

PROJECTS AND PROJECT IDEAS

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QUICK GUIDE TO THE PROJECT PAGES

Some of the items are existing projects, at various stages of development, while others are at concept stage.

The following pages include a summary of 35 project ideas that have been derived to revitalise the waterways of the River Avon and the Kennet & Avon Canal in Bath & North East Somerset. The ideas have been identified and derived through:

1. Consultation and dialogue with the 4 project partners, key stakeholders and the general public during 2016-17;
2. Consideration of studies and technical evidence gathered by the WaterSpace partners over recent years;
3. Analysis of the results of Boater Surveys, Focus Groups and 1:1 interviews with commercial enterprises and volunteer bodies undertaken during 2016.

The projects listed include low cost projects that can be delivered by volunteers or on a small budget, as well as big ticket infrastructure items, commercial projects and ideas that can be encouraged through regeneration and development. The WaterSpace Partnership has focused on the project ideas that the partners can directly support or champion, or which involve their assets or relate to their fields of influence.

The material submitted by third parties, as part of the “call for ideas” process has also been included and developed within many of the project pages. Many, but not all, of these ideas have found their way into the Study itself. We have sought to prioritise ideas which best matched with the Study aims and aspirations, and which gained the agreement of all four partners.

The summary matrix list all of the projects and project ideas and summarise how they meet a number of factors.

OWNERSHIP

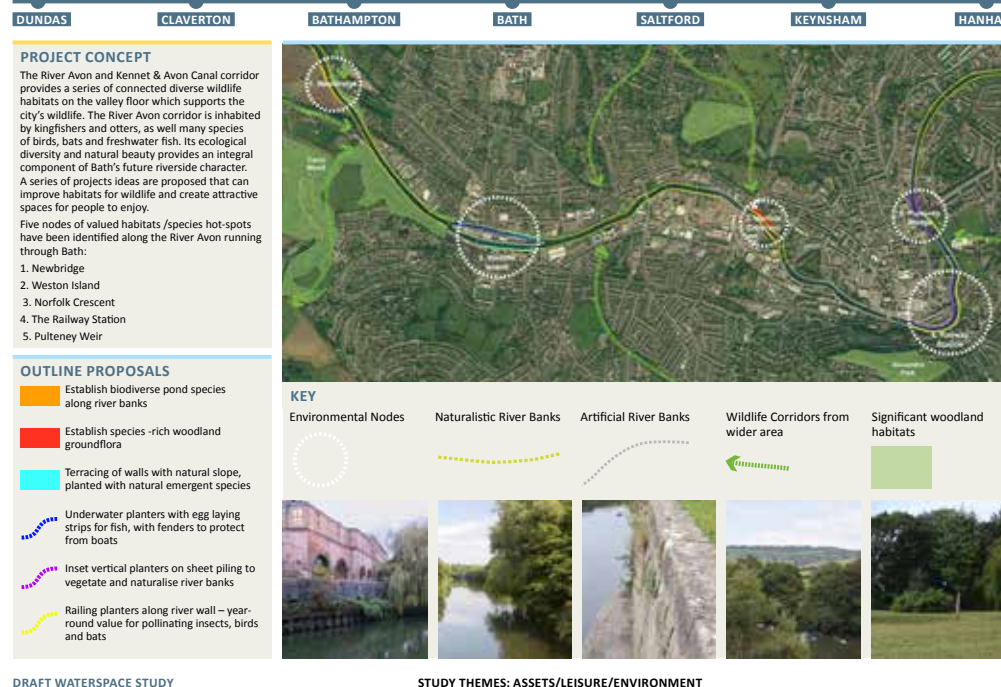
Projects which relate to land owned by the project Partners (Environment Agency, B&NES Council, Canal & River Trust and Wessex Water) is flagged. Additionally where there is third party land involved this is noted. In many cases projects involved more than one landownership. Most projects relate to assets in the control of the partners, at least in part.

- + Detailed asset maps are included in **Appendix 1**.
- + The full “call for ideas” responses from stakeholders are included in full in **Appendix 6**.
- + Key references to background evidence and further technical information is summarised in **Appendix 10**.

STUDY THEME

The WaterSpace Study theme which the project idea relates to is summarised here – multi-beneficial projects are sought wherever possible.

W1. WILDING THE RIVER (1/4)



Project Idea pages each have a similar layout and style to make them easy to read and accessible.

NEXT STEPS

The WaterSpace Partnership has developed an action and funding plan for 2017-22 (Appendix 12) which identifies which of these projects will be given priority.

Other organisations, will be seeking to champion and take forward some of the other projects, and we will work to support this. While delivery and funding for some of the project ideas is already secured and underway, other projects are at a more conceptual stage.

QUICK GUIDE TO PROJECT PAGES

PROJECT FACTORS

Project

Development Status

This section summarises how far proposals have progressed in terms of design and development. Some are early stage concept project ideas, whereas others are projects being implemented and/or are on-site. The following broad categories have been devised and it is noted that there may be more than one stage of design to achieve within each category, many projects have changed status over the last year, this summary is correct as of March 2017:

● **One Dot** = Concept/ Design idea – requiring a feasibility report or further development to be taken forward.

●● **Two Dots** = Detailed Design (pre-planning) allowing for a review of options and in need of further development.

●●● **Three Dots** = Full design, ready to implement.

Funding Status

This section summarises the funding status of each project idea, is some cases the costs are well defined and the project has full or part funding. In other cases, particularly where the project is more conceptual there may be no funding or cost scoping undertaken. The following broad categories are identified:

Fully funded;

Part funded (with for example a proportion funding secured via contribution from new development);

No funding

+ More detail on the current funding and delivery status of various projects can be found in the FUNDING AND DELIVERY section of the WaterSpace Study.

Cost Score

The capital cost of projects has been estimated for a number of the schemes for which a design can be clearly determined, however there will be assumption relating aspects of the scheme which cannot be defined at the time of design such as services, professional fees and exclusions such as VAT. These have categorised as follows:

Low – Projects less than £100,000

Medium – £100,000 to £500,000

High – £500,000 +

Environmental Score

The benefit to wildlife and biodiversity can be captured to some degree, however in most instance a desk study can reveal potential constraint and opportunities for each project. In some instances there will be requirements for Habitat Stage 1 Survey work which will in turn highlight the need for species specific surveys to inform the assessment or planning processes.

Low – Site has little or no biodiversity and/ or few opportunities to provide environmental enhancement.

Medium – Some environmental value to be protected and/or moderate opportunities to provide environmental enhancement

High – High environmental value to the site or asset requiring specialist advice and/or major opportunities for environmental enhancement.

Community Score

This indicates the degree to which the project has current support or awareness.

Low – Limited consultation to date or stakeholders unknown.

Medium – Stakeholders are known and a programme of consultation has occurred.

High – Project is actively promoted and has community support.

APPROVALS AND CONSENTS

There are a series of approvals or factors that may affect a given project, these are as follows:



Planning Permission – outline and detailed consents/reserved matters submissions and discharge of conditions.



Listed Buildings – a site factor that may require Listed building consent.



Environment Agency – approval or consents, often for works within 8 metres of a main river.



Canal and River Trust consents, for example in relation to moorings and riverside uses.¹



Wessex Water – Approvals for abstraction or licensing.

A dot denotes that the above approvals and consents are required.

¹In the case of Canal & River Trust Approval. In all cases the following consents would be needed:

- Canal & River Trust consent as landowner, which will only be granted where consistent with the requirements of the Charities Act 2011. It should not be assumed that inclusion of a scheme in this strategy will guarantee that the Trust's consent as landowner will be granted.
- Marinas wishing to connect to the Trust's canal system will require a connection agreement.
- 3rd parties will need to follow the Trust's Code of Practice for Works Affecting the Canal & River Trust, and obtain the Trust's consent, in order to ensure that our assets are protected.
- Agreement through the network access agreement process that new moorings, marinas or restoration schemes would not adversely impact on the Trust's ability to maintain our levels of service or adversely affect navigational safety, amongst other things. See: <https://canalrivertrust.org.uk/media/original/24335-water-resources-strategy.pdf> and <https://canalrivertrust.org.uk/media/original/27629-environmental-framework-document.pdf>.
- An agreement with the Trust will be needed for moorings on its waterspace. Applications will be assessed against the policies for mooring along the banks of our canals and rivers in place at the time.
- The Trust is a statutory consultee in the planning process and will consider how applications affect its assets and waterway users.

PROJECTS & PROJECT IDEAS – WHOLE STUDY AREA

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PROJECT & PROJECT IDEAS – WHOLE STUDY AREA

Project No. Project Name

		Ownership	Themes						Project Factors					Consents & Approvals				
		Project Partners (Canal & River Trust, EA, Wessex Water)	Third Party	Asset and Asset Management	Moorings and Navigation	Leisure and Recreation	Environmental Enhancement and Water Quality	Development and Regeneration	Development Status	Funding	Cost Score	Environmental Score	Community Score	Planning approval	Listed Buildings	Environment Agency	Canal and River Trust	Wessex Water
W1	Wilding the River								•	Part funded	Low	High	Low			•	•	•
W2	Standard Mooring Details & Advice								•	Part funded	Low	Low	Low	•			•	
W3	River Avon Bat Habitats & Mitigation								••	Part funded	Medium	High	Medium	•			•	•
W4	River Safety								•••	Part funded	Medium	Low	High			•	•	
W5	Friends of the River Park & Maintenance Opportunities								•	Funded	Low	High	High			•	•	•
W6	River Events, Walking & Arts Projects								••	Part funded	Low	Medium	High				•	•
W7	Invasive Species Management								•	No funding	Low	High	Medium			•	•	•
W8	River Movement Network								•	No funding	Medium	Low	Medium		•	•	•	
W9	Mooring Provision								•	No funding	Medium	Low	High	•		•	•	
W10	Boater Facilities								•	No funding	Low	Medium	High		•	•	•	•
W11	Floating Markets								•	Part funded	Low	Low	High				•	
W12	Renewable Energy								•	No funding	Medium	High	Medium	•	•	•		
W13	Angling Improvements								•	Part funded	Medium	Medium	Medium	•		•		

The project ideas above, relate to multiple locations within the WaterSpace Study area, and can be applied in numerous locations.

W1. WILDING THE RIVER (1/4)

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PROJECT CONCEPT

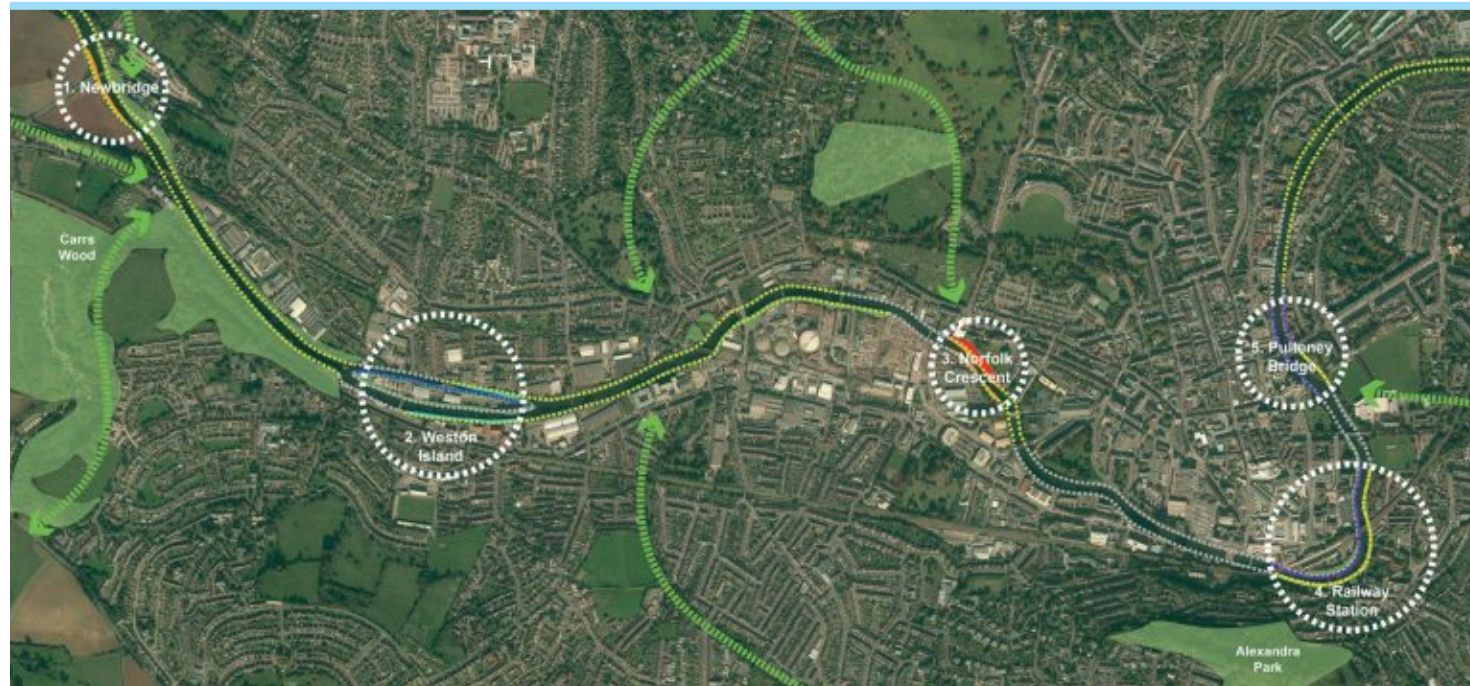
The River Avon and Kennet & Avon Canal corridor provides a series of connected diverse wildlife habitats on the valley floor which supports the city's wildlife. The River Avon corridor is inhabited by kingfishers and otters, as well many species of birds, bats and freshwater fish. Its ecological diversity and natural beauty provides an integral component of Bath's present and future riverside character. A series of projects ideas are proposed that can both improve habitats for wildlife and create attractive spaces for people to enjoy.

Five nodes of valued habitats /species hot-spots have been identified along the River Avon running through Bath:

1. Newbridge
2. Weston Island
3. Norfolk Crescent
4. The Railway Station
5. Pulteney Weir

OUTLINE PROPOSALS

-  Establish biodiverse pond species along river banks
-  Establish species – rich woodland groundflora
-  Terracing of walls with natural slope, planted with natural emergent species
-  Underwater planters with egg laying strips for fish, with fenders to protect from boats
-  Inset vertical planters on sheet piling to vegetate and naturalise river banks
-  Railing planters along river wall – year-round value for pollinating insects, birds and bats



KEY

Environmental Nodes



Naturalistic River Banks



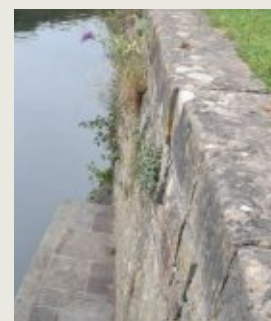
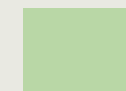
Artificial River Banks



Wildlife Corridors from wider area



Significant woodland habitats



W1. WILDING THE RIVER (2/4)

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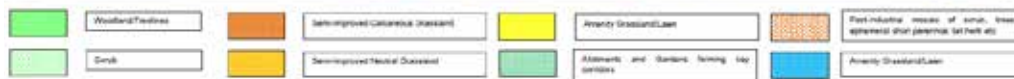
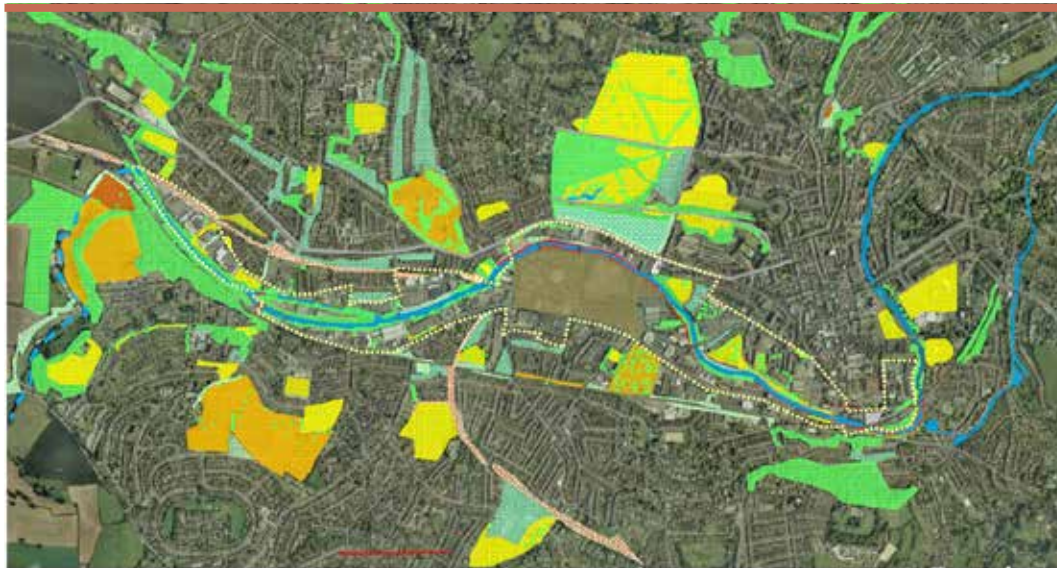
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SPECIES FOUND IN BATH'S ECOLOGICAL NODES



Otters



Kingfishers



Horseshoe Bats



Yellow Water Lily



Lodden Pondweed



Cormorants

OVERALL ISSUES & OPPORTUNITIES

Development along the river corridor requires careful management so as to not put the habitats that the river provides under threat. A focus on the key nodes identified would help to enhance the ecological and amenity value of the entire river corridor.

In some areas where there is less wildlife activity, there are opportunities to improve biodiversity, whilst introducing measures to enhance and protect existing wildlife hotspots.

1. NEWBRIDGE

- Confluence with Newton Brook & River Avon
- Naturalistic river banks
- Key site for Otter and Kingfisher population
- Issues relating to Himalayan Balsam invasion



KEY PROPOSALS



Management of invasive species



Establish biodiverse pond species along river banks (riverine species)



An Otter ledge can be provided to reduce the likelihood of otter road mortalities and increase the permeability of the river for this species.

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2. WESTON ISLAND

- Mix of naturalistic and sheet piling banks
- Site for Kingfishers, with some sightings of Otters attracted by fish
- Key site for Cormorants
- Presence of rare Lodden pondweed
- Woodland with overhanging branches providing feeding spots for birds



KEY PROPOSALS



Underwater planters with egg laying strips for fish, with fenders to protect from boats



Terracing of natural bank, planted with natural emergent species

3. NORFOLK CRESCENT

- Riffle feature opposite Norfolk Crescent at low flows
- Silt banks support rare Lodden pondweed and Yellow Water Lily
- Frequent Otter sightings
- Overgrown woodland groundcover dominated by Hedera helix, reducing biodiversity



KEY PROPOSALS



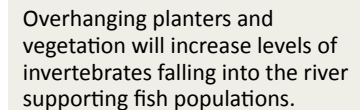
Establish biodiverse pond species along river banks



Thinning of dense undergrowth and establish species-rich woodland groundflora

KEY PROPOSALS

- Constantly aerated water and calm adjacent backwater
- Frequent sightings of Otters and Kingfishers
- Presence of Yellow Water Lily
- Horseshoe Bat roost



W2. STANDARD MOORING DETAILS & ADVICE (1/2)

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Moorings and boating activity can create a vibrant river and canal environment and bring visual interest and natural surveillance. This project seeks to explore new opportunities to create new and better manage existing moorings for residential and some business uses. Increasing the number of moorings would also take pressure off angling platforms which come under pressure in the absence of safe egress points. Typically, moorings fall into a number of categories:

- Long term moorings for a vessel (not necessarily an implied residential use);
- Residential moorings, used as a person's sole long-term residence;
- Visitor and short stay moorings occupied by a succession of vessels; and
- Casual Mooring where boats tie up anywhere along the towpath or riverbank (except in prohibited areas).

Residential moorings, where boaters are able to moor their boats on a long-term basis and live on them, should not be confused with moorings used by boaters living on the waterways as continuous cruisers.

This project aims to outline the opportunities to create new/improve existing moorings of all types. When considering the design and implementation of moorings the following criteria will be supported:

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- Proposed location and number of moorings and suitability for the capacity proposed;
- Mixed moorings to encourage different usage, vessel size and type and durations – a mix in a single location is often preferable;
- Well serviced moorings with access to basic facilities within a reasonable proximity;
- Moorings which support built and natural heritage and biodiversity;
- Support for water based public based transport and water taxis in accessible locations;
- Moorings with safe access, that do not impact unacceptably on navigation, safety, water resources and service standards or waterways operations;
- Moorings with appropriate management arrangements;
- Moorings which promote the waterways and diversity of use and/or act as a catalyst for regeneration and support emerging riverside projects;
- Use of consistent, clear, low key and well sited information signage and detailing in terms of mooring fixtures appropriate to the location and waterside edge conditions.
- Moorings for safe use when the river is in spate will be supported (on river), where they can be sensitively sited.

CASUAL MOORINGS

Casual Mooring are where boats tie up anywhere along the towpath or riverbank for up to 14 days. Some areas of the waterways have prohibited no mooring areas, for example, where there is a safety or operational reason for 'no mooring' or where a private land owner does not permit mooring. Much of the River Avon is private land and in which case mooring is not permitted unless by consent of the landowner.

RESIDENTIAL MOORINGS

AINA (2011) provide guidance on whether planning permission is required for residential mooring, however, it is for the Local Planning Authority to determine this on a case by case basis. There are no specific mooring standards, but services should be provided within a reasonable cruising distance. Parking and access issues, are common planning concerns linked to residential moorings and would be considered as part of a planning application process.

MARINAS

Marinas often include moorings of different types. Including leisure, residential, and commercial boats. Typically there is a combination of offline (within basin) and online (on waterway) moorings. The Canal & River Trust has a specific information relating to proposals for new marina development: <https://canalrivertrust.org.uk/business-and-trade/inland-marina-development-guide/our-application-process>

CREATING THE OPPORTUNITY FOR BUSINESS MOORINGS

The Canal and River Trust aim to increase visitors to the waterways by looking at opportunities to expand waterbourne businesses which add richness and diversity to the river environment.

A dedicated Business boating Team assist entrants to boating businesses. New projects to set up businesses on the towpath or other Canal & River Trust land can be made to: customer.services@canalrivertrust.org.uk <https://canalrivertrust.org.uk/business-and-trade/boating-business>

Business boating uses include:

- Statutory safety boats, maintenance and club boats;
- Boatyards providing services to boaters that include boat building, repairs, servicing, brokerage, fuel sales, sewage and refuse disposal, chandlery, dry dock hire, trade plates;
- Cargo carrying in accordance with freight regulations, this may apply to a roving trader;
- Non-navigational exhibit boats are boats that are owned by or formally on loan or associated with a recognised canal museum, society or visitor attraction.
- Boats operated by charities and community groups, used primarily for community or educational uses;
- Fixed location trading boat, statically moored boat selling goods or services and for example, could be a cafe, restaurant, office, hairdressers, gallery or shop.
- Maintenance workboat, these are for boats that are used exclusively for qualifying waterway maintenance work.
- Recreational and tourism related boats such as skippered hotel boats, skippered passenger self drive hire, boats, private charters, water taxi/ bus services.

The Business boating process also considers applications for a lease for residential moorings on the Canal & River Trust's waterspace.



W2. STANDARD MOORING DETAILS & ADVICE (2/2)

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Canal & River Trust Business Mooring for Cafe at Bathampton.



Bath Marina – An example of a Marina facility with a combination of offline and online moorings, operated on a leaseholder basis on Council owned land.



Canal & River Trust Pontoon Moorings at Widcombe, Bath.



W3. RIVER AVON BAT HABITATS & MITIGATION (1/2)

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PROJECT CONCEPT

During 2016-17, 12 months of intensive Bat Survey have taken place within the Bath Enterprise zone.

This has provided new data to help us understand how bats use the River Avon, their patterns of behaviour and prevalence. There is an opportunity to use this data to create design guidance to inform new development within the Bath Enterprise zone and to look more strategically at opportunities to enhance their habitat and provide necessary mitigation.



Horace the Horseshoe Bat on the River Avon – Animation, created for B&NES Council (2016)

BAT SPECIES ACTIVE IN BATH'S RIVER CORRIDOR

Bath has a unique mix of old buildings with underground cavities, leafy parks, and is connected by the river Avon corridor, promoting easy access to the countryside beyond. There is also a network of mines in the surrounding hills which support their habitat. Surveys carried out in the River Avon corridor show that 14/18 species of bat found in the UK are found in the river corridor, including:

- Common pipistrelle – Our smallest and most common species
- Soprano pipistrelle – Pipistrelle bats roost commonly in houses
- Nathusius' pipistrelle – These bats can migrate long distances in autumn
- Noctule – Our biggest bat – see them flying high over fields
- Leisler's bat – A rare species, similar to the noctule and which roost in trees

- Serotine – Another big bat with a wingspan up to 30cm!
- Daubenton's bat – The 'water bat' which can hunt for insects just above the water's surface
- Natterer's bat – Can scoop insects up with their tail!
- Whiskered – DNA studies have found that this may actually be a group of several species
- Brown long-eared – Its ears are almost as long as its body!

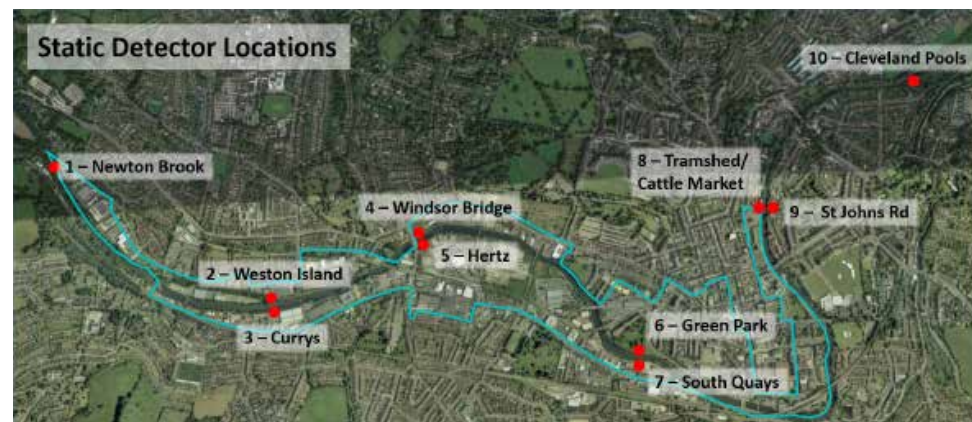
Bath is also lucky enough to be home to important colonies of the rare and endangered greater horseshoe bat and lesser horseshoe bat. These bats are only found in SW Britain and depends on cattle grazed pasture as dung beetles are a staple foraging food source. This species tends to follow linear features such as the river corridor.

ISSUES & OPPORTUNITIES

Bath City Enterprise zone is a key zone of riverside redevelopment and change. The river corridor is a key habitat and a linear route navigable by the bats and as such designs and river side intervention should seek to achieve the following:

- An early understanding of bat habitats to inform the development process
- Appoint an ecologist at the outset to guide the design process

- Achieve a bat friendly corridor along the river by avoiding unnecessary light spill and designing dark corridors and connections
- Implement landscape, lighting and design proposals that can assist bats, such as appropriate insect attracting native plant species, long grass areas with flowering species and reduced mowing regimes
- Careful design of lighting with full cut off to avoid unnecessary light splay



W3. RIVER AVON BAT HABITATS & MITIGATION (2/2)

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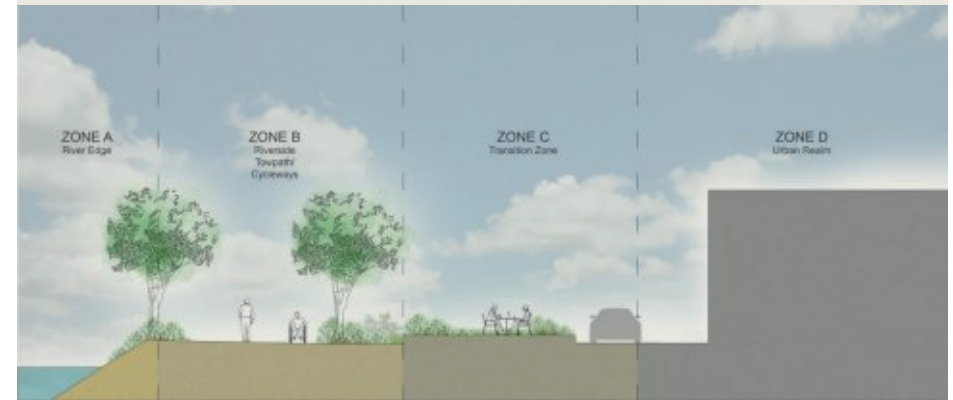


Example community bat survey for the River Avon at Newbridge, Festival of Nature 2016.



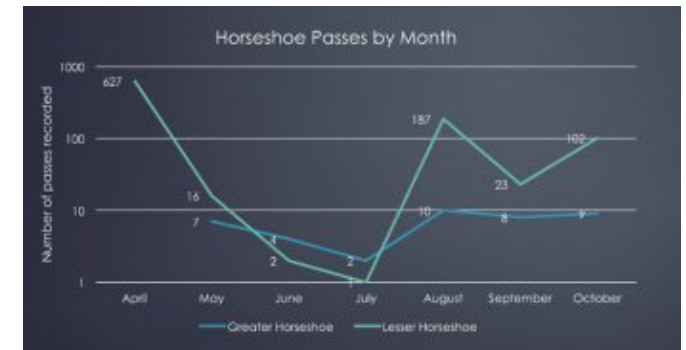
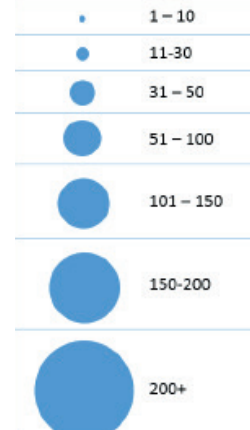
Survey locations and findings in terms of Horseshoe bat passes (Summer 2017 survey)

DESIGN GUIDANCE



Bat Specific Design Guidance for the Enterprise Zone in Bath is currently under preparation. It will identify design options for sensitive transition zones within the river corridor allowing for sufficient transition between dark river edges and lit urban spaces and development.

Number of Horseshoe Passes



W4. RIVER SAFETY

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EXTENDING RIVER SAFETY INITIATIVES

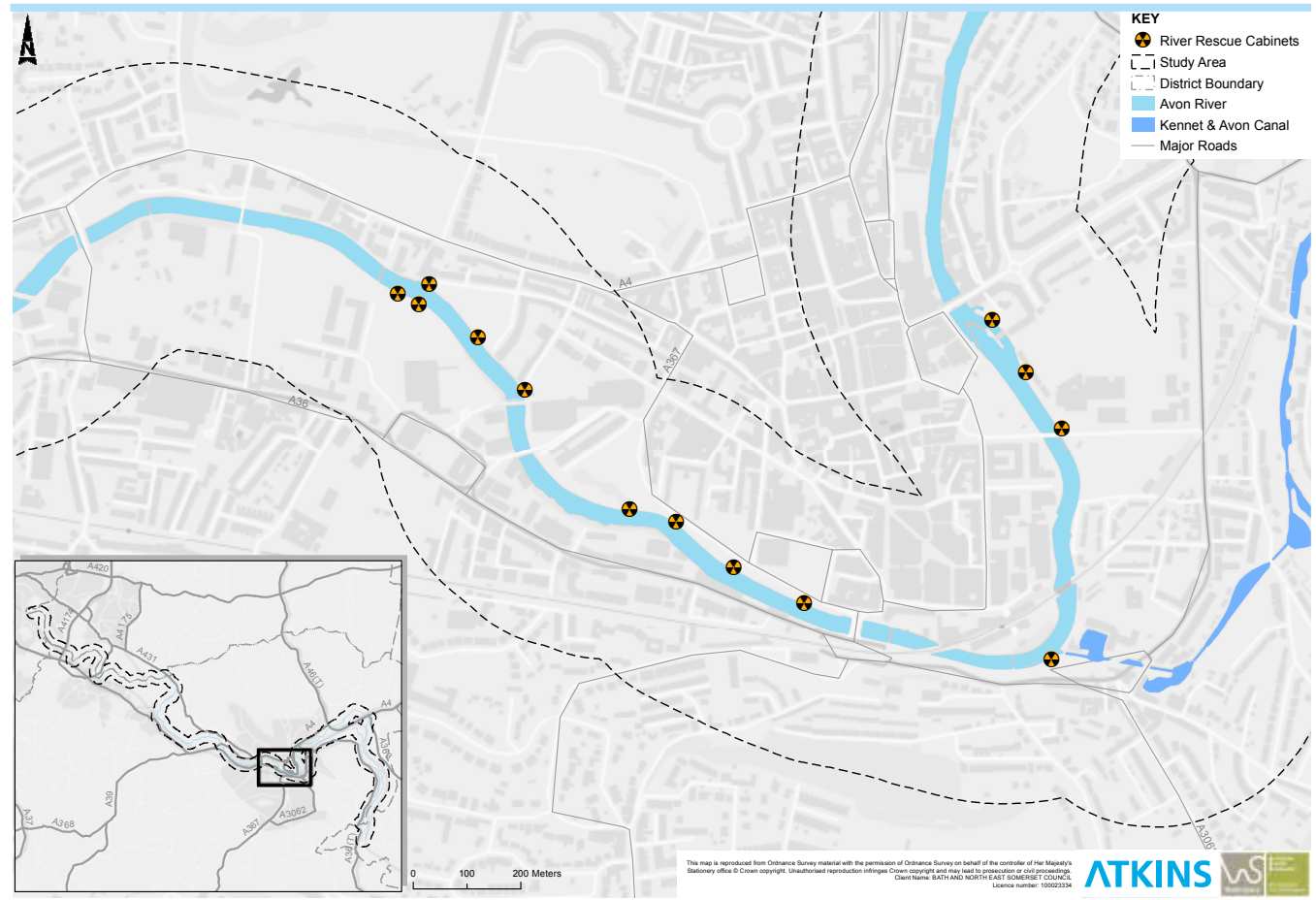
Bath and North East Somerset is the first place in the UK to install secure river rescue cabinets. The first 13 cabinets have been installed along the stretch of river from Windsor Bridge to Pulteney Bridge in Bath city centre. The specially designed cabinet will ensure that the equipment cannot be damaged or stolen and will be there in an emergency. Avon Fire and Rescue will be immediately alerted of any incidents, so that they can send help.

As part of its commitment to improve safety along the River Avon, Bath & North East Somerset Council has produced a short animated film on the newly installed river rescue cabinets, showing where the cabinets are, what they look like and how to use them. The film was produced by the Bath based video production company, Suited and Booted.

It is proposed that there will be an extension to this project to identify the next areas in need of the life saving equipment. This project has been supported by the River Safety Group, with representatives Avon Fire and Rescue, Avon and Somerset Police, South West Ambulance Trust, The Environment Agency, Canal and River Trust and Bath and North East Somerset Council.

A campaign to raise the profile of river safety issues is underway, linking with Bath Spa and Bath University and Bath City College.

In addition, river railings, grablines and safety ladders have been installed in city centre locations to act as a barrier to direct access to the river edge or to create opportunities to leave the river. Wherever possible, designs should consider a range of users including anglers and boaters who may need gated access to the river edge.



Two additional River Safety Cabinets are currently being installed in Batheaston

W5. FRIENDS OF THE RIVER PARK & MAINTENANCE OPPORTUNITIES

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PROJECT CONCEPT

This project links to the River Avon Park project (Project 12).

Along the entire River corridor there are many small improvements which could increase access to and enjoyment of the space. There is a need for a management framework and maintenance regime to be established, with key landowners and stakeholders involved. This would support volunteering and would lead to a clear and well considered management approach.

The idea of a “Friends of the River Avon Park” group, which would coordinate the management and maintenance of the River corridor through Bath is proposed. This builds on the successful model in Batheaston. Possible projects include:

1. Identifying opportunities for maintenance of existing towpaths, street furniture and signage. Utilising a consistent approach.
2. Identifying opportunities for small scale works that would be tackled as volunteer projects with support from the partners in terms of tools, plant hire removal of green waste etc.
3. Identifying opportunities for improvements delivered through new development or other riparian owners.
4. Community litter picks and associated fundraising opportunities.
5. Training and upskilling projects, potentially linking with existing operations run by partners such as the Canal & River Trust.

All projects would require specialist input from a suitably qualified ecologist into the design of the management regime to ensure the ecological value of the river corridor is protected and enhanced in relation to vegetation management.



A Weeds in derelict areas to be cleared



B Dense evergreen growth disrupting access and reducing biodiversity



C Extensive invasive growth reducing access & biodiversity



D Himalayan Balsam invasion reducing biodiversity



E Overgrown hedgerows blocking pathways



F Dense riverside growth preventing access to the river edge where required



G Dense tree canopies creating dense shade but also supporting dark corridors for wildlife



H Overgrown riverside trees in need of thinning and vulnerable to root failure into the river



W5. FRIENDS OF THE RIVER PARK & MAINTENANCE OPPORTUNITIES (1/2)

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OBJECTIVES

The project would fall into two categories:

- 1) Management & Maintenance Plan for the River Avon Park – Overview
- 2) Direct Action and Implementation projects

A series of 40 example projects for volunteers have been identified already by local volunteers with extensive experience of volunteering on the waterways. Examples of potential implementation projects along the river corridor include:

- Provision for litter and dog bins with an agreed means of emptying these;
- Wayfinding proposals linked to identifying and enhancing connections between the surrounding areas/connecting footpaths and highways with the riverside path;
- Supporting sporting activity e.g. new slipways, vegetation and litter management linked to sporting facilities;
- Supporting sporting activity e.g. new slipways, vegetation and litter management linked to sporting facilities;

- Maintenance and upgrading riverside barriers, especially in relation to riverside safety, smaller scale projects could include localised maintenance;
- Practical improvements such as repainting railings, repairing and replacing wayfinding and street furniture, surface repairs to the river path
- Supporting arts, leisure and sporting activity e.g. providing stewards etc
- Vegetation management to both land and waterside of the Riverside path
- Publicity and Corporate Sponsorship

The involvement of local sports clubs, and businesses and existing networks of volunteers would be key to the success of this project. The appointment of a volunteer coordinator for the River Avon Park should be considered, to establish a Management and Maintenance Plan and to set up the Friends of the River Avon Park Group.



WORK BOAT

Volunteers working on the Kennet & Avon Canal (K&A) have identified the potential for a workboat to be available for works on the River Avon, works could include improving visibility for navigation, clearing debris, working on locks and weirs and undertaking other safety checks and repairs.

The capital cost of a workboat is around £40,000 with ongoing maintenance costs of £6-8,000 per year. A detailed Business Case is currently being prepared.

As an interim arrangement, Canal & River Trust has secured the use of a workboat for six months in Bath. It has proved invaluable.

W5. FRIENDS OF THE RIVER PARK & MAINTENANCE OPPORTUNITIES (2/2)

DUNDAS

PRACTICAL PROJECTS

Practical volunteering projects would be beneficial to improving the riverside environment and engagement with the River Avon Park concept. For example:

Community Litter Picks

Community litter picks could help to clean up the towpath and vegetation, and get local people involved. The WaterSpace partnership has already collaborated with local groups in 2017 to deliver some of these with loaned equipment from the Canal & River Trust and B&NES Parks and Cleansing teams.



CLAVERTON

Yellow Fish Project

There is an opportunity to run 'Yellow Fish' projects to highlight the link between storm drains and water quality. The Environment Agency promotes such projects which involve community engagement to stencil yellow fish, with harmless chalk based non-toxic fish onto storm drains that discharge to the river. This helps raise awareness of water quality issues and is a fun project to get people involved in.



BATH

Flora and Fauna

Through the Friends of the River Avon Park project there are further opportunities to link up with Project W1 Wilding the River by getting local residents involved in wildlife action and gardening projects and running wildlife walks, river safari, foraging and photography trails. Recent citizen science projects organised by the WaterSpace partnership have been very well received.



SALTFORD

KEYNSHAM

HANHAM

Art & Craft

There is local interest in volunteer led pop-up arts and craft activities and events which will encourage people to both visit the waterways and get involved in traditional crafts such as traditional boat painting, rope fender design, metal work and canal folk art. In 2017, Julian House held an art exhibition showcasing artists work who lived on the waterways, this included photography about life on the Kennet & Avon Canal. Activities like this could be supported, particularly within the River Avon Park area.



Above image used with kind permission from gregsgypsybowtops.co.uk

W6. RIVER EVENTS, WALKS & ARTS PROJECTS

DUNDAS

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THE RIVERSIDE POETRY TRAIL

The Riverside Poetry trail was part of the Festival of Nature, an annual event held in Bath to engage people with the natural environment. The trail is a journey along the River Avon with display boards of poems from some of Bath's most respected poets, located in the scenic spots in which they were inspired. Poets include Holly Corfield Carr, Carrie Etter, Andrew F Giles, Tania Hershman and Jack Thacker.

These sites lead from Bath City Centre starting at Victoria Park and heading westwards Towards Saltford and Bristol, with many set along existing walking routes such as the 6 Bridges Walk and the Two Brass Mills Circular Walk.



SWEET WATERS

This project is linked with the industrial heritage of the river and its historic connections with the slave trade. The Sweet Waters project was delivered in 2017 and featured a series of participatory performative walks that bear witness to the heritage of the river and the surrounding landscape, exploring the history of slave labour. Saltford Brass Mill will act as the hub for the project.



EVENT ROUTES

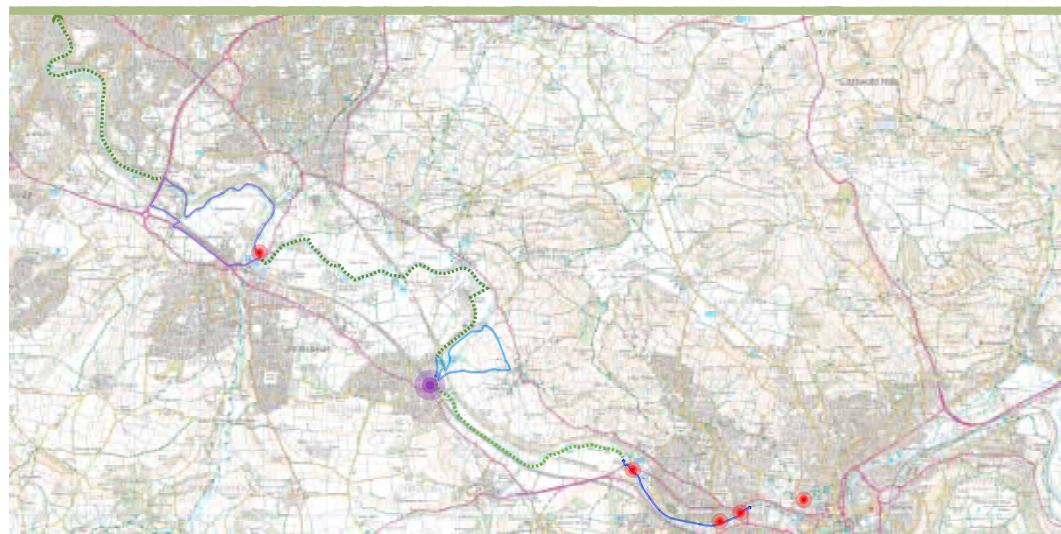
There is potential for the River Avon corridor from Bath to Hanham to provide an ideal route for walking and running charity events, with scenic views and abundant services such as car parks and refreshment stops along the course. Whilst most of the river corridor is accessible some areas currently aren't in a suitable condition for use, including between Newbridge and Saltford where the route becomes narrow and rough. Resurfacing of these areas combined with clearer signage and participation of local services could be a key route for local charity events.



- **Pathway Improvements** – consisting of mown grass and mud paths.
- Resurfacing will improve experience for cyclists & pedestrians



- **Retained Pathways** – Create links between existing walking trails, attracting users to a wider area along the river



WALKING ROUTE MAPS

A series of Riverside Heritage Walks have been produced in collaboration with local groups and businesses, with potential for sponsorship and development. The 3 walks include:

Bath Six Bridges Walk – A popular 18th century walk exploring the heritage and wildlife. The route begins at Newbridge and passing beneath the Midland Railway Bridge, the 'Dolphin Bridge', Weston Footbridge to the remains of Twerton Suspension Bridge and ending at Windsor Bridge.

Along the route are opportunities to spot local wildlife such as Kingfishers, Otters and Horseshoe Bats; as well as local pubs, restaurants and parks.

Two Brass Mills Circular Walk – Kelston Round Hill is an iconic landmark that provides the backdrop for the route at Saltford. The walk is rich with the heritage of brass-making by the river Avon, beginning at Saltford Brass Mill through the Shallows and towards Kelston Brass Mill. Along the route are opportunities

to spot local wildlife such as Herons, as well as local pubs and restaurants.

River Avon, Road & Rail Walk – A riverside walk rich with history and wildlife, beginning at Hanham pubs to Keynsham Lock. Along the route are opportunities to spot local wildlife such as Cormorants, as well as local pubs and restaurants. Sites include the Cadbury's Somerdale factory, the remains of Londonderry Wharf and Keynsham Abbey.



Bath Six Bridges Walk



Two Brass Mills Circular Walk



River Avon, Road & Rail Walk

W7. INVASIVE SPECIES MANAGEMENT

DUNDAS

This project involves the targeted control and management of invasive species including zebra mussels, Japanese knotweed and Himalayan balsam.

There are also opportunities for increase biosecurity measures to be taken by those frequently utilising the river, such as following the guideline's of DEFRA's "Check, Clean Dry" campaign to combat invasive species.

An example is given here of Himalayan Balsam control, work is currently underway in the catchment via the Avon Alien Weeds Forum and the Avon Frome Partnership.

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HIMALAYAN BALSAM CONTROL

This project aims to manage the invasive Himalayan Balsam plant on the banks of the River Avon thus helping to protect the riverbank from erosion and protecting the ecology.

The species has been found in a number of locations along the river including the Keynsham area, Saltford and close to Warley Weir which is accessible via Dundas Aqueduct.

Introduced to the UK in 1839, Himalayan balsam is now a naturalised plant, found especially on riverbanks and in waste places where it has become a problem weed. Himalayan balsam tolerates low light levels and also shades out other vegetation, so gradually impoverishing habitats by out competing of other plants. The uncontrolled presence of Himalayan Balsam can lead to river bank erosion as it undermines the stability of riverbanks, especially when it dies down in the winter leaving the riverbanks bare and exposed. Targeted management rather than eradication is needed, as the latter is unlikely to be achievable.



ACTION

Throughout the river and canal network Himalayan Balsam is a serious threat to the riverside habitat. It is particularly an issue around Saltford and Keynsham. This would be a joint Environment Agency, Canal & River Trust, Wessex Water and B&NES Council project as stakeholders with interest in the river eco-system.

According to the Government's Non Native Species Secretariat (NNSS) Himalayan Balsam is listed under Schedule 9 of the Wildlife and Countryside Act 1981; as such it is an offence to plant or otherwise allow this species to grow in the wild.

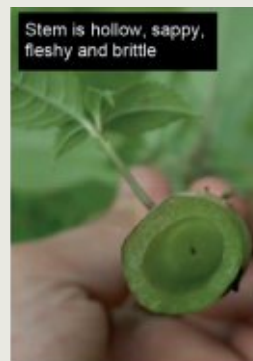
Removal should ideally be before it produces ripened fruit capsules – annually each plant ejects hundreds of seeds a distance of up to 6 or 7 metres.

Resources to identify this species are included on Saltford's Environment group website.

Criteria for Managing and Controlling Himalayan Balsam include the following:

- Mapping the presence of the species where known along the river corridor
- Raise awareness of the prevalence and threat of deliberately planting or spreading this species through public awareness
- Facilitate removal of this species as an early task in any riverside works or implementation of new infrastructure and nearby development for which the River Avon is a key amenity;
- Consider voluntary assistance with guidance working in groups to treat accessible areas for management

KEY ID FEATURES



W8. RIVER MOVEMENT NETWORK

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PROJECT CONCEPT

Surrounding the city of Bath is a wide catchment area of daily commuters and visitors from nearby settlements.

This increases congestion within the city causing travel disruption and has a negative effect on the environment. In addition the centre of Bath is a significant visitor destination, with the river providing a setting and connection to many of the city's attractions.

This project aims to increase the usability of the river for travel purposes for both daily commutes and tourism, reducing road congestion and promoting a healthier lifestyle and engagement with the river. This requires increased transport provision covering a wider area with convenient and direct links between key sites around Bath and the city centre.

Commercial River Boats

Commercial river boats operating seasonally or all year could provide some opportunities for alternatives to the current public transport network. There may be potential to incorporate new leisure boat stops in key locations, with a regular ferry or localised shuttle boats

Commercial tourist services could offer trips from the centre of Bath to surrounding settlements and attractions.

There is potential for a season ticket system for frequent users, as well as alternative options for tourists.

Benefits include:

- Reduced car use – more environmentally friendly

- Encourage more visitors to areas around Bath e.g. Saltford Brass Mill
- Generate revenue and creates employment opportunities
- One new river taxi service and a canal based waterbus have started operating in Bath 2016



Next Bike

A bike rental system implemented in Bath which has been extended in places.

At present bike terminals are situated throughout Bath city centre, however there is potential for more locations along the river corridor including nearby riverside settlements for enhanced links and convenient travel for daily users and visitors.

Benefits include:

- Increases engagement with the river corridor
- Promotes healthy lifestyle and wellbeing

- Encourages more visitors to areas around Bath e.g. Saltford Brass Mill and Bathampton
- Generate revenue and creates employment opportunities
- Reduces air pollution



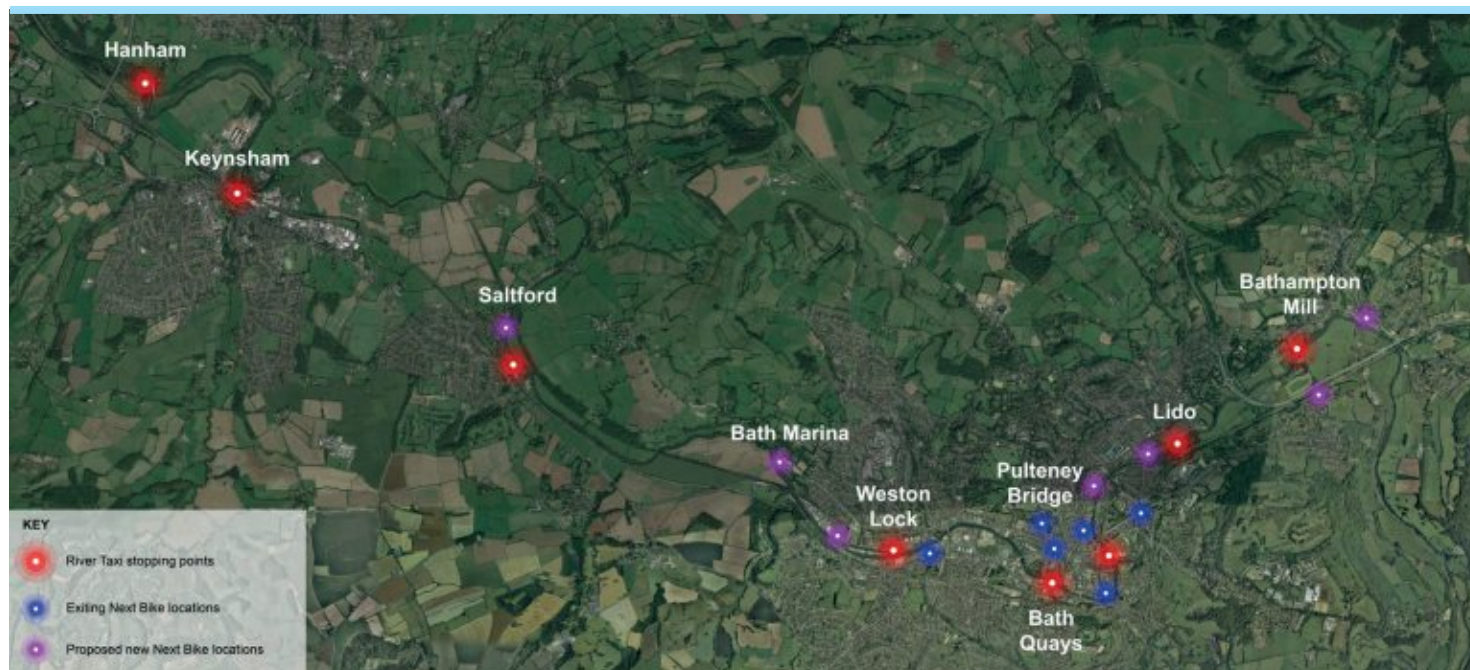
OBJECTIVES

- Encourage greater use of the river corridor: Improved access and facilities both on and along the river
- Improve links between Bath Centre and surrounding settlements
- Reduce road congestion within the city centre: through promoting alternative transport options

NEW BRIDGES

There are a number of projects to provide new bridges to enhance connectivity across the River Avon, including Bath Quays Bridge and Somerdale Bridge (see projects 9 and 22 in this Study).

Further opportunities to enhance connectivity for pedestrians and cyclists are being considered as part of the current Sustrans Bath Action plan (underway 2017).



DUNDAS

PROJECT CONCEPT

The project partners have identified the benefits of increased mooring opportunities, specifically on the River Avon, to increase activity, natural surveillance and encourage navigation and enjoyment of the local waterways.

However, any new moorings development does require adequate site specific ecological survey work and assessment, to ensure that there is no adverse environmental impact that cannot be adequately mitigated.

CURRENT MOORING OPERATIONS ISSUES AND OPPORTUNITIES

The demand for moorings relates to all types of moorings – 48hr, 14 day, trade and residential. The local demand profile is not quantified, indeed there is no agreed or standardised methodology to project mooring demand. However, it is acknowledged that there is pressure for moorings on the Kennet & Avon Canal at Bath. On the River Avon there are very few visitor moorings, and few on-line moorings which have pontoons.

Some of the key design considerations for moorings include:

- Maintaining adequate distance between moorings
- Enforcement of mooring durations
- Safe access including adequate vehicular access and parking

The Placemaking Plan moorings policy H6 relates to the creation of new moorings (all types). There are a number of tests that new mooring schemes will need to meet, including no adverse impact on navigational safety, water resources and the environment. Moorings also require the agreement of relevant landowners and the Canal & River Trust.

CLAVERTON

PROJECT OBJECTIVES

This project aims to provide new moorings and rationalise existing moorings along stretches of rivers adjoining emerging riverside developments, this is the approach which has been achieved successfully at Bath Western Riverside development delivered by Crest Nicholson.

Further potential for moorings are set out within emerging or future projects detailed in the subsequent sections of this report there are additional moorings proposed at:

- Pulteney Weir and Moorings
- Mead Lane
- Fieldings Footbridge/Bath University proposed Arts Campus (at the former Herman Miller site); and
- Riverside pocket park projects, the intention will be to create activity and moorings will be explored where appropriate.

MANAGEMENT OF MOORINGS

Adequate management arrangements for moorings are required, and a range of models may be implemented. Third party management arrangements and on-site management presence can be an effective management structure.



BATH

POTENTIAL NEW RIVERSIDE MOORINGS

Potential new mooring locations could be created at:

- 1 Rationalise moorings in the vicinity of the proposed Somerdale Bridge location, considering other requirements such as bank stabilisation;
- 2 Wessex Water, future access, options include a potential new bridge crossing, could provide potential to review riverside moorings;
- 3 Mead Lane, planned review of mooring locations and durations;
- 4 Bath Marina are seeking to improve their mooring offer, potential expansion is limited by ecological sensitivity;
- 5 The redevelopment at the former Herman Miller building as part of Bath University Arts Campus;
- 6 Locations associated with improvements to the riverside pocket parks;
- 7 Pulteney Moorings and River Wall moorings between North Parade Bridge and Halfpenny Bridge (east bank).
- 8 Potential new moorings at Keynsham as part of Broadmead Peninsula Strategic Site (if progressed).

KEYNSHAM

ON THE RIVER

Riverside moorings are more restricted especially within the urban section of the waterway. There are opportunities to increase the mooring provision at a number of sites areas of search.

ON THE CANAL

Along the Kennet and Avon Canal waterside edge the period of mooring is up to 14 days, assuming it's on the towpath side. In some places mooring becomes impractical due to the ease of passing.

In places where mooring is not practical, the absence of canal boats does offer a different character to the canalside and a closer relationship to the water for using the towpath.



HANHAM

W9. MOORING PROVISION (2/2)

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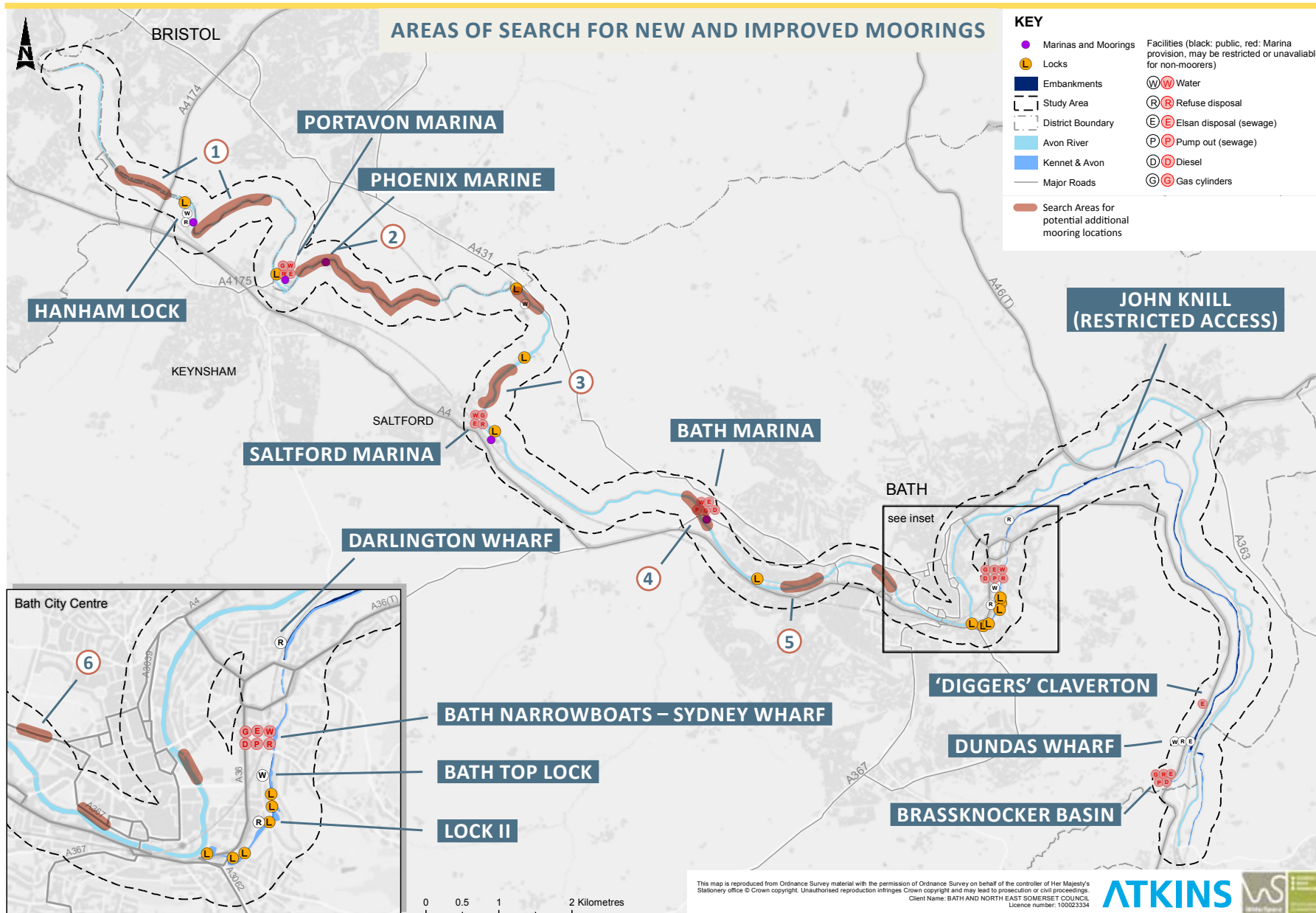
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ADDITIONAL BOATER FACILITIES

Existing facilities for boaters include services and access such as:

- Power and fuel refilling;
- Water points; and
- Waste disposal.

The Boaters Survey 2016 ran for six weeks, from Tuesday 24th May to Monday 4th July 2016. It looked at how far boaters travel, the type and size of crafts used, and the range of facilities they need whilst on the canal and river in the B&NES area. Results were made available to the Bath Water Space project to enable facilities such as water points, sewage disposal and mooring areas to be planned and provided. The boater survey included feedback for potential improvements such as:

- More/better moorings;
- Towpath improvement;
- More elsan/rubbish/water/shower facilities;
- Less towpath you can't moor to (much is overgrown/eroded);
- More dredging/maintenance;
- Better understanding between different users;
- Fewer boats/hire boats/"booze boats";
- "looking after heritage";
- Enforcement of moorings to comply with law/basic rights of boaters to be respected/established; and
- Disabled/accessible moorings

At present, provisions can only be made at certain locations. Many are historic and were installed in relation to former uses or are under different ownership. Locations do not necessarily relate to stretches of river with highest demand. Currently, many facilities are located within marinas or in 'hard to reach' locations for non-marina users as it may not rely on a riverside location. Therefore, many

boaters are experiencing transportation issues in relation to waste or water needs. Both of which are heavy tasks and require transportation to empty tanks or bins.

Often the facilities are not easily used by the residential boater and commercial boater whose needs are generally all year round.

Additional Provision

The study examines the river/canal corridors to define a search area for new facilities has been undertaken at a high level and considers the following issues and opportunities:

- Opportunities to combine new facilities with new development via S106 provisions for riverside sites;
- Creating new facilities on land in council ownership;
- Look at ways in which infrastructure projects could provide access to riverside sites to create new locations for facilities, such as new bridging points.
- Services need to be 'Winter' proof to avoid taps being closed in freezing weather conditions;
- Service provision needs to be monitored and maintained to ensure it is in working order given the travel requirements of potential user and the impact of non-serviceable equipment; and
- Numbers of taps and outfalls needs to be matched with demand and may not necessarily be determined wholly by distance between facilities;

Ideally locations for riverside service provision need to be at appropriate cruising distances apart, allowing the boaters to plan a journey and allow time to service their boats.

For sections of the canal there may be opportunity to provide non-towpath side locations on the canal as well as river locations. These may need to combine vehicle accesses to facilitate servicing. More sustainable solutions

could include solar power and either sceptic tank or composting sewerage, however mains water will rely upon conventional connections.

From a review of the Boater Survey, 2016, and based in the lack of facilities, an initial target for provision will be set by B&NES and Canal & River Trust and reviewed once completed. Predicting demand is not precise and this target will seek to provide:

Phase 1 – Ten water points and five sewage disposal points as a minimum at five new locations (with 'elsan' disposal at each). It may be these are combined with the potential locations set out in Theme 11 Additional Moorings but may be more readily facilitated to coincide with service provision as part of nearby infrastructural projects. Co-locating the servicing with mooring may need to be carefully considered to ensure it does not impact on nearby residents or boaters and also in terms of the spatial/navigational requirements and general activity that would be attracted to service hubs at busier times. For those known project areas the designs for new facilities are being developed to an outline stage and one such example is Mead Lane.

Phase 2 – Explore potential to located additional short stay moorings with electricity points.

Search Areas – These have been identified and include the following stretches of river and canal:

- 1 – Keynsham to Hanham (near the proposed new footbridge at Somerdale);
- 2 – Swineford to Keynsham;
- 3 – Saltford to Swineford (near Wessex Water Site); and
- 4 – Weston to Kelton locks (located towards Saltford).

Note that search areas on the River to the west of Bath are within Bristol Water Supply Area.

WATER SUPPLY

All water supplies should accord with the Watersafe guidance on approved contractors and fittings, and must be Water Regulations Advisory Service approved. Any standpipes need to be installed as per Wessex Water guidance.

It would not normally be necessary to install anything greater than a 32mm connection.

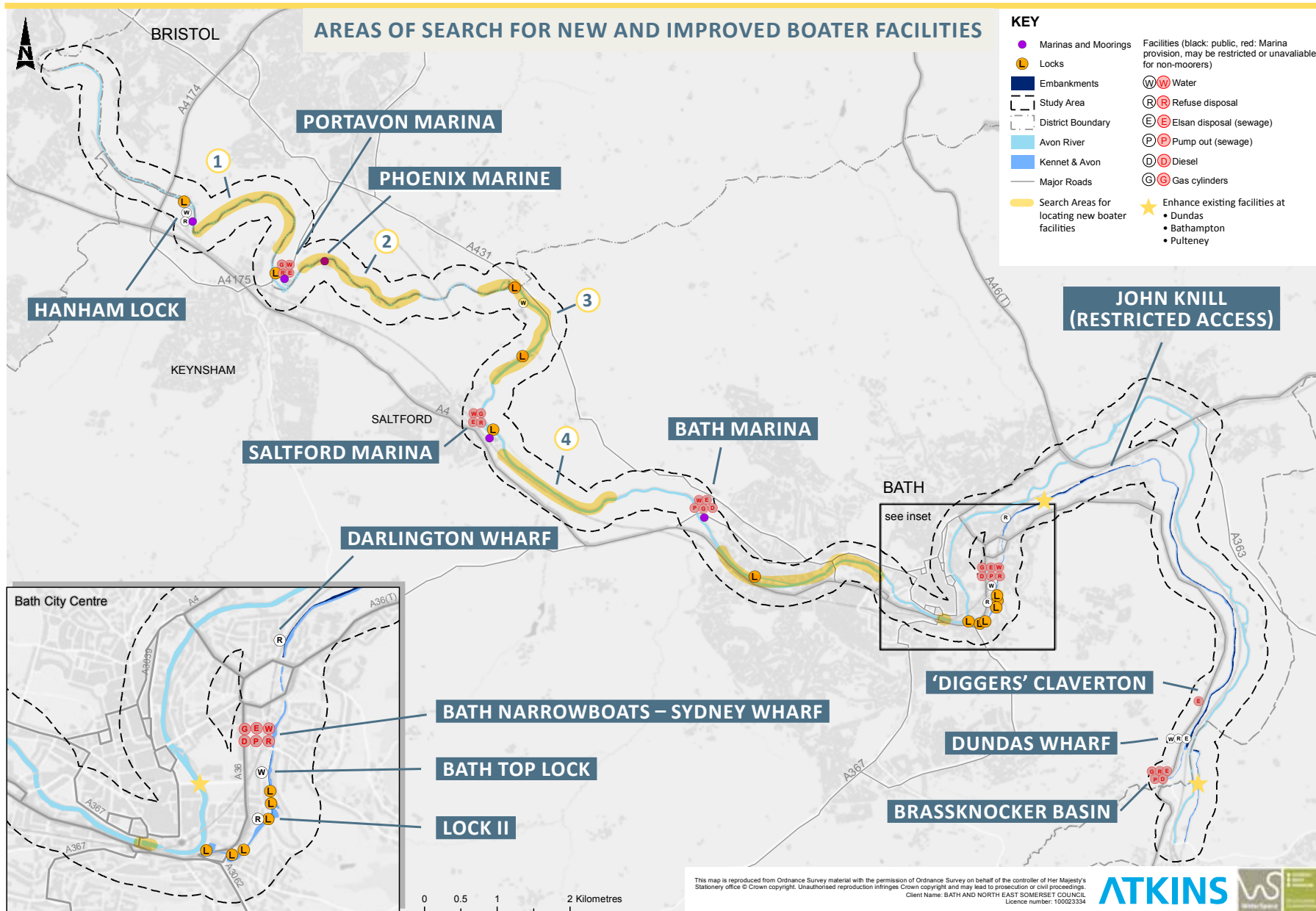
If the standpipes are only used occasionally then there could be water quality issues; careful consideration will need to be given to this issue

In more remote locations away from water mains, boosting or storage may be necessary and management responsibilities will need to be established if access is required via private land. Wessex Water can advise further on a case by case basis.



W10. BOATER FACILITIES (2/2)

DUNDAS CLAVERTON BATHAMPTON BATH SALTFOED KEYNSHAM HANHAM



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PROJECT CONCEPT

A floating market offers the potential for goods and services to be sold from riverboats/riverside mooring areas. Services could include souvenir/arts based businesses combined with cafés, restaurants or food produce. This type of market was commonplace in the past when water transport played a more important role, but now mainly serves as a tourist attraction within cities with a major river. There is scope to create an events based market with associated Christmas Fares in places where space allows, this could be combined with activities in nearby parks perhaps providing a source of income, for example at Christmas in the same way as the riverside Kew Gardens has an annual event, a Christmas Trail.

With their appeal to tourists and local residents, a floating market in the right location, with good footpaths and riverside connectivity can increase visitors to the waterways, and encourage the use of the river as a destination bringing both valuable activity and generating revenue.



Bath Weston Riverside

A newly renovated waterside development with a high quality public realm which could accommodate a floating market and the associated activity due to the presence of moorings and adjoining public open space.



DESIGN CONSIDERATIONS

- Riverside markets need adequate vehicular service access to provide for emergencies, deliveries and waste removal;
- Power and water points will be essential to some operators, especially to avoid reliance upon wood burning stoves;
- Consider potential to provide seasonal lighting or banners on structures;
- Riverside Safety and Access will be a consideration if onboard access to riverside boats is required
- Mooring arrangements need to be agreed and managed in similar fashion to street markets;
- Consider requirements for on-site management or temporary infrastructure for events.

Brass Mill

An easily-accessible river edge within a picturesque setting. A potential location for locals in the village as well as visitors to the Saltford Brass Mill and the Shallows. Could include a waterside restaurant/cafe.



Bath Spa Art University Campus

An accessible river edge near the centre of Bath. A potential location to provide students at the university arts campus with an accessible riverside space, with facilities such as a cafe. A riverside market could be an opportunity to display graduating art exhibitions or sell artwork.



Bath Quays

An accessible river edge in the centre of Bath, within a historic industrial setting. A potential hotspot for attracting tourists as well as locals visiting the city centre. Potential for a wide variety of services. Potential for roving trader pitches is under consideration.



Parade Gardens

A highly picturesque and visible area within the centre of Bath. Proximity to nearby tourist attractions and the train station makes it a potential hotspot for a variety of floating market stalls which could be highlighted as part of the city's wayfinding.



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HYDROPOWER

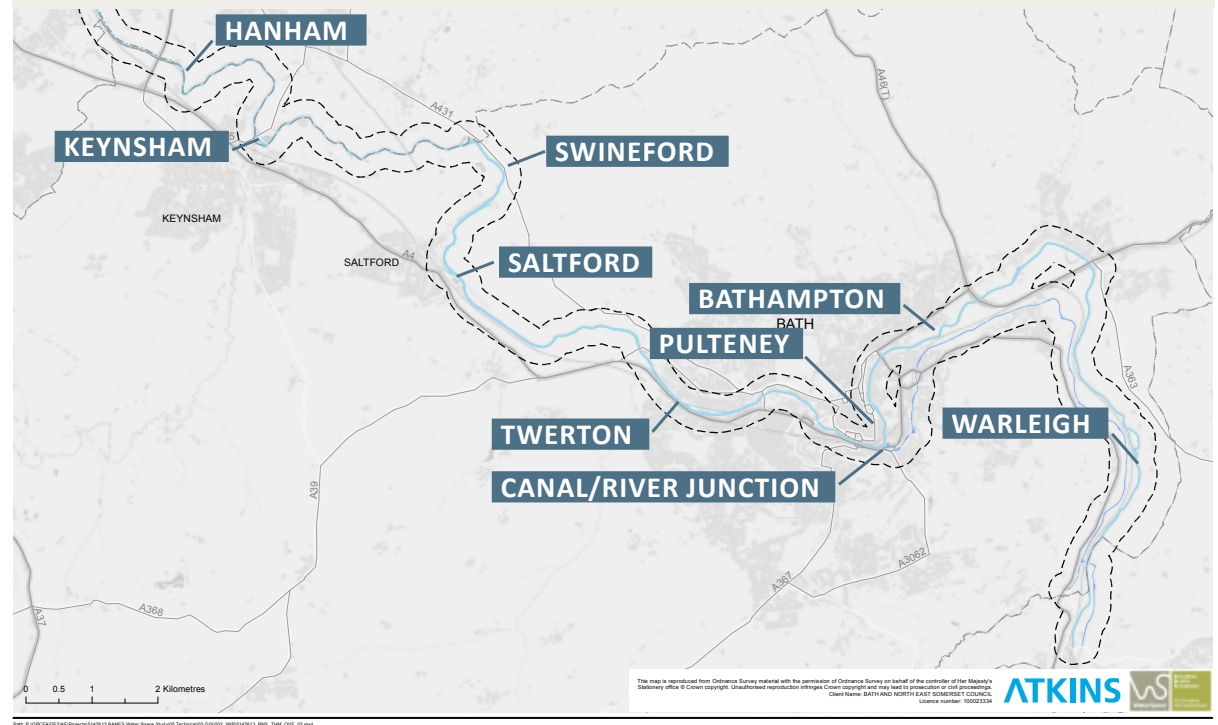
Hydropower can provide an important source of renewable energy, providing a constant, reliable source of electricity. High-level modelling by the Environment Agency shows that the best opportunities within the district are located at the seven existing weirs along the River Avon.

If hydropower development was implemented at all seven locations this could provide between 100kw and 500kw, 500kw would supply enough electricity to power up to 7,000 homes.

RECENT PROJECTS

Bathampton is already home to a restored water wheel, owned by the not-for-profit Bath & West Community Energy; the water wheel now supplies the Old Mill Hotel with 100% renewable electricity. A community hydropower project has also been delivered in Freshford using an Archimedes screw, which supplies 49kw.

HYDROPOWER OPPORTUNITIES



Freshford Hydro scheme



Map of hydropower opportunities on the River Avon within the 100-500kw power category (CAMCO, 2012; Environment Agency, 2010).

Bathampton Mill Hydro Scheme



WATER SOURCE HEAT

Water source heat pumps are also an option for renewable energy from the waterways, using a refrigerant gas to gather heat from the water which then goes through a compressor to generate useable heat.

W13. ANGLING IMPROVEMENTS

DUNDAS

There are a number of practical projects that could be pursued to improve angling in the study area, where riparian owners allow.

ANGLING INFORMATION

There is potential for an angling guide to the Bristol Avon between Bristol and Bath to encourage more people to get involved, and find out more about local clubs and promote local events.



Young people's involvement in angling is key to the future of the sport

CLAVERTON

NEW & IMPROVED ANGLING PLATFORMS

There are many different types of angling platforms that can be constructed, access for all is important, and the design should be sensitive to the location and its character. The British Disabled Angling Association (BDAA) provide good examples of how angling platforms should be constructed and designed for use by disabled anglers. It is suggested by the Environment Agency that this is used to inform design, siting and sizing of new platforms.



Environment Agency Angling Platforms at Beer Wall, Sowry River, Somerset – designed to BDAA standards.



Above: Bristol Avon (Bradford-on-Avon) Angling Platform has a bespoke design sensitive to its setting

Left: Inclusive angling platform design

BATH

Platforms can also be constructed from a range of materials including wood, metal and even recycled plastics. When constructing angling platforms, consideration also needs to be given to the access to the platform as anglers may carry a lot of tackle. Adequate pathways and suitable gates will make access easier for all.

There are a number of accessible locations for angling within the district including the Shallows Saltford and at Bathampton Riverside.

SALT FORD

IMPROVED FISH PASSAGE

Between Pulteney and Hanham Weirs on the River Avon, there are seven large in-river structures (weirs and sluice gates) that remain barriers to fish migration. Of these structures, only three have a fish pass, but these passes are designed for larger coarse fish and migratory salmonids (such as salmon and sea trout) only. This means that for other species of fish, including endangered European eel, these structures hinder upstream and downstream passage and need improving. The requirements for fish passage is regulated by the Eels (England and Wales) Regulations 2009, the Salmon and Freshwater

Fisheries Act 1975 and the Water Framework Directive.

Opportunities for improving fish passage at some of the fish pass sites should be pursued, for example through the works to the Water Control Gates at Pulteney and Twerton.

Fish passage costs vary from site to site and for different types of fish passes installed, but for eel specific passage costs could be in the region of £10-120k, whereas multi-species fish passage options can range from £20-250k depending on the complexity and size of the fish pass required.



The pool and traverse fish pass on Keynsham Weir

KEYNSHAM

POTENTIAL FUNDING

In recent years Environment Agency rod licence funding in England has included: The Angling Improvement Fund (aimed at getting more people fishing), which has reinvested £735,000 of rod licence money in 67 angling improvement projects, matched by £735,000 from other sources.

The Fisheries Improvement Fund (aimed at improving wild fish stocks and therefore angling interests through habitat restoration and improved fish passage, has reinvested £375,000 of rod licence income on 74 fisheries improvement projects with £700,000 match funding.

PROJECTS & PROJECT IDEAS – LOCATION SPECIFIC

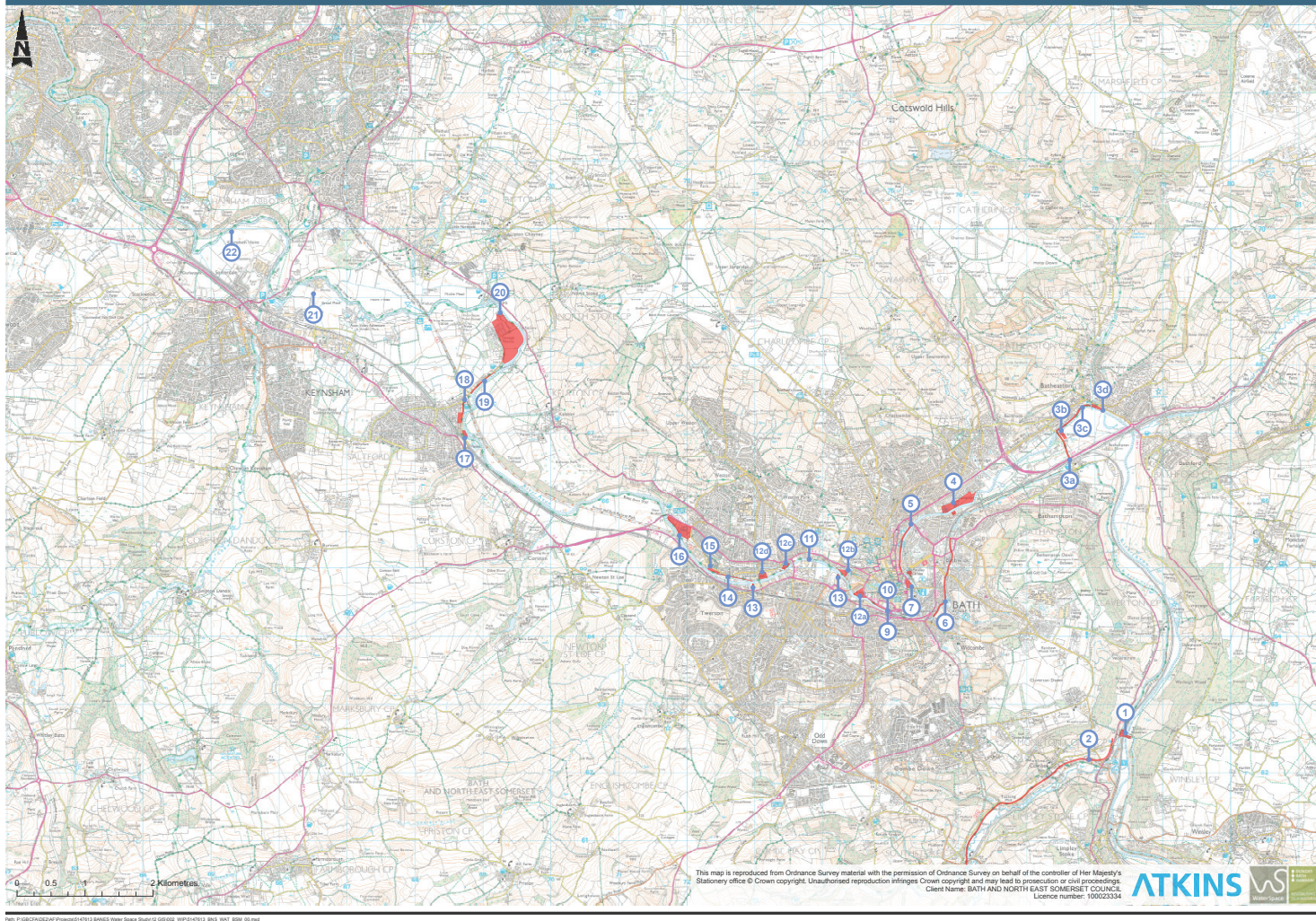
PROJECT & PROJECT IDEAS – LOCATION SPECIFIC

The project ideas below, relate to specific locations within the WaterSpace Study area, the map on the following page highlights the specific project area locations.

PROJECT & PROJECT IDEAS – LOCATION SPECIFIC

Project No.	Project Name	Pro Tru	Th	Asi Ma	Mo	Lei	En En	Qu	De Re	D	F	C	E	C					
1	Dundas Public Realm Project									•	No funding	Medium	Low	High		•		•	
2	Somerset Coal Canal									•	No funding	High	High	Medium		•	•	•	
3	Batheaston/Bathampton Riverside Environmental Projects									•	Part funded	Medium	High	High		•	•	•	
4	Kensington Meadows									•	No funding	High	Medium	High	•		•	•	
5	Riverside Path Access North of Pulteney Bridge									•	Part funded	Medium	Medium	Medium	•	•	•	•	
6	Canal Towpath & Connectivity									•	No funding	High	Medium	Medium	•	•	•	•	
7	Pulteney Bridge & Parade Gardens									••	Part funded	High	Medium	High	•	•	•	•	
8	Widcombe Social Club									•	No funding	Medium	Medium	Low	•			•	
9	Bath Quays: North, South & Bridge									••	Funded	High	Medium	High	•		•	•	•
10	Upgraded Moorings at Bath Quays Waterside									•••	Funded	Medium	Medium	High	•		•	•	•
11	Bath Riverside									••	Funded	High	Medium	High	•		•	•	•
12	River Avon Park									••	Part funded	High	High	High	•		•	•	•
12A	Green Park									••	Part funded	High	High	High	•	•	•	•	
12B	Norfolk Crescent									••	Part funded	Low	High	High			•	•	
12C	Kelson Fields									••	Part funded	Low	High	High			•	•	
12D	Brassmill Green									••	Part funded	Medium	Low	High		•	•	•	
13	Environment Agency Access Locations									•	Part funded	Medium	Low	High	•		•	•	
14	Bath Spa Arts University Development									••	No funding	Medium	Medium	Medium	•	•	•	•	
15	Weston Cut Canal									••	No funding	Medium	Medium	Medium		•		•	
16	Bath Marina									••	No funding	Medium	High	High				•	
17	Saltford Brass Mill									•	No funding	Low	High	High		•	•		
18	The Shallows Saltford									•	No funding	High	Medium	Medium	•	•	•	•	
19	Mead Lane Moorings									••	Part funded	Medium	Medium	High			•	•	•
20	Wessex Water Bridge									•	No funding	High	Medium	Low	•	•	•	•	•
21	Broadmead Peninsula									•	No funding	High	Medium	Low	•	•	•	•	•
22	Somerdale Development									••	Part funded	High	High	High	•		•	•	

PROJECT & PROJECT IDEAS – LOCATION SPECIFIC



- 1 Dundas Public Realm Project
- 2 Somerset Coal Canal
- 3 Batheaston/Bathampton Riverside Environmental Projects
- 4 Kensington Meadows
- 5 Riverside Path Access North of Pulteney Bridge
- 6 Canal Towpath & Connectivity
- 7 Pulteney Bridge & Parade Gardens
- 8 Widcombe Social Club
- 9 Bath Quays: North, South & Bridge
- 10 Upgraded Moorings at Bath Quays Waterside
- 11 Bath Riverside
- 12 River Avon Park
- 12A Green Park
- 12B Norfolk Crescent
- 12C Kelson Fields
- 12D Brassmill Green
- 13 Environment Agency Access Locations
- 14 Bath Spa Arts University Development
- 15 Weston Cut Canal
- 16 Bath Marina
- 17 Saltford Brass Mill
- 18 The Shallows Saltford
- 19 Mead Lane Moorings
- 20 Wessex Water Bridge
- 21 Broadmead Peninsula
- 22 Somerdale Development

1. DUNDAS PUBLIC REALM PROJECT

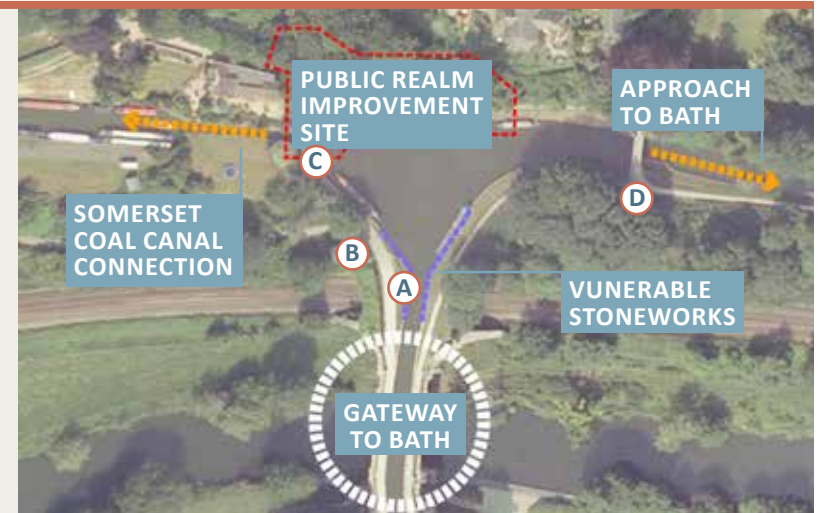


PROJECT CONCEPT

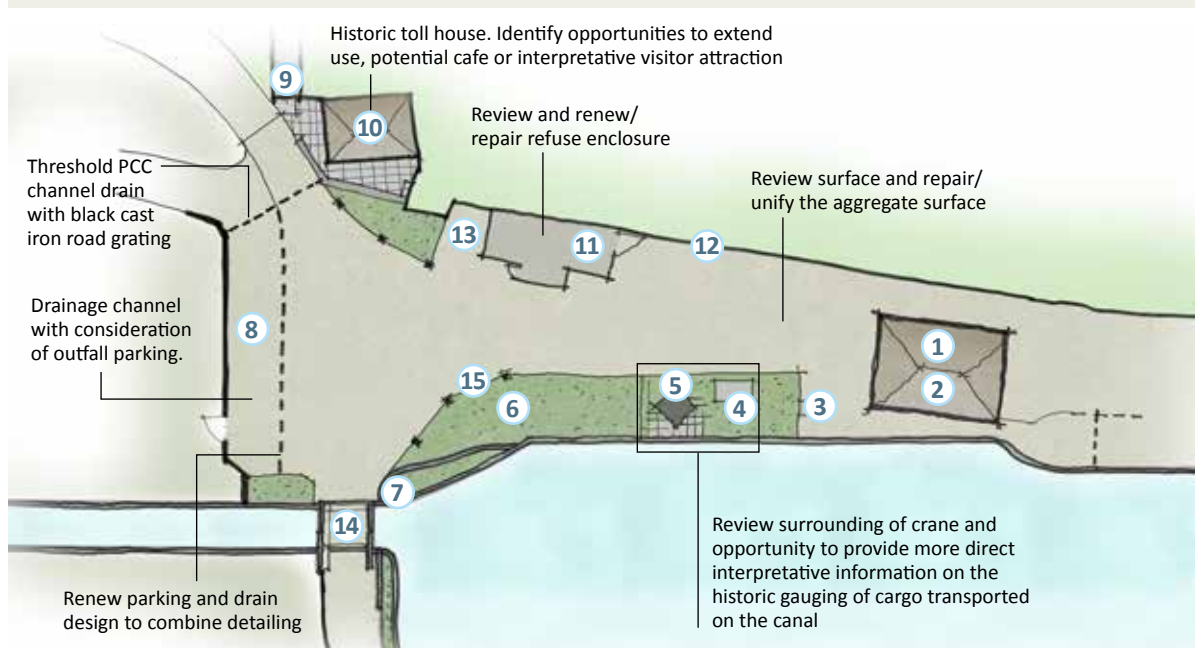
The initial proposals – developed by the K&A Canal Trust – focused on the historic Toll House and Crane. These proposals include the rationalisation of drainage to reduce surface run-off and erosion of pathways. Within the wider Dundas Wharf area is opportunity to repair stonework, make adjustments & updates to the interpretative material and boards around the site to convey the significance of the historic structure and connections which persist today.

OVERALL ISSUES & OPPORTUNITIES

A Structural Damage Vulnerable stonework/damage to canal edge 	C Disconnection Reconnection to Somerset Coal Canal 
B Renewal Update site furniture, provide additional seating 	D Approach to Bath Rationalise signage onto a single post and design style where applicable 



OUTLINE PROPOSALS



KEY TO PROPOSALS & SITE FEATURES

- 1 Wharf Building
- 2 Elsan Disposal Facility
- 3 Water point
- 4 Commemorative plaque/plinth
- 5 Historic crane
- 6 Grassed area between posts & wharf edge
- 7 Low level grass areas
- 8 Parking bays for Dundas lock cottage
- 9 Public Right of Way to A36
- 10 Historic Georgian Toll house
- 11 Existing refuse enclosure
- 12 Wall supporting bank to adjoining property
- 13 Parking space let to boater
- 14 Lift bridge
- 15 New drainage channel

2. SOMERSETSHIRE COAL CANAL

DUKAS

The Somersetshire Coal Canal (SCC) Society submitted a project idea to restore sections of the northern branch of the former canal. They are working with private landowners to explore this project. The Society would like to appoint a project officer to progress the project.

CLAVERTON

PROJECT CONCEPT

The idea is to restore the Northern Branch of the Somersetshire Coal Canal from Dundas to Paulton in an historically and environmentally sensitive way. Newly created navigation and moorings along the restored canal would provide leisure, recreation, business and mooring opportunities. It could also provide a green infrastructure route. This project relates to a ten-mile former canal corridor.

Waterways restoration of the Southern Branch to Radstock is not proposed, however, a heritage trail could be developed on this arm to Radstock.

In the short to medium term, there are a series of projects to restore historic features and provide opportunities for recreation pending full navigation.

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

OVERALL ISSUES & OPPORTUNITIES

A restored Somersetshire Coal Canal would give walking and boating access to the heart of the historic Somerset coalfield, along a green corridor. Although it runs entirely through countryside, it passes near many villages.

Other examples of recently-restored canals demonstrate that these projects invariably unlock considerable economic benefits to be had from waterway restoration e.g. the restoration of the Stroudwater Canal.

The restoration of the 750m section at Monkton Combe between the A36 and Mill is adjacent to the section which is already in water at Brassknocker Basin, is the SCC Society's current priority.

The Somersetshire Coal Canal is in private ownership, divided between approximately 80 different landowners. Monkton Combe School is the major landowner of the section at Monkton Combe.

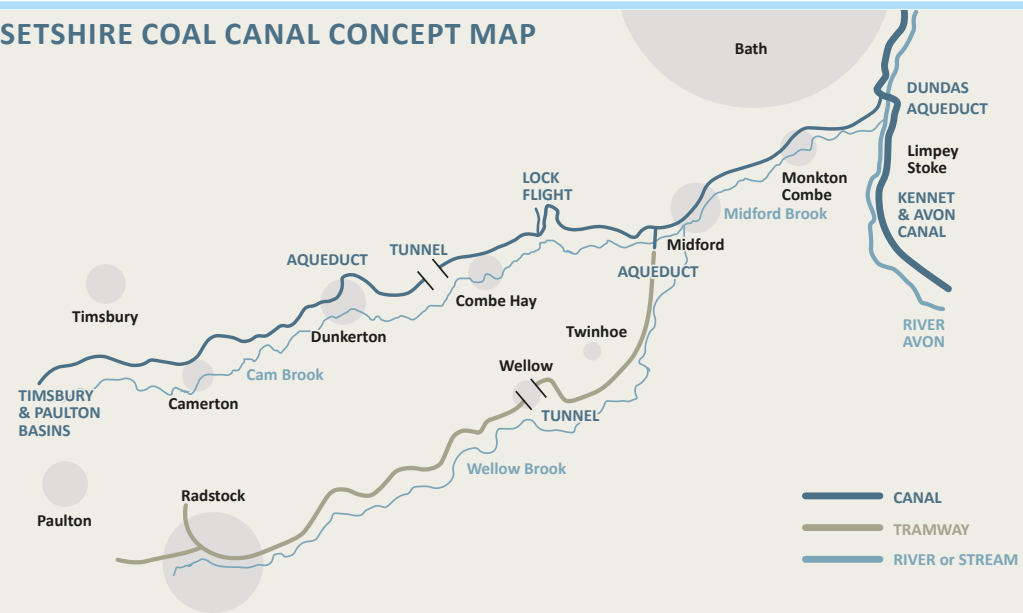
There is potential for the Canal to be restored in sections as and when the funding is available. The restoration is more expensive than many other stretches of open canal as it poses specific engineering challenges.

The impact of any restoration scheme on water resources will need to be considered. The Canal & River Trust's general policy on such schemes is that there should be no net impact on long term water resource levels of service unless there are compelling arguments for accepting a reduction in the level of service for the existing network. This project could achieve many wider benefits.

PHOTOS



SOMERSETSHIRE COAL CANAL CONCEPT MAP



3. BATHEASTON/BATHAMPTON RIVERSIDE ENVIRONMENTAL PROJECTS (1/4)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

The site has experienced development in recent years as part of the Batheaston Vision Plan (2009), which included the provision of a new pedestrian and cycle bridge connecting the village of Batheaston with Bathampton and Bath. At present the site consists of a car park with surrounding mown grass and toilet facilities in a large under utilised building. With the recent introduction of the bridge link, the site has potential to act as a gateway and hub of riverside activity for Batheaston the area is accessible to all abilities, and is well connected. There is also potential to further improve the site for people and nature, including provide opportunities for water based activities. Projects could include improving the existing pontoon which at present is not ideal for accessing the river edge.

DESIGN OBJECTIVES

- Enhanced Functionality – There is opportunity to create active river frontage space and encourage use of an area for riverside activities/watersport access/riverside festival venue. Provide new uses such as a café with accessible toilets.
- Environmental Enhancement – Improvements to the play area, the well laid out Historic Gardens and diversifying the native planting, to connect with the Bathampton Nature Reserve.
- A Sense of Place – Create spaces with a distinct character which provides the community and visitors with a valuable public space, extending the design intent of the current project area with its distinctive character.

Extensive car park with toilet block



Boating jetty with 2 ft drop unfit for purpose



Batheaston gardens hidden and disconnected from surrounding area. This is in need of some tree works to manage design



Neglected riverside banks with low biodiversity/ vegetation cover



- A** New extended boating jetty for easier access to the river – encouraging wider use of the river for water based activities



- B** Building re-purposed as a cafe/restaurant for locals and visitors. Adjacent space for outdoor seating and connectivity with Batheaston Garden



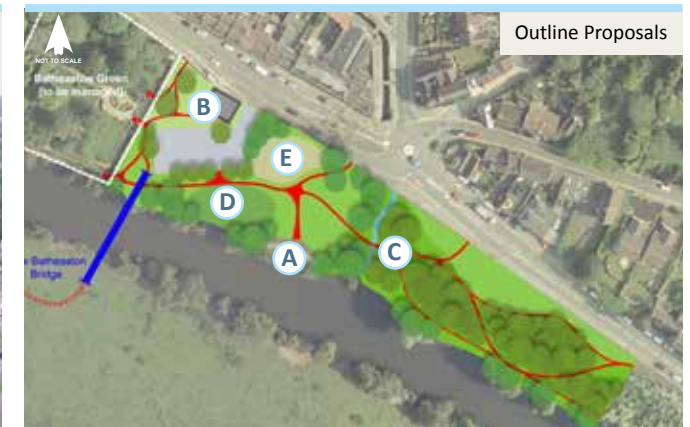
- C** Establish a Wildlife Zone connecting with the Bathampton nature reserve south-east of the site. Enhance biodiversity offer



- D** Picnic and seating area beside the river for leisure and a resting point with views of the river



- E** Natural Play Space for visitors and local residents to provide a playful environment, with adjacent flexible open green space



3. BATHEASTON/BATHAMPTON RIVERSIDE ENVIRONMENTAL PROJECTS (2/4)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

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PROJECT CONCEPT

The purpose of this project is to combine a series of measures to improve the approach to Batheaston (21), listed toll bridge river connections and its landscape, ecological spaces and assets.

Recent developments in the area include a new cycle path leading from Mill Lane east to Batheaston, where a new bridge has been constructed linking the north and south banks.

DESIGN OBJECTIVES

- Provide better information and signage for visitors to the area
- Information points should be at Bathampton (Canal), Bathampton Toll Bridge (for river ferry services from the City centre) and Batheaston (car park)
- Create a safer environment for walkers and cyclists using Mill Lane
- Produce walking trail routes, supported by maps, covering Bathampton, Batheaston, the river and canal

ENHANCED LINKAGE BETWEEN THE RIVER & CANAL

Link between Canal and River at Bathampton

Currently the river and canal at Bathampton lacks connectivity. From the canal pathway there is no clear route to the river, with no signage or indication that the river is nearby. The route is not friendly to pedestrians or cyclists, with a narrow and uneven path beside a fast road with no delineated crossings.

Opportunities

The connection can be improved with Information boards and clear wayfinding leading from the canal pathway with a widened pedestrian route leading to the river. A pathway could be delineated with clear road markings and distinct materiality, with Bathampton Toll Bridge acting as a threshold crossing the river into Batheaston.



Currently no direct access from K&A Canal to the River Avon



ECOLOGICAL OBJECTIVES

- Retain and enhance existing biodiversity of grassland, extending the diversity of the eastern side westwards towards Mill Lane
- Management of invasive species such as Himalayan Balsam which dominate areas of the western riverbank
- Establish greater biodiversity and habitat potential along the river edge with reedbed plantation
- Extend access through ecological areas for the public to engage with the local wildlife

3. BATHEASTON/BATHAMPTON RIVERSIDE ENVIRONMENTAL PROJECTS (3/4)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

The grassland area beside Mill Lane has potential to be reinvigorated as a wildlife/wetland habitat, connecting with the surrounding grassland environments and providing hedgerow improvements.



Bathampton weir, downstream from the site



Site of potential ecological enhancement



Potential to improve setting of the listed Mill Lane Toll Bridge and combine with carefully designed ecological measures



The grassland is managed by a self financing volunteer group supported by a Site Management Plan. Areas of tall herbs are retained for their ecological value and other areas mown to provide recreational spaces.



ECOLOGICAL OBJECTIVES

A. This permanently damp area is bisected by a stream which flows throughout the year. It would support a series of ponds, scrapes and log piles that would be of great benefit to invertebrates, amphibians, reptiles and native plants that require a damp environment.

B. The suggested creation of a reed bed within the wetland park area of the site should include native species including common reed (*Phragmites australis*).

C. Adjacent to the cycle path, there is an opportunity to provide public access points to the ponds and scrapes where educational information boards would highlight the wildlife using the space.

D. Removal and control of Himalayan Balsam and other aggressive plants to ensure a wide mix of beneficial species and provide open views to Bathampton Toll Bridge.

E. Incorporation of Kidney vetch (*Anthyllis vulneraria*), which is the main food plant for a rare butterflies found locally, into grassland mix.



OUTLINE PROPOSALS



3. BATHEASTON/BATHAMPTON RIVERSIDE ENVIRONMENTAL PROJECTS (4/4)

DUNDAS

CLAVERTON

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SALTFORD

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PROJECT CONCEPT

The purpose of this project is to improve the condition of the riverside footpath which runs along the northern side of the river. This footpath forms a section of the long distance footpath known as the Limestone Link.

The path links Batheaston with Bathampton Toll Bridge and in conjunction with the cyclepath, on the southern riverbank, it creates a unique circular walk which is very popular with walkers.

DESIGN OBJECTIVES

- Stabilise sections of the footpath where the river has eroded the riverbank
- Remove trees that are growing out of the riverbank and appear unstable
- Widen the footpath by cutting back low level vegetation and re-surface
- Install new seating and signage

ECOLOGICAL OBJECTIVES

- Retain and enhance existing biodiversity of grassland, extending the diversity of the eastern side westwards towards Mill Lane
- Management of invasive species such as Himalayan Balsam which dominate areas of the western riverbank
- Establish greater biodiversity and habitat potential along the river edge with reedbed plantation
- Extend access through ecological areas for the public to engage with the local wildlife

LIMESTONE LINK RIVERSIDE FOOTPATH

The riverside path from the Old Mill Hotel to Batheaston Gardens is sheltered by trees and vegetation. Riverside vegetation is currently obstructing and narrowing the path for pedestrians.

There is no information or signage directing users from the bridge towards Batheaston or visa versa. The existing benches are in a poor state of repair and are not well placed.

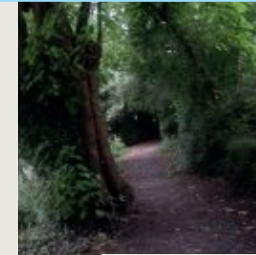
OPPORTUNITIES

With greater maintenance given to the structure of the footpath and the riverside vegetation, the path would be both more usable and visible from the surrounding area. Clear signage is needed at the Toll Bridge and Batheaston Car Park.

Seating could be updated and placed in locations with desirable views to encourage wider use of the spaces.



- Narrow footpath on northern riverbank



- Opportunity to manage riverside vegetation to increase usable footpath width



- Benches in need of upgrading



4. KENSINGTON MEADOWS (1/2)

DUNDAS

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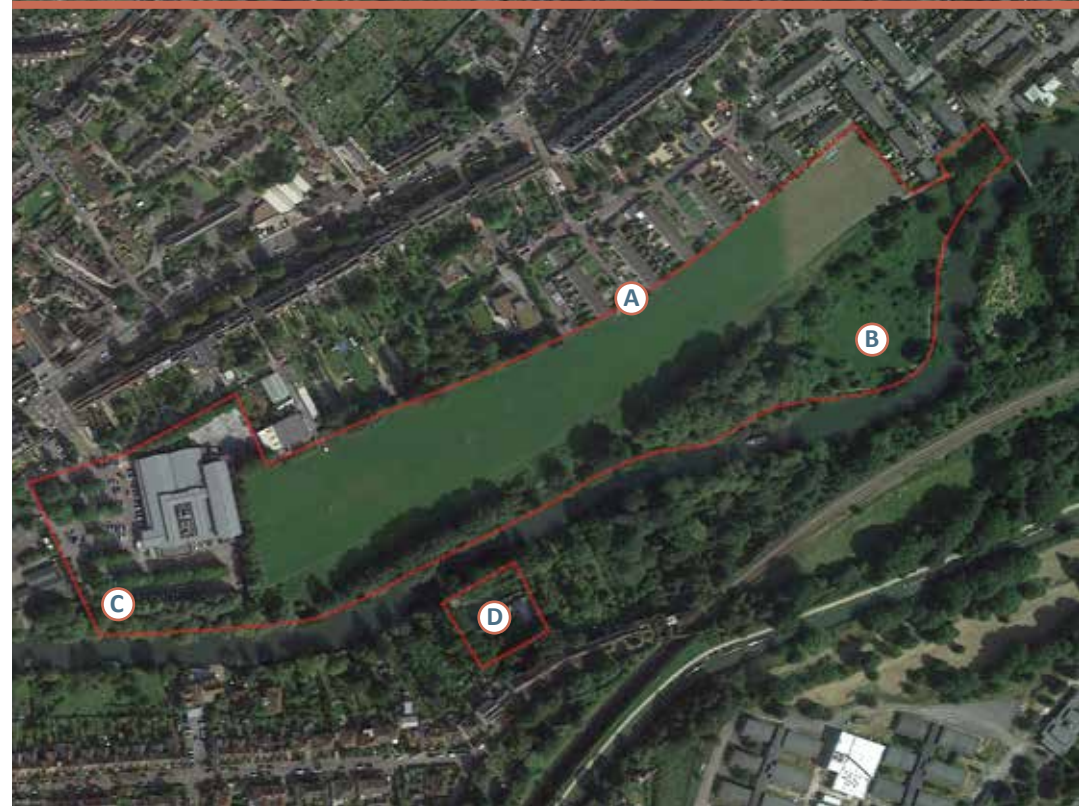
PROJECT CONCEPT

Kensington Meadows is situated in the outer suburbs of eastern Bath and adjoins the River Avon. It is comprised of a park bordered by a residential housing estates. The area alongside the river is designated as a Local Nature Reserve including areas of Fen and rare wet woodland habitats, with the upper meadow area managed as a local amenity space.

The park has limited access points to the space from the surrounding area. At present there is only one formal point of access on the eastern side, with a less noticeable entrance hidden below the Morrisons car park on the western side. The surrounding residential

development that meets up the northern edge of the river the park has no access. Furthermore there is minimal maintenance of the vegetation beside the river which discourages access to the water edge.

The land adjoining the river edge suffers from bank erosion and the area of wetland is increasingly not inundated with water, resulting in a reduction in the variety of biodiversity here. There is scope to improve access to the river edge and to create a visual and boat based connection to the Cleveland Pools restoration project on the opposite bank.



ISSUES & OPPORTUNITIES

A Limited/no access from adjacent residential areas – opportunity for greater permeability by extending access to the river

B Extensive areas of overgrown riverside vegetation limiting access – opportunity for managing to enhance biodiversity potential and help manage bank erosion

C Continuity of riverside walkway not possible due to private residential riverside plots to the west – opportunity to extend river walkway and connect to the meadows with city centre

D Lido site disconnected from park and surroundings – opportunity for direct link/ access from the park



4. KENSINGTON MEADOWS (2/2)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

DESIGN OBJECTIVES

- **Improved Access/visibility of the riverside** – Create new access points into the park from the surrounding residential area and improve the quality and visual prominence and wayfinding to existing entrance points, with greater signage and information to key features. Establish links with the Lido site with riverboat crossing;
- **Environmental Protection & Enhancement** – Retain existing rich habitats whilst diversifying biodiversity with vegetation management and establishing more visually open meadow grassland borders;
- **Enhance Functionality** – Define use of spaces with distinct functions catering for recreation and play, in close consultation with park users/stakeholder groups;
- **A Sense of Place** – Create spaces with a distinct character and retain/enhance existing assets;
- **River Festival Venue** – Consider potential for Kensington Meadows to provide a larger venue for river based festival type activities

- A** Create better links with residential area/ city suburbs with new entrances and extended path network. Enhanced entrances for greater visibility. Provide strategically located wayfinding to the meadows and river/Lido river crossing



- B** Shuttle boat route from bank of Kensington Meadows to the Lido (subject to proposals to refurbish the facilities). Direct route from main park entrances with clear signage



- C** Continue river walkway westwards on right bank towards Pulteney Bridge along linear park – extend river towpath behind residential plots to allow for a new pathway towards Bath centre by agreement



- D** Wildlife Protection/Enhancement Zone – Management of vegetation and establish diverse woodland understorey – create & enhance habitats



- E** Meadow grassland provide more value to pollinating insects and wildlife, a naturalistic character and can be varied to rotate in areas subject to consideration



- F** Improved Natural Play spaces with maintained open space and retained/extended park equipment



5. RIVERSIDE PATH ACCESS NORTH OF PULTENEY BRIDGE (1/2)

DUNDAS

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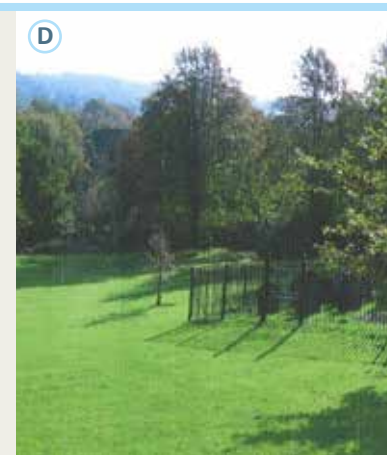
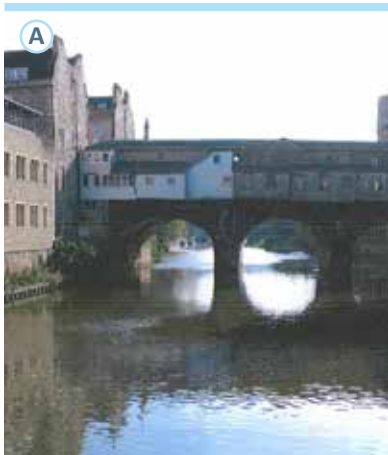
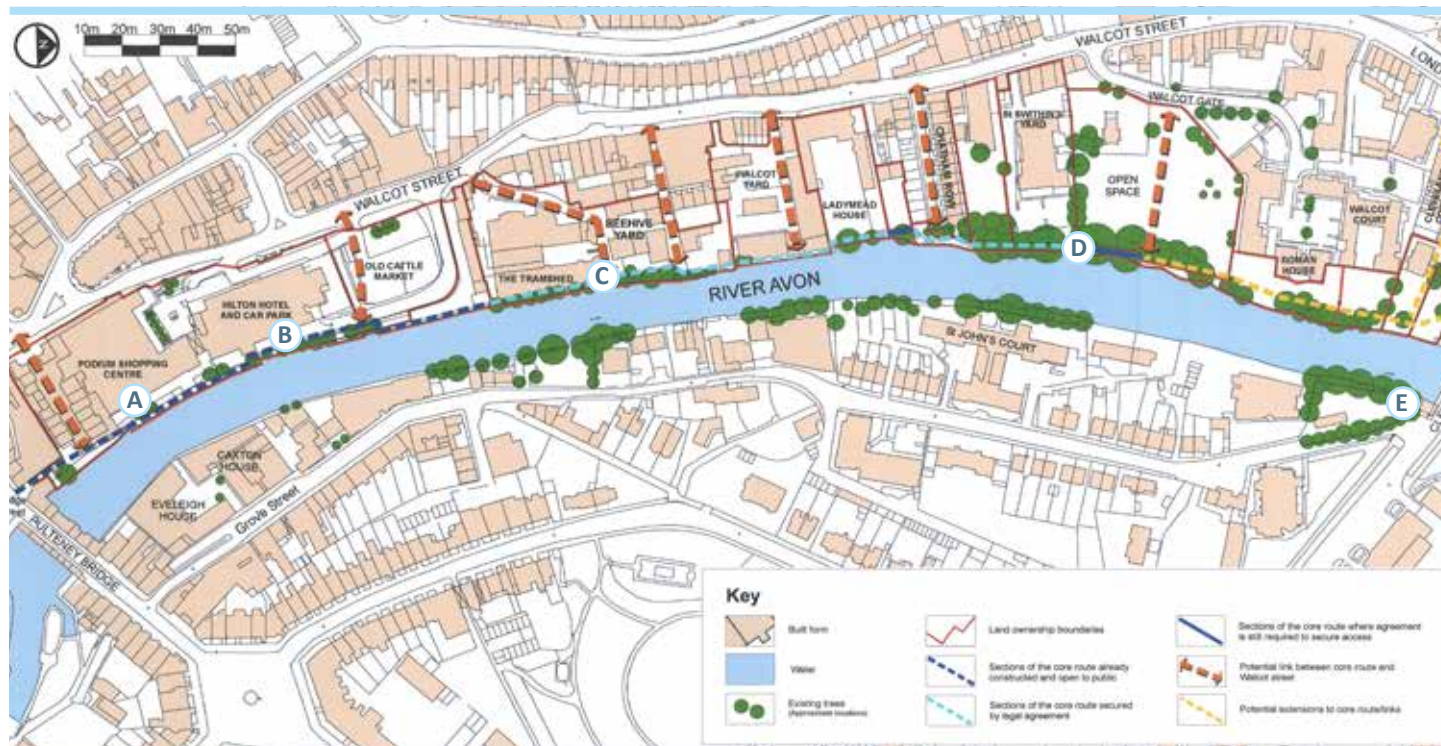
HANHAM

PROJECT CONCEPT

The river banks north of Pulteney Bridge and including the riverside bank to Cleveland Bridge are currently mostly inaccessible to the public. Development meets up to the river's edge, where banks are steep and lined with trees. It is proposed that opportunities should be taken to create a riverside walk that links the centre of Bath to Bathampton and Batheaston.

This concept was first proposed in the Bath Local Plan (1997) which suggested 'further scope for the extension of the footpath network, particularly along the riverbank north of Pulteney Bridge'. Other proposals include the creation of a 'Recreational Route' set out by the B&NES Local Plan (2005). A feasibility Study was undertaken (extract left).

To date there has been negotiations with many owners wishing to develop sites adjacent to the river to preserve routes beside the river for public access, which will in the future be connected as part of the River Park. Currently only one section below the Podium Shopping Centre beside Pulteney Bridge is open to the public. Further consultations and formal agreements will be made with landowners in the future to establish if they are willing to allow the creation of a route across their land.



5. RIVERSIDE PATH ACCESS NORTH OF PULTENEY BRIDGE (2/2)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

ISSUES, OBJECTIVES AND DESIGN CONSIDERATIONS

- Many private residential flats/houses with gardens extend to the river edge. Access is also limited by commercial properties e.g. warehouses, offices, shopping centre and hotel which currently do not have riverside frontage;
- A stretch of the river is designated as a nature conservation area with particular sensitivity. Proposed recreation development may affect this conservation and lighting will be a key issue for bat habitats and corridors;
- Where possible, sections of the riverside need banks re-grading to encourage emergent vegetation and avoid loss of habitat due to erosion and development. New proposals need to consider both access and the riverside edge as a potential waterside habitat;
- Natural surveillance of the riverside corridor can be achieved to reduce anti-social activities present in some riverside areas. Increasing public access could improve this issue;

Future redevelopment of riverside sites should seek to achieve active, accessible riverside frontage with a walkway which can accommodate both cycling and walking. For this a suggested minimum width would be 3 metres but this is dependent upon overall plot depth and will need to consider the viability of the development to achieve a balance between requirements. Wessex Water will need to be consulted if this proposal develops further, infrastructure including combined sewer overflows (CSO) are present on this stretch and designs need to take this into account.



Right: Bath Podium development has established a precedent for creating new riverside connections north of Pulteney Weir.

6. CANAL TOWPATH & CONNECTIVITY

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

The canal towpath leading into Bath City Centre is a picturesque varied corridor, leading users through a series of landmark bridges, distinctive listed waterside frontages, and along banks with characterful residential gardens that back onto the canal.

There is opportunity to enhance and transform this scenic route with more defined links and wayfinding between the eastern suburbs of bath and the city centre, for both pedestrians and cyclists.

DESIGN OBJECTIVES

- Improved Access and Wayfinding: Clearer signage and wayfinding along the route, with better connections to surrounding and adjacent areas. There is potential to extend the City Information System and design mapping to guide visitors to attractions along the riverside.
- Upgrading of river pathways: Enhance user experience and safety, by resurfacing, repairing and widening the pathway where appropriate. Surfacing and finish of the pathway should be appropriate to the varied character, and should consider maintenance requirements. There is an opportunity for coordinated signage, taking into account the character areas and an urban/rural distinction is important.
- Inclusive Mobility standards for shared spaces should be achieved, as well as all weather surfaces.

- 1 Unclear direction/way-finding and connectivity with nearby attractions (Sydney Garden)



- 3 Degrading paving surfaces, potential trip hazard for pedestrians and cyclists



- Repair/resurfacing of pathway along the southern portion – continuing materiality of east canal route



- 2 Inadequate bridge access – need for improved accessibility from riverside path



- 4 Disruption of pathway at bridge crossing – connection/direction unclear to lower level



- 5 Narrow pathways create conflict with passing pedestrians and cyclists



- River path widening and upgrade surfacing appropriate to the location



- Clear signage posts directing users to the city centre and areas beside the river and canal towpaths.



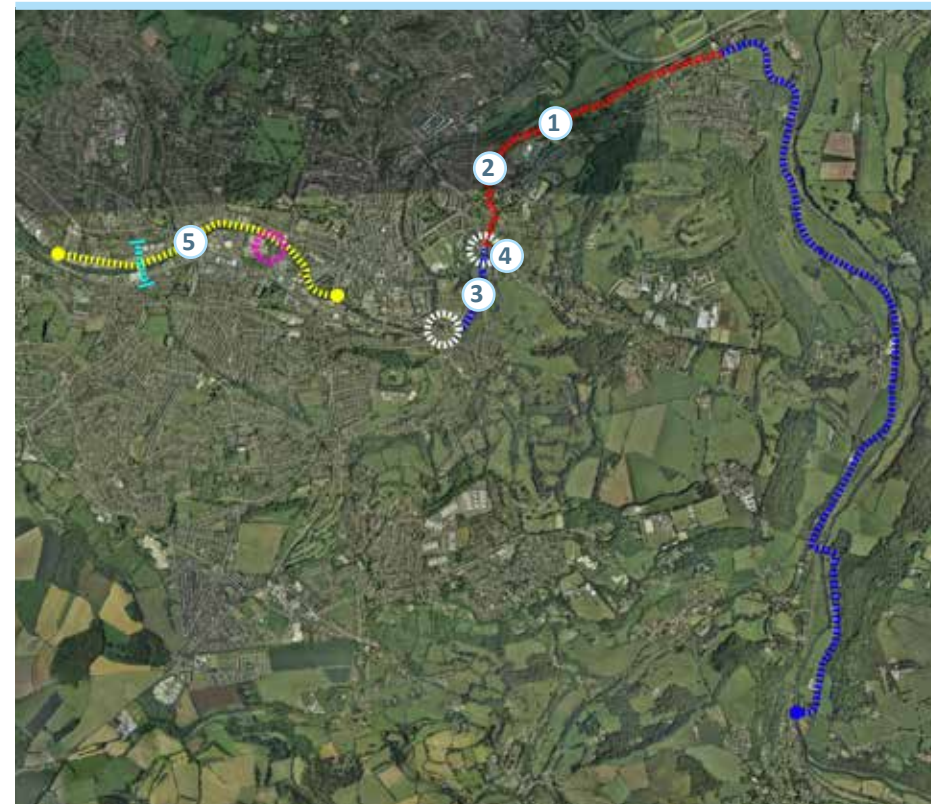
- Upgrade footbridge with more accessible connections to the riverside



- Re-grading of historic ramp to achieve a more accessible gradient



- Improved links with clear signage at bridge crossing directing to river pathway continuation



7. PULTENEY BRIDGE & PARADE GARDENS (1/4)

DUNDAS

CLAVERTON

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PROJECT CONCEPT

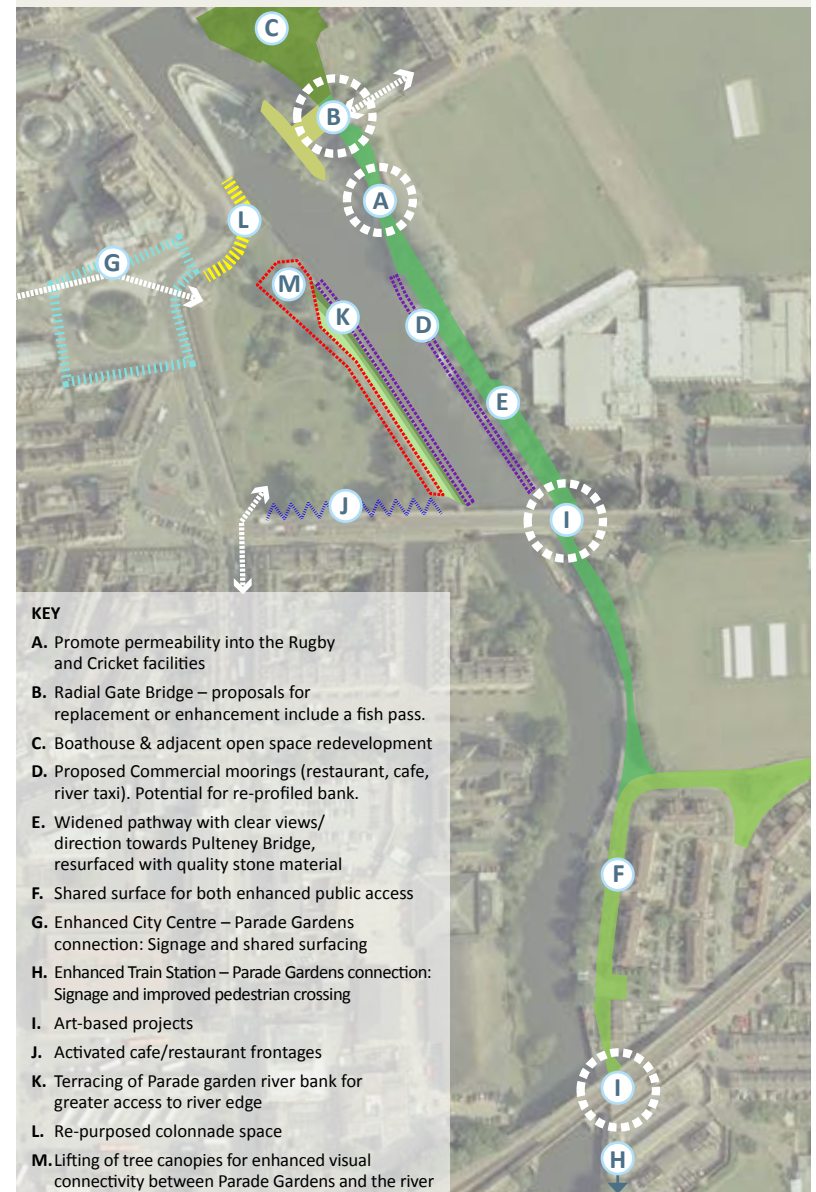
This project aims to provide a strategy for a series of related project areas which adjoin the riverside between Pulteney Bridge and the connecting riverside walkway leading south towards the station and include the North Parade Bridge and rail bridge. Rather than a series of individual interventions the approach should be a coherent bridge to bridge design.

DESIGN OBJECTIVES

The scope for a series of related project areas includes the following:

- Parade Gardens, its relationship with the riverside, Pulteney Weir and its opportunities for access and new carefully considered development opportunities to enhance its offer, notably there are proposals for a Museum and Restaurant within the colonnades which overlook the Pulteney Bridge and Weir;
- Radial Gate and its opportunities for enhancement in the shorter and longer term exploring visual benefits to riverside view corridors and the public areas surrounding this structure;
- Opportunities to create and renovate riverside moorings, potentially to attract a riverside commercial river taxi, boat and land based restaurants and cafe. It may be possible to create a stepped riverside edge to create a closer visual association with the waterside;
- Define public realm design projects including the Pulteney Weir and riverside area, developing proposals which have been developed as part of Bath's public realm framework (Section 7, Testing the public realm framework, Guidance);
- Bespoke lighting installations within archways and potentially extending this to include low level tree lighting, noting the need to create a bat friendly corridor;
- Creation of a rationalised walkway, employing devices such as shared use to achieve continuity along this section and permeability into the recreational zone to the east, with the rugby and cricket grounds;

OUTLINE PROPOSALS



KEY

- A. Promote permeability into the Rugby and Cricket facilities
- B. Radial Gate Bridge – proposals for replacement or enhancement include a fish pass.
- C. Boathouse & adjacent open space redevelopment
- D. Proposed Commercial moorings (restaurant, cafe, river taxi). Potential for re-profiled bank.
- E. Widened pathway with clear views/ direction towards Pulteney Bridge, resurfaced with quality stone material
- F. Shared surface for both enhanced public access
- G. Enhanced City Centre – Parade Gardens connection: Signage and shared surfacing
- H. Enhanced Train Station – Parade Gardens connection: Signage and improved pedestrian crossing
- I. Art-based projects
- J. Activated cafe/restaurant frontages
- K. Terracing of Parade garden river bank for greater access to river edge
- L. Re-purposed colonnade space
- M. Lifting of tree canopies for enhanced visual connectivity between Parade Gardens and the river



7. PULTENEY BRIDGE & PARADE GARDENS (2/4)

DUNDAS

CLAVERTON

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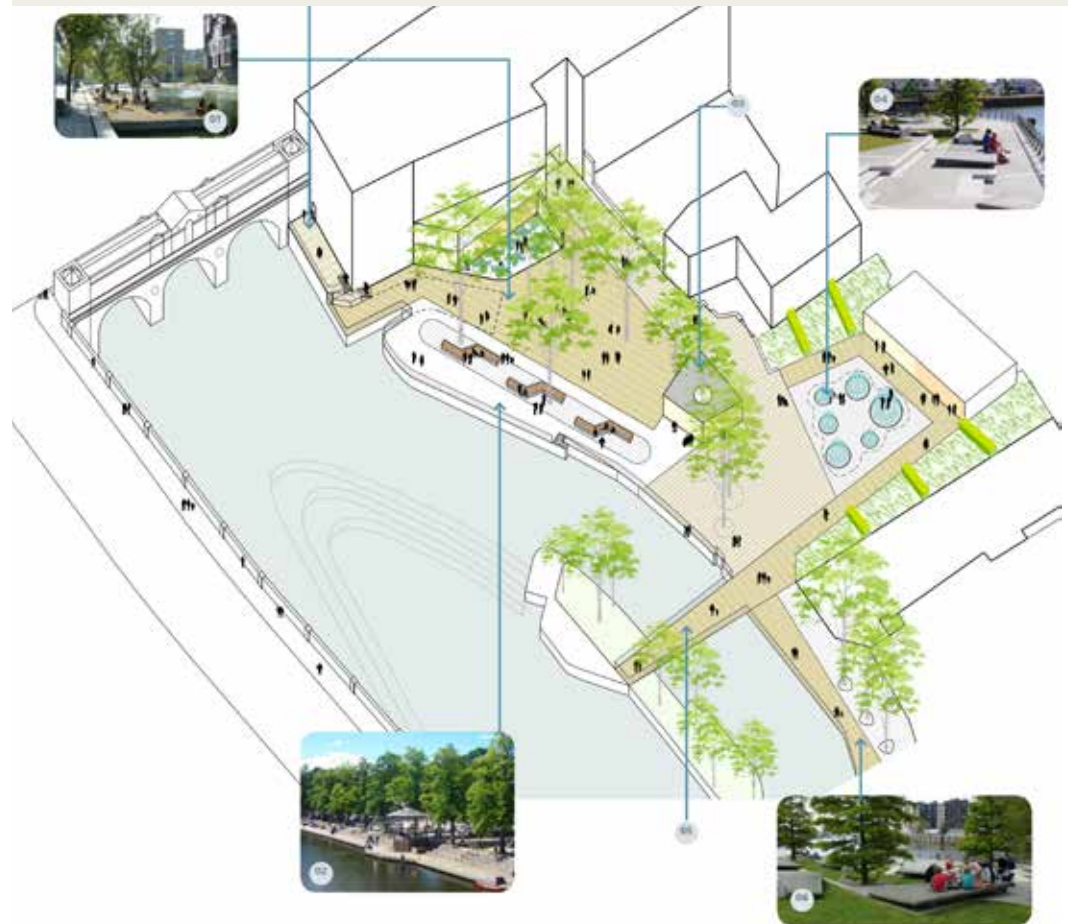
The Radial Gate was constructed in 1972 to control river levels in times of flood and to maintain upstream levels in summer. The structure remains in operation and this project aims to look at the visual benefits in reducing the prominence of the structure or removing it, assuming its function is met by other means.

Views to Pulteney Bridge are obscured by tree canopies along the accessible eastern or 'left' bank. The Radial Weir is also currently under review and is a 1970s functional structure with a redundant viewing deck above. The Radial gate is quite a discordant element within the river view corridor and detracts from the Pulteney Bridge public realm area and weir setting. The area adjacent to the Weir is a pleasant but underutilised riverside public realm area.

Other related projects which could provide better links to the Parade Garden includes the Orange Grove, a proposal for a new public square which connect through to Bath Abbey and the Pump Rooms.



OUTLINE PROPOSALS



7. PULTENEY BRIDGE & PARADE GARDENS (3/4)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

The Radial Gate currently obstructs views from the south bank pathway towards Pulteney Weir. When constructed in the 1970s the gate intended to act as a flood defence, with plans for a restaurant or cafe on the above platform. This never materialised and the platform remains as a defunct structure.

The Environment Agency and Bath & North East Somerset Council are currently progressing a Business Case project to refurbish/replace the Twerton and Pulteney Gates. As part of this project the opportunities for a fish pass and for renewable energy potential to be harnessed will be considered.

Further opportunities for aesthetic improvement to this flood defence gate and walls should be explored as part of future development in this area.

Existing View



Option – Retain Radial Gate with removal of platform for extended views



7. PULTENEY BRIDGE & PARADE GARDENS (4/4)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

Parade Gardens is a highly managed park which has a very high end design for all aspects of its planting. In 2013, Bath was a Gold award winner in the RHS Britain in Bloom competition with Parade Gardens also winning the RHS Britain in Bloom Edible Britain award.

The riverside space is set low and access is via steps and ramps to centrally located pleasure grounds with traditional and more recent planting innovations. The garden raise revenue with an entrance

fee and through a café located within the gardens and as a venue, with the band stand, as an attraction for a programme of summer events. The location is close to the Pulteney Weir and the grounds have views of the riverside albeit in places access to the waterside is limited and there is scope to increase the visibility between river and gardens. A key feature includes the undercroft spaces which bound the grounds and the potential to explore the colonnades, adjacent to the spectacular weir, which support The

Grand Parade above and visually connect to the grandeur of the Empire Hotel building, now redeveloped for a number of uses.

The riverside public walkway is continuous but in places lacks width or definition as a public route. With the Bath Pattern book the public realm is defined as in need of renewal.



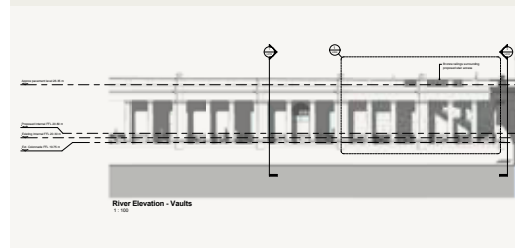
Outline Proposals



- 1 Improve linkage of city centre and train station with Parade Gardens – Signage and shared surfacing for enhanced pedestrian experience



- 2 Re-purposed colonnade spaces – with restaurants, cafés and museums which interact with the adjacent green space. Provision of a staircase, lighting installations and resurfacing



- 2 Planning permission was secured in 2016 to re-develop the colonnades.



- 3 River bank currently inaccessible, combined with dense tree canopies results in a disconnection of the park from the river



- 3 Terracing of river bank – for easier access to the river edge and provide a scenic spot for leisure. Lifting and thinning of tree canopies along the river edge for improved visibility from the park towards the river



- 4 Restaurants with active frontages within the park space, providing richer functionality for the open space with a more lively setting



- 5 Increased moorings in the Pulteney area would bring increased visual interest to the gardens and the river frontage



- 5 Back of restaurants on the southern border of Parade Gardens do not relate to the park space – potential for outdoor seating and inward facing active frontages



- 5 Currently there is no function for the river along Parade Gardens – potential for private and commercial moorings



8. WIDCOMBE SOCIAL CLUB

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Widcombe Social Club is a community building which has been sensitively renovated and occupies a waterfront situation close to the centre of Widcombe. The Widcombe group are now extending their work to the wider area and have set out a survey and series of proposals which can enhance the locality and visibility of the canal basin and canal side environment. This provides better visibility of the basin and building and recent improvements, and improve the operation of spaces surrounding the community facility.

Some initial concept options have been worked up following discussions with the WSC Manager, to generate debate.



ISSUES AND OPPORTUNITIES

The plan outlines the issues and opportunities to undertake small scale improvements. As this project develops the Widcombe Social Club will work with B&NES, the Canal & River Trust, local stakeholders and volunteers to agree a way forward and explore implementation.

This area is part of a successful volunteer management scheme set up by the Canal & River Trust. However, the area around lock island has historically attracted anti-social behaviour (street drinking and graffiti). Therefore, opportunities to improve natural surveillance and make the area more attractive should be sought.

OUTLINE PROPOSALS



KEY

1. Canal side public footpath
2. Dead tree standing dead wood
3. Poor quality bare rubble fill with little plant growth
4. Shallow silted basin with pond weed growth and surface rubbish
5. Pumped water outfall
6. Views mostly screened but some glimpses/framed views from grass area on south side of lock and footpath and on north side
7. Scrubby vegetation extending full length of un-piled silt bank in front of Widcombe Wharf flats

Phase 1

- A. Planting by agreement
- B. Reed Bed
- C. Dead tree removed
- D. Fence removed
- E. Ornamental shrub planting



Phase 2

- F. Deck added
- G. Access from balcony added



Phase 3

- H. Silt dredged
- I. Pontoon added



9. BATH QUAYS: NORTH, SOUTH & BRIDGE (1/2)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

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PROJECT CONCEPT

Bath Quays comprises the old Newark works site and surrounding areas south of the river and the current location of Avon St car park and coach park North of the river. The two riverside sites will be linked by the new Bath Quays Bridge and represents the largest development opportunity within the city since the Southgate shopping centre and the largest office scheme ever within Bath.

On the North side of the river, shops and restaurants facing the Avon will make the most of the location and create a busy and appealing streetscene. Bath Quays North will also provide up to 100 new homes and new office space.



9. BATH QUAYS: NORTH, SOUTH & BRIDGE (2/2)

DUNDAS

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BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Bath Quays Bridge will provide a new crossing point over the River Avon for pedestrians and cyclists; an alternative crossing point to Midland Bridge and Churchill Bridge to the west and east respectively. Ultimately the bridge will connect the proposed development sites of Bath Quays North and South and enhance the improved connectivity between the riverside and Bath city centre.

The bridge design was selected via an international design competition, commissioned by B&NES Council in 2015. 49 design teams were reduced to a shortlist of six by a panel of Council representatives and respected experts in the fields of bridge engineering and architecture. Paris based engineering and architectural consultancy Marc Mimram's 'Between History and Modernity' as the winning design. This design was also the public's favourite.

In March 2017, the new bridge secured planning consent.



10. UPGRADED MOORINGS AT BATH QUAYS WATERSIDE

DUNDAS

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KEYNSHAM

HANHAM

PROJECT CONCEPT

The public realm forms part of the Bath Quays development. This extends between Green Park and the A367. The Plan includes public realm proposals including:

- A series of riverside walkways with ramp and steps which overcome the changes in level;
- Demountable railings to allow for Boat Access and mooring rings;
- A new riverside railing with boat access gates along the entire riverside stretch
- A variety of carefully designed landscape typologies which create a series of linear landscape experiences along the riverside edge;

OUTLINE PLAN



HISTORIC SITE CONDITIONS

Industrial Character



Riverboat Moorings



Narrow Footway



Changes in Level & Access Issues



PROPOSALS & IDEAS



Consider the potential to create seasonal events space as part of the riverside experience. A removable section of the site fence may be retrofitted to facilitate the holding of these events.



320m stretch of moorings – Create Waterside Business opportunities for holiday hire, river taxi services, roving and fixed boat businesses, floating seasonal markets and cafés for year-round attractions. The provision of power generators and water facilities which may be retrofitted would increase the commercial value of the moorings.

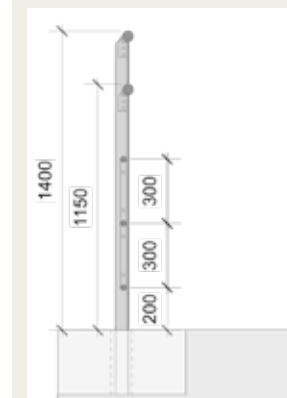


Detailing can combine uses for example creating steps with a combined seating function, Littlehampton Riverside, West Sussex



Sensitively designed railings create a place to stop, lean and look out to the river. This example is located at Kingston Riverside, London.

RAILING DETAILS



1400mm railing with posts at 2200mm centres. Vertical reinforcement made from 15mm steel bar, welded to tubes. Posts to be fixed into capping beam by drilling circular hole and filled with epoxy grout. Fixing design to be demountable.

11. BATH RIVERSIDE

DUNDAS

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Bath Riverside is the location for one of the most exciting and challenging regeneration projects.

The key site specific requirement for Bath Riverside is that it has to be a comprehensive mixed use scheme, with an optimum uses and density given the close proximity of the site to the City centre. It is also a site which is large in scale, 35 Ha, and the whole site will ultimately deliver 3000 homes, part of which has already been delivered on site by Crest Nicholson.

Bath Riverside's waterside frontage is an exemplar of this type of development and it has achieved outstanding improvements to the river's character, as well as the public realm. The development includes high quality contemporary design, public open spaces including a pocket park which creates a well-used link to the river.

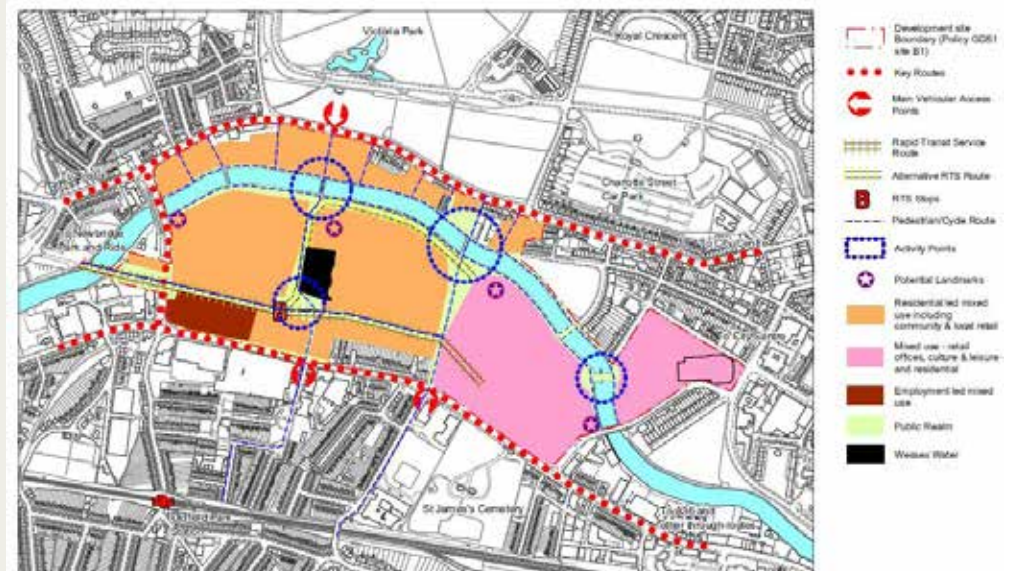
The BWR Masterplan seeks to deliver the following design principles to the wider area; these are of direct relevance to the WaterSpace Study:

- The development focuses on the River Avon and its importance as a strong natural asset with visual connections to the riverside;
 - The masterplan retains and integrates the heritage assets with some Georgian terraces considered as a good sustainable urban form;
 - There are new north-south links across the river, with Victoria Bridge Road, a key connection and new connecting public realm along the riverside, together creating a better connected city;
 - Design quality is at the heart of the development with consideration of the material choice to reflect the wider city, roofscape design considering views across the valley, creation of a clear spatial hierarchy and ensuring a sustainable community which is integrated into the wider neighbourhoods; and
 - Scale Height and massing are carefully considered to respect human scale and avoid tall buildings in the context of the wider city.
- The Masterplan and the design, as implemented so far, demonstrates a well-considered public realm hierarchy and the following aspects are of particular relevance to the riverside areas:
- Development of well-connected spaces inviting the user to explore the riverside environment;
 - Public Realm will be of the highest quality and will be consistent throughout the site, secured through the design coding;
 - The development has a simple, high quality palette of hard landscape materials balancing costs and durability.
- The River Design Principles include the following considerations which are relevant to The WaterSpace Study:
- The River is a uniting element with experiences across the river that are balanced, albeit the northern and southern banks differ in terms of spatial qualities such as enclosure;
 - The River Park should have active frontage development addressing the river;
 - It creates a strong landscape infrastructure that defines the river in long distance views;
 - There are views and vistas along the river corridor;
 - Development along the river frontage must accommodate and encourage river traffic;
 - Opportunity exists to maximise opportunities for public access to, and interaction, removing sheet piling in places with, the river can create a more direct relationship;
 - Create a linear route with a variety of events and interesting spaces along its length that inks into the wider city network of popular walking routes;
 - Incorporate opportunities, within the waterside environment, to host exhibits of art, more temporary pieces of installation, performance art, permanent fine art works and sculpture;
 - There are opportunities for education and enhanced interpretation of the life along the river;

- There are opportunities to play with levels within the public realm at the water's edge should be exploited wherever possible;
- Every opportunity should be taken to improve the current river corridor edges; in particular, proposals should be put forward to improve biodiversity.



Plan 2.3 Summary Masterplan



12. THE RIVER AVON PARK (1/5)

DUNDAS

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BATH

SALTFOORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

A new concept for a River Avon Park through the heart of the city has been identified. The Park space includes the water, adjoining towpaths, green spaces and a series of pocket parks and new green spaces under development (Bath Quays & Bath Riverside). The concept is to unify these spaces within one park, although sub areas will have its own character. The Park would be managed as a single entity and development contributions from new development would contribute towards its development and maintenance. The shared walking and cycling route will remain and access to the space will be increased.

The Park also has an important biodiversity value, which must be sustained. Improvements for people must allow the dark corridor to be retained for wildlife at night.

OPPORTUNITY

Environmental Enhancements

Provide potential habitats for birds, bats, pollinating insects and river species.

Improved/ Enhanced Pathways

Create clear and direct access from surrounding areas to the river.

Extend Access

Create new pathways along currently inaccessible portions of the linear route & entrances from the surrounding urban area.

Visual/ Intervisibility

Create glimpsed and framed views of the river from surrounding areas to encourage people to linger.

Direction

Provide signage to nearest park spaces & riverside.

Enhance Functionality

Create spaces with distinct functions catering for recreational and commercial activities.

A Sense of Place

Create a distinct character and retain/enhance existing assets.

Improve Maintenance

Provide more management of overgrown areas that have become neglected, discourage negative use and increase value of public spaces.

REGENERATION

Opportunities for the creative reuse of under-utilised spaces



CONNECTIVITY/ ACCESSIBILITY



ACTIVITIES/FUNCTIONALITY



ENVIRONMENTAL BENEFITS



12A. THE RIVER AVON PARK (2/5)

DUNDAS

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KEYNSHAM

HANHAM

PROJECT CONCEPT

Kelson Fields lies to the rear of residential properties which front onto nearby Locksbrook Road and Upper Bristol Road. This space has abundant established tree cover along both sides of the park and along the route of the former brook. It is south facing, enclosed and an attractive space, albeit under-used. The space could become an attractive entrance to the River Park.

The entrance to the Park from the Road is poor, and suggests it is a private space. There is potential for the park to be improved with an enhanced entrance, with a wider footpath edge, potential for riparian habitats to be enhanced and the potential for a pop-up cafe kiosk and for summer events to be held in the space.

ISSUES & OPPORTUNITIES

Enhanced Functionality – There is opportunity to create active river frontage space and potentially encourage use of an area for riverside activities/angling access/riverside festival venue.

Improve natural surveillance – A welcoming entrance, and activities which will encourage people to linger e.g. a pop up kiosk, will increase the use of the space.

Visual Intervisibility – Improve the natural surveillance of this space with tree works to lift and thin tree canopies and selectively remove understorey planting as well as replace any tree planting which is in poor condition.

A Sense of Place – Consider ways to extend the waterside art works into the space. New works should include a coordinated material palette and site equipment should be coordinated with the wider linear park.

- 1 Unclear connectivity with surroundings/ poorly defined entrances



- 2 Dense tree canopy create dark corridors but create unwelcoming daytime spaces



- 3 Open mown space with minimal function or biodiversity



- 4 Narrow river pathway



OUTLINE PROPOSALS

- A Visible entrance seating space and lifting canopy to increase visibility
- B Widened river pathway & events space – material to co-ordinate with wider linear park. Seating provided along path
- C Upgraded play area and boundary
- D Increased grass area to create a more gradual slope to river edge to improve safety and access
- E Potential shared surface leading to proposed entrance with wayfinding signage



12B. THE RIVER AVON PARK (3/5)

DUNDAS

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BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Norfolk Crescent is an elevated green space which is formal in character with a Georgian Crescent, and modern development fronting and overlooking the space. The green space is accessible from the west at the end of Nelson Place West and it is not possible to access the riverside from the elevated level of Norfolk Crescent. There is a further access point which has kissing gate arrangement, although the access point is eroded.

The project concept would access and Intervisibility between the public open space and the river corridor, in subtle and selected locations, providing glimpsed views but retaining the green lane and dark corridor for wildlife.

Proposals could include a path across the space and wayfinding at strategic locations. There is additionally the opportunity to introduce areas of species rich meadow grassland to increase biodiversity and improve the aesthetic of the green space.

ISSUES & OPPORTUNITIES

Enhanced Functionality – There is opportunity to increase the through movement across this space to better connect to the River Park, this site is an important gateway to the Park.

Environmental Enhancement – This could be achieved by diversifying the planting to include more marginal species and meadow grassland areas to break up the close mown appearance of the park.

Visual Intervisibility – Improve the visibility to the river in places – selectively lift and thin tree canopies and thin understorey planting whilst retaining a continuous and connected dark corridor for wildlife.

A Sense of Place – Consider ways to extend waterside art works into the space. New works should include a coordinated material palette and site equipment should be consistent in choice with the wider linear park.

- ① Dense Vegetated edge
- ② Lack of wayfinding entering the site from the city centre
- ③ Open mown space with minimal environmental or functional value
- ④ Limited and poor access points to/from river corridor



- A Way finding with direction information
- B Stepped Ramp access to riverside edge and create visibility
- C Hard self-binding gravel path access
- D Mown grass pathway for walking use



12C. THE RIVER AVON PARK (4/5)

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KEYNSHAM

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PROJECT CONCEPT

Green Park adjoins the River Avon and is comprised of a park with historic boundaries and it relates strongly to the terraced Georgian townhouses. The present day layout of this space also includes an elevated triangular section of land which is separate from the park but could be integrated. Design concepts consider the change in level and the separation of these spaces from the river frontage. There is scope to change the riverside profile and create more space closer to the riverside, widen the tow path and integrate the waterside public realm with the park itself.

During 2016, a new cycle path connection has been installed linking the park entrance with the river edge. In 2017, works are underway to move the river path into the park away from the steep river edge behind a retained railing.

PROJECT OBJECTIVES

Enhance Functionality

Define use of spaces with distinct functions catering for recreational, play and introduce new facilities such as a cafe to provide an attraction and generate revenue

Environmental Enhancements

Provide for potential habitats for birds, pollinating insects and river species

Visual/ Intervisibility

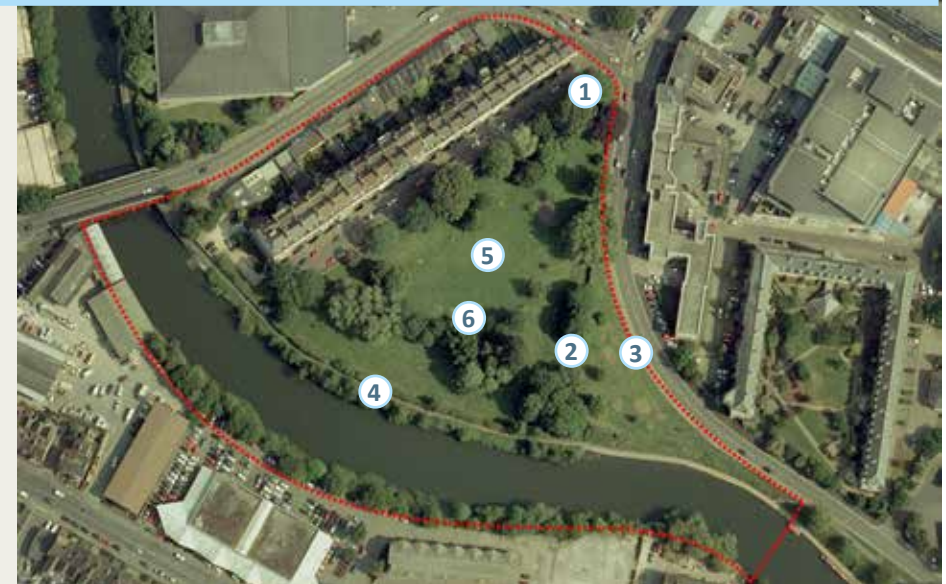
Create clear views of the river from surrounding areas to encourage movement

A sense of place

Create spaces with a distinct character and retain/enhance existing assets

OVERALL ISSUES & OPPORTUNITIES

- 1 Separation from the river corridor due to limited access from the city centre and steep level change of the river bank
- 2 Barrier to movement – historic boundary wall and level change dividing south-east corner from adjacent park
- 3 Exposure to A367 road negatively affects the quality of space and increases the vulnerability of the raised corner
- 4 Since the WaterSpace Study commenced the narrow riverside pathway has now been replaced with an upgraded widened path which is integrated into Green Park and a new path links this to the Park entrance.
- 5 Large open mown grass with minimal function, opportunity to review and increase meadow grass, improving biodiversity
- 6 Lack of spatial definition: seating and play features spread out



OUTLINE PROPOSALS

A

Bespoke designed cafe/ restaurant with adjacent active space



B

Waterside marginal Reedbed habitat creation



C

Terraced accessible topography with paths accessing river edge



D

Play space with distinct choice of play and bespoke detailing based on a theme



12D. THE RIVER AVON PARK (5/5)

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KEYNSHAM

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PROJECT CONCEPT

Brassmill Green is situated to the north of Weston Island and the Canal beside Weston Lock, on the south side of Brassmill Lane. The site consists of 3 open spaces divided by fencing and a private residence, with no clear entrance from the road. With the exception of playground furniture the space lacks clear uses for residents and visitors that pass through the site. There is no defined entrance to the site from Brassmill Lane, with no pedestrian footpath which limits the accessibility of nearby residents into the space.

The footpath becomes increasingly narrow downstream heading west making cycling and walking difficult.

The historic nature of the area combined with the ecological richness of Weston Island makes the site an opportune spot for a multi-functional leisure space for both local residents and visitors.

The pocket park adjoins the Rotork factory site which is proposed to be redeveloped (2017), the development proposal includes improved overlooking of the space with a new riverside cafe proposed, new path links and new benches and planting etc.



- 1 Unclear connectivity with surroundings/ poorly defined entrances.



- 2 Poorly defined park area with low quality play equipment. Fencing creates unnecessary division between spaces



Outline Proposals

- A Tree canopies thinned to enhance visibility. Seating areas in spots with desirable views towards the river.



- B Widened river pathway – material to co-ordinate with wider linear park.



- C Upgraded play area for visitors and local residents, with flexible open green space for sports and recreational activities



ISSUES AND OPPORTUNITIES

- **Enhanced Functionality** – There is an opportunity to create interesting linked spaces for informal sport, but also to create an entrance space to the River Park where you can enjoy boats moving through Weston Lock.
- **Environmental Enhancement** – Improvements to the play area provision, perhaps with some natural play and diversifying the planting to include more marginal species and meadow grassland areas to break up the close mown appearance of the park.
- **Visual Intervisibility** – Create clear views of the river from surrounding areas to encourage movement with selective tree works
- **A Sense of Place** – views to the Lock and Weir create an attractive draw to this location, proximity to pubs and the brewery also mean this is an attractive entrance to the River Park.

- 3 Grass with low biodiversity and functional value. Narrow footways difficult for users. Impact on biodiversity.



- 4 Private residence splits the site into two halves with little connection linking the spaces



- D Integrated and clear entrance points with Way finding/direction information



- E Meadow grassland provide more value to pollinating insects and wildlife, a more naturalistic character



13. ENVIRONMENT AGENCY ACCESS LOCATIONS

DUNDAS

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PROJECT CONCEPT

The purpose of these proposals are to create and maintain access routes within the urban areas of Bath.

ISSUES & OPPORTUNITIES

Access to the riverside for works to river walls and related structures as part of the Bath Flood Defence Scheme (BFDS) is limited. There is a need to safeguard routes which are used infrequently to allow appropriate plant and vehicles and small boats to access the river for routine maintenance.

Each year routine maintenance along BFDS is undertaken in early spring and autumn.

Operations include vegetation clearance, removal of fallen trees, clearance of outfalls and the inspection of sheet piled sections of river walls and structures – these are checked for signs of deterioration.

Increasingly, access to remove fallen trees and debris has become more difficult as riverside development constrains access to the river bank edge. All debris has to be dragged back upstream to the point of access for removal.

Currently the Environment Agency has a single launch point at Spring Gardens (downstream of Pulteney Weir) where a boat can safely be launched.

OUTLINE PROPOSALS

Two possible sites have been investigated. In addition, opportunities to use the existing slipway at Bath Marina have been identified.

1. PC WORLD CAR PARK

(ST 72971 64782)

At PC World it is possible to open the yellow gates, close to the entrance of the premises. From this point there is potential to either launch a small boat or use a winch sited on a 4x4 vehicle to pull trees from the river. Restrictions would have to be made to customer parking at PC World.



2. HOMEBASE CAR PARK

(ST 72971 64782)

At this site, it would be necessary to widen the access by digging into the bank by approx. 0.5m to give enough width for a winch tractor and 4x4 vehicle. For this site, an access agreement would not be sufficient. To secure this site and preserve it from future development, a land purchase would be more suitable. Land is owned by Crest Nicholson.



ALTERNATIVE SITES

Alternative sites for consideration by the Environmental Agency include:

• Morrisons car park

Potential access from the car park to the riverside, London Road, BA1 6AE

• Kelson Fields

An open green space, potential for access to the river from the end of Nelson Place West BA1, although highlighted as a space for biodiversity and park improvement

14. BATH SPA ARTS UNIVERSITY DEVELOPMENT

DUNDAS

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PROJECT CONCEPT

The site of Herman Miller is the proposed site for the new Bath Spa Art University campus, a riverside development.

This in turn will bring opportunities to make use of the open space beside the river to cater for this new activity whilst better serving cyclists and pedestrians who currently use the riverside route or Fieldings bridge.

ISSUES AND OPPORTUNITIES

- Fieldings Bridge – Bridge too narrow for current and potential future use. A new wider bridge is needed. Poor access on north side, with access via private car park which is part of Locksbrook Trading Estate. Additional land/access would need to be acquired to improve.
- Lack of way-finding – unclear links and direction to surrounding areas
- Narrow and uneven river towpath – causes conflict between cyclists and pedestrians.
- Lack of river-based activities – potential to improve access to the river edge for water sports and commercial moorings, associated with activities such as a floating market (see T20). Increased users of the site provides potential for generating revenue.
- Site safety – currently no easy way back onto the river bank and no safety equipment.

The onwards route to be integrated as part of the Hermon Miller site planning for the University's Art Campus



- A** Potential to upgrade surfacing and widen the river path, for safer use by cyclists and pedestrians



- B** Potential to create more direct access from the footbridge to the river pathway – gentle gradient leading to the riverside



- C** Information and directional signage leading users from this key junction point to the surrounding areas



- D** Flexible riverside leisure space with seating/benches and lawn for use by university students and visitors



- E** Potential to create more direct access from the footbridge to the river pathway – gentle gradient leading to the riverside



- F** Pontoon/slipway access to the river's edge, encouraging more river-based recreation, water sports



15. WESTON CUT CANAL (1/3)

DUNDAS

CLAVERTON

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SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

The Weston Cut Canal is a man-made structure built between 1724 and 1727, located towards the western suburbs of Bath. Due to its location the canal acts as a transitional point from the city of Bath to the rural settlement edge. Combined with its historical setting the area is a key environmental node rich in wildlife, including Otters and Kingfishers.

Despite the areas strengths there are currently issues relating to accessibility, due to the degrading narrow riverside pathway which proves difficult for passing pedestrians and cyclists. Development in the last century has had little regard for the riverside, with construction of buildings with little or no frontage relating to the river edge that detract from the historic and naturalistic setting of the area.

DESIGN OBJECTIVES

Enhance Functionality – There is opportunity to create a more active river frontage and to widen the narrow towpath as future developments occur

Artistic Inspiration – Arts projects could liven up the left over spaces as part of a riverside trail

Improve Access – Widen and resurfacing of the existing riverside path to encourage movement into and through the area

Environmental Enhancement – Mitigate the negative influence of the surrounding developments and restore the area as a historic and naturalistic hotspot.

Protect biodiversity – this area is a biodiversity hotspot, and there are further opportunities to enhance habitats and improve green connections to this area

OUTLINE PROPOSALS



- 1 Buildings relate poorly to the river edge, forming irregular and unused spaces with signs of antisocial activities



- 2 Unsightly barbed wire on property boundaries detract from the naturalistic setting



- 3 Path pinchpoint towards west causes conflict between cyclists and pedestrians



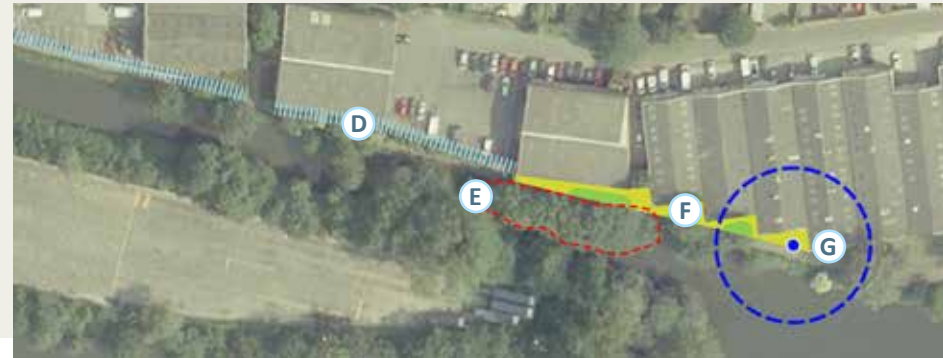
- 4 Overgrown tree canopies cause excessive shading of pathway



15. WESTON CUT CANAL (2/3)



OUTLINE PROPOSALS (CONTINUED)



- A** Widened pathway to allow for better flow of pedestrians and cyclists whilst improving safety



- B** Capitalise on views over river from the Locksbrook Inn Pub and activate the frontage, allow for greater interaction between the outdoor seating and the river edge



- D** Improve image of property boundaries, removing barbed wire and establishing climbing vegetation. Potential for art installations



- E** Thin tree canopies to allow more light to penetrate through to the pathway below



- C** Seating space beside the bridge to make use of the tranquil setting and encourage people to stay longer in the area



- F** Buildings relate poorly to the river edge, forming irregular and unused spaces with signs of antisocial activities



- G** Information board combined with transitional/visual element for education and acting as an entrance point to the canal



15. WESTON CUT CANAL (3/3)



16. BATH MARINA (1/2)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Bath Caravan Park and Marina caravan and marina site is a linear site, accessed from Brassmill Lane to the east. The operation is site is successful, and has seen an with 10% increase in demand since 2014 with the redevelopment of Twerton Mill. There there are proposals to enhance the camping offer and overall visitor experience of the site. The current office & reception are adjacent to the marina in the north east corner of the site. This is not an ideal welcome point . The site is close to the Newbridge Down Park and Ride, adjoins park space and a children's play area and the river path. An existing next bike station on the site is very well used for trips towards Bath City centre along the river.

This project aims to consider the opportunities for a Masterplanned development of this site, to realise its full potential. The site comprises an attractive marina which is visible from the riverside, riverside moorings, and a caravan park plus associated facilities.

A Masterplan for the site could allow improved connections through the site between the river path and Newbridge, ecological and environment enhancements, improvements to the park offer and enhanced facilities including tent camping, a new shop, and new communal facilities etc. There are limited opportunities to increase the number of moorings, however, access to the slipway (currently blocked by a mooring) would provide an additional benefit.

ECOLOGICAL CONSIDERATIONS

- The river corridor is likely to be used by some of Britain's rarest bat species. Enhancement of bat foraging and commuting habitat through providing unbroken hedgerows and native tree lines along the river corridor should be encouraged. The provision of additional bat roosting features including bat boxes in trees and bat bricks and bat tiles within new buildings would also be beneficial to local bat populations.
- Many bats are affected by night-time lighting. It is recommended that dark corridors are maintained and lighting is directed away from the River Avon and boundary habitats including hedgerows.
- The recommendations to retain native riverside habitat and reduce lighting impacts on the River Avon will also greatly benefit otters, which are known to be active along the River Avon.
- It is recommended that additional bird nesting features are provided within the site which can include bird boxes on buildings and trees and the installation of an artificial nesting bank for kingfisher on the River Avon.
- The biodiversity of the site can be enhanced via the creation of new habitats including areas of wildflower meadow, a green roof on new buildings and the incorporation of a variety of native tree and shrub species in the development planting schedule. This can create valuable habitat for invertebrates and the provision of log/brush piles within suitable areas around the site would provide refuges for wildlife including reptiles and hedgehogs.



16. BATH MARINA (2/2)

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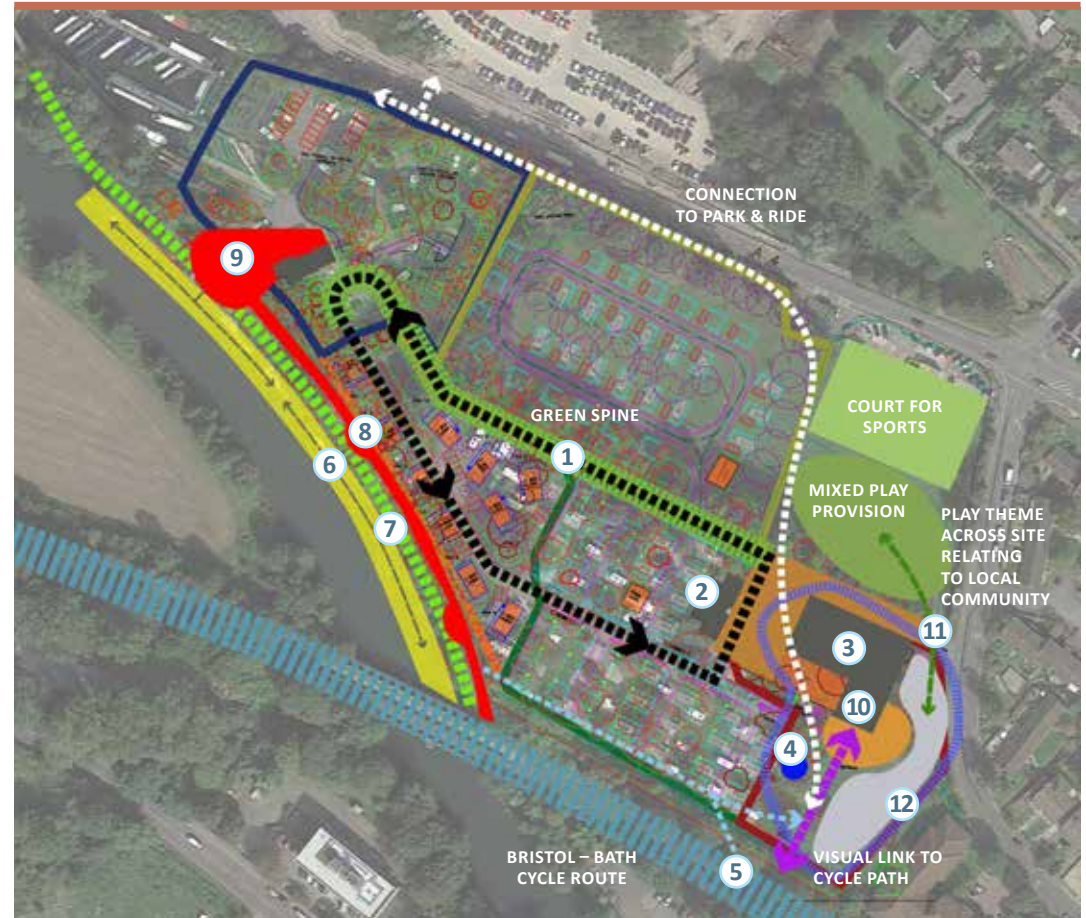
OPPORTUNITIES

Masterplanning opportunities to integrate proposals into wider area include:

- Creating publicly accessible hubs centred on the New Chandlery, with riverside café/workshops/offices which address the riverside and a neighbourhood hub that can offer a shop, bistro/café and play amenities that also relate well to the nearby residential areas. Both hubs can offer a potential attraction to riverside users, perhaps with the addition of a permanent water-boat café as part of the proposals.
- Create a central green spine as a new PROW connecting from Brass Mill Lane to several points of the Bristol Bath riverside route and the two hubs noted above.
- The movement through should be promoted between the Park and Ride and riverside towpath for cyclists using the Nextbike cycle terminus and pedestrians and site visitors to gain access to the city via the park and ride, perhaps also to provide a potential future river shuttle service;
- Connections required to play areas/soft landscape areas with shared surfaces to avoid conflict with vehicles accessing the site.
- The site should allow access for site users at designed and managed play/amenity locations along the sites southern riverside edge.
- Proposals to reconfigure existing moorings will be subject to consideration of navigational safety and ecology in particular.

- The proposals need to demonstrate the redistribution of green space, which addresses neighbourhood play shortfalls and adventure play (perhaps within bund area) and also consider a MUGA or 5-a-side sports pitch as part of the site's play/recreational provision (within remainder of Newbridge Open Space).
- Create and highlight a number of dog walking circuits, of differing lengths, around (and partially within) the site.

Although there would be a loss of green space through this Masterplan proposal, there is a case that can be made, to show how this is being mitigated by redistributing open space to the riverside edge with defined and managed functions. There may be some merit in using site won material to create a vegetated bund along sections of the sites northern boundary to provide visual/sound screening to the site from Bristol Road.



- | | | |
|---|--|---|
| 1 One-way vehicle route | 6 Reconfigured moorings with reduced number of access points | 9 Potential Riverside Hub with future active uses e.g. workshops, cafés |
| 2 Facilities building with planning permission | 7 Ecological enhancement and management of river banks, with removal of invasive species | 10 Landmark feature to building |
| 3 Facilities building with sport shop | 8 Towpath with access to moorings | 11 Shared surface entrance and facilities area |
| 4 New Next Bike station | | 12 Car-free Hub / cycle repair / cafe connected to the cycle route |
| 5 New pedestrian and cycle link to Bristol-Bath cycle route | | |

17. SALT FORD BRASS MILL (1/2)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALT FORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

The site of Saltford Mill has been in use since the time of the Domesday record when two watermills were listed in Saltford. At that time they would have been corn mills housed in simple wooden structures of which nothing is known. In later centuries fulling, the thickening process of hand-woven woollen cloth was carried out in buildings which would have been far more substantial. Fulling ceased in the late 1600s with the bankruptcy of the owner, but the present building may well contain fragments of that earlier structure. The brass company is known to be in occupation from 1721 and from then many additions and alterations must have taken place.

In its current form, Saltford Brass Mill is situated on the banks of the River Avon in the village of Saltford, it was one of a series of mills in the Avon valley in operation during the 18th century. The river was used to transport and deliver brass and coal to the mill where the brass was shaped to make hollow-ware such as pans, bowls and vats. The Saltford Brass Mill complex has been restored and renovated in 1995 and 2014.

The Brass Mill building is of significant importance, being the only surviving building still with a furnace and working water wheel remaining in the Avon Valley. The Mill is maintained through volunteer work with The Saltford Brass Mill Project.

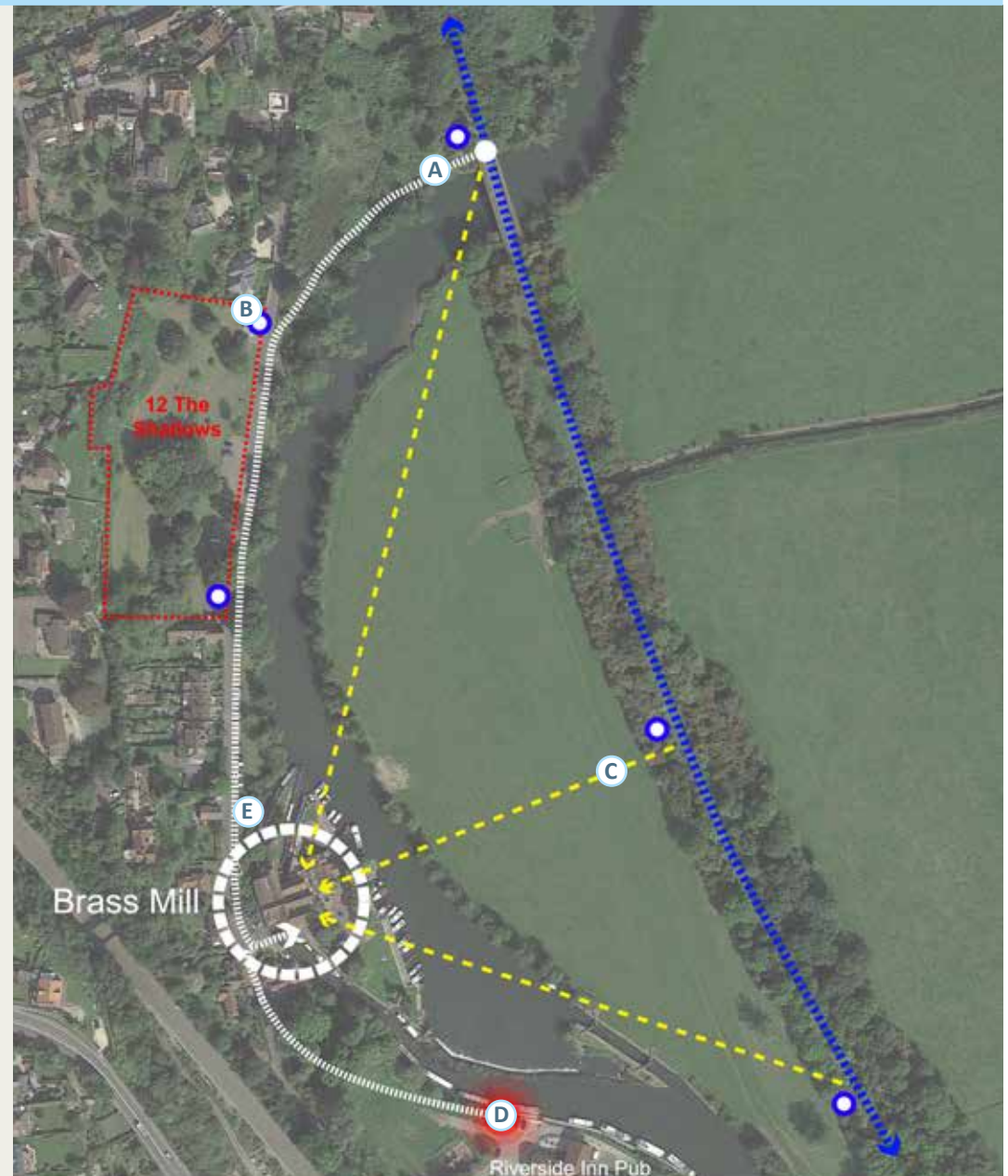
The building today hosts a series of historic exhibits aimed at educating visitors about the craft. It has charming gardens and associated facilities, provide group visits, lectures and a venue of talks. Opening times are limited, the Brass Mill is open to visitors on the Second and Fourth Saturdays of the month from May to October.



OBJECTIVES AND PROPOSALS

- A Improve connectivity with the cycle trail**
Better wayfinding and information to take people from the cycle way to the Brass Mill.
- B Enhance interconnectivity with the local area & services**
Better cross advertising of the Brass Mill at local pubs and facilities such as Saltford Marina. Walking tours incorporating the Brassmill into the route.
- C Improved site visibility from a wider area**
Create glimpsed views towards the mill along the cycle route through canopy lifting.
- D Create more direct links with a wider catchment area**
River taxi services from Bath City Centre and Keynsham, with a stopping point located outside the Riverside Inn Pub for increased potential use of local services and potentially increased annual visitors.
- E Visitor education**
Information/interpretation boards to inform visitors to the Mill of the significance of the site and its history. Potential for mill-themed riverside sculptural elements for enhanced character and engagement.

These ideas have been developed working with the Brassmill volunteers.



18. THE SHALLOWS SALTFOORD (1/3)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFOORD

KEYNSHAM

HANHAM

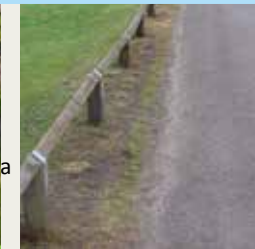
PROJECT CONCEPT

Enhancement to the Shallows to improve biodiversity, better promote the Saltford Brassmill and improve basic facilities for a variety of uses including free fishing, canoeing/kayaking, and those others enjoy the space.

- A** Dense unmanaged vegetation blocking desirable views across the river valley from park space & surrounding areas
- B** Steep pathway gradient and steps making accessibility and usability more difficult



- C** Steep, inaccessible river edge difficult for kayak and other water sport access
- D** Timber knee rail protects the river edge from the impact of parked cars, but retains only narrow strip of accessible space



- G** Road surface treatment has a suburbanising impact on the rural character
- H** Overgrown pathways with non-native species reducing riverside views



- E** Car Park is not incorporated into parkland space, detracting views from the river
- F** Picnic benches and BBQ areas provide good facilities, although extensive areas of mown grass lack biodiversity



18. THE SHALLOWS SALTORD (2/3)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTORD

KEYNSHAM

HANHAM

- A1** Improve circulation with gentler gradient providing easier access through the site with coordinated path surface finishes
- A2** Shared surface to site access and car park to integrate the park setting with the river



- C1** Natural Play Space for visitors and local residents to provide a playful environment for children
- C2** Open leisure space a flexible space for sports and recreational activities



- B1** Maintain vegetation pruning of trees and thinning of undergrowth to re-establish views through the river.
- B2** Maintain mown seating spaces and paths located in areas with desirable views.
- B3** Meadow grassland provide more value to pollinating insects and wildlife, a naturalistic character
- B4** Reinstate glimpsed historic views across the AONB by managing vegetation



- D** Improved access arrangements avoiding bank erosion providing safe access for free access canoe/kayak



- E1** Low key improvements to facilitate free fishing access such as vegetation management, better disabled access between car park and river edge considering kerbs and location of gaps in knee rail.



Photo: Saltford Environment Group

18. THE SHALLOWS SALTORD (3/3)

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Potential for improved canoe and kayak access to address the current issues of bank erosion and steep inadequate access. The land is in B&NES ownership and it provides free access point to launch canoe and kayak which is accessible to all. Any future proposals should be small scale and must retain the character of this quiet riverside retreat.

DESIGN OPTIONS

Photos left from Saltord Parish Council and local canoe groups highlight the difficulty of accessing the river with a canoe.

Further detailed design work would be needed before to establish possible options including siting. Any future design would need to be a collaboration with the local community including those who would use the facility.



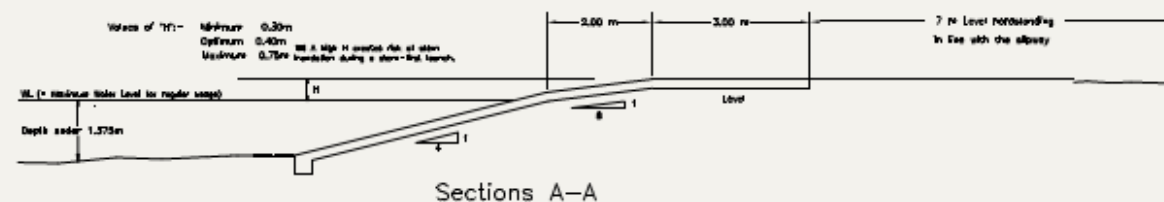
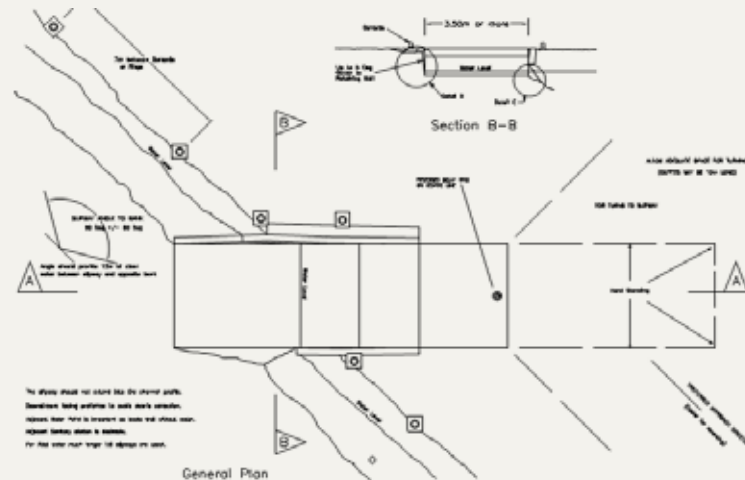
PRECEDENT IMAGES

Examples from Medway Canoe Trail in Kent (constructed in 2008) and Reedley Marina are shown below.



EXAMPLE SLIPWAY DESIGN

The Inland Waterways Associate Standard Slipway Design is illustrated below.



19. MEAD LANE MOORINGS

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Mead Lane and adjacent residential plots connecting the historic core of Saltford and the Cycle track to the Jolly Sailor pub and Sailing Club.

Due to the site's attractiveness with open views to the Cotswolds Area of Outstanding Natural Beauty, its proximity to both Bath and Bristol and the bank profile, and nearby parking the area is attractive for summer mooring. The terms and duration of moorings have not been clear, while there are no facilities and services at this site, it is well placed in close proximity to elson points etc.

Boats mooring have no formal means of anchoring, therefore vessels are either tied up to riverside trees or used mooring pins.

During 2016-17 a mooring trial was implemented, and new white lines installed to discourage parking on the lane blocking private residences. A consultation is also being led by the Highways Department about overnight parking restrictions on Mead Lane (Aug 2017).



DESIGN OBJECTIVES

- Provide mooring allocations and facilities— sites for anchoring, bankside access and adequate facilities for 14 days and 48 hour stays (245 metres length in total)
- Reduce impact on surrounding residents and businesses – Minimise visual and social conflicts between residents and moorings and nearby overnight parking at the Shallows
- Enhanced access and connectivity – Clear directional and informational signage for visitors and moorings



Avoid overnight parking of camper vans over long duration. Access for lorries to pub and waterworks impacts upon local residents



Mooring ropes preventing maintenance of verges – vegetation obstructing access from bankside



Potential Conflicts between users – sailing club, residents, boating community, anglers etc need to be managed.

POSSIBLE INTERVENTIONS

- A Install Mooring Anchors** – Allocated mooring spots for more formalised securing of boats. Breaks in vegetation for easy access



- B Mooring Signage** – Adapted from Canal and River Trust standard visitor mooring posts. Currently in place.



- C Interpretation Panel** – add panel with local history, wildlife information and boater code of conduct. Currently in place.



- D Consider highway restrictions** to manage car parking and through traffic.



- KEY**
- Proposed long stay mooring – up to 14 days
 - Proposed short stay mooring – up to 48 hours
 - Information signage
 - Mooring anchor at 57 feet (17.5m) standard boat lengths (245m length in total)



20. WESSEX WATER BRIDGE

DUNDAS

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PROJECT CONCEPT

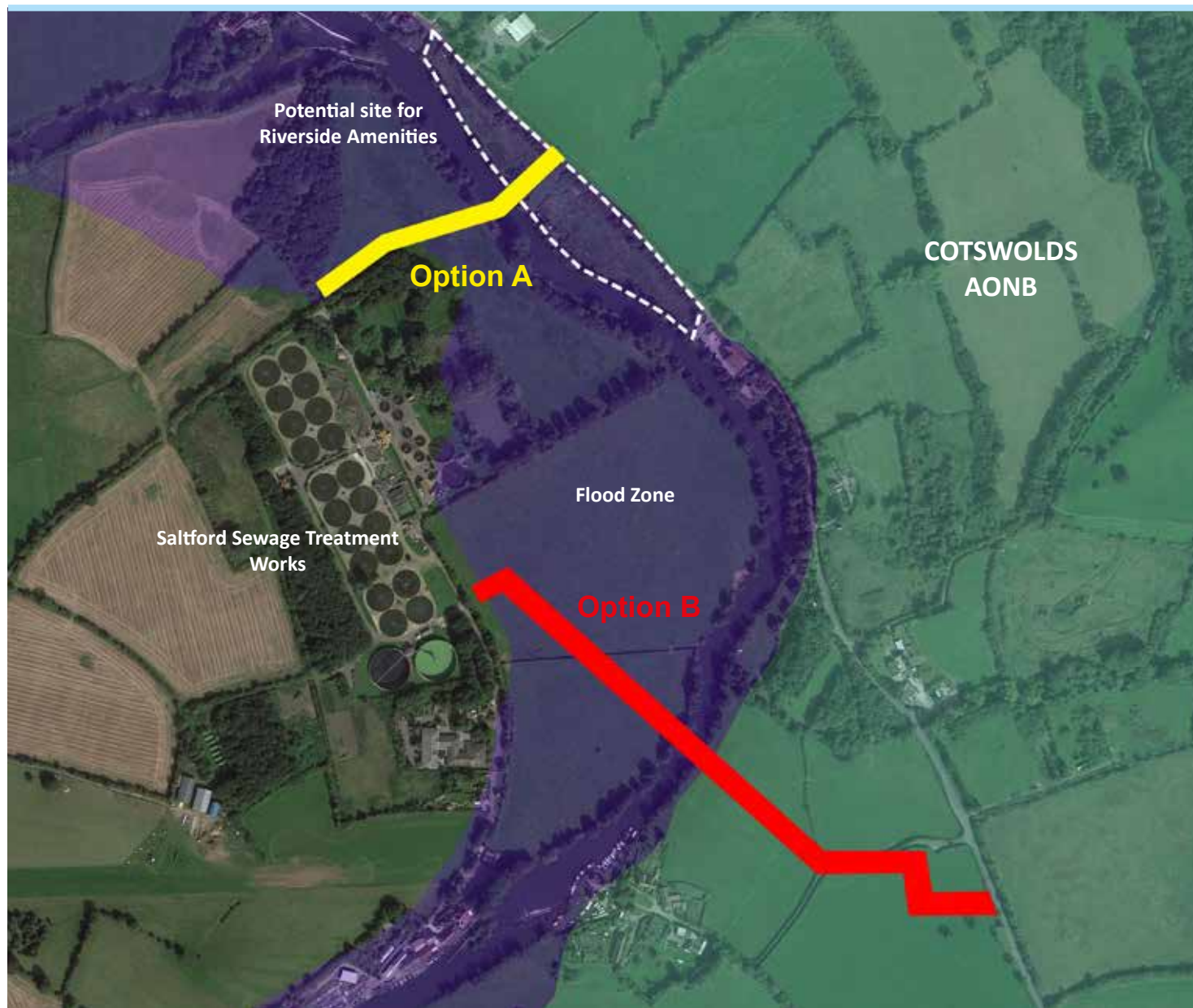
Access to the Saltford Sewage Treatment Works Wessex Water site relies upon a narrow existing road network, which flood occasionally rendering it not passable. Wessex Water are seeking to provide a new access via a bridge crossing the River Avon and connect the site to the A431. They are currently exploring two options which connect with the A431 to the south east of Swineford.

Preliminary Study will include:

- A Scoping Study to determine the requirements for Environmental Assessment;
- A high level environmental assessment of route options to compare landscape sensitivity, heritage and ecology;
- Transport Study to assess the works to ensure the access can be integrated with the wider network;
- High level planning requirements; and
- Sustainability Appraisal of the location.

OPPORTUNITIES

- The site presents potential for a new river crossing which would be for Wessex Water vehicular use only, but could include a cycling and pedestrian river crossing provision;
- Waterside boating activities and moorings could be considered as part of the proposals in adjacent areas of land;
- There is potential to connect the bridge as part of the existing network of footpaths and to create new riverside paths and it creates the opportunity for a loop route via the nearby attractions and pubs at Saltford.



21. BROADMEAD PENINSULA

DUNDAS

CLAVERTON

BATHAMPTON

BATH

SALTFORD

KEYNSHAM

HANHAM

PROJECT CONCEPT

Bath and North East Somerset Council is in the process of working with neighbouring authorities to develop a Joint Spatial Plan (JSP) which will identify appropriate locations for development, including future housing requirements. The Broadmead Peninsula is part of the northern and central Keynsham-Saltord axis and is emerging as one of the possible options (2017) for further growth at the sub-regional level. The area is also the location of a proposal for a large scale Marina proposal which was subject to a recent appeal.

The study area comprises the urban edge of Keynsham and is bound by the east-west Bath-Bristol rail link to the south and the River Avon to the north. The Avon Valley Country Park is located in this area.

The landscape is edge of settlement and transitions to small scale agricultural with some recreational uses such as the Avon Adventure Park. There are employment uses, industrial, storage and workshops etc. The landscape reflects the national landscape character description and falls within 118, Bristol, Avon Valleys and Ridges. Overall the landscape is very much characteristic of an open foodplain landscape and relates well to the river in visual terms.

Design Objectives

Work is currently underway to review the suitability of this location for future strategic development, however, the site is currently in the green belt and unless earmarked for strategic growth there would be very little development opportunities here. The current

assessment work is considering the following:

- (i) The suitability, or otherwise, of the area for development. Including the mapping of known constraints (planning, infrastructure and viability);
- (iii) Generate an understanding of the potential site capacity for mixed use development, to include all or some of the following land uses: residential, employment, green infrastructure, leisure uses (Country Park, facilities at Bitton Rail halt), Water based development (including Marina, Water Taxi and Moorings), environmental mitigation, infrastructure, residential waste facility site constraints (planning, infrastructure and viability);



CONSIDERATIONS

Further work will entail: green infrastructure and ecology survey, food risk assessment, transport modelling, land contamination, future infrastructure requirements for new development such as housing and related existing and new employment uses.

Background studies include:

- River Regeneration Trust, Scoping Study Report, November 2013 & Supplementary Overview Document, April 2016 a study exploring employment opportunities in the Broadmead Peninsula, focussing particularly on the creation of green jobs.

- Land East of Keynsham Master Plan, BNP Paribas. This study covers the allocated East of Keynsham employment site and also looked at adjoining land on Pixash Lane which is jointly owned by the Council & partly used as a household waste recycling centre.

- Keynsham Transport Strategy. This study explores issues such as Traffic congestion; both in Keynsham and for traffic using the A4, affecting the quality of life for residents in some parts of the town and explores the issues surrounding traffic demand from new developments proposed within the town.



22. SOMERDALE DEVELOPMENT (1/2)

DUNDAS

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PROJECT CONCEPT

The aim of this project is to develop new connections between Hanham Mills area and the development at Somerdale, the former Somerdale Chocolate Factory site.

Currently development is being constructed in a phased approach at Somerdale and comprises a mix of residential and commercial development.

In parallel the Keynsham Greenways initiative will give local people access to particularly attractive local resources – the established Bristol and Bath Railway Path, and the riverside towpath between Hanham and Conham. Central to these proposals is the proposed new Somerdale Bridge over the River Avon which is to be included in the redevelopment at Somerdale.

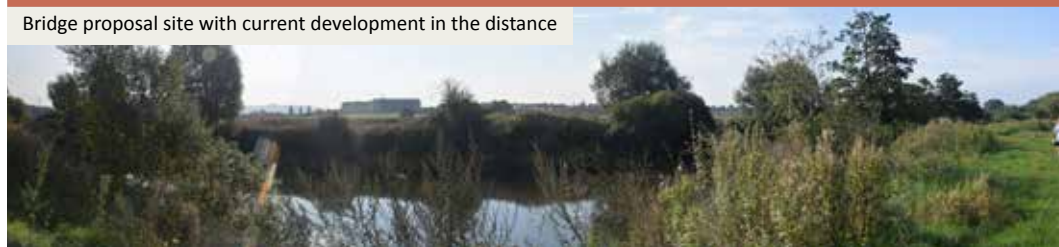
The Somerdale development includes the provision of off-site pedestrian accessibility improvements, potentially new connecting riverside paths (as part of the S106 agreement). These will contribute towards creating the long term aspirations to connect Hanham and Somerdale and facilitate wider access to Keynsham Bristol beyond.

ISSUES & OPPORTUNITIES

The design of riverside bridge and footpaths need to consider the following issues:

- The potential to create a new landmark bridge design which relates to the footpath and is well located to achieve optimum connectivity;
- Connectivity to the Somerdale development
- River flood plain and the erosion/scour hydro-geomorphological activity needs to be considered in the design of the bridge, the position and construction of footpaths and to identify locations where vulnerable banks exist, for example at mooring locations;
- Path widths need to reconcile the existing widths which are restricted in places to achieve a combined cycle and walkway, ideally 3 metres in width
- Riverside proposals need to consider the potential to eradicate invasive species as part of the proposals, Himalayan Balsam is widespread along the riverside between Chequers Inn to the Somerdale Bridge site;
- Material choices need to consider the effects of extreme flooding to ensure a sustainable performance
- Narrow, uneven and unformalised routes, which follow public rights of way but are limited in terms of accessibility and become impassable in winter months due to waterlogging;

Bridge proposal site with current development in the distance



Somerdale Towpath & Moorings



Current Somerdale development under construction



Completed Somerdale Housing Development



Narrow track leading to Chequers Inn and recently refurbished car parking



22. SOMERDALE DEVELOPMENT (2/2)

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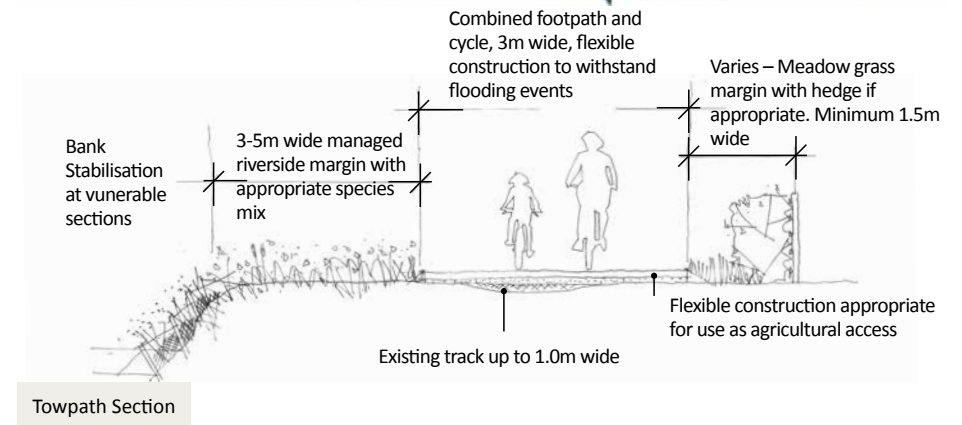
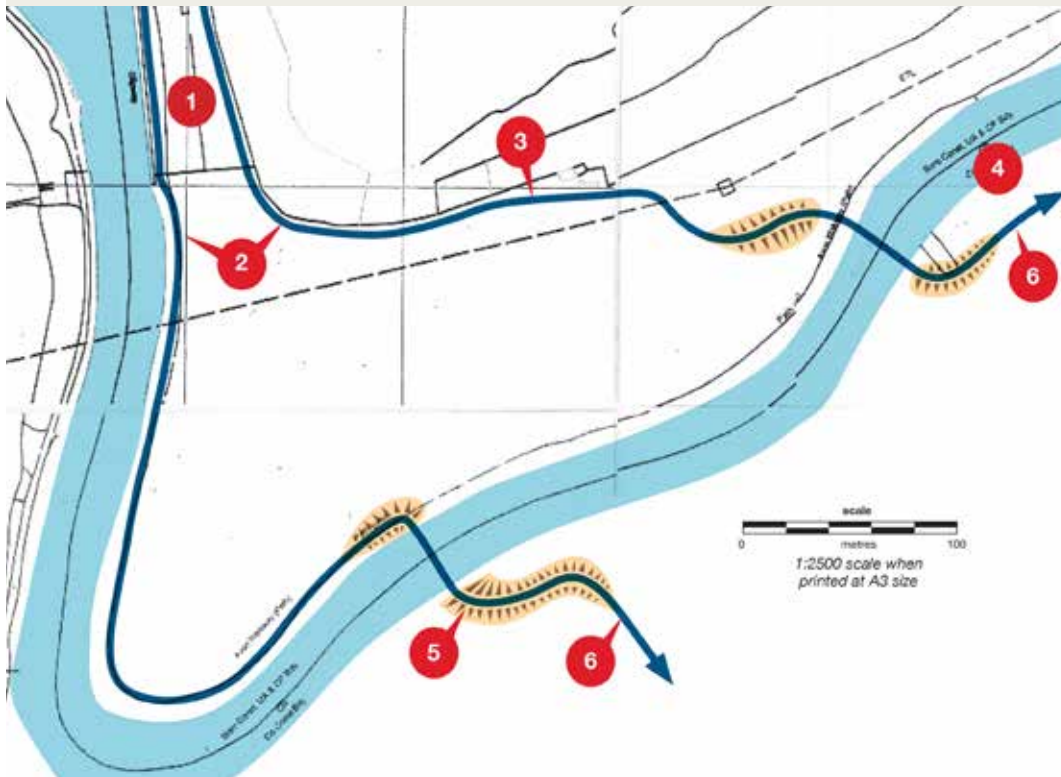
HANHAM

LINKING FOOTPATH DESIGN CONSIDERATIONS

Some of the design considerations between Hanham and Conham include:

1. The Chequers car park has recently been refurbished with some works continuing to improve the visitor experience;
2. At present the field is gated and the type of barrier or gate required will depend upon the future activity in the field. An 'A' frame type of barrier is recommended to prevent motorcycle access;
3. A new accessible path (which can be used by agricultural vehicles) could be constructed around this field edge if the bridge were to be in the western option location

4. A possible Somerdale Bridge location to tie in with the Developer's path to Keynsham;
5. In each case the proposed bridge is about 45 meters in span onto approach earthworks embankments at 1:20 gradient aligned with the flow of flood water which may affect up to five days a year in terms of use of the footpath network. At this early stage it is anticipated that the soffit of the bridge will be approximately 2.5-3.0 meters above field level; and
6. The continuing path to Keynsham will be incorporated into the development of the Somerdale site and the exact route determined by that scheme;
7. Opportunities for improved angling access should also be considered.



FUNDING & DELIVERY



FUNDING & DELIVERY	
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FUNDING & DELIVERY OVERVIEW

The WaterSpace Partnership has its first a 5 Year Action & Funding Plan (2017-2022). This will be used by the project partners to prioritise key projects and support funding bids.

The following part of the report maps out the available funding correct at August 2017) and future funding options.

FUNDING

Typical project funding can be grouped into these categories:

Developer Contributions

- Planning Obligations
- In-kind improvements delivered within new development
- Community Infrastructure Levy

Capital Funding

- B&NES Council River Corridor Fund
- Canal & River Trust Capital Funding
- Environment Agency Capital Funding
- Wessex Water Capital Funding
- Transport related Capital Funding e.g. sustainable transport funding
- Regeneration related Capital Funding e.g. wayfinding and public realm funding

Revenue Funding

- Time limited revenue funding linked to Planning Obligations
- Existing and future voluntary and community sector input e.g. Kennet & Avon Canal Trust, Saltford Brassmill Volunteers, Canal & River Trust Volunteering programmes etc.

External Funding

- Grant funding
- Business Sponsorship and funding
- Crowd sourcing
- Re-purposed income e.g. from events, lease of land etc.

PLANNING OBLIGATIONS

Developer Contributions

Over £4 million in developer contributions, which relates directly to the River Avon and Canal corridor has been identified (at August 2017). Each developer contribution has spend parameters defined in the s106 Heads of Terms, as well as a defined spend time period. The funding is paid when key pre-defined development triggers are reached.

Planning obligation funding falls into the following four categories:

- Green Space Contributions (Capital and Maintenance) – much of which is allocated to delivering River Avon Park. The maintenance funding period is capped at 10 years.
- Sustainable Transport contributions (Capital) – to improve pedestrian and cycle links in the vicinity of the development which can include towpath public realm and wayfinding
- New Infrastructure contributions (Capital) – including new footbridges and linking paths, bridge refurbishment etc.
- Other – site specific measures

+ Appendix 1 includes a map of the current planning applications in the River Corridor and areas for s106 contributions from new development.

Appendix 10 summarises the current s106 income.

IN-KIND IMPROVEMENTS DELIVERED WITHIN NEW DEVELOPMENT

In addition to financial contributions there is also an opportunity to negotiate improvements within existing development proposals, as part of the planning application process.

On site improvements could include:

- Improved connections to the river and canal
- enhanced relationships between new buildings and the river corridor
- installation of standard wayfinding signage or standard river safety equipment
- biodiversity and wildlife enhancements and mitigation
- improved lighting conditions
- enhanced management arrangements of land adjoining the waterways
- the provision of moorings and infrastructure to support moorings (including electricity provision)
- mooring rings, basic services and facilities) and new commercial opportunities for waterfrontage land or boat based commerce
- Improvements from waterbased developments such as marinas could also include improved tourist and boater facilities and services.

+ The existing funding available to support enhancements to the River Avon and Kennet and Avon is summarised on the following pages. The WaterSpace Partnership's 5 Year Action & Funding Plan (2017-2022) can be found in Appendix 13.

COMMUNITY INFRASTRUCTURE

Community Infrastructure Levy is developer funding which is not ring-fenced; it is paid on a per m2 basis, calculated on net increase in floorspace. However, the funding it must be shared amongst competing demands including education provision, highways etc.

CIL consists of two parts: (1) District wide CIL and (2) the local proportion of CIL – devolved to be spent locally. The local proportion is typically 15% of the total, unless a made Neighbourhood Plan is in place, in which case the local proportion is 25%.

CIL must be spent on categories included within the Infrastructure List (known as the Regulation 123 list). At 2016, CIL categories where River and Canal related funding can be sought include:

- Strategic Transport Infrastructure including cycling and walking infrastructure, and public transport (excluding development specific mitigation works on, or directly related to, a development site)
- Green infrastructure to deliver the requirements set out in the Green Infrastructure Strategy, including specific green space requirements identified in the Green Space strategy (excluding on site provisions)
- Social Infrastructure, including social and community facilities, sports, recreational, play infrastructure and youth provision, and cultural facilities (excluding on site provisions)
- Strategic Energy Infrastructure (excluding on site provisions)
- Health and Well-being Infrastructure (excluding on site provisions)
- Strategic Flood Risk Management Infrastructure (excluding on site provisions)

The letters below link to the maps on the following pages, where the projects have a specific geographical spend area.

RIVER CORRIDOR CAPITAL FUNDING (2014–2022)

A. Minerva Rowing Club – completed.

B. The Boathouse – The Boathouse – Site survey and building investigation to inform disposal. Completed.

C. River Railings – Railings completed from Widcombe Lock to Churchill Bridge (£109k) and the ramp leading from Green Park Road to tow path. Railings completed from Pulteney Bridge to North Parade Bridge (£60k). Completed.

D. Secure Safety Devices (£50k) – Installation of 14 safety cabinets completed. Film produced and shown to all University of Bath students. Attended Freshers Fairs at Uni of Bath, Bath Spa and Bath College. Fire and police vehicles now carry grablines. Completed.

E. River Greening Trial – Biodiversity and River Safety improvements. Including Management & Maintenance Plan for the River Avon Park, to inform s106 spend. Underway.

F. Options Appraisal Study for Pulteney and Twerton – (£180k) Initial scoping work. Stage 2 options appraisal part funded from 2016-17 RCF. Completed.

G. Inspection Ladder repair works (£24k) – Final works completed Summer 2016.

H. Saltford Moorings (£10k) – Mooring trial implemented including mooring posts, signage and design of scheme. White lines implemented. Complete.

I. Batheaston Bridge Riverside Project (£5k) – Works Completed March 2016.

J. WaterSpace Study – Initial design work for capital assets linked to s106 spend. Completed.

K. WaterSpace Capital Projects

Capital funding has been committed by B&NES to facilitate the delivery of WaterSpace projects, and provide match funding for delivery of joint projects.

L. Strategic Flooding Project: Business Case for Environment Agency funded and delivered refurbishment of Twerton Radial Gate, and works to Pulteney Radial Gate (1/3 match funding towards an Environment Agency Business Case for Capital works) – £50k, one off payment.

M. Mooring Investment on Council owned land, including Pulteney Moorings £10k for feasibility and viability study.

N. Bat Habitat Strategy for River Corridor Development Sites (Bath Enterprise zone: Bath Quays) – £20k.

Total = £900k

OTHER CAPITAL FUNDING

The WaterSpace partnership negotiated £103,000 betterment to Canal & River Trust owned moorings was secured in 2016, as part of the Bath Quays Waterside project facilitating replacement railings, access gates and mooring rings.

EXTERNAL FUNDING

Since March 2017, the WaterSpace partnership has successfully secured the £20k external funding:

O. £2k towards volunteer kit including a river anchor, ropes, safety equipment and life-jackets.

P. £3.2k to fund a promotional River Safety video for Bath Quays Waterside new park and flood defence.

Q. £2k match funding to fund 2 new River Safety Cabinets at Batheaston riverside.

R. £2k funding to support engagement with Angling groups, and to facilitate match funding for funding bids to the Angling Trust.

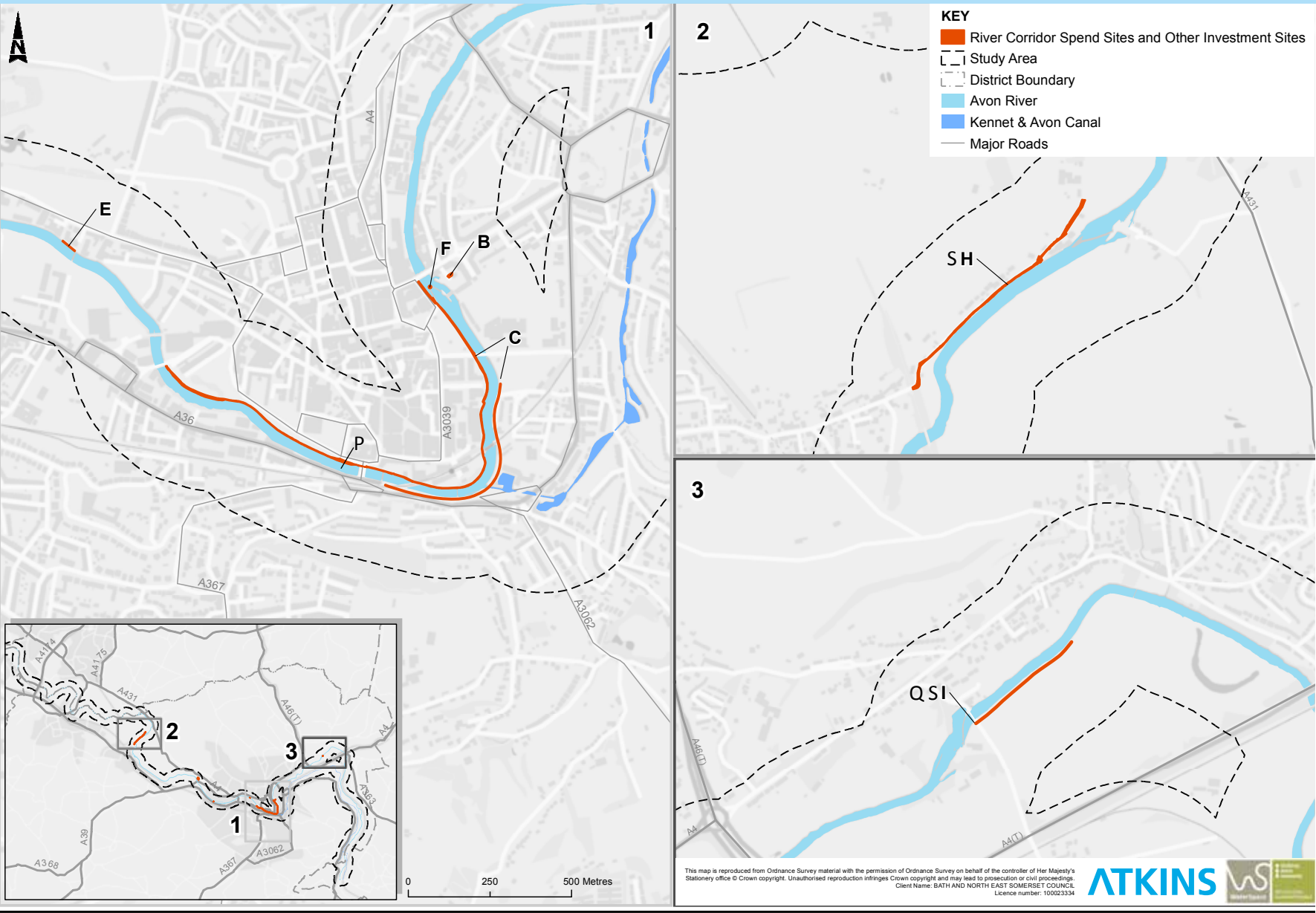
S. £5k for River edge environmental improvements within Bath.

T. £6k for Bristol to Bath railway path management and maintenance plan, including better linkage the path to the River Avon trail.

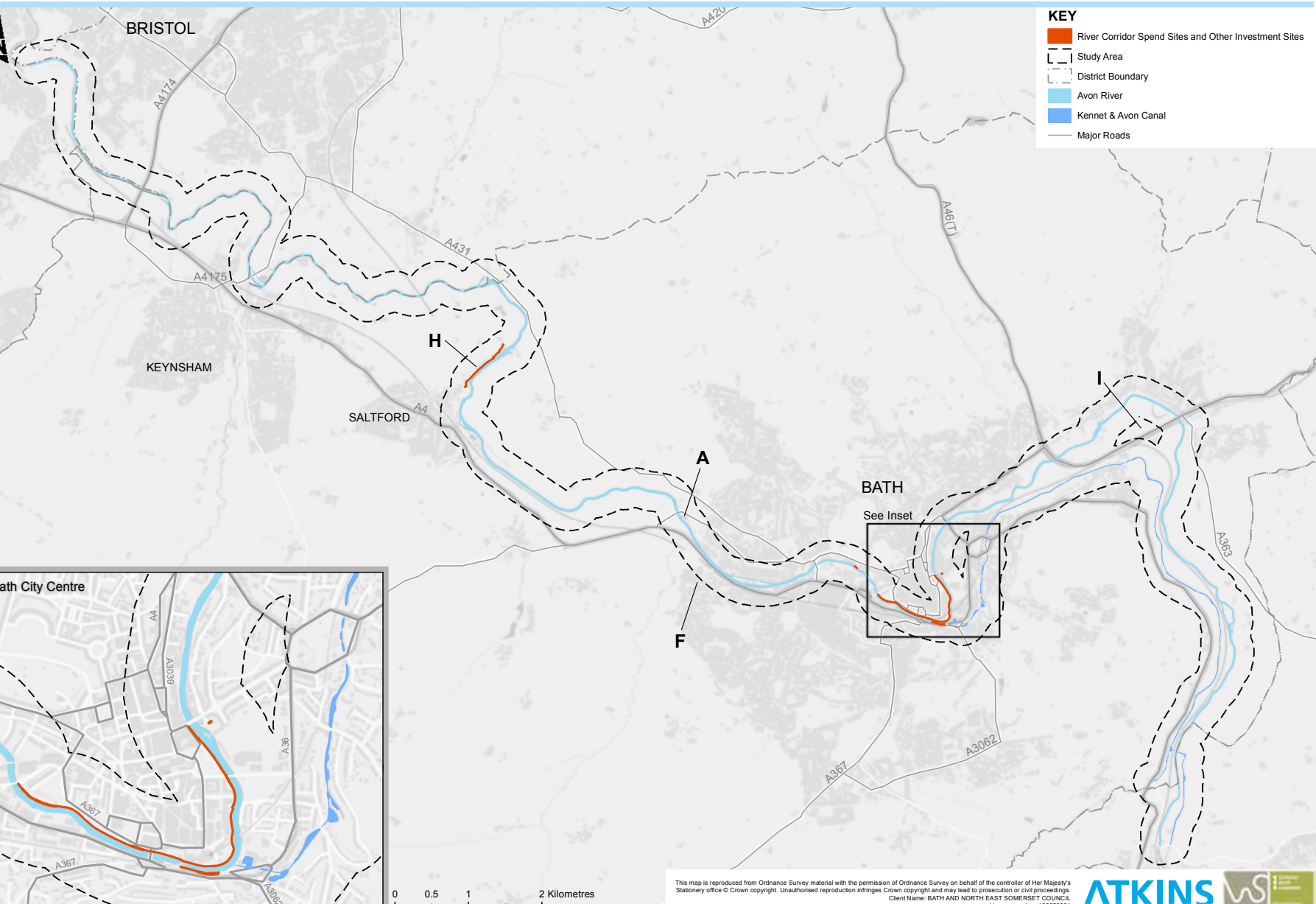
REVENUE FUNDING

S. The WaterSpace partnership negotiated £6k funding for riverside veteran tree management during 2017 for Batheaston riverside and Saltford riverside project areas, from the Council's internal revenue budgets.

WATERSPACE FUNDING AND SPEND BY LOCATION (2013–2017)



WATERSPACE FUNDING AND SPEND BY LOCATION (2013–2017)



BACKGROUND EVIDENCE



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GIS INFORMATION

B&NES (2016) Land Ownership Map
Canal and River Trust (2016) Land Ownership Map
Curo (2016) Land Ownership Map – B&NES GIS can provide with permission from Curo
EA (2016) Land Ownership Map
Wessex Water (2016) Land Ownership Map
B&NES (2016) River Corridor Fund Map of Spend
B&NES (2016) Local Plan Policies Map Layers (including Green Belt, Site Allocations, Local Green Space Designations, AONB, Protected Ecology Sites (SNCI, SSSI, RICs), Historic Assets, etc.
B&NES (2016) Aerial Photography, Historic Maps, PROW, River Safety Cabinets, Flood Defence Project Locations (needs updating), Topography, Tree Protection Orders, Other designations – cemeteries and employment land, Parks, Safeguarded Routes etc
B&NES (2016) Sites with Planning Permission

LOCAL EVIDENCE

Biodiversity by Design (2015) Environmental Evidence Base produced from B&NES Council – Bath Enterprise zone.
BRERC (2011) Summary of Species Information Held at BRERC on the River Avon and the Kennet & Avon Canal in Bath and North East Somerset
Bristol Avon Catchment Partnership (2016) Bristol Avon Catchment Plan – Published February 2016
Bristol Avon Catchment Partnership (2016) Environmental Services Evidence Review – Technical Report – Published April 2016
B&NES Council, Bristol City & South Gloucestershire Council (2012) Keynsham Greenways Project: Avon Towpath Section: Conham to Hanham and the Somerdale Bridge – Working Document 17 December 2012. Published.
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B&NES (2008) Bath Western Riverside Supplementary Planning Document
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B&NES Council (2013) Analysis from Boat Dwellers and River Travellers Case Study Forms (also including information from telephone calls and written submissions) – Published April 2013.
B&NES Council (2013) Boat Dwellers and River Travellers Report: A Task and Finish Group review by the Housing and Major Projects Overview and Scrutiny Panel – Published July 2013. Including Appendix 1 Equalities Impact Assessment and Appendix 2 Recommendations Table.
B&NES Council (2013) Enterprise zone Masterplan – B&NES Environment Workshop – June 2013.
B&NES (2013) B&NES Green Infrastructure Strategy
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MAPS

Mapping provided under licence by the project partners: Bath & North East Somerset Council, Canal & River Trust, Environment Agency and Wessex Water.

Additional mapping provided by the Bristol Avon Catchment Partnership.

PHOTOS

B&NES River Photo Archive

APPENDICES

APPENDIX 1:

1a:Water Space Study Area
Asset Maps for Bath & North
East Somerset (2016)

1b:Water Space Study Area
Planning Applications and s106
funding areas for Bath & North
East Somerset (2013-17)

APPENDIX 2:

Boater Survey 2016 Full Report
(2016)

APPENDIX 3:

Focus Group Meeting Notes
(2016)

APPENDIX 4:

Report of One to One Interviews
(2017)

APPENDIX 5:

WaterSpace Study Consultation
Report (2016)

APPENDIX 6:

Summary Table and Full
Responses from “Call for Ideas”
(2016)

APPENDIX 7:

River Avon Bat Survey Report
(Clarkson Woods for B&NES
Council, 2016)

APPENDIX 8:

Walking Trail Maps produced
for the WaterSpace project

APPENDIX 9:

Bridge Map

APPENDIX 10:

s106 Matrix for River related
projects

APPENDIX 11:

Festival of Nature 2016
Programme

APPENDIX 12:

The WaterSpace Partnership
has it's first a 5 Year Action &
Funding Plan (2017-2022).

APPENDIX 13:

References for images
and content sources

APPENDIX 14:

WaterSpace Partnership Annual
Report 2016-17



This Study has been prepared by the WaterSpace Partnership

