014. The Council will work collaboratively and support the Trust in developing the updated Estate Strategy, and its associated Sustainable Transport Strategy, in delivering the District's healthcare clinical needs and estate renewal.
2. Development proposals will be expected to respond to and to implement the Green Infrastructure Plan principles as highlighted above.
3. Proposals for non-healthcare uses on former RUH land should provide evidence that the land will not be required for healthcare provision or car parking during the Plan period. Within this context the council supports the provision (C3) flats of a range of sizes and types, for use by key workers associated with the RUH
- 3a Development proposals will be required to have regard to the Sustainable Transport Strategy, once completed to the satisfaction of both the Trust and B&NES, and introduce, as necessary, measures that improve safe and suitable active travel routes, provide supporting infrastructure such as parking, wayfinding, hire facilities, showers and changing spaces, and manage car parking appropriately.

Development proposals in the vicinity of the Manor House must:

4. Be informed by a detailed heritage assessment and heritage impact assessment (to include listed buildings, undesignated heritage assets, archaeology, and landscape), both in terms of the specific site and the wider area. The Grade II* Manor House and its setting will require an especially sensitive approach to ensure that its significance is taken into account and both enhanced and better revealed. A heritage-led and contextual approach is therefore required.
5. Deliver biodiversity net gain of at least 10% in accordance with Policy NE3a. Opportunities to deliver 10% biodiversity net gain within the site curtilage, including the former kitchen garden to the north of the Manor House, should be fully explored and tested before any off-site measures are proposed.
- 5a. Protect and enhance existing landscape infrastructure and habitats within the site, including trees, hedgerows, grassland habitats, planting and landscaped garden areas. Protect all habitats from increased light spill.
6. Provide a minimum of one nest or roost site per residential unit, 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.
7. Examine the pedestrian and cycle routes between the site and key local facilities, and make appropriate necessary enhancements to ensure that walking and cycling

are the natural choices for local trips

LPPU Policy

SB24 - SION HILL, BATH - SITE ALLOCATION

Context

220f. The site is currently in use by Bath Spa University for educational purposes. The University's strategy is to focus development into two campuses; Newton Park and a new campus area around Locksbrook Road, with sustainable travel links between the two, and promoting 'walkable' campuses. This approach shall release sites such as Sion Hill for residential use.

220g. The site is located in a highly sensitive hillside location, within the City of Bath World Heritage Site, the Great Spa Towns of Europe World Heritage Site and Bath Conservation Area. The site has many layers of history prior to its development by Bath Spa University. There are known archaeological deposits in the area including Romano-British burials, an Iron Age site and the former site of St Winifred's Chapel and Well, the exact locations of which are not known. The site is the former ornamental landscaped garden of St Winifred's, a 19th century house built in 1803. There may be below ground remains of the property on site, and historic walls and railings survive in places around its perimeter. Multiple Grade I, Grade II* and Grade II listed buildings are located in the neighbourhood surrounding the site, Grade I listed buildings Somerset Place and Lansdown Crescent are located to the east. Lansdown Crescent is identified in the Bath World Heritage Site Statement of Outstanding Universal Value as an important example of a site which unifies urban and natural landscapes. Grade I listed Sion Hill Place is located to the north. Grade II* listed building Summerhill is located to the north of the site, and Grade II* listed Doric House is located to the south. In addition to this site allocation policy, proposals for development will be considered against other relevant policies in the Plan, including Policy HE1 (Historic Environment).

220h. There are currently two small car parks serving the site, with access from Sion Road to the north and Sion Hill to the south. There is no vehicular route through the site, although the site is bounded by roads on all four sides. Winifred's Lane runs in a north-south alignment to the east of the site. It is a steep, narrow lane restricted to one-way northbound, and is known to be used as a through route to Lansdown Road. There is no footway on Winifred's Lane and it is an unattractive environment for pedestrians and cyclists due to lack of facilities and traffic flows. There is an infrequent bus service on Sion Hill linking the site with the city centre, with more regular services available on Lansdown Road c.450m from the main building.

Vision

- 220i. The site is anticipated to deliver around 100 new dwellings, set within the existing built footprint of the buildings at the site.
- 220j. Any redevelopment proposal will ensure the protection and enhancement of the site's historic significance, sensitive landscape setting and ecological interests.
- 220k. There is scope through any redevelopment to enhance the site's walking and cycling opportunities close to and throughout the site, and potentially to deliver biodiversity net gain requirements on site through a combination of habitat enhancements and limited habitat creation (eg small urban orchard; allotments or rain garden).
- 220l. The area sits within an area of Bath which is currently undergoing consultation relating to Liveable Neighbourhoods. The aim of the scheme is to reduce the dominance of vehicles in residential areas while maintaining vehicle access to homes and businesses. It seeks to reduce traffic flows overall by making walking and cycling easier and more attractive than undertaking short trips by car. Liveable Neighbourhoods will look at the area as a whole, including through co-design with the local community, when considering the effects of changing routes available to traffic. The proposed development will have a role to play in facilitating, enabling and contributing to the Liveable Neighbourhood scheme for the Lower Lansdown area, and should not prejudice the Liveable Neighbourhood process or its objectives.

POLICY SB24: SION HILL

Development Requirements and Design Principles

Development proposals will:

1. Deliver residential development of around 100 apartments. The proposed market dwellings should provide 2+bed apartments.
2. Deliver high quality, contemporary and sustainable built form and architectural design, informed by the opportunities presented by the site's sensitive historic and landscape context, and existing habitats. In seeking to preserve or enhance this part of the conservation areas it is anticipated that development will be within the footprint of the existing buildings at the site, with no encroachment into sensitive landscape areas, and lower in height than the existing buildings.
3. Demonstrate that all reasonable opportunities to reduce the embodied carbon emissions associated with the development have been explored, including an assessment of the retention and conversion of the existing buildings, in whole or part. If conversion is not considered feasible, other significant opportunities to reduce embodied carbon emissions should be incorporated into development designs.
4. Optimise the solar energy potential of development by careful design and orientation.
5. Ensure that the landscaped garden area located to the south of the site, as depicted on

the concept plan, is designated as public open space.

6. Protect and enhance existing landscape infrastructure and habitats within the site, including trees, hedgerows, grassland habitats, planting and landscaped garden areas. Protect all habitats from increased light spill. 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.
7. Provide a minimum of one nest or roost site per residential unit, 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. All new garden boundaries should be permeable for hedgehogs.
8. Retain and enhance substantial boundary planting to protect both short and long views of the site from across Bath.
9. Provide a comprehensive network of walking and cycling public access routes through the landscaped gardens as broadly illustrated on the concept diagram. These will need to be designed to respect the landscape and historic sensitivity of the site. Vehicle and active travel access will need to be segregated. Development proposals will be expected to enhance the pedestrian and cycle environment for north-south movements, broadly along the alignment of Winifred's Lane at the eastern side of the site. This is likely to be through providing a route within the site, which is likely to require the relocation of the existing telecommunications unit at the junction of Sion Hill and Winifred's Lane, but options to reduce traffic flows and speeds along Winifred's Lane to make the route safe and suitable for pedestrians and cyclists should also be investigated, within the context of the objectives of the Liveable Neighbourhood Project. Routes through the site must include appropriate connections to the wider walking and cycling network, including safe crossings where necessary.
10. Development proposals must ensure safe and attractive walking routes to key destinations, including bus stops on Lansdown Road. A Transport Assessment for the site will be required to identify potential barriers for walking and cycling, and propose solutions as appropriate. Measures for investigation and delivery where necessary should include, but not be limited to:
 - a. Pedestrian crossing facilities over Lansdown Road in the vicinity of the junction with Sion Road;
 - b. Traffic speed reduction measures on Cavendish Road and/or Winifred's Lane; and
 - c. Improvements to cycle routes to the city centre, including options using alternatives to Lansdown Road.
11. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.
12. Ensure continued access to public sewer running from north to south of the site.

LPPU Policy



SB25 - ST MARTIN'S HOSPITAL - SITE ALLOCATION

Context

220l. The site is currently owned by NHS Property Services. Some areas of the site, namely the clinical buildings to the south-east, continue to play an important role in the NHS's clinical facilities requirement. However, some buildings within the site are expected to soon be¹ declared surplus to the operational healthcare requirements of the NHS by local health commissioners, therefore releasing these areas for use as housing.

220m. The site is historically sensitive. It is located within the World Heritage Site and has many layers of history prior to its development by the NHS. Records show that it may have once been used as a military barracks, before becoming a workhouse, and then a hospital. The main building within the complex, a former workhouse building, which has now been converted to apartments, is Grade II listed, as is the Chapel of St Martin, located to the north of the site. A nineteenth century paupers burial ground is also located within the site, and there are known archaeological deposits in the surrounding area.

220n. The buildings within the site which are due to soon be declared surplus to requirement for clinical use comprise Kempthorne House, Midford House, Ash House and Frome House. The latter is a modern single storey flat roofed building, and a large portacabin. The other three buildings provide an important narrative as part of the site's history, with regards to their hierarchy and design.

¹ Not yet declared surplus. AN to request info on timescales from landowner.

220o. Attractive landscaped areas throughout the site are considered important both visually and potentially in terms of biodiversity. There are many trees throughout the site, which require retention and protection, some of which are located very close to the footprint of the buildings.

220p. The site is located c.2.5km from the centre of Bath, and there is a reasonable range of local facilities within walking distance, including education, food retail and healthcare. The A367 Wellsway is located c.250m to the west of the site and offers access to regular bus services to the city centre within walking distance. Thus, the site offers reasonable potential for journeys to be made sustainably.

Vision

220q. The site will deliver around 50 new dwellings, whilst continuing to provide important clinical health care provision within parts of the site.

220r. Provision of new dwellings shall be achieved through conversion of Kempthorne House, Midford House and Ash House, and through the redevelopment of Frome House. Development proposals will ensure the protection and enhancement of the site's historic significance, and its valued landscaped areas.

220s. The development will capitalise on the location's potential for day to day trips to be made locally and on foot or by bicycle, with public transport being an attractive option for trips to/from the city centre. There is scope to improve the permeability of the site for pedestrians and cyclists, through the improvement of routes throughout the site, particularly joining Midford Road with Frome Road.

POLICY SB25: ST MARTIN'S HOSPITAL

Development Requirements and Design Principles

Development proposals will:

1. Ensure a comprehensive mix of uses across the site, comprising the delivery of around 50 residential dwellings, the continued use of the south-eastern section of the site for clinical health services, and use of the Chapel of St Martin for a use which conserves the heritage significance of the building. Any application for the conversion or redevelopment of buildings within the site to non-clinical uses shall be supported by evidence to show that they have been formally declared as surplus to the operational healthcare requirements of the NHS by local health commissioners.
2. Achieve the delivery of residential dwellings through the conversion of Kempthorne House, Midford House and Ash House, and the redevelopment of Frome House. Any scheme should be informed by a detailed, site-wide heritage assessment, which considers each of the individual buildings within the site, their context and relationship to each other, as well as other heritage assets, including the World Heritage Site, adjacent listed buildings, and undesignated heritage assets. The proposed subdivision and alteration of the buildings, and the design and layout of external areas shall be informed by this heritage assessment.

3. Deliver high quality architectural design in relation to both conversion and redevelopment, informed by the site's sensitive historic surroundings.
4. Retain and convert Kempthorne House, Midford House and Ash House, unless an objective and comprehensive heritage assessment is provided to justify demolition, with a clear evidence base to demonstrate that conversion is not feasible and / or viable.
5. Ensure that any residential use is developed using a comprehensive, site-wide approach, ensuring the existing and future clinical operations within the site continue to function effectively, particularly in relation to access and car parking arrangements.
6. Protect and enhance existing landscape infrastructure and habitats within the site, including trees, hedgerows, planting, and landscaped areas. Protect all retained connecting habitats from increased light spill. Any extension or redevelopment of existing buildings will be designed to ensure minimal to no encroachment into landscaped areas.
7. 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.
8. Provide a minimum of one nest or roost site per residential unit, 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, subject to provision of these features ensuring the conservation of the heritage significance of the heritage assets within the site. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.
9. Retain and enhance the existing network of pedestrian footways throughout the site and deliver measures to improve permeability and legibility for pedestrians and cyclists, including publicly accessible routes joining Midford Road and Frome Road. Ensure that such improvements are designed to respect the landscape and habitat infrastructure or heritage of the site.
10. Undertake Transport Assessment for the development proposals to understand potential traffic impacts on the existing network, and scope of mitigation. This must focus on the delivery of sustainable transport measures to provide opportunities for mode shift.
11. Examine the pedestrian and cycle routes between the site and key local facilities and make appropriate necessary enhancements to ensure that walking and cycling are the natural choice for local trips. This examination should include, but not be limited to the following:

- a. Improve access to Odd Down Sports Ground for pedestrians and cyclists through off-site contributions towards crossing improvements across Wellsway, and a new access to the Sports Ground;
- b. Upgrade to crossing over Frome Road at the entrance St Martin's Garden Primary School to include widening to accommodate shared pedestrian/cycle use;
- c. Midford Road cycle improvements between, and including, Clara Cross Lane and Path to Hansford Close; and
- d. Enhancements to Midford Road/A367 junction to improve road safety and sustainable accessibility.

12. Parking for bicycles and cars will need to be in accordance with policy ST7in, for both residential and clinical uses. Improved integrated parking solutions and car park management across the site should be investigated to maximise efficient use of land.

13. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

LPPU Policy



BATH'S UNIVERSITIES AND PRIVATE COLLEGES

221. The Council seeks to enable the continued success of The University of Bath and Bath Spa University and the contribution they make to the city's identity and profile.
222. The development of new academic space and student accommodation are matters that require policy direction in the Core Strategy. The Council is mindful that the growth in student numbers during the last decade has not been accompanied by sufficient on-campus study bedrooms and that the associated expansion of the student lettings market has diminished the 'normal' housing stock of the city. This is particularly significant given the relatively small size of Bath as a host city for two universities. The proliferation of Houses in Multiple Occupation (HMOs) in the Oldfield Park/Westmoreland area is the most visible consequence of the mismatch between the growth in students and on-campus development. Therefore Article 4 Direction removing the permitted development from residential (use class C3) to HMO (use class C4) was introduced in 2013.
223. The Council also understands that each institution needs to invest in its academic estate in order to continue to provide high standards. The approach of the Core Strategy is to enable the realisation of a better balance between the aspirations of each university, the concerns of communities and the overall functioning, performance and environmental quality of the city and its setting. The University of Bath's and Bath Spa University's work in preparing and consulting on estate and campus masterplans demonstrates the value of proceeding on a strategic basis and provides a framework for future development. The Information Paper on student numbers and accommodation considers the issues in more detail, provides a full assessment of the evidence that has led to the following policy approach and its likely impact. In summary, it is expected that the future increase in student numbers should be accommodated on campuses and allocated sites.
224. It is anticipated that this policy will enable the delivery of new on-campus study bedrooms to 2029/30 at a rate which broadly matches the growth of the student population. Based on estimated forecasts of growth.
226. No alterations to the Green Belt boundary beyond that previously made in the Local Plan are envisaged during the Core Strategy period. However, the nature of exceptional or very special circumstances is that they cannot be predicted and the Council will need to consider such circumstances, on their merits, at the time they are presented.
227. At the time of preparation of the Local Plan Partial Update, the Council received updated growth plans from both Universities. They are summarised in the separate Information Paper: Student Numbers and Accommodation requirements in Bath Update (Aug 2021). New private educational institutions e.g. language schools have also signalled a desire to increase their presence in the city.
228. The issues relating to the revised growth aspirations of both universities and private colleges and the resultant additional pressures on the housing market are

considered to be strategic matters that will be assessed and responded to as part of the wider housing requirement through the future Local Plan review.

Strategic Policy

POLICY B5: OFF-CAMPUS STUDENT ACCOMMODATION AND TEACHING SPACE

Off-campus Student Accommodation and Teaching Space

Proposals for off-campus student accommodation (whether in the form, C2, C4 or sui generis residential units) or teaching space (apart from at specific allocations) will be refused within the Central Area, the Enterprise Zone and on MoD land where this would adversely affect the realisation of other aspects of the vision and spatial strategy for the city in relation to delivering housing, and economic development (in respect of office, industrial, retail and hotel space).

Housing Market Impacts

Between 2011 and full Plan review the number of C3 dwellings permitted to convert to (Class 'N' Council tax exempt) C4 Houses in Multiple Occupation will be monitored and compensatory provision will be made if the achievement for 7,000 net additional dwellings for the city is at risk.

LPPU Policy

SB19 - THE UNIVERSITY OF BATH AT CLAVERTON DOWN (INCLUDING THE SULIS CLUB)

Context

229. Following the Robbins Report of 1963, which recommended immediate expansion of universities, the Bristol College of Science and Technology began to look at gaining university status. With the college rapidly expanding and no suitable site available in Bristol, the college was provided with a new home at Claverton Down. The first building on campus was completed in 1965 just a year before the Royal Charter was granted. It has since grown into a top flight British University for teaching, research, the overall student experience and has a strong international profile.
- 229a The University of Bath now employs about 3,500 staff, making it the second largest employer in the District. It has great expertise in the STEMM subjects: science, technology, engineering, mathematics and management, which are a particular focus for the West of England Local Economic Partnership (LEP). The education the University provides improves individual life chances and opportunities, and delivers highly skilled industry-ready graduates to the workplace. The University's growing research portfolio generates significant opportunities for investment and employment and the University's successful business incubation role is renowned globally. Its research also makes a significant contribution to our society and day to day lives, notably in addressing the challenges of the declared Climate and Nature Emergencies.

- 229b. The contributions the University of Bath makes socially and economically is strategically significant to the District and policy direction is to help secure the future of the institution and manage its growth in associated student accommodation in a way not detrimental to the normal private housing stock and existing communities. As set out in the 'Strategic Issues' (para 22), there is not enough land in the city to meet its assessed needs as identified by various evidence, therefore the Council has had to prioritise land uses to meet its general housing numbers and employment floorspace. Policy B1 7 facilitates provision of additional student accommodation and academic spaces on campus and Policy B5 does not allow student accommodation where this would adversely affect the realisation of other aspects of the vision and spatial strategy for the city in relation to delivering housing, and economic development (in respect of office, industrial, retail and hotel space).
- 229c. Therefore understanding the development capacity on the main Claverton Campus and maximising the potentials responding to the environmental context of the whole campus is essential. Following the adoption of the Placemaking Plan in 2017, the University has revised its masterplan in consultation with the Council and it forms important evidence base for the revised policy for the Claverton Campus.

Environmental and Policy Context

The Main Claverton Campus

230. The main Claverton Down campus is within The City of Bath World Heritage Site. Its western fringes adjoin the Bath Conservation Area as it extends to the top of North Road and Bathwick Hill. The slightly detached University medical centre is within the Conservation Area itself. The very extreme eastern tip of the campus (the bobsleigh training facility) adjoins the Claverton Conservation Area, and the Claverton Manor (Grade II) historic gardens and pleasure grounds. Directly to the north is Bathampton Camp Scheduled Monument, an early Iron Age hill fort of which the University campus forms part of its setting. The extensive Bathampton Down SSSI flows into the north fringe of the campus and a small geological SSSI exists along Quarry Road (the western approach to the campus). Other notable ecological issues relate to the Universities location close to the Bath and Bradford on Avon Bat SAC. Bushey Norwood (to the east) provides very important foraging for bats of many species, including those protected by the SAC designation and bats use routes around the universities perimeter. To the south, the University neighbours residential areas at The Avenue, North Road, Woodland Grove, and Beech Avenue.
231. Further, the campus is almost completely surrounded by the Cotswolds AONB, which in places flows into the campus itself. The Cotswolds AONB was extended in 1990 to include the valleys and plateaux around Bath. The wider topography and landscape of the Claverton Down/Avon Valley area is typical of the "Cotswolds plateaux and valleys" sub-type identified in the B&NES landscape character assessment SPD. The university campus was once an open plateau landscape firmly within this sub-type. However, with the progressive development of the university the character of this part of the plateau has been transformed. Moreover, since the extension of the AONB the character and appearance of the campus north of The Avenue has been subject to further heavy modification by construction of the buildings and enclosed pitches comprising the Institute for Sport as well as by the additional student accommodation just to the north of the AONB. This severely limits its present contribution to the qualities of the wider AONB.

232. The AONB within the campus contains the buildings of the Sports Institute, a running track, playing pitches (both to the north of The Avenue and to the south at St John's Field and Lime Kiln Field), a car park and tennis courts. In his report, The Inspector examining BANES Local Plan (2007) observed that "none of the areas exhibit the classic qualities of the AONB, although the playing pitches St John's Field and Lime Kiln Field make a greater contribution to the AONB since they have a more apparent undeveloped nature and greater affinity within the open plateau sub type of the AONB". Indeed, in respect of openness, St John's Field and Lime Kiln Field are that part of the main campus that remains within the Green Belt. Where the Green Belt was retracted in 2007 (to exclude the sports facilities and pitches to the north of the Avenue and the tennis courts to the west of Norwood Avenue) the examining Inspector also found exceptional circumstances for allowing University related development within the AONB within these locations. However, despite that in-principle backing, he advised that it was imperative that development within the campus be appropriately designed and landscaped in order to respond to the qualities of the wider of AONB. In particular, the design response would need to provide a sensitive edge to the campus in respect of Bushey Norwood and that a "landscape-led" approach should be a crucial guiding principle.
233. Within the core of the campus is a central landscaped area/parkland that is part of the original design concept and which is at the centre of a multi-functional green infrastructure network that flows through and around the campus. The whole campus is subject to a Tree Preservation Order, and some of the hedgerows on the site have been identified as important under the Hedgerow Regulations.
234. The main University campus is thus surrounded by a landscape of high environmental quality in terms of its natural beauty, historical context and setting, visual attraction and nature conservation value. Although the campus cannot be seen from the centre of Bath, its hilltop setting means that it is visible from a number of vantage points in the World Heritage Site and Conservation Area (e.g. from Alexandra Park). Extensive tree cover surrounds the campus and therefore, much of it still appears in harmony with its landscape setting. Given its topographical setting and generally harmonious relationship with the landscape there is significant sensitivity to the visual impact of any new developments on both long distance views and also from the Bath Skyline Walk, which passes through AONB/National Trust land at Bushey Norwood on the eastern boundary of the campus. Residential areas of the city also adjoin the campus, particularly to the south and there are amenity issues to consider when making planning policy. This context and sensitivity presents an environmental capacity for the further development of the main campus.

The Sulis Club

236. The Sulis Club is a 'satellite' recreational ground on the edge of the Claverton plateau with pitches, tennis courts and a clubhouse. It is also wholly in the World Heritage Site, Cotswolds AONB and Green Belt. It is neighboured to the east and west by the institutional buildings of Ralph Allen Secondary School and the HQ of Wessex Water. It also adjoins the Brassknocker SSSI. It was purchased by the University after the adoption of the B&NES Local Plan (2007), thus increasing playing pitch capacity from the 2007 baseline, which was a threshold for retained supply under that Local Plan. The purchase of the Sulis Club enabled the University to reduce playing pitch provision elsewhere on the non-green belt part of main

campus site if it chose to do so. To date this has not yet occurred to any significant degree.

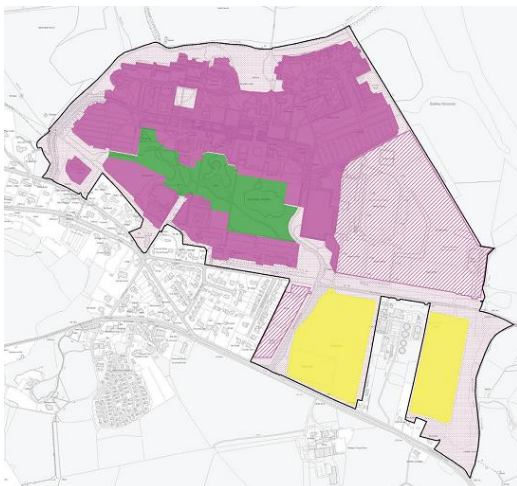
The area removed from the Green Belt (B&NES Local Plan adopted in 2007)

238. The B&NES Local Plan (2007) was prepared and adopted at the same time that the University was preparing its 2009 masterplan. It was concluded by the examining Inspector that the, as then, non-Green Belt part of the campus was unlikely to have the environmental capacity to deliver the space that was needed. He utilised the findings of the Universities Environmental Capacity Report (2000), the views of statutory consultees and other interested parties at the examination and his own judgement based on a number of site visits. It was also concluded that Government's priorities for higher education, the Universities legitimate aspirations in that regard, the spatial requirements for meeting those aspirations and the lack of genuinely available or operationally suitable off-campus non- Green Belt land, amounted to exceptional circumstances for removing land from the Green Belt and developing in the AONB.



Diagram21 : Green Belt (hashed line) and non-Green Belt (solid line) parts of the campus pre and post 2007

Superseded Development Framework Plan for Claverton Campus (SB19 Placemaking Plan 2017)



Local Plan Partial Update and new Masterplanning

246a. The original Placemaking Plan (adopted in 2017) provided a Development Framework (see superseded Framework) and an associated suite of design principles as well as clear criteria for consideration of specific development schemes within different parts of the campus. It also required a comprehensive study to explore how and whether any additional development could be taken forward responding to the environmental context of the whole campus, and how the enhancement of its environmental assets would be achieved. The Framework Plan provided a long term steer for change that can endure and within which there is flexibility.

246b. Following the adoption of the Placemaking Plan (2017), the University has prepared a new Masterplan that provides a vision of the future for the Claverton Campus. The purpose of the Masterplan is to enable the delivery of the development and infrastructure required to address the needs and expectations of its students and staff and to facilitate the University's sustainable growth in a manner that also enhances the unique beauty and environmental quality of the campus.

246c. The Masterplan is comprised of complementary building, movement, sport and green infrastructure strategies. In order to maximise the development opportunity within its environment it identifies:

- opportunities for conversion, redevelopment and extensions to the built form in the campus core;
- development opportunities and capacity on the existing main car parks, sports pitches and courts (outside of the Green Belt).
- the re-provision of these essential facilities elsewhere within the estate.

246d. The Masterplan reflects the parameters of the original Policy SB19 Development Framework Plan. It addresses the University's estate strategy and explains its capacity for further development, how its elements are linked and related infrastructure requirements. It was informed by the required evidence base including a Landscape and Ecological Management Plan, Visual Assessment, Transport Statement and sports facility analysis.

246e. It has been prepared in consultation with the Council, and forms part of the evidence base for the review of Policy B5 and Policy SB19 in the Local Plan Partial Update. Revised Policy SB19 provides more detailed requirements and parameters to facilitate sustainable growth on Claverton Campus.

246f. All applications for major development would benefit from early engagement with the Council's Development Team pre-application process. The pro-active planning of the campus between the Council and the University will likely result in the most efficient and sustainable outcomes, not only for the campus itself, but for its setting and the city as a whole.

Climate Action Framework

246g. In May 2020 the University declared a climate emergency and adopted a Climate Action Framework that addresses the University's climate impact as an organisation, and how it can impact the agenda through its core mission; research, and teaching and learning. The University has an important role to play in conducting world leading climate emergency

related research and in educating students to become future leaders and innovators with the skills and experience to respond to the climate crisis.

246h. The University has committed to the targets of being net zero carbon in Scope 1 and 2 emissions by 2030, and Scope 3 emissions by 2040.

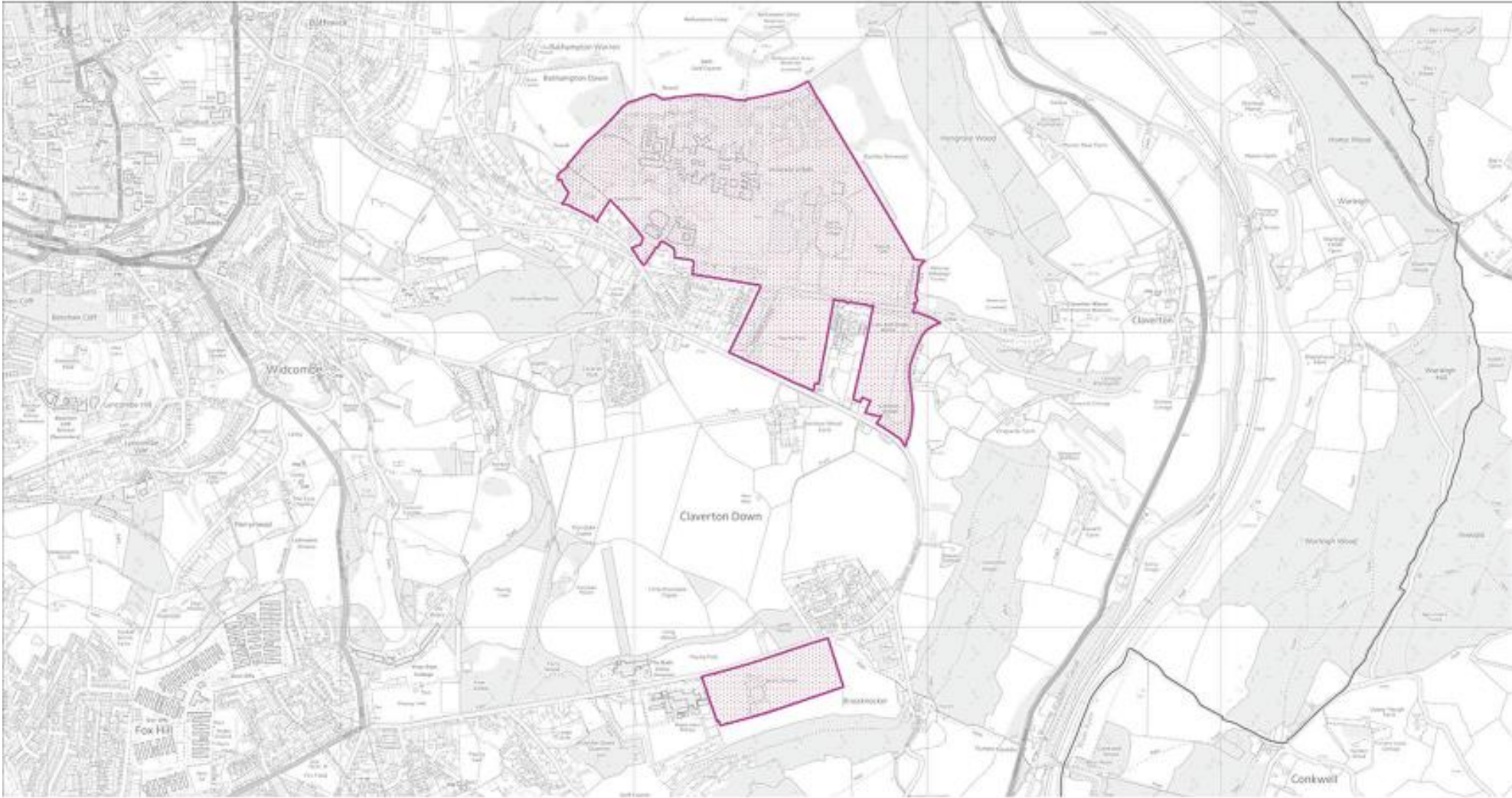
Scope 1 covers direct greenhouse gas emissions from sources owned or controlled by the University.

Scope 2 covers indirect emissions from electricity consumed by the University which it does not generate itself.

Scope 3 covers the other indirect emissions that occur upstream and downstream, associated with the University's activities, including carbon emissions generated from commuting, business travel, procurement, waste, water and construction.

246i. This will require significant increase in the pace and ambition of current actions to meet the challenge of transitioning to a net zero carbon campus, alongside supporting behavioural and cultural changes through engagement with its own community.

SB19 University of Bath Claverton Down site boundary



POLICY SB19 UNIVERSITY OF BATH AT CLAVERTON DOWN

Development Framework Plan

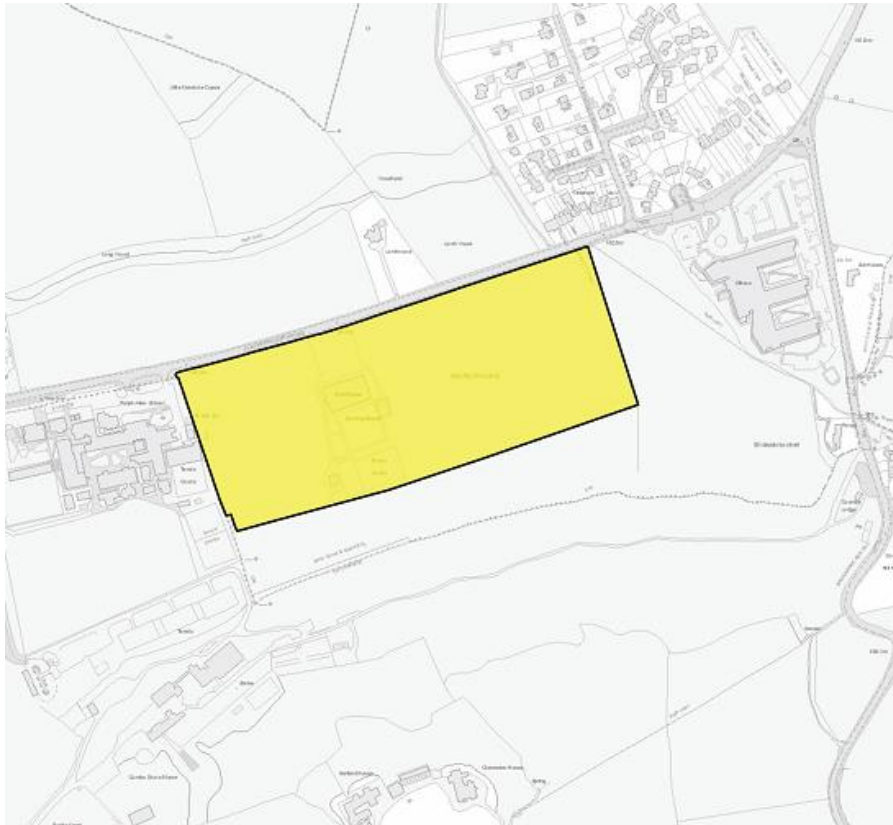
Claverton campus

New Development Framework Plan

Diagram 28 Claverton Campus



Sulis Club



Development Framework Plan

The following development principles and parameters will ensure that the development capacity of the Claverton Campus is optimised within the context of the environmental constraints in seeking to provide around 870 study bedrooms and 48,000 sq.m. of academic, research and support space, together with associated infrastructure to address the University's potential long-term development needs.

1. The areas of pre-existing development

Redevelopment or new development for university related uses in areas of pre-existing development including academic, research, support, residential, the sports training villages, car parking, service areas or fringe areas of the University Park is supported in principle subject to other policy considerations.

University related uses include space for learning, research and allied business incubation and knowledge transfer, conferences, university administration, IT, sports, health, creative arts, social, recreational and catering purposes, academic related retailing (e.g. a bookstore) and additional student residential accommodation.

On-site convenience retailing of a proportionate scale to serve the needs of the academic and student community will also be considered as a university related use.

2.The area for new academic, research and support buildings (Area 1: current East Car Park)

The surface car parking will be replaced by academic, research or support buildings set within the existing movement network that is required to maintain access to neighbouring uses.

The height of the buildings will respond to their immediate setting, with the western-most blocks to be up to 5 storeys (around 22.5m high including rooftop plant) and the eastern-most block to be up to 3 storeys (around 15m including rooftop plant).

The eastern block will be set back from the campus boundary to provide space for additional tree planting to bolster the existing perimeter vegetation. Careful design of the buildings will be required to ensure that the impact on the adjacent bat corridors (in terms of light spill) and on views from Bushey Norwood (through the careful design of facades and massing) is minimised.

3.The area for new student accommodation (Area 2: currently eastern playing fields)

The rationalisation of the sports pitches and car parking on the campus will allow the surface car parking and grass pitches in the eastern playing fields to be replaced by the development of student accommodation blocks.

The buildings will extend towards the new 3G sports pitch in the south east corner of the campus and will be limited to 4 storeys (around 13m high plus rooftop plant) to reduce the visual impact of the massing in views from Bushey Norwood.

Careful design of the buildings will be required to limit light spill on to the adjacent bat corridor and help assimilate the buildings into their surroundings.

The buildings will be set back by a minimum of 25m from the campus boundary and positioned perpendicular to the eastern campus boundary to reduce light spill and provide space for supplementary tree and hedge planting along this edge. This will include a tree belt of minimum width 10m running along the western side of the boundary footpath and extending the green corridor southwards to meet the existing small copse.

4.South Car Park (Area3)

A new multi storey car park will be constructed on the footprint of the existing surface car park to provide up to 1,000 parking spaces, accessed from the service road to the south.

It will have a split-level arrangement (into northern and southern sections) with 5 levels to the north and 4 levels to the south, with a half storey change between levels. The maximum height of the structure will be approximately 12m (as parts of the lower deck could be set below the existing ground levels). It will have a roof to reduce light spill.

The eastern extent of the existing car park will be returned to landscaped open space to widen the green link through this part of the campus.

The north facing façade will be carefully designed to provide a sympathetic backdrop to the central parkland area.

The southern edge of the multi storey car park should not adversely affect the residential amenity of properties to the south.

5. West Car Park and academic, research and support building (Area 4)

The existing surface car park and internal planting areas will be replaced by a multi-storey car park to provide up to 700 spaces accessed from Quarry Road to the north. The maximum height of the structure will be approximately 9m. It will have a roof to reduce light spill.

A tree belt approximately 15m wide will be provided on the western/north western side of the new decked car park to tie in with the existing mound and planting. This will provide additional screening of the buildings in views from the city to the west.

The car park will be flanked by an academic, research or support building on its eastern edge providing an active frontage to the adjacent open space and campus buildings. The building will be limited to 4 storeys (up to 19m including any rooftop plant) so that it sits alongside and below the existing campus buildings when viewed from the west.

The facades and rooftop plant of both the car park and building will be carefully designed so that they can be successfully assimilated into views from the west and ensure that light spill is minimised.

A new open space will be located between the building and the adjacent 10W building, providing a key focal point at the western end of the campus, close to the nearby drop-off area and Polden PBSA. Footpath links across this space will provide improved connections to the public footpath route running along the south western edge of the campus and extending west towards the city.

6. Redevelopment of 2 South

The building height will be limited to 2 storeys (approximately 8-9m) to reflect the massing of the existing building and ensure that it does not harm the amenity of the residential properties to the south.

The south and west facades and fenestration will be carefully designed to limit light spill on to the adjacent bat corridors and help assimilate the buildings into their surroundings and to create a positive backdrop to a key pedestrian entrance into the campus.

7. Green Infrastructure and Landscape (the University Park, Green corridor and green open space)

The landscape and Green Infrastructure on the Campus comprises the University Park, informal open areas and woodland. It directly contributes to the environmental character and quality of the campus and is a key asset for the University. The University Park has an important landscape setting and green infrastructure function to the many developed parts of the campus. It should remain as an undeveloped yet enhanced open space as the remainder of the campus intensifies.

The park will be enhanced by improving the connectivity between its different parts, improving legibility and way-marking, and encouraging a more dispersed pattern of use. Enhanced access to the park will help to provide a connection with nature and bring mental and physical health/well-being benefits.

The landscaped buffer along the eastern boundary of the campus will be further enhanced with additional tree planting to mitigate the potential impact of the development proposals on Bushy Norwood and the wider AONB and to strengthen the existing bat corridor.

The green corridors around the perimeter of the campus will be retained as a continuous green ribbon around the campus which includes public rights of way and links to the wider network of public footpaths and bridleways.

8. Sports facilities

The grass pitch provision on St John's Field and Lime Kiln Field in the southern part of the campus will be retained and the lacrosse pitch to the west of 1S & 2S will also be retained in situ.

The loss of playing fields resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location consistent with national policy (NPPF para 99b). The provision of a 3G pitch would meet that requirement by significantly increasing the capacity and quality of the pitch provision across the campus. Responding to environment and health related concerns, a precautionary approach must be taken and a completely recyclable pitch and natural crumb will be required unless it is demonstrated not to be feasible.

The boundary habitats will be retained with an appropriate buffer and maintained as dark corridors to ensure continued use by horseshoe bats. Light spill levels onto sensitive habitats should not exceed lux level thresholds as defined in current best practice. That will be achieved by new floodlighting (potentially with the replacement of existing flood lighting) being designed to comply with the relevant standards and, if necessary, the provision of additional screening.

The 3G pitch is located in the AONB and the opportunity will be explored to use the required earthworks and additional planting to screen / filter views of the pitch and related infrastructure.

The Tennis Courts on Norwood Avenue will be retained in situ. The clay pitches will, however, need to be relocated to the car park area to the east of the running track in order to facilitate the student residences development.

9. Access and Movement

In accordance with the University's Climate Action Framework, future growth will be

accommodated without increasing car trips, facilitating the use of sustainable modes of travel.

An improved Arrivals Area will provide an improved image and sense of arrival/departure around the bus terminus.

Improved footpath and cycle links and facilities will connect the existing pedestrian and cycle access off North Road and public footpath routes to the west to key destinations within the campus.

The use of the two existing vehicular access points to the campus will be maintained.

Sulis Club

Outdoor Sports area - Proposals for development will be judged against national planning policy within the NPPF, including that relating to AONBs and Green Belt, as well as the World Heritage Site and its setting and Outstanding Universal Values. For the Sulis Club this enables the appropriate redevelopment of previously developed land, within the parameters set by the NPPF.

General Development Principles

a Development on campus should contribute to the full spectrum of the University's needs, including academic space, all the accommodation space that is needed for the growth in the intake of first years from 2011 and a major share of the accommodation space that is needed for their subsequent years of study.

b In all circumstances, development should optimise the efficient use of developable land within the campus to maximise its floorspace within the constraints that are present, and whilst achieving good design. The siting, orientation, height, scale and massing of buildings, the landscaping response and the design of the spaces between buildings shall be determined having regard to the criteria in this policy and of other relevant policies in the Development Plan. The flexibility and adaptability of buildings will also be assessed in determining the overall quality of design.

c In all circumstances development will be assessed to determine the degree to which it affects the significance of the Bath World Heritage Site (by reference to the Bath World Heritage Setting SPD), the Bath Conservation Area, the Claverton Conservation Area, the Claverton Manor Historic Garden and the Bathampton Down Scheduled Ancient Monument (including by affecting their settings) and great weight will be given to their conservation and enhancement.

d In all circumstances where development would be visible to views from within the Cotswolds AONB (at Bushey Norwood, Bathampton Down, and Claverton Down, or from within the Limpley Stoke Valley at places such as Warleigh and Conkwell), it should respond to this context and its visual impact must be moderated with a suitable design response including suitable (immediate and longer term) mitigation measures, including any opportunities to enhance the AONB. Impacts on the AONB will need to be evidenced in an LVIA, the scope of which should be set out in consultation with the LPA, Natural England and the Cotswold Conservation Board.

e If under the terms of the NPPF in respect of Green Belt and AONB, development were to be evidenced as being acceptable in principle within the Green Belt or AONB through the demonstration of very special circumstances at St Johns Field, Lime Kiln Field or at the Sulis Club, all general design principles will continue to apply in order to achieve good design and mitigate harm.

f The implementation of the campus GI Strategy and Landscape and Ecological Management Plan (which will be updated periodically) is required to enhance the Green Infrastructure within the campus.

New development proposals should identify how Green Infrastructure, landscape and ecological assets within and around the development site have been satisfactorily addressed, any harm minimised / mitigated, and where appropriate enhanced, or localised green infrastructure linkages provided.

Biodiversity will also be improved through the strategies set out in the Landscape and Ecology Management Plan, including the introduction of a more varied grassland management regime, introduction of wildflower species, installation of invertebrate refuges and nest boxes, and exploring opportunities for introducing small wildlife ponds.

Provide a minimum of swift brick per 6 sqm of wall, mounted near the roof, in clusters of three or more, 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.

g) Travel demand to and from the campus will be actively managed through the University's academic offer and operations, the provision of PBSA on-campus and by enabling and encouraging the use of sustainable modes of travel. A campus-wide approach is required including the implementation of an up-to-date Travel Plan, that should include suitable measures which reduce the demand for car parking on the campus. The operational level of car parking (about 2,200 spaces) should be maintained or reduced to avoid additional car trips and to protect the patronage and viability of sustainable travel modes. Proposals for decked parking as part of the reorganisation of the parking supply and optimising development capacity on the campus should include provision for blue badge, ULEV and bicycles (including ebikes).

h Apart from the Area 2 (current Eastern field playing field) which is identified for redevelopment following the rationalisation of the playing pitches and the provision of a 3G pitch, the loss of publicly accessible playing pitch capacity to other types of development will only be permitted if that capacity is replaced elsewhere within the city or its immediate environs. Any reduction in non-publicly accessible capacity is a matter for the University as it weighs this resource against its overall institutional and campus priorities.

i In all circumstances lighting shall be designed to minimise the amount of dusk to dawn illumination on the campus and light spill from the campus to moderate the impact of development on the AONB, the significance of the World Heritage Site and protected species (bats).

Other Matters to be addressed

j. Proposals for further first year student accommodation should set out how the University expects the consequent follow-on accommodation needs will be met and how this is compatible with the overall sustainable development of the city.

SB20 - BATH SPA UNIVERSITY AT NEWTON PARK

Context

247. The occupation of the Newton Park campus for educational purposes began in 1949, when The Manor House became home to the Bath Teacher Training College. This subsequently merged with the Bath College of Domestic Science in the 1970s to form Bath College of Education. Subsequently, in the early 1980s the Bath Academy of Art also became part of Bath College of Higher Education. In 1992 the College was granted degree-awarding powers and in 1997 it became Bath Spa University College and in 2005 Bath Spa University when it was granted full university status. The University leases its campus land from the Duchy of Cornwall, which itself purchased Newton Park Estate in 1949. That the University does not own its campus land generates additional complexity in relation to its future development. The landowner, legitimately, has a view on the extent to which new development should be countenanced.

Environmental and Policy Context

249 Bath Spa's Newton Park Campus sits within the core of a registered (Grade II*) historic parkland 'of outstanding interest' and includes a Scheduled Monument (St Loe's Castle). There are three Grade I listed buildings (The Manor House, Castle, and Castle Gatehouse); one Grade II* listed building (the Stables); and one Grade II listed building (the Dairy). The walls to the Italian Garden are also listed (Grade II*). The wider parkland beyond the campus also contains part of the Wansdyke Scheduled Monument and other listed buildings. Indeed, Historic England's latest good practice guidance on the setting of heritage assets (March, 2015) uses a photo of the campus on its cover. Ecologically the campus hosts a number of lesser horseshoe bat roosts, which forage in the surrounding parkland. Both campus and the parkland in which it sits are within the Green Belt.

250 The majority of the previously developed part of the campus was previously defined as a MEDS (Major Existing Developed Site in the Green Belt) in the B&NES Local plan (2007). The NPPF does not retain this terminology, but paragraph 89 retains the concept of the acceptability of developing on previously developed land in the Green Belt. The general extent of the campus is identified on the Policies Map (an inset of which is reproduced above) but this is not all previously developed land. The determination of whether a specific area within the campus is previously developed will be made at development management stage and this issue should be raised at the time of a pre-application submission.

POLICY SB20: BATH SPA UNIVERSITY, NEWTON PARK CAMPUS

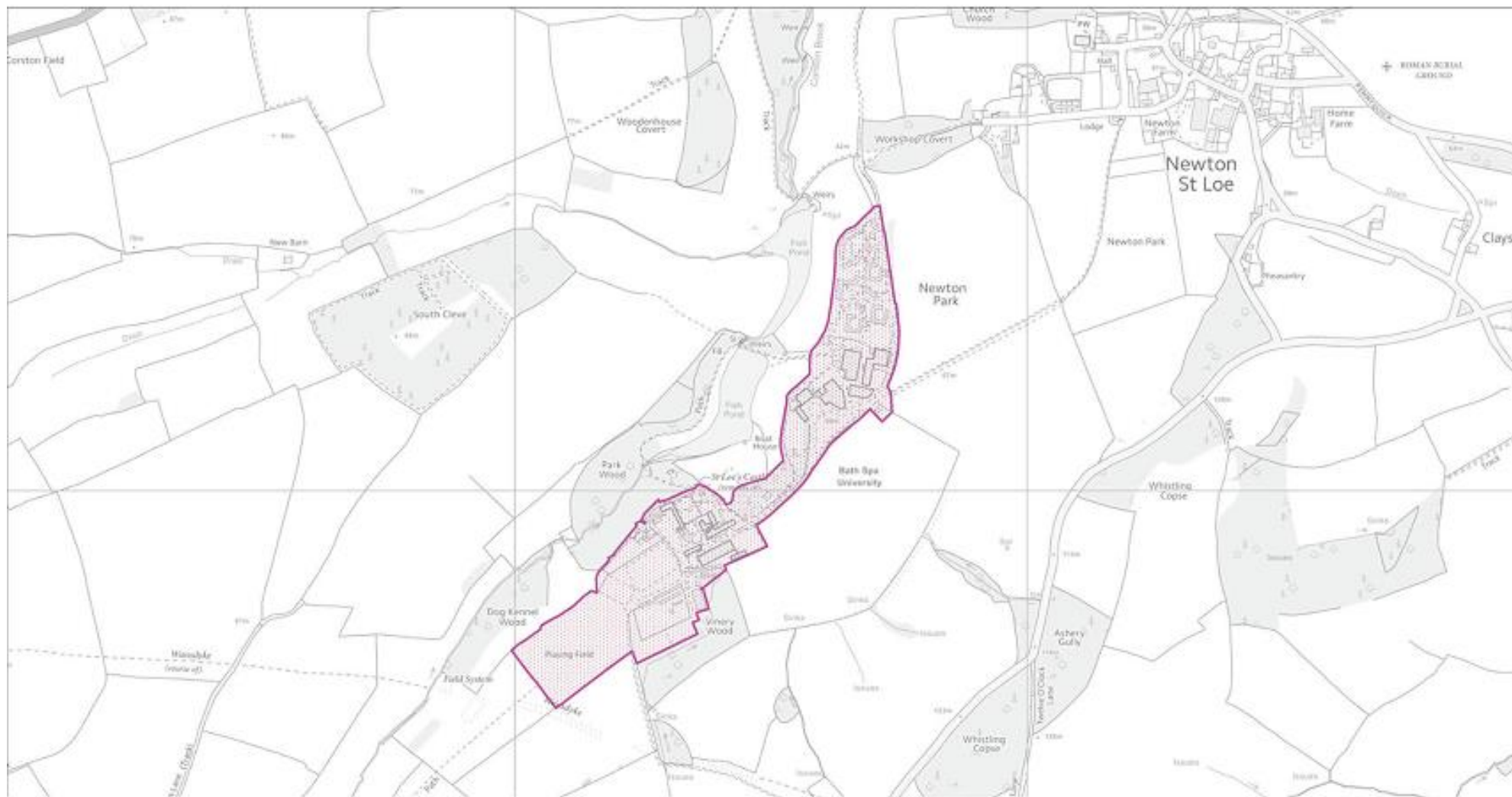
1 Proposals for the redevelopment of previously developed land at the Newton Park Campus will be determined against paragraph 89 of the NPPF. This enables

- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development.
- 2 Development on undeveloped land in the Green Belt will require very special circumstances to be demonstrated. These should be presented with the context of a strategic framework for the University's entire estate and should show that there is no reasonable and deliverable alternative outside the Green Belt, as well as assessing the degree of harm that would be caused to the Green Belt.
 - 3 In all circumstances development proposals should have regard to the Development Plans policies on conserving and enhancing the historic environment. Where the use of Green Belt land would enable a rearrangement of uses within the estate (including via demolition) that would better reveal the significance of its heritage assets, this may form part of a very special circumstances case.
 - 4 Development should protect and sustain the presence of protected species on site (including lesser horseshoe bats, for which there are roosts within the campus, and great crested newts).

Placemaking Plan Policy

SB20 - Bath Spa University at Newton Park



DEVELOPMENT ON THE EDGE OF BATH

251. In order to meet the need for additional housing within the District during the Plan period development needs to take place at two locations on the edge of Bath: on land adjoining Odd Down and MoD, Ensleigh, Lansdown. At Odd Down, land is removed from the Green Belt. Policy B3A allocates land here for residential led development and a revised detailed Green Belt boundary is defined. Policy B3A also outlines the place-making principles to be met in delivering the development. The place-making principles are illustrated on a concept diagram for the site.

252. National planning policy makes it clear that when altering Green Belt boundaries a long term view needs to be taken to ensure that boundaries endure beyond the plan period. Where necessary this can include plans identifying areas of safeguarded land to meet longer term development needs. At Odd Down environmental sensitivity and the need to minimise harm means that there is no scope to identify safeguarded land for the longer term.

Strategic Policy

POLICY B3A: LAND ADJOINING ODD DOWN, BATH STRATEGIC SITE ALLOCATION

Land is removed from the Green Belt as shown on the Key Diagram and Policies Map and allocated for residential development and associated infrastructure during the Plan period.

The requirements that need to be met to enable development are set out in the Placemaking Principles, Core Policies and indicated on the Concept Diagram. The Placemaking Principles, being site specific, take priority over the Core Policies.

Placemaking Principles:

1 Residential led mixed use development (to include 40% affordable housing) of around 300 dwellings, in the plan period. The site should be developed at an average density of 35-40dph. The figure of 300 dwellings is not a cap on development if all the placemaking principles can be met

2 Preparation of a comprehensive Masterplan, through public consultation, and to be agreed by the Council, reflecting best practice as embodied in 'By Design' (or successor guidance), ensuring that it is well integrated with neighbouring areas.

3 Provision of Green infrastructure including multifunctional green space (formal, natural and allotments); well integrated Sustainable Urban Drainage Systems and habitat, pedestrian and cycle connectivity within the site and to the surrounding area.

4 Include new Public Rights of Way and provide enhanced public access within the site and connecting well to the surrounding area.

5 A Landscape and Ecological Mitigation Strategy and Management Plan is required, as part of the Masterplan, to ensure satisfactory mitigation and protection to include:

Ecological Requirements

- Protection of dark skies to the south and east of the location including zones of no artificial light adjacent to the protected tree belt and other ecological features retained or created within the site and

in adjacent grazing lands. Light spill should be limited to no more than 1 lux (equivalent to

a moonlit night)

- Retention and cultivation of planting features and off-site habitat including the retention of hedgerows and tree belts, as indicated on the Concept Diagram
- Safeguard skylark interest, through adequate mitigation or off-site compensation
- New woodland planting along the southern boundary of the plateau, particularly to the east of Sulis Manor within the site and (ii) off-site within the plateau in order to strengthen bat foraging and flight links with Horsecombe Vale
- A recreational strategy to minimise harm to adjacent grazing regimes and habitats
- Particular attention is to be given to ensure satisfactory mitigation and or compensation as appropriate of protected species and their habitat (including Priority Species).
- Particular attention is to be given to ensure satisfactory mitigation and or compensation as appropriate of protected species and their habitat (including Priority Species).

Landscape Requirements

- Retention and protection of existing trees and significant hedgerows by inclusion within public open space and enhance hedgerows by provision of additional planting
- Protect the tree belt on the southern edge of the site and enhance with additional planting to ensure visual screening of the site from views to the south
- Avoid or minimise detrimental impacts on (and provide enhancements to important landscape features and significant views):
- the Cotswolds AONB
- South Stoke Conservation area and its setting
- The character of the Cam Brook valley and Sulis Manor Plateau
- The character of South Stoke and Combe Hay Lanes
- Midford Road and the Cross Keys junction including maintaining open rural views over the plateau
- The Wansdyke Scheduled Monument
- Medium and long distance views such as Upper Twinhoe and Baggridge Hill

6 Seek to conserve the significance of heritage assets. As part of the Masterplan the following should be addressed:

World Heritage Site

- The Southern boundary of the site should remain undeveloped to limit the visibility of development in wider views. An acceptable southerly extent of development and appropriate building heights will need to be established as part of the Masterplan.
- The Easterly extent of development and appropriate Eastern boundary treatment should be established as part of the Masterplan.
- Control light pollution to protect the visual screening of the site from views to the south.

Wansdyke Scheduled Monument

- Within the allocation, avoid built development in the field immediately to the south of the Wansdyke. To mitigate impacts, tree planting should be retained as indicated on the Concept Diagram.
- A Management Plan setting out a strategy for the long-term and effective management of the monument including detailed measures for its positive enhancement will be developed in consultation with English Heritage and form part of any development

proposals. This should include a recreational and movement solution which serves the new community and minimises harm to the Scheduled Monument.

- Limit development height and density in more prominent areas, such as higher ground and development edges.
- Limit lighting column heights to that of the development to minimise vertical features within the view from the Wansdyke.

South Stoke Conservation Area

- Limit the height and/or density of development closest to South Stoke Conservation Area to avoid harm to its setting.
- Provide a sensitively designed and improved pedestrian/cycle link, following the desire line to Cranmore Place/Frome Road to allow access to Threeways School and the Supermarket.

Sulis Manor

- Incorporate Sulis Manor and garden into development sensitively, retaining the framework of trees, and considering the conversion/retention of the Manor House and/or a low density development

7. In relation to transport, the following apply:

- Provide vehicular access, and junction enhancement, to facilitate access to the site from Combe Hay Lane.
- Provide an additional access for emergency vehicles.
- Provide pedestrian and cycle links with Sulis Meadows Estate and Sulis Manor; limited vehicular access from the estate is acceptable (subject to detailed design and location) but is not a requirement.
- Links to the National Cycle Route 24 and Two Tunnels should be facilitated.
- Provide a sensitively designed and improved pedestrian/cycle link, following the desire line to Cranmore Place/Frome Road to allow access to Threeways School and the Supermarket.
- Provide a safe and attractive pedestrian/ cycle link to the Odd Down Park and Ride from the site.
- Ensure sufficient car parking in the vicinity of St Gregory's School to meet the school's needs

8. Contributions will be required to facilitate the expansion of St Martin's Garden Primary School.

9 The provision of additional local employment will be supported at Manor Farm, through conversion and redevelopment.

10 Retain and/or enhance the Odd Down Football Club (Football Pitches, Clubhouse and changing facilities, play area, local market and car park) either:

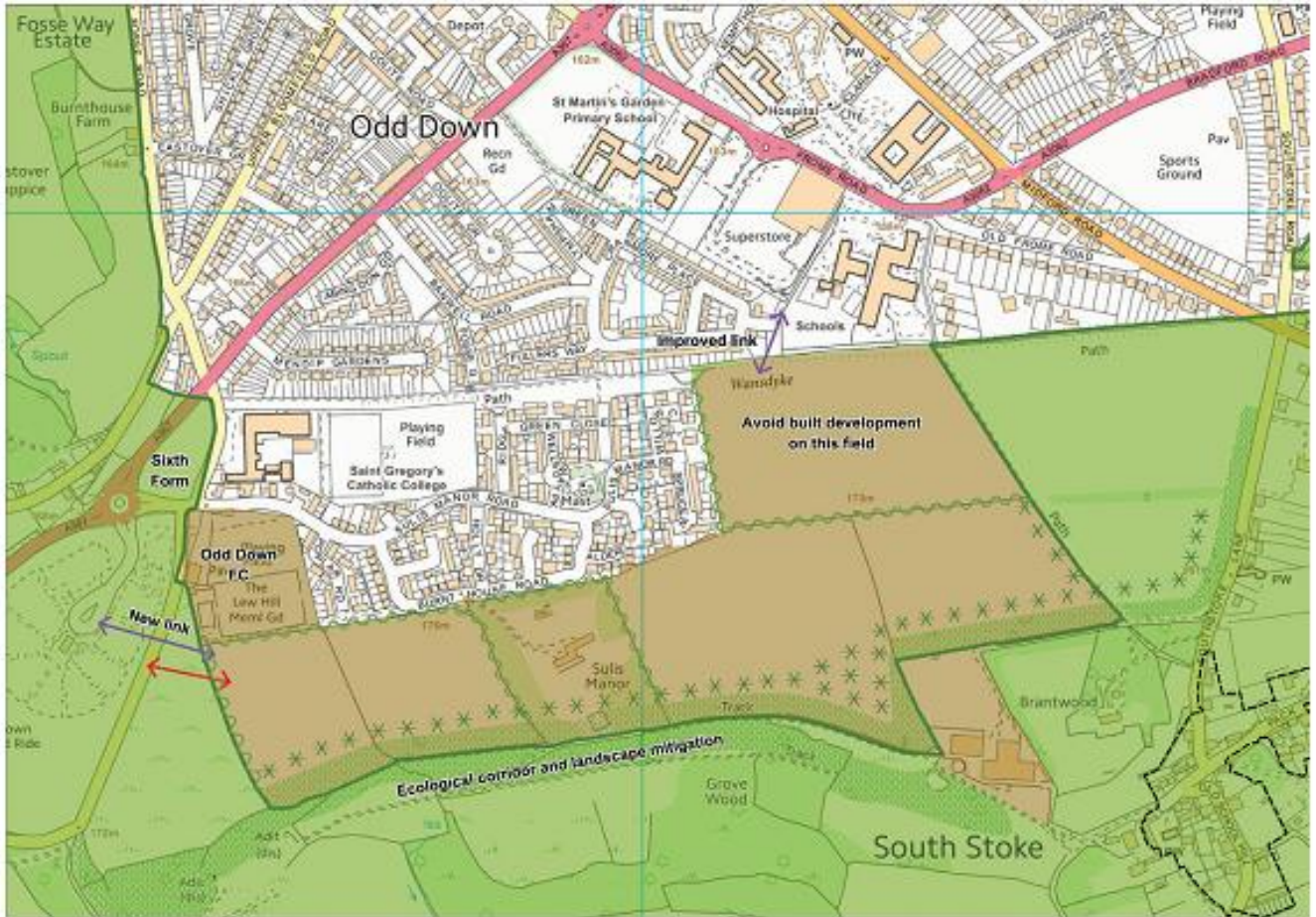
- (i) in its current location; or
- (ii) by re-providing the Football Club with an equivalent facility within the area

11 Localised areas of land instability must be either avoided or addressed with appropriate remediation.

DIAGRAM 22
CONCEPT DIAGRAM
FOR LAND AT
ODDDOWN
STRATEGIC SITE
ALLOCATION

KEY

- Green Belt
 - Strategic Site Allocation
 - Pedestrian and cycle link
 - Primary vehicle access
 - Housing Development Boundary
 - Retained hedgerow and trees
 - Retained vegetation
 - Additional Green Infrastructure
- © Crown copyright. All rights reserved (100023334) (2010)



SB26 PARK AND RIDE SITES

Context

252a. Policy ST6 (Park and Rides) will be updated within the Local Plan Partial Update to expand its scope to include a new multi-modal interchange model. This policy will be renamed 'Transport Interchanges'. It is intended that ST6 will apply to existing sites, and to any new sites identified during the Plan Period where delivery of a multi-modal interchange would support the sustainable operation of the transport network.

252b. Existing Park and Ride sites at Odd Down, Newbridge and Lansdown are currently located on the edge of Bath, within the Green Belt. In order to facilitate the expansion of their scope to provide facilities relating to a multi-modal interchange, the sites will be removed from the Green Belt, and allocated for this use.

252c. The Local Plan Partial Update provides exceptional circumstances to support their removal from the Green Belt.

252d. This allocation sets out the development requirements associated with the future development of the three park and ride sites, following their removal from the green belt. Odd Down Park and Ride site meets the criteria for designation as a SNCI and will be designated through the Local Plan Partial Update.

Vision

252e. Following removal from the Green Belt, Odd Down, Newbridge and Lansdown Park and Ride sites will be transformed into multi-modal transport interchanges, with the aim to co-locate sustainable transport opportunities to create choice and opportunities for lower emission travel, including, but not limited to, into and out of key urban areas.

252.f By providing affordable, convenient and comfortable travel options across various modes from a single location, transport interchanges aim to enhance the integration of the transport network across the region and address gaps in the existing public transport network. This is likely to result in reduced greenhouse gas emissions, opportunities for improved health and well-being, reduced car dependency and congestion.

Strategic Policy

POLICY SB26: PARK AND RIDE SITES

Development Requirements and Design Principles

Development proposals at Odd Down, Newbridge and Lansdown Park and Ride sites will be expected to:

1. Deliver multi-modal transport interchanges, the appropriate uses for which include, but are not limited to, safe and secure cycle parking; electric bike hire and charging; micro mobility such as e-scooters; walking infrastructure and wayfinding; electric vehicle charging; last mile freight consolidation; and coach parking and interchange with a range of public transport services including the integration of local bus services.
2. Incorporate renewable energy provision that is compatible with the primary function of these sites as multi-modal transport interchanges.
3. Ensure the continued use of the sites for Park and Ride purposes, as far as is necessary to achieve the aims of the Council's wider transport strategy, with additional facilities provided to enable interchange, complimenting the Park and Ride service.
4. Be contained within the areas of the sites removed from the Green Belt, and that are

allocated for Transport Interchange use as specified on the Policies Map.

5. Provide built form of an intensity, scale and massing appropriate to the sensitive landscape setting of the sites, minimising visual impact from the surrounding areas. Any development should be informed by a Landscape Visual Impact Assessment for each site, taking into consideration potential impact on Areas of Outstanding Natural Beauty and other sensitive landscape features.
6. Deliver high quality architectural design, informed by the sites' sensitive landscape surroundings.
7. Be informed by an ecological survey of each site to ensure key habitats and features of ecological value are retained and enhanced. This is an absolute requirement for the Odd Down site which is known to support a colony of Small Blue butterflies. The areas of calcareous grassland shown on the policies map must be retained and enhanced, and where feasible buffered with supporting habitat.
8. Protect and enhance existing green infrastructure and habitats within the site, including all trees, hedgerows, and grassland habitats. Flightlines and foraging routes to be protected from light spill.
9. At Odd Down the Biodiversity Net Gain focus should be on increasing the area and improving quality of calcareous grassland priority habitat and maintaining suitable conditions for the Small Blue Butterfly (and other invertebrate interest) across the car park.
10. Facilitate safe walking and cycling routes through the sites, with connections to the surrounding countryside and into the City.
11. Explore and deliver measures to improve the environmental quality of Green Belt land adjoining the sites, with a focus on improvement and / or the expansion of existing habitats.

LPPU Policy





INFRASTRUCTURE AND DELIVERY

Infrastructure

253. The delivery of the Bath spatial strategy will need to be supported by the provision of necessary infrastructure. The key infrastructure requirements as identified in the B&NES Infrastructure Delivery Programme IDP) are summarised in table 5. These are supplemented by infrastructure requirements included in the District wide sections. The IDP also includes a number of desirable infrastructure items (see paragraph 2.49) Infrastructure planning involves an ongoing process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured additional items may be added to the IDP or their status may be upgraded or altered.
254. In order to successfully realise the development potential of the Central Area and the Enterprise Area, parallel enabling investment will be needed. Transportation and flooding and land remediation are three key areas requiring specific mention.

Transportation

255. The Council's Transport Strategy for Bath is one of reducing the use of cars for travelling to and within the city, by progressing improvements to public transport and making walking or cycling within the city the preferred option for short trips. This will be achieved through a variety of measures including:
- Bath Transport Package - comprising a range of measures including three extended Park & Ride sites; upgrading nine bus routes to showcase standard including upgrades to bus stop infrastructure and variable message signs on key routes into the city displaying information about car parking availability
 - Improvements to the bus network through the Greater Bristol Bus Network major scheme including key routes from Bristol and Midsomer Norton,
 - Rail improvements, such as the electrification of Great Western Railway mainline by 2016; the new 15 year GWR franchise (including the Greater Bristol Metro Project); and increasing the capacity of local rail services travelling through Bath Spa rail station, improving ease of access to and attractiveness of rail travel to and from Bath
 - The West of England authorities (including B&NES) have been awarded Local Sustainable Transport Fund key component funding for a number of measures and also been invited by the Department for Transport to submit a major bid to the Local Sustainable Transport Fund for £25.5 million.
 - Creating a more pedestrian and cyclist-friendly city centre through the introduction of access changes on a number of streets and expansion and enhancement of pedestrian areas.
 - Other improvements to walking and cycling infrastructure through the Councils Integrated Transport annual settlement and the implementation of 'Smarter Choices' for transport e.g. Proposed Change Reason for change through the development of travel plans for new and existing sites and the expansion of car clubs.

- Seeking to reduce nitrogen dioxide levels in Bath by, for example, reducing the level of heavy goods vehicle (HGV) traffic in the city through:
 - i the continued support & promotion of the Council's Freight Consolidation Centre for deliveries to central Bath; and
 - ii by implementing traffic management measures.
- Creation of one or more Park & Ride sites on the eastern side of the city to reduce commuter traffic.
- The disused rail line between Brassmill Lane and Windsor Bridge, Bath is safeguarded as a Sustainable Transport route for non-motorised forms of transport (with the exception of mobility scooters). It will provide a high quality and safe cycling and pedestrian route through to Western Riverside that extends the Bristol to Bath Railway path, the Two Tunnels Greenway, and provides a wider choice of sustainable transport routes for local communities to efficiently connect to the city centre and to Bath's Enterprise Area.
- The provision of this route will be complementary to the current riverside path. It will help to reduce pressure and potential conflict between cyclists and pedestrians, and enable the riverside to be properly enhanced as an environmental asset and an important part of the city's green infrastructure network. This will help to redefine the image and identity of the Western Corridor as an economically prosperous area that complements the offer of the Central Area, is set within a high quality natural environment, and is accessed by a comprehensive sustainable cycling and pedestrian network.

256. To complement these public transport and cycling/walking improvements the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases.

257. The proposals set out above will help to enable the programme of development set out in the spatial strategy to be delivered in a way that minimises travel related environmental and air quality harm whilst providing convenient and sustainable access within the city.

257a. The scope of the Local Plan Partial Update in terms of transport is limited to updating Policies to reflect the Climate Emergency Declaration, and relevant inputs to site allocation policy. It is not appropriate for the LPPU to fully redraft transport related text within the Place Volumes, as the Development Plan is not the reference document for transport strategies, plans or programmes, This means that some references within the Place Volumes are dated. The Journey to Net Zero sets out Bath and North East Somerset Council's future ambitions, vision and objectives for transport in Bath.

Flood Risk Management for the Central Area and the Enterprise Area

258. A number of potential development locations fall within Flood Zone 3a and 2. A Flood Risk Management Strategy has concluded that there is no comprehensive strategic solution for reducing peak flow through Bath which is both technically and economically viable. Measures assessed included the raising of defences along the river channel and deepening of the river channel.
259. Following the Flood Risk Management Strategy, the Hydraulic Modelling (Bath Flood Risk Management Project Feb 2013 by Black & Veatch) was prepared. The impact of raising the key development sites in the Central Area and the Enterprise Area in Bath is a loss of conveyance, rather than a loss of flood storage. It recommends, where necessary, to raise all the development sites and the access/egress routes (or raise defence walls) and implement conveyance mitigation measures.

Land Remediation in the Central Area and Western Corridor

260. Addressing land remediation within the Central Area and Western Corridor in relation to industrial and utilities uses, including the decommissioning and removal of the Windsor Gas Holder Station is an essential prerequisite to the redevelopment of Bath Western Riverside and its environs.

The desirable infrastructure items of importance to the city include:

- Green infrastructure: river corridor, formal and informal green spaces and allotments.
 - Safer and improved routes for pedestrians and cyclists.
 - Smarter Choices Measures, including measures such as:
 - Travel Plans - new development to be required to contribute to improvements identified by School Travel Plans
 - Community Transport
 - Encouraging car sharing e.g. via car clubs
 - Working from Home
 - Re-provision of any sports pitches or other facilities where triggered by development.
 - District heating infrastructure
 - Delivery
261. The Council working in conjunction with West of England partners, the Homes & Communities Agency, and other agencies, has developed a Delivery & Infrastructure Investment Framework for the subregion covering the period 2010-2020. A Delivery & Infrastructure Investment Plan for 2010/11 has been agreed. This process has been known as the "Single Conversation".
262. The Central Area plus Western Riverside (referred to as Bath City Riverside) is identified as an important location for delivering the aspirations for the West of England. Investment needs to be made into a number of key infrastructure schemes including flood alleviation, land assembly, remediation and affordable housing. In

total £27.6m of public investment will be needed to ensure that these matters are addressed.

263. Delivery of the strategy and infrastructure required to support it will be facilitated by the planning framework summarised below:
- Planning Obligations SPD
 - Placemaking Plan
 - Community Infrastructure Levy

Table 2: Summary of Key Infrastructure in Bath

IDP Ref	Key Infrastructure	Phasing	Cost	Funding and Delivery
BI.1	<p>Transport Proposals for Bath:</p> <ul style="list-style-type: none"> • New showcase bus corridors • Extended park and ride sites • Upgraded bus stop infrastructure on 9 service routes • Safe routes for pedestrians and cyclists • Other essential transport links and improvements 	2011-16	£31.85m	Bath Transport Package accepted into 'development pool' of schemes by DfT. Final bid to be submitted for funding to DfT in September 2011. DfT decision anticipated in December 2011.
BI.2	Improvements to Flood Defences of Bath City Centre and Riverside	2010-	Not quantified	
BI.3	Public Investment into Bath Western Riverside	2010-15	£27.6m	Homes and Communities Agency Funding through the West of England Single Conversation: West of England Delivery and Infrastructure Plan.
BI.4	Improvements to Bath Train Station and Enhanced Service Frequency from Bath and Oldfield Park to Bristol	2017-2020	£19.7m for Greater Bristol Metro Rail Project	Network Rail with Bath & North East Somerset Council. Evidence included in the Great Western Mainline Route Utilisation Strategy (2010). The Council Will continue to press for this urgently needed investment through its Memorandum of Understanding with the Rail industry.