

development site to the river. The design treatment of the public realm will need to take this into account, ensuring a positive relationship between the public realm and the river is achieved, and that the objectives of maintaining the quayside character and achieving new tree planting are delivered.

12. Additional flood mitigation and/or conveyancing measures (over and above those provided by the Bath Quays Waterside Project) that optimise the opportunities to improve the city's flood conditions, are also required to be put in place. These can either be on or off site.
13. A sufficient margin along the river edge should be provided to enable access for the Environment Agency. The required specification will be arrived at through early engagement with the EA.
14. Development is required to provide well designed, secure, convenient and easy to access cycle parking and storage for the use of occupants.
15. Undertake a detailed historic environment assessment, and where necessary evaluation, in order to identify and implement appropriate mitigation.

Placemaking Plan Policy

SB7A - GREEN PARK STATION WEST & SB7B - SYDENHAM PARK

Context

This area comprises:

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

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

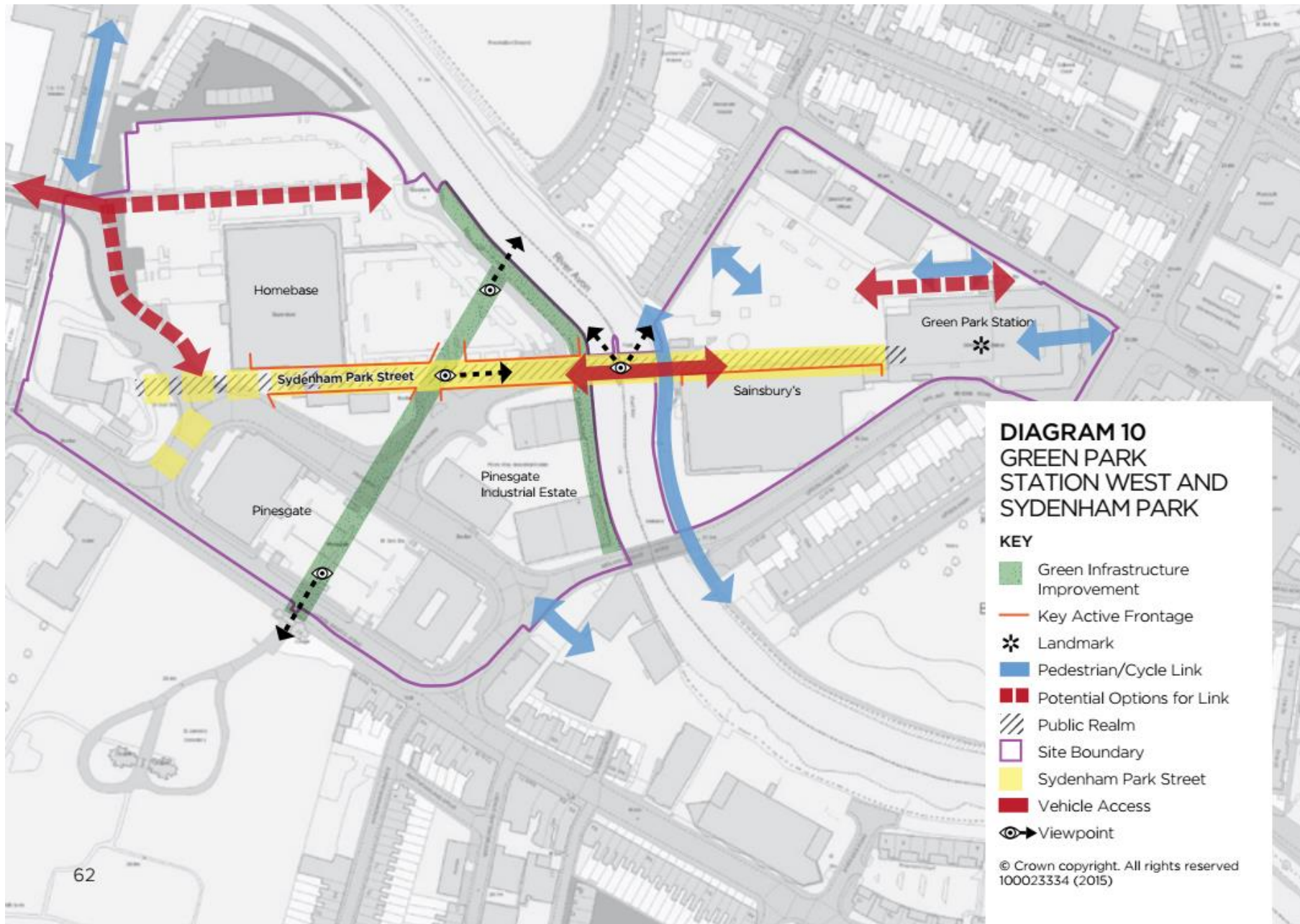
146. This is a complex area, with a variety of site ownerships and a diversity of uses (see diagram 11 – land ownerships). Some of the uses are on leases that are due to expire before the end of the plan period. There is a great degree of uncertainty over whether leases will be renewed, or whether certain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

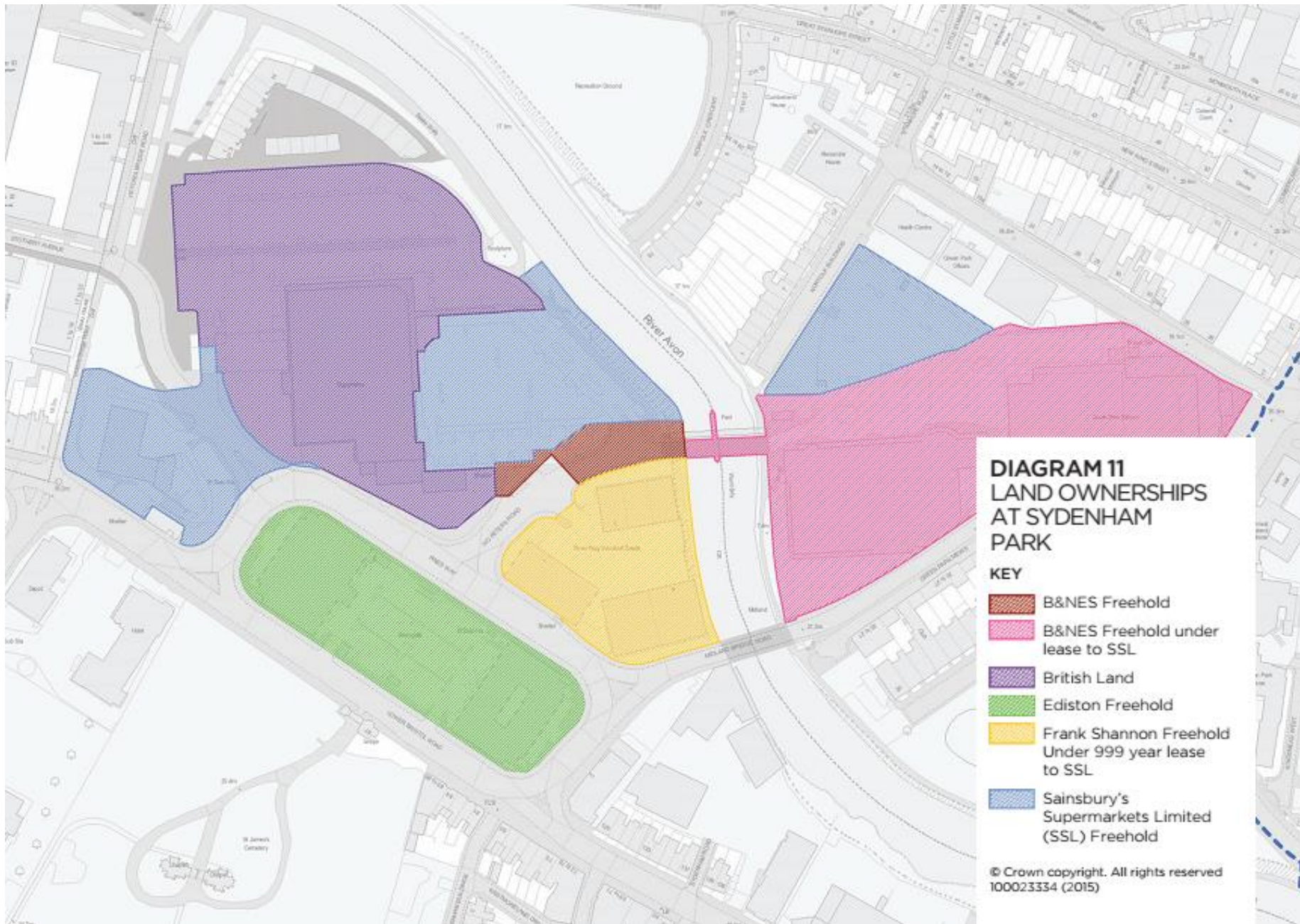
clear is that the Bath Riverside development has raised the prospect of more development within this area during the plan period.

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

Vision

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





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

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

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

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

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

Green Park Station area (A)

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

be taken to deliver the following:

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

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

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

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

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

Sydenham Park (B)

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

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

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

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

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

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

Pinesgate

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

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

14. Focused on Sydenham Park Street, this area will be designed as a pedestrian and cyclist friendly environment, facilitating easy, safe and comfortable movement through the area. This is not to preclude vehicular access to serve the existing or relocated supermarket, other development blocks, or the potential provision of public transport.
15. Active uses are expected adjacent to Sydenham Park Street.
16. The height and position of new buildings must preserve the view corridor to Green Park Station, which should remain dominant in views and height to new development.
17. Development should not detract from important views over the site and should respond appropriately to the general characteristics of buildings heights within the city. An analysis is required to enable an appropriate response, and to influence the height, massing and design of buildings. The Bath Building Heights Strategy should be used as part of the evidence base and the starting point for this analysis. This identifies this site as being within zone 3 – the Valley Floor, and recommends that for new development 'building shoulder height should be 4 storeys. One additional setback storey within the roofscape is likely to be acceptable'. Note that this is a recommendation for the general height only and is subject to modifiers.
18. There should be a clearly defined frontage to the Lower Bristol Road.

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

Placemaking Plan Policy