



Design and Access Statement

Retail Proposals at Bath Spa Railway Station, Bath



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Site Background/Planning History

Bath Spa Railway Station was built in 1841 to Brunel's design and is Grade 2* listed. The Station is located centrally in the City of Bath on the north side of the River Avon. The building is predominantly two storeys with the ground floor providing access from the street with platforms above on the north and south side serving the railway running east – west. The stone elevations are constructed around a series of vaults that support the tracks and the platforms above. The buildings have been extensively altered in 1897 and 1962.

Planning permission for redevelopment for the development and refurbishment of Bath Spa Railway Station, as part of the Bath Southgate Development by Southgate Limited Partnership (SLP), originally gained Planning Approval, Listed Building Consent, Conservation Area Consent and approval to alter Listed Structures in 2002-2003 (ref 97/01019/FUL, 97/0102/LBA, 97/01021/CA & 10/01383/LBA). Further applications to amend the works have been submitted to the council including repositioning the southside lift, cycle parking and extending the timescale for the development.

Site Assessment



Fig 1: Panoramic of Bath Spa Station southern façade, forecourt car parking and vaulted subways under station

Facing onto the River Avon this two-storey Bath limestone ashlar façade overlooks an area of hard landscaping used for car parking. Access to the area is made possible via vaulted subways and pedestrians regularly cross the site from the Rossiter Road on the southern bank via a pedestrian footbridge in order to access the train station.

Other station subways are used for taxi rank parking, retail uses and a lean-to has been erected to extend the retail footprint of arches 36 & 37 and is currently retail use by the Avon Valley Cyclery.

There is currently no southern ingress to the station with customers required to walk through the vaulted subways in order to access the northern entrance.

Currently approved plans, as part of the Bath Southgate Development by SLP, propose a new southern entrance, a new canopy, cycle stands, general improvements to the hard landscaping and removal of the lean-to. Avon Valley Cyclery are relocating to Arches 43 & 44 at the west of the station, the single storey lean-to removed and the archways blocked by timber rain screen.

Design

This application seeks to alter the currently approved Bath Southgate Development by Multi Development for arches 36 & 37 and instead provide a more transparent and retail friendly solution. Bath Southgate Development proposes removal of the lean-to and installation of vault ventilation and linking within the subway and horizontal western red-cedar slats and backing board timber rain screen cladding on the exposed opening.

This application seeks to replace the timber rain screen with a 'shuffle glazed' walling system that will allow southern light into the units and provide greater street presence. The use of the shuffle glazed walling system will reflect that currently proposed under the Bath Southgate Development which will open up a number of station arches on the north station façade with glazed rain screen openings

A full description of the proposed works can be found within the submitted drawings as outlined in the drawing issue sheet appended to this document, along with the accompanying schedule of works.

Layout

Arches 36 & 37 are located adjacent to the pedestrian subway, connecting River Avon's footbridge to the city of Bath. This makes the treatment of the arches of great importance and providing a frontage with a friendly street presence, rather than a more hostile façade will compliment this route, providing safety and interaction for the pedestrians.

Scale

The Bath Spa railway stations southern façade stretches for approximately 80 metres and stands 12.5 metres tall to the roof parapet. Arches 36 & 37 have a height of 3.3 metres and internal width of approximately 6 metres. Arch 37's street width however is reduced to 4.9m due to an external returning wall.

Landscaping

The proposed works are to work in accordance with the Bath Southgate Development plans; there are therefore no landscaping proposals for this scheme.

Appearance

Internally the embossed vaulted ventilation lining will be lined with plasterboard with a painted finish according to the tenant's requirements.

Externally, the shuffle glazed rain screen has been chosen due to the frameless nature of the product, reducing its impact upon the existing building fabric, maximising natural light, whilst providing a cost effective and contemporary solution.

Due to the size of the opening an internal steel structure will be provided in order to support the glazing system.



Fig 2: Example of Frameless Glass Façade with Stainless Steel Fittings and Mild Steel

Access, Transport and Movement

The station is a major railway terminus for the region and also provides an important interchange for local and regional buses, as well as taxi and car facilities. The station is used daily by commuters, many of whom arrive by foot or bicycle, and with many commuters and tourists who arrive to the station by train walking to the surrounding offices or tourist attractions.

Re-development and provision of well designed and inviting environments will promote public transport as a centre for the community.

The works will be phased in order to minimize any potential disruption to passengers and staff, with areas of works being appropriately sectioned off where applicable.

Flood Risk and the Environment

Despite having the river Avon on two sides of the station, the station is raised well above the flood risk zone. Furthermore, the proposed alterations to the Bath Southgate Development plan will have no effects upon surface water discharge.

Conclusion

Removal of the existing Avon Valley Cyclery lean-to and installation of a new glazed rain screen instead of a timber rain screen will provide an elegant solution that will lightly touch the existing listed fabric of the station and a greater appreciation of the vaulted subway. The glazed rain screen will provide much needed street presence for retail uses and greater interaction with the public.

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