

APPLICATION DESCRIPTION:

CONVERSION AND EXTENSION OF EXISTING DERELICT FIRE AND WATER DAMAGED BUILDING TO CREATE THE BOUTIQUE 4 STAR MARINE HOTEL WITH 55 BEDROOMS, CAFETERIA, AND WINE BAR, TO INCLUDE THE RETENTION OF THE BUILDING'S NORTHERN AND WESTERN FASCADES, RECONSTRUCTION OF THE ROOF AND CHIMNEYS TO THE ORIGINAL DESIGN, CONSTRUCTION OF SIDE AND REAR EXTENSIONS, AND CREATION OF CARPARKIG AND LANDSCAPED AREAS.

DESIGN AND ACCESS **STATEMENT**

THE VALE OF
GLAMORGAN COUNCIL
(PLANNING DIVISION)

RE-REGISTERED

HEAD OF PLANNING AND TRANSPORTATION



SITE ADDRESS:

MARINE BUILDINGS,
PENARTH MARINA,
PENARTH,
CF64 1TT

PREPARED BY:

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SEPTEMBER 2011

RECEIVED

22 NOV 2011

*ENVIRONMENTAL
AND ECONOMIC
REGISTRATION*

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A SITE ANALYSIS

A.1 Access Points:

The application site has an existing vehicle access as indicated on the Existing Site Survey drawing. This vehicle access position will remain unchanged. A pedestrian access links the application site to that of the adjoining Custom House Restaurant. The two sites are under the same ownership.

A.2 Boundaries:

The boundary where it adjoins the open area fronting the Custom House Restaurant is defined by small areas of soft landscaping abutting the afore mentioned pedestrian link. This area runs around to an open boundary at the rear of the pavement on the north side of the site.



On the eastern side of the vehicle access, and running down the eastern boundary is an 1800mm high chain link fence, topped with barbed wire on cranked metal supports.



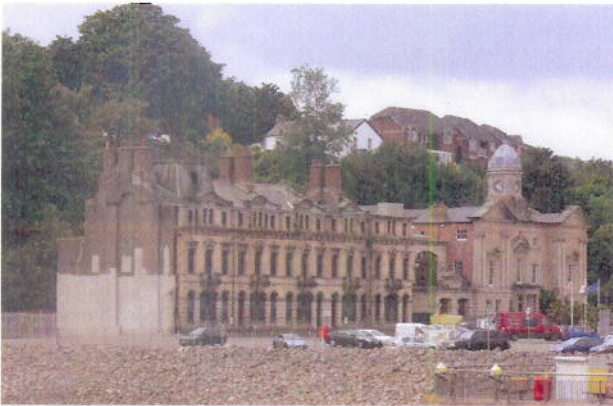
On the west side of the actual building, dividing the space between it and the Custom House Restaurant, is a 1900mm high recently built brick wall.

The southern boundary of the site is marked with a chainlink fence, interspersed with lengths of older metal railings.

A.3 Site Features, Constraints and Opportunities:

Site Features:

- Its proximity to the waters of Cardiff Bay.
- The existing building itself, which is sited alongside the adjoining Grade II listed Custom House building.
- The existing building is actually made up of 5 properties. The two easternmost units share a front entrance door; the three remaining units each have their own front entrance doors. Party walls run between each of the 5 units.
- Marine Buildings and the Custom House building are set against the escarpment to the south, and the residential properties which run along its top.



Site Constraints:

- The route for incoming and outgoing goods, and service personnel for the Custom House restaurant, alongside its eastern elevation had to be maintained.



- An electricity sub-station is sits behind Marine Buildings, from which underground high voltage cables run behind the building, and alongside the site's eastern boundary.



- An overflow surface water sewer (shown on the Site Survey) also runs behind the building.
- A degree of parking had to be maintained for use by the Custom House restaurant.

Site Opportunities:

- Its proximity to the waters of Cardiff Bay.
- Its views of the entrances into Cardiff Bay and Penarth Marina, the Barrage and Cardiff Bay, and the Bristol Channel.
- For the building to lose its blank, non-descript eastern elevation which faces boat users entering Cardiff Bay



- To provide a vibrant use promoting Cardiff Bay as a tourist destination.

A.4 Topography:

A detailed land survey of the application site and its immediate surrounds has been undertaken. The survey forms part of this application.

B CONTEXT ANALYSIS

B.1 Character Appraisal:

Cadw's Listing Notice describes the building to be of 'French Renaissance' style, and outlines the materials and detailing on its North and West elevations, its 'French pavilion' roofs, and its 'group value with the Customs House'. The latter is also a Grade II listed structure. Both buildings date back to circa 1865. (SEE APPENDIX 1).

The historic maps and older photographs of the building show a pre-existing extension at the eastern end of the building, along with further buildings immediately to the east of the building (SEE APPENDIX 2).

Nearby lies the 1980s housing scheme that regenerated the old Penarth Dock, and beyond this the waters of Cardiff Bay.

B.2 Local Facilities:

The application site lies a short distance from Penarth Town Centre.

C POLICY CONTEXT

C.1 Unitary Development Plan 1996-2011:

Strategic Policy 2

The proposal is in line with the Strategic Policy 2 of the current UDP document that aims to conserve the architectural character of the Vale whilst respecting the need for development. This policy actively promotes the 'reuse of derelict and degraded buildings'.

Policy 6 – Economic Development and Tourism

The proposal contributes to the policy of providing a range of potential employment opportunities to local residents. It also befits the Vales' commitment to 'developing tourism and the enhancement of existing tourism areas and facilities' for the 'economic, environmental and social benefits' it brings about.

ENV 25 - Regeneration of Urban Areas

Improving the 'urban fabric of older areas...to ensure that urban areas remain healthy, viable and pleasing environments in which to live and work'. This policy is perhaps most relevant to this policy in that 'particular attention will be given to the regeneration of derelict or degraded land especially within the former dockland of Barry and Penarth'.

Unitary Development Plan 1996-2011 (contd):

ENV 27-Design of New Developments

The proposal meets all nine criteria outlined in ENV 27 Design for New Developments, and has full regard to the context of the local natural and built environment.

ENV 28-Access for Disabled People

Suitable access for customers, visitors or employees with mobility difficulties is catered for in the design.

TOUR 2- New Hotels in Urban Areas

The proposal meets the guidelines set out in the TOUR 2:

- Its scale is in keeping with surrounding uses
- It will not affect the amenity or meritorious character of either the existing building or its surrounds.
- It meets high standards of layout, landscaping and design and has safe vehicular access
- Existing utility and infrastructure services are adequate
- It includes suitable access for disabled persons
- Parking is provided in accordance with Council guidelines

C2 Supplementary Planning Guidance:

Sustainable Development(2006)

The proposal accords with the Vale Council's SPG 'Sustainable Development' 2006, and the Sustainability Guidelines therein. Namely:

Site layout:

The design maximizes the natural resources of daylight and sunlight through the orientation and size of fenestration

Transport and Movement:

The development provides for easy and safe movement for all modes of transport. The site is connected to existing routes and has easy access to existing public transport.

Pedestrians and Cyclists – there are existing convenient, easy and safe pedestrian and cycle routes to the site.

Public transport - The site lies close to the P1 bus route to Penarth Town Centre and Cardiff (see section D1 for further details)

Private Motor Vehicles – traffic calming via orientation of vehicle accesses, narrowing, and changes in road surface is included in the proposal.

Supplementary Planning Guidance (contd):

Sustainable Energy Use in Buildings:

The provisions referred to under 'Energy Demand' Passive Solar Design', Natural Daylighting, and 'Natural Ventilation' have been incorporated into the building's design, and will be in its construction and heat / energy appliances.

Energy Efficiency and Material Choice:

The proposal will be constructed with materials possessing low embodied energy, and a high thermal mass, e.g. concrete, re-constituted stone, natural stone, and slate. The construction materials to be used are all available locally. All building labour will be provided by local tradesmen.

Water Conservation:

The proposal will incorporate low water use appliances, water efficient fixtures, water butts where possible, and an indigenous planting scheme.

Sustainable Drainage:

Permeable external surfacing, eg. Permeable block paving, will be used where possible.

Waste Management:

The proposal includes adequate internal storage for recyclables within wheeled containers.

Landscape, Trees, and Ecology:

Trees – New trees will be planted to enhance the external areas at the front of the site

Ecology – a Bat Survey has been carried out and forms part of this application.

C.3 National Policy

PLANNING POLICY WALES EDITION 4 (February 2011)

The proposal accords with the current PPW, which confirms:

Para 6.1.2 'Local Authorities have an important role in securing the conservation of the historic environment while ensuring that it accommodates and remains responsive to present day needs'.

Para 11.1.2 – 'The Assembly Governments's objectives for tourism are..to encourage sustainable tourism in Wales, promoting local prosperity and supporting community well-being and involvement,'

Para 11.1.9 – 'Development for tourism...should ..be located on previously developed land. The ..re-use of historic buildings presents particular opportunities for tourism'.

Para 12.1.6 – '...local planning authorities should seek to maximize use of existing infrastructure...'

TAN 12 (2009) :DESIGN

The proposal includes the elements referred to in TAN 12 that contribute to 'good design' .

Access; 'ease of access for all'

New scheme provides ramped access into the building whereas there was previously none. Three lifts provided ample circulation between levels.

Character; 'sustaining or enhancing local character', 'promoting successful relationship between public and private space', 'promoting innovative design'

The refurbishment of the retained façades will restore the grandeur of this once prominent building – providing a focal point within the outer Bay area. The new east facing extension addresses both land and sea, providing a welcoming and transparent structure to what was formerly a blank gable end. The extension is innovatively linked to refurbished existing.

Safety; 'ensuring attractive, safe public spaces', 'security through natural surveillance'

Ostensibly, the current condition of the site poses a huge danger to the public. With minimal security and no overlooking from neighbouring building users onto the site, access could be gained to the building described in the Structural Report as a dangerous structure in some areas.

Development on the site will provide an attractive and safe space, along with 'natural surveillance'. This may contribute to a reduction in crimes such as vandalism to the nearby tidal barriers or theft from the Barrage car park, and improve the safety of people walking along the waters edge.

Environmental Sustainability; 'achieving efficient use and protection of natural resources', 'enhancing biodiversity', 'designing for change'

The method of rebuilding behind the facades will greatly improve the energy performance of the building. The improved thermal efficiency of modern materials (sourced locally where possible) will considerably reduce the demand of natural resources for fuel. Foliage and trees to be added to the site extends the habitats of animals and insects along the coastline. Ample waste areas to be provided for recycling sorting and storage, with clear routes for efficient removal.

Movement; 'promoting sustainable means of travel'

The site benefits from 'safe and clear connections' to multiple forms of transport within close proximity. These include nearby train stations, passing bus routes, the water bus and the Barrage 'road train'. In addition it is a short pleasant walk or cycle to Penarth town centre, Penarth Pier, Cardiff Bay and the Sports Village etc.

TAN 12 (2009) :DESIGN (contd)

The proposal should be viewed against statements made in the above TAN, namely:

- 'Hotel development can bring benefits for the local community....Such developments should be compatible with neighbouring uses.'

The proposal lies alongside an existing restaurant, the visitor attraction of the Barrage, the water bus service, and the Barrage 'road train'.

- 'Many Historic buildings are used as hotels. Carefully designed additions can be achieved without adversely affecting the historic ..character'

and

- 'There are many redundant or obsolete buildings ..that can lend themselves well to.....modernisation as hotels...'

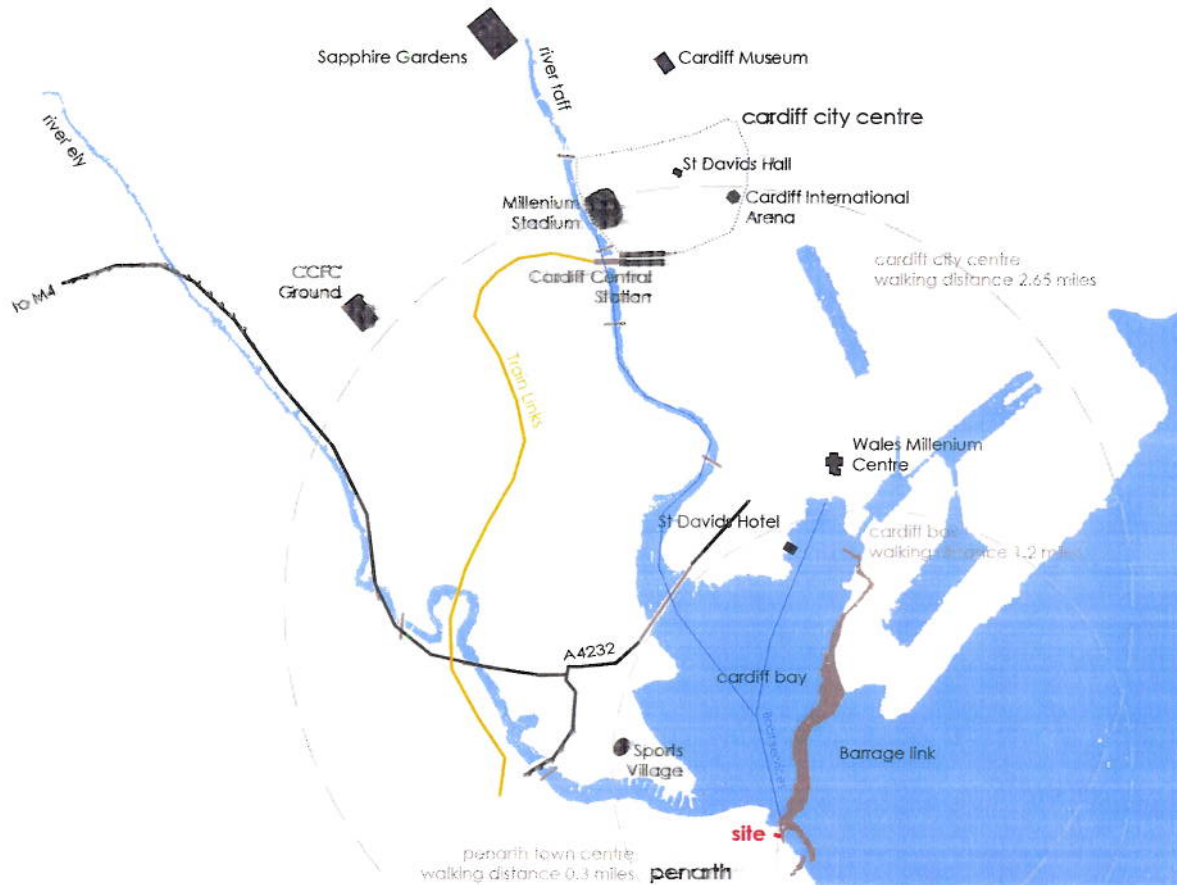
TAN 18 (2007): TRANSPORT

The proposal accords with aspects referred to in the above TAN. These include:

- 'Ensuring new development is located where there is...good access by public transport, walking, and cycling...'
- encouraging the location of development near other related uses to encourage multi-purpose trips
- promoting cycling and walking
- Location of Development – 'Location that are highly accessible by a variety of travel modes offer significant opportunities to make travel patterns more sustainable.
- Design of Development – Inclusive Mobility and Access for Disabled People Identifying their needs in terms of parking

D MOVEMENT

D1. Movement to and from the Site:



The site lies close to the P1 bus route to Penarth Town Centre and Cardiff. Further bus routes and train stations are found in the Town Centre and Cogan, both within walking distance of the site.

A regular 'waterbus' service terminates directly in front of the site.

A pleasant road running alongside the Penarth Marina development links the site directly to the two main roads leading into Penarth, the A4055 (Cogan Spur), and Penarth Road. This road also leads to the close-by Pont-y-Werin bridge, which offers a further walking and cycling route to the Cardiff bay area.

The Barrage provides a level walking and cycling link to Cardiff Bay, and onto Cardiff Town Centre.

D2. Movement within the Site:



The existing vehicle access into the site will remain unchanged.

A vehicle drop off point is provided alongside the main entrance into the Hotel, and the separate entrance into the Café and Wine Bar.

Parking is provided at the front of the site and at the rear of the site, the latter accessed via a 4.500m wide access road. The access runs approximately level with the narrow public footpath, and is well below the Ground Floor level of the building itself.

The 1950mm level difference between the ground floor level of the existing building, and that of the eastern boundary aided some of the rear parking area to be below the building. From this rear parking area, guests can enter via the Lower Ground Floor Lobby, with its lift and main stair link to the Ground Floor Reception area.

A pathway links the Hotel to the adjoining Custom House restaurant; hotel guests requiring a full lunch and/or dinner will be using the restaurant for these meal

E INCLUSIVE ACCESS

- i. Disabled parking bays are provided at the front and rear of the property.
- ii. Ramped and level access is provided to the Hotel's main entrance, its Lower Ground rear entrance, and to the entrance into the Cafeteria / Wine Bar. All these doors will be classed as 'accessible entrances' and will comply with the provisions set out in Paras 2.8-2.24 of Approved Document M
- iii. A unisex disabled wc facility is provided close to the Hotel Reception, and the Cafeteria / Wine Bar
- iv. The Hotel accommodation includes three disabled bedrooms, all in accordance with Para 4.24 (g) of Approved Document M. These are all located on the ground floor, and will be served with en suite wheelchair-accessible bathrooms.
- v. The Hotel has two lifts which will comply with Paras 3.29-3.34 of Approved Document M

F DESIGN – USE AND AMOUNT OF DEVELOPMENT

F1 Use:

The proposal is for a 55 bedroom 4 star 'boutique' style hotel, with a Cafeteria and small Wine Bar. Hotel guests will be able to take breakfast in the Cafeteria. If they require lunch or dinner, guests will need to use the adjoining Custom House restaurant; this is under the same ownership as the application site.

To ensure a vibrant public use, the Cafeteria will also be open to the general public from 8.00am to 10.00pm, serving breakfast, sandwiches, cakes, teas and coffee etc.

The proposal accords with the policies and objectives set out Planning Policy Wales Edition 4 2011, and Tan 13 (1997) Tourism, all as outlined in Section C of this Statement. It also accords with the provisions of Policy ENV 25, and the Tourism objectives set out in Section 5.3, both of the UDP 1996-2011, again as outlined in Section C of this Statement.

F2 Amount of Development:

Marine Buildings is a prominent structure close to the triple lock entry into Cardiff Bay, and could be considered as a 'landmark' for boat users in and around the Bay, and for those crossing the Barrage. The building's present state detracts from the adjoining Custom House Restaurant, from the close-by Penarth Marina development, and from the Cardiff Bay re-generation project as a whole.

The application is for the part retention, part rebuilding, and extension, of the existing Building, which has remained unused for approximately 30 years. The proposal retains all the features referred to in its Listing Notice.

The footprint of the existing building is to be extended at its eastern end, and to the rear; this extended footprint provides the additional floor area that is required for the project's economic viability. Through the combination of retention, re-instatement, and extension, the proposal will bring the building and its site back into a vibrant use, complimenting its immediate neighbours, and the leisure and tourism aspirations of Cardiff Bay.

G DESIGN – EVALUATION

The amended Listing Notice, dated 1993 (see Appendix A), only includes reference to the building's northern and western fascades, and its roof. The Notice confirms that it was 'boarded up at time of inspection'; no internal inspection was therefore carried out.

The structural engineers who have prepared the Structural Report which forms part of the application have carried out an internal inspection and their report extensively details the extremely poor condition of the existing building.

Marine Buildings is split internally into 5 units, with 'Unit 1 ' sited closest to the Custom House Restaurant. The Structural Report confirms the following:

Unit 1

'...the roof is missing..' and '...the whole of the internal structure (has) lost its structural integrity (and is) classified as a dangerous structure'.

Unit 2

'All the floors have been affected by rot and and should be classified as dangerous', and '...the roof is missing'

Unit 3

'...the timber floor construction (has lost) its structural integrity and should be classified as dangerous.'

Units 4 and 5

'Photographic evidence shows that the whole of the ground floor, first floor and second floor have completely collapsed (and) the building has been left as a shell'. There is no remaining ground, first or second floor structure in Unit 5; only the walls and the roof remains.

Rear Elevation

'The general condition of the wall is very poor and there are cracks over the head of all windows/doors.'

Side Elevation

'...there is evidence that this wall was a party wall to an adjoining property...' and 'There are several areas of cracking and spalling'.

Roof Structure

'Two areas of roof have collapsed or been destroyed by fire. The roof structure has completely lost its structural integrity and can be classified as dangerous and complete removal is required'

Floor Structure

The complete floor structure has lost its structural integrity and can be classified as dangerous and complete removal is required'.

The photographs included in the Report illustrate the virtual absence of internal features, due to weather ingress, burglary, and probably the building's varied use throughout its history, the last of which is believed to have been in part offices/part flats. Balustrading and fireplaces appear to have been stolen; joinery features have either rotted or are missing; covings and ceiling roses are either damaged beyond repair, or are missing along with their ceilings.

The proper and permanent repair of the two elevation fascades referred to in the Listing Notice will be required to ensure their longevity. The existing condition includes damaged bathstone dressings, spalled brickwork faces, rotted and leaking rainwater goods, failed lead flashings, rotted windows, etc. Similarly, full re-instatement of the damaged and part missing roof, parapets, and chimneys to their original design is required. The financial resource required for this work is considerable.

In regard to the remainder of the building (which again is not referred to in the Listing Notice), it is not a question of 'retaining and repairing', only of complete rebuilding. If this is done, it is questionable as to what would be achieved, other than a building which would not provide a sustainable, viable, and efficient facility serving as a modern day tourist development.

It was therefore considered appropriate to concentrate the repair resources on the building's 'landmark' features, rather than on the repair of the remaining two patched and damaged rendered elevations, and the rebuilding of failed timber floors, and internal partitions.

The proposal shows a new structure behind and below the repaired and re-instated elevations, parapets, chimneys, and roof. The applicant has extensive experience in the establishment and operation of hotels and restaurants; the proposed approach to the retention of the building's 'landmark' features encapsulating a modern structure they consider viable; to purely re-build in its entirety what is there they consider is not, and the project would not proceed.

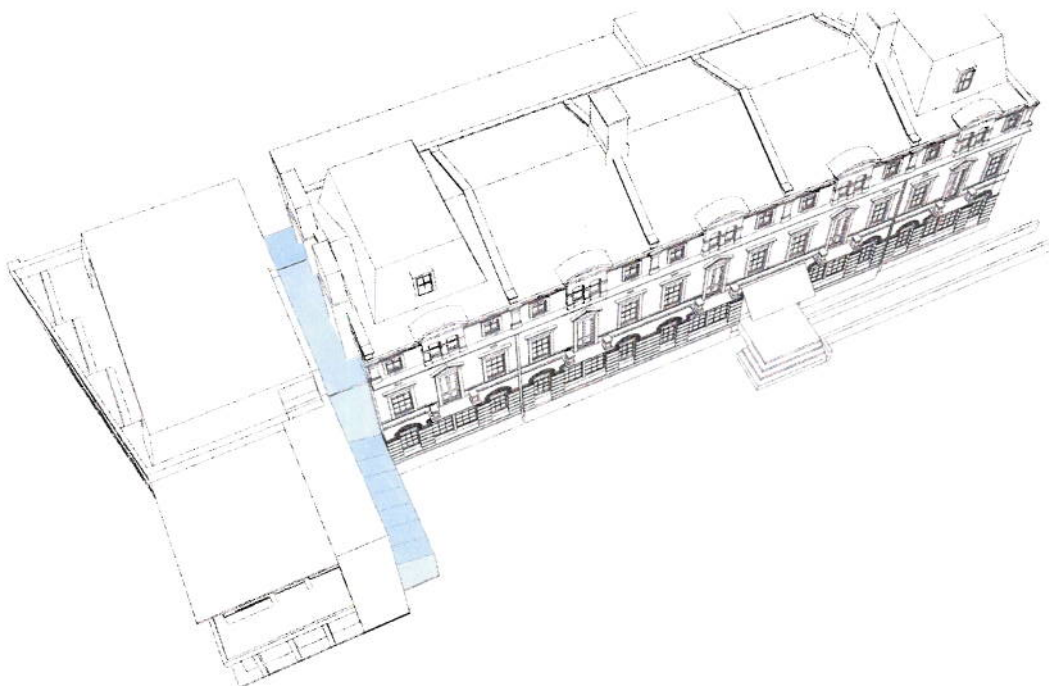
H DESIGN – LAYOUT, SCALE, AND APPEARANCE

H1 Layout:

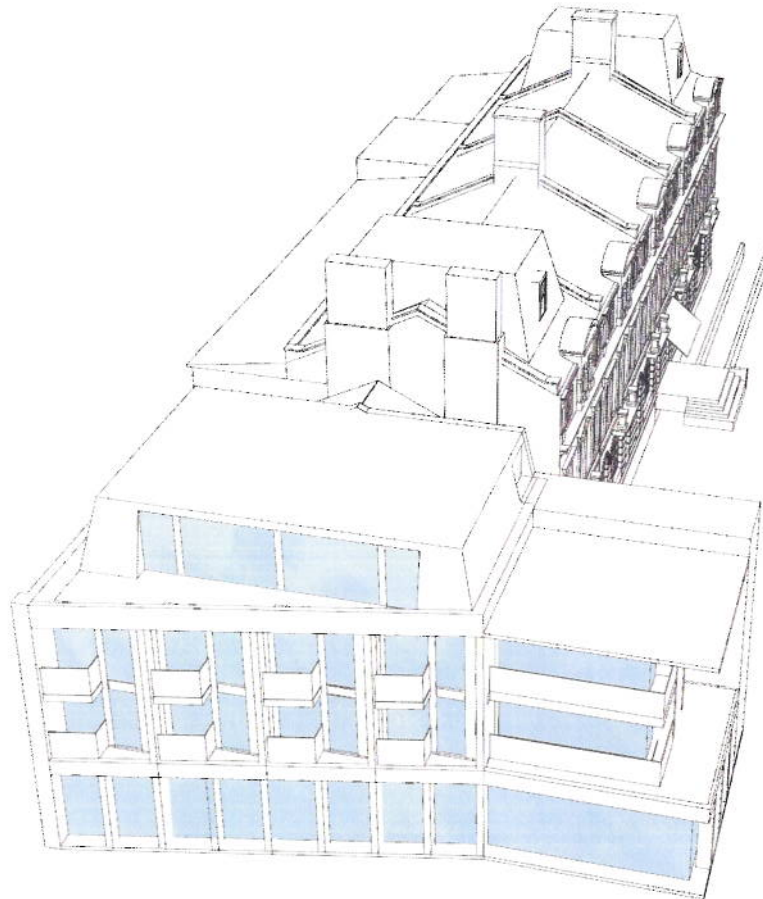
- i. The retained refurbished fascades and re-instated roof with its 'French pavilions', intermediate parapets, and chimneys, will retain its Cadw considered group value with the Custom House building.

The Hotel's main entrance is sited virtually central on the retained north facade, to enforce the facade's dominance in the overall design.

- ii. A 2.1m wide slice of glass wall and glass roof joins the existing to the eastern extension, and encloses ramp, stairs and gallery landings at all floor levels. Its transparency permits
 - reading the retained northern facade at its original width
 - external and internal views of the re-instated gable end chimneys
 - a neutral break between old and new.



- iii. The glass link extends horizontally at ground level along the side of the extension. Here it accommodates the disabled ramp between the differing floor levels of the Hotel and Cafeteria, and a sheltered lobby entrance for the general public using the Cafeteria / Wine Bar.
- iv. The existing building fails to capture the morning sun and the views over the Cardiff Bay lock outer basin, and the Bristol Channel. The position, layout, and glazing of the eastern extension seeks to respond to this tragic waste.



- v. The main body of the hotel extends back to the rearmost line as the pre-existing rear annexes of Marine Buildings. The newbuild insertion remains concealed behind the retained and re-instated front and side fascades, and roof. The internal layout is largely dictated by the rhythm of the existing wall openings, to ensure internal alterations are not apparent from the exterior.

H2 Scale:

- i. The extension design seeks to remain subordinate to the existing building, whilst also responding to several scaled elements seen within the retained northern facade.

Its subordinancy is achieved by incorporating:

- A lower overall height
- Simpler architectural detailing
- A generally smaller scale.

Its response is achieved by:



- Horizontal elements lining through on both sides of the glass link (see diagram)
- Its northern face width equating to the face width of each of the 5 individual units which make up Marine Buildings (see diagram)
- module width of fenestration seen on its northern elevation (see diagram)

- ii. Despite the rear of the hotel remaining largely unseen from outside the site, its design seeks to maintain the dominance of the existing building by emphasizing the rear line of its original roof.

H3 Appearance:

- i. Apart from repair / restoration works and the installation of new timber windows, there will be no changes to the retained northern and western fascades.

Even for the Hotel's main entrance, only a structural glass canopy cantilevered off the facade will be used to signify the entrance point and provide shelter for entering guests.

Rather than inserting new doors into the existing opening, a contemporary fully glazed entrance screen is set behind the facade, leaving the latter's brick and stone door surround detailing unaffected by modern day framing.

- ii. Much is debated about whether an addition to an existing historic building should look the same as the existing building, or should be designed as a contemporary addition. The Model Design Guide for Wales notes that:
- ‘Often there is a perception that innovative ‘contemporary’ design conflicts with...traditional styles of architecture. There is no reason why design which uses modern materials and responds to contemporary aesthetics should not fit in with...more traditional forms of development’.
- iii. Within the application proposal the new and old is clearly expressed in the following ways:
- The inclusion of the glass link disjointing the two.
 - The scale of the eastern extension, and its subordinancy to the original
 - The form and detail of the existing fascades and roof, set against that of the new build areas.
- iv. The eastern extension refers to the existing fascade through its palette of light yellow brick and reconstituted bathstone, and a high degree of articulation. However, the extension also seeks to clearly state its modernity through its large areas of glass, and clean cut form.
- v. The rendered rear elevation echoes the format adopted on most urban buildings of the age of the Marine Buildings, and as seen on the pre-existing rear elevation of the building itself, i.e. quality materials, ornament, and money for the public elevations, render and simplicity for the ‘rear’ elevations.



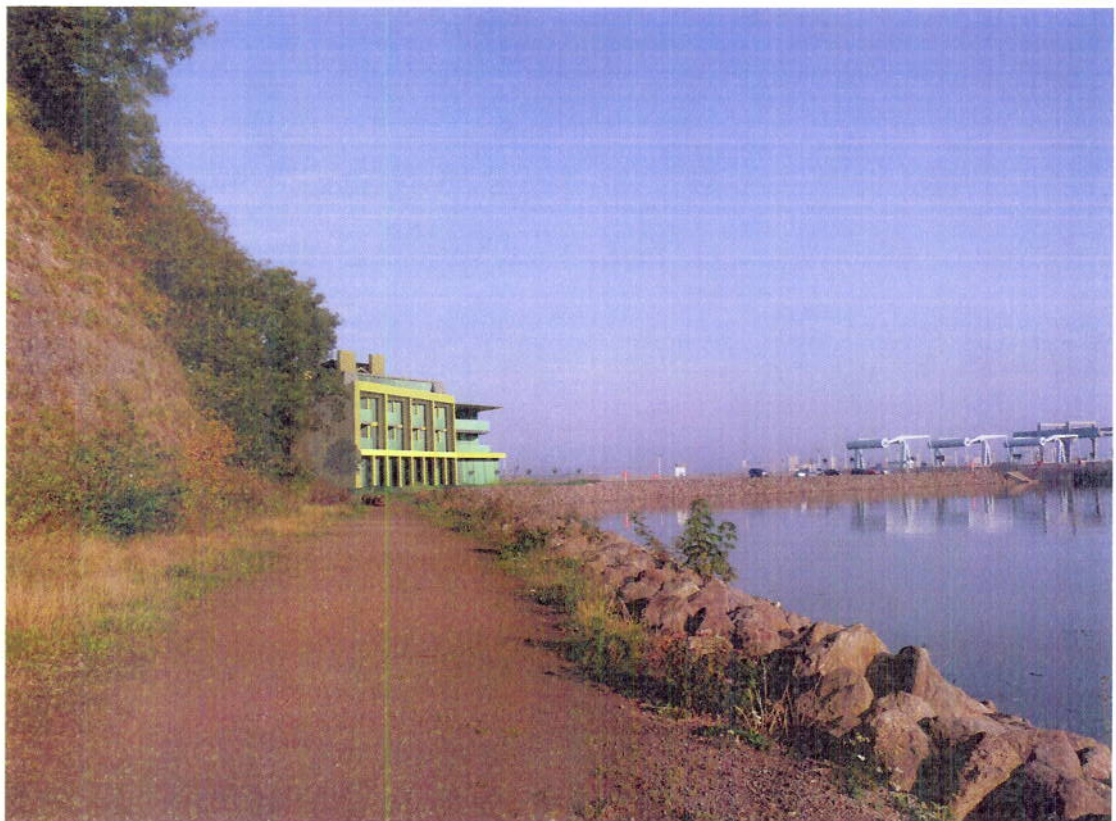
View of the Hotel from the roundabout



View of the Extension from the carpark



View of the Hotel from the Barrage



View of the Extension from the foreshore to the east

I LANDSCAPING

Clearly, the setting of the escarpment to the south, and the adjoining waters of Cardiff Bay, and the Bristol Channel provides an instant landscape drama for the Hotel.

The site boundaries at the front of the Hotel and alongside the narrow public footpath to the east will be open, and marked only with low timber bollards set within soft landscaping. An 'open' feel is required between the existing paved drinking and eating terrace fronting the Custom House restaurant, and the Hotel site, to encourage guests to use the Custom House facility.

Paving surfaces will be smooth, even and well laid to avoid tripping. The detailed design has not been developed at this stage, but it is intended to differentiate between circulation, drop off, parking, and pedestrian areas, through the use of varying materials.

At the front of the development, areas of soft landscaping will adjoin the hard paved areas, and will incorporate planting to continue the theme already seen in the soft landscaping fronting the Custom House restaurant.

J ENVIRONMENTAL SUSTAINABILITY

J1 In consultation with the Client, an Energy Hierarchy has been discussed in relation to the Project. By prioritising demand-side activities to reduce wastage and improve efficiency, this would link closely to the principles of sustainable development and would offer an integrated, easy to use approach to the management of energy demand and supply. The Hierarchy would provide a common-sense, cost effective, sustainable energy policy to reduce energy use. The following priorities have been identified:

- Priority 1: Energy conservation - changing wasteful behavior to reduce demand
- Priority 2: Energy efficiency -- using technology to reduce demand and eliminate waste
- Priority 3: Use of low and zero carbon energy sources

J2 PRIORITY ONE - CHANGING WASTEFUL BEHAVIOUR

The site lies within an established settlement, and has good pedestrian, cycle, and public transport access to and from it.

The scheme includes for the provision of 4 no cycle parking spaces ; it is anticipated that these will be used either by staff, or cycling tourists.

Based on the extensive hotel and restaurant experience of the applicant, 90% of the staff who will be working at the Hotel will not have a vehicle. On the adjoining Custom House restaurant, a company minibus is used for collecting staff from and returning them to their homes; this scheme will be extended for the hotel staff.

The Hotel will confirm to all building users the sustainable methods of transport available to the Hotel, and the existence of the cycle parking spaces.

Building users will be briefed on how not to waste energy. This will be done by staff being expected to adhere to laid out energy saving procedures, and guests being informed of waste avoiding actions via wall notices in the hotel bedrooms. These procedures will include turning lights off, turning thermostats down, ensuring heating programmes have not been interfered with, closing unnecessarily opened external doors and windows, re-using towels, etc.

Dry re-cycling and compostable waste will be stored in the dedicated space on the Lower Ground Floor, prior to collection by private contractors.

J3 PRIORITY TWO - REDUCING ENERGY DEMAND AND INCREASING ENERGY EFFICIENCY

The specified construction will exceed the current minimum requirements of Building Regulation AD L2A and L2B , therefore minimizing the energy demand of the building.

The new mechanical installation will include for underfloor heating wherever possible, and energy efficient gas fired condensing system boilers. Underfloor heating runs at a much lower water temperature than standard radiator heating.

An SBEM calculation will be required as part of the Building Regulation submission; this will confirm the energy efficiency and carbon emission figures for the Extension.

The fabric of the building will use construction materials available locally. The concrete blocks used in the walls are manufactured within 20 miles of the site. The external doors and windows will be fabricated in Cardiff. All building labour will be provided by local tradesmen.

J4 PRIORITY THREE - USE OF LOW AND ZERO CARBON ENERGY SOURCES

The orientation of the tall east and south facing windows will permit some passive solar gain.

The building will use the universally accepted low/dual flushing toilet systems, and low water use appliances.

In all bathrooms, wc's, service areas, escape stairways, etc, energy efficient lighting will be used. It is not intended to install air conditioning in any of the Bedrooms.

Wherever possible, water butts will be provided at the base of downpipes; water collected will be used in the landscaped areas. All block paving will be of the permeable type.

K COMMUNITY SAFETY

The site lies within an established residential area, with good pedestrian, cycle, private vehicle, and public transport access to and from it.

The building has remained unused for over 30 years; the building currently has a dark ominous look about it; the area beyond its eastern end remains in total darkness after nightfall.

The proposed new use will immediately provide a 'presence' on site; the large glazed areas will afford a good amount of observation from the building to its surrounds.

The front and rear parking areas will be lit with energy efficient low level lighting bollards. The undercroft parking area will be lit with fluorescent lighting.

The Lower Ground Floor entrance will have a video entry system; once checked in guests will be provided with cards for its swipe entry system.

A CCTV system will maintain observation of all external areas.

APPENDIX 1

- **The CADW Listing Notice for Marine Buildings**
- **The Cadw Listing Notice for the Customs House building**



Listed Building Database Record

For more information about records
from Cadw:

philip.hobson@wales.qsi.gov.uk
<http://www.cadw.wales.gov.uk/>

Plas Carew
Unit 5/7 Cefn Coed
Parc Nantgarw
Cardiff
CF15 7QQ

In compliance with the Welsh Assembly's Government's Welsh Language Scheme, the full textual information contained in the listed building descriptions are currently only available on the portal in English. However, it may be viewed in a [version with Welsh labels and headings](#).

MARINE BUILDINGS,DOCK ROAD

Street Name and Number: ,

Listed Building Reference: 13351
Grade: II
Date Listed: 20/06/1986
Date Amended: 21/01/1993

Co-ordinates: 318942,172430
Locality:
Community: Penarth
Council: Vale of Glamorgan
National Park: No

Location

History

Interior

Exterior

13351 Below hillside overlooking the entrance to the former Penarth Dock; adjoining the Customs House on E side. Circa 1865 (shown on 1880 1st edition OS map); marked as 'Marine Hotel' on 2nd edition, revised 1899). French Renaissance style. Architect perhaps Samuel Dobson, but some similarities in style with Headlands School (Paget Place). Three-storey and attic, wide symmetrical domestic block, yellow brick facings with bathstone dressings and red rusticated plinth. Slate roof (now partially removed), with French pavilion roofs to ends with ornamental railings, mid roof parapets with brick chimneys. 15-window front divided into 5 sections of 3-window, squat second floor pilasters support roll-moulded eaves cornice, raised segmental dormer-heads with twin lights to centres of bays, plain surrounds with keystones to other windows. Deep bracket cornice over first floor with enriched window architraves, bracket cornices with pediments to centre windows, panelled inlays to friezes. Dropped sills to cantilevered balconies with Taff Vale Railway monogram in ironwork to 5 centre bays which break band courses over ground floor. Grouped segmental and arched openings to ground floor, continuous rope-moulded hoods, through transoms, keystones under balconies to wide windows with centre colonettes and cast Romanesque capitals (boarded over at time of inspection); doorways up steps (paired to centre), 6-panel doors. Three-bay return elevation on right, detailing as on main front. Boarded up at time of inspection (February 1992). Group value with the Customs House. References: J Hilling, Cardiff and the Valleys, (1973), p.94-5. B Little, in Country Life, September 18th 1980.

Reason for Listing

References

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Historic Wales

the portal for historic environment information in Wales

ABOUT | CONTACTS

Cymraeg



Listed Building Database Record

For more information about records
from Cadw:

philip.hobson@wales.qsi.gov.uk
<http://www.cadw.wales.gov.uk/>

Plas Carew
Unit 5/7 Cefn Coed
Parc Nantgarw
Cardiff
CF15 7QQ

In compliance with the Welsh Assembly's Government's Welsh Language Scheme, the full textual information contained in the listed building descriptions are currently only available on the portal in English. However, it may be viewed in a [version with Welsh labels and headings](#).

CUSTOMS HOUSE,DOCKS ROAD

Street Name and Number: ,

Listed Building Reference: 13350
Grade: II
Date Listed: 20/06/1986
Date Amended: 21/01/1993

Co-ordinates: 318901,172430
Locality:
Community: Penarth
Council: Vale of Glamorgan
National Park: No

Location

History

Interior

Exterior

13350 Above the foreshore at the entrance to the former Penarth Docks with high revetment wall to hillside at rear. Dated 1865; probably by Samuel Dobson who designed the first dock at Penarth. Renaissance style. 2-storey plus attic 5-bay symmetrical front with central bell tower and advanced pedimented end bays. Yellow brick with bathstone dressings, rusticated ground floor and red brick left side elevation; formerly slate roofs (before fire); yellow brick chimney stacks. Plinth, sill band and overall plain entablature with heavily moulded eaves course. Swagged Ionic coupled pilasters to outer bays containing bracket pedimented windows; cantilevered iron balcony (modern addition) to right bay. Similar segmental pedimented central window and flanking by windows with shouldered architraves; bracket sill and lugged architraves to attic windows. Central Doric porch with modillion cornice and double 3-panel doors; cambered headed ground floor windows. Bell tower with octagonal, domed roof, and weathervane on bracket cornice; clock faces, foliage panels over splayed stem with carved Royal Arms to front supported by volute brackets. 3-bay right side elevation with similar treatment, slightly advanced and pedimented broad central bay. Central Venetian window with broken bracketed pediment on plain pilasters. Advanced pedimented doorcase below with arched entrance; set back round headed doorway at rear. Side access at right through rusticated gate piers. Twin segmental arched store entrances attached to left of the front surmounted by segmental pediment over scrolled cartouche reading "Erected AD 1865". Boarded up, unoccupied at time of inspection (February 1992). Group value with Marine Buildings. References: J Hilling, Cardiff and the Valleys, (1973), p.94-5. B Little in Country Life, September 18th 1980.

Reason for Listing

References

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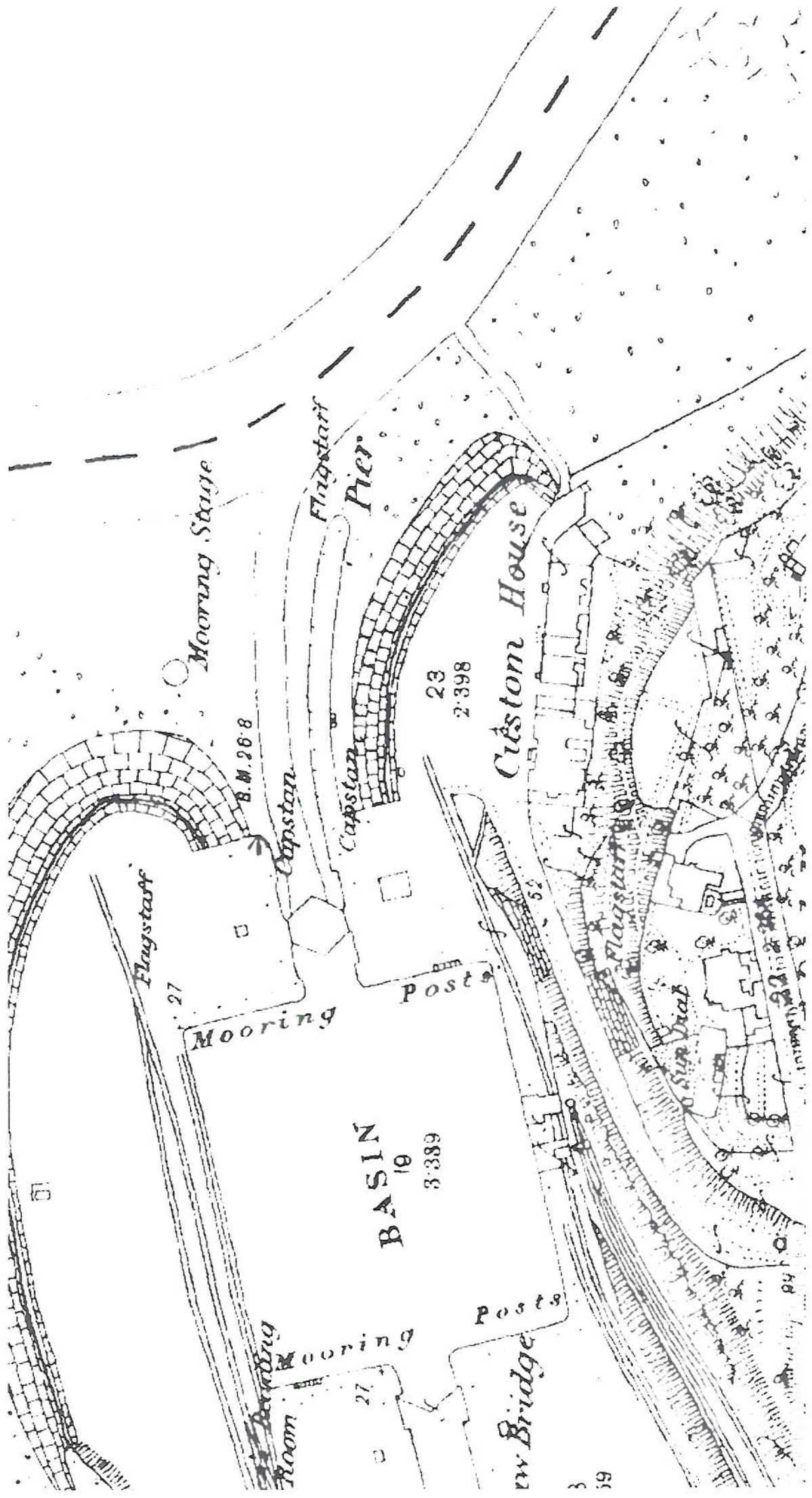
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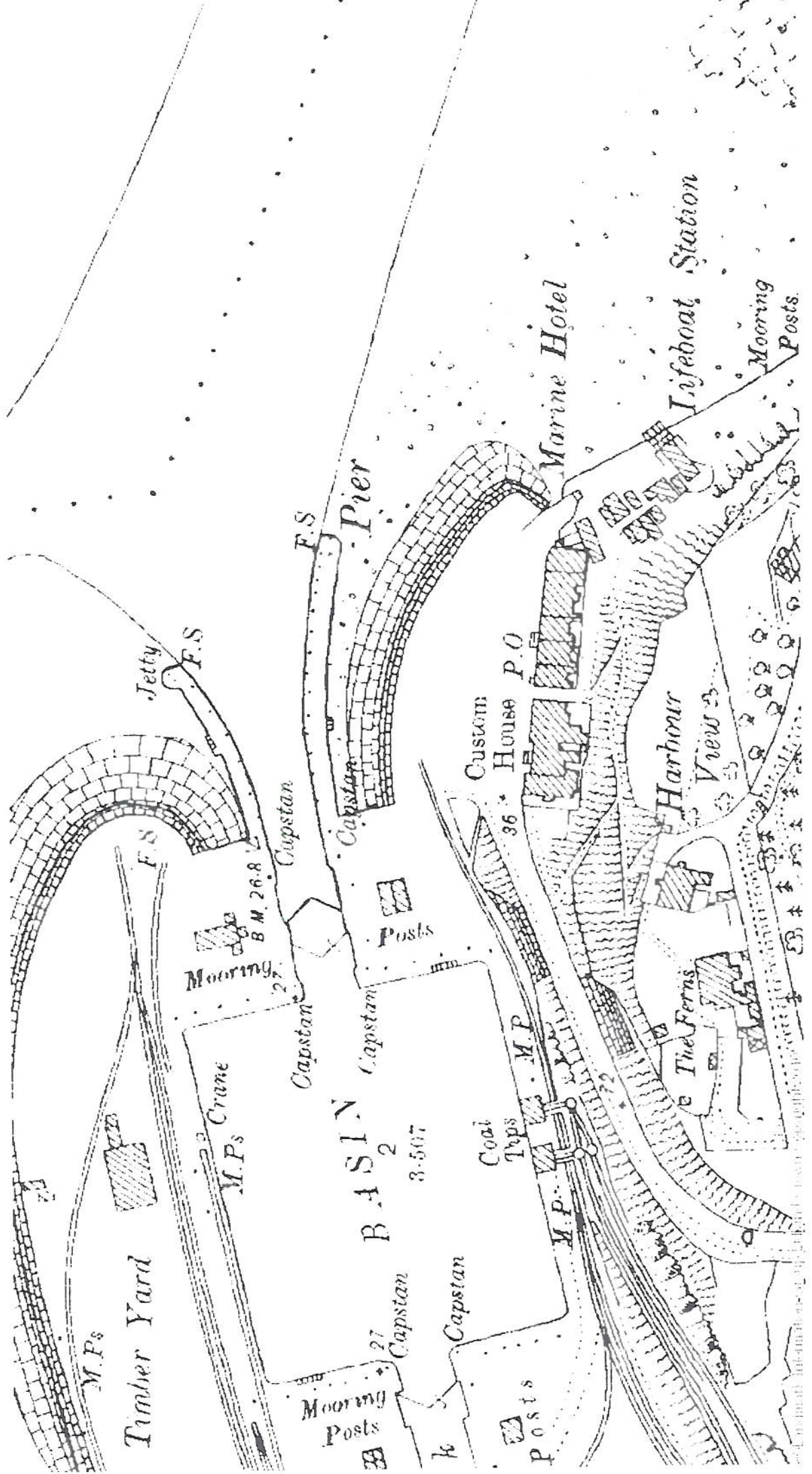
APPENDIX 2

- **Historic Maps**
- **Old Photograph**

1882

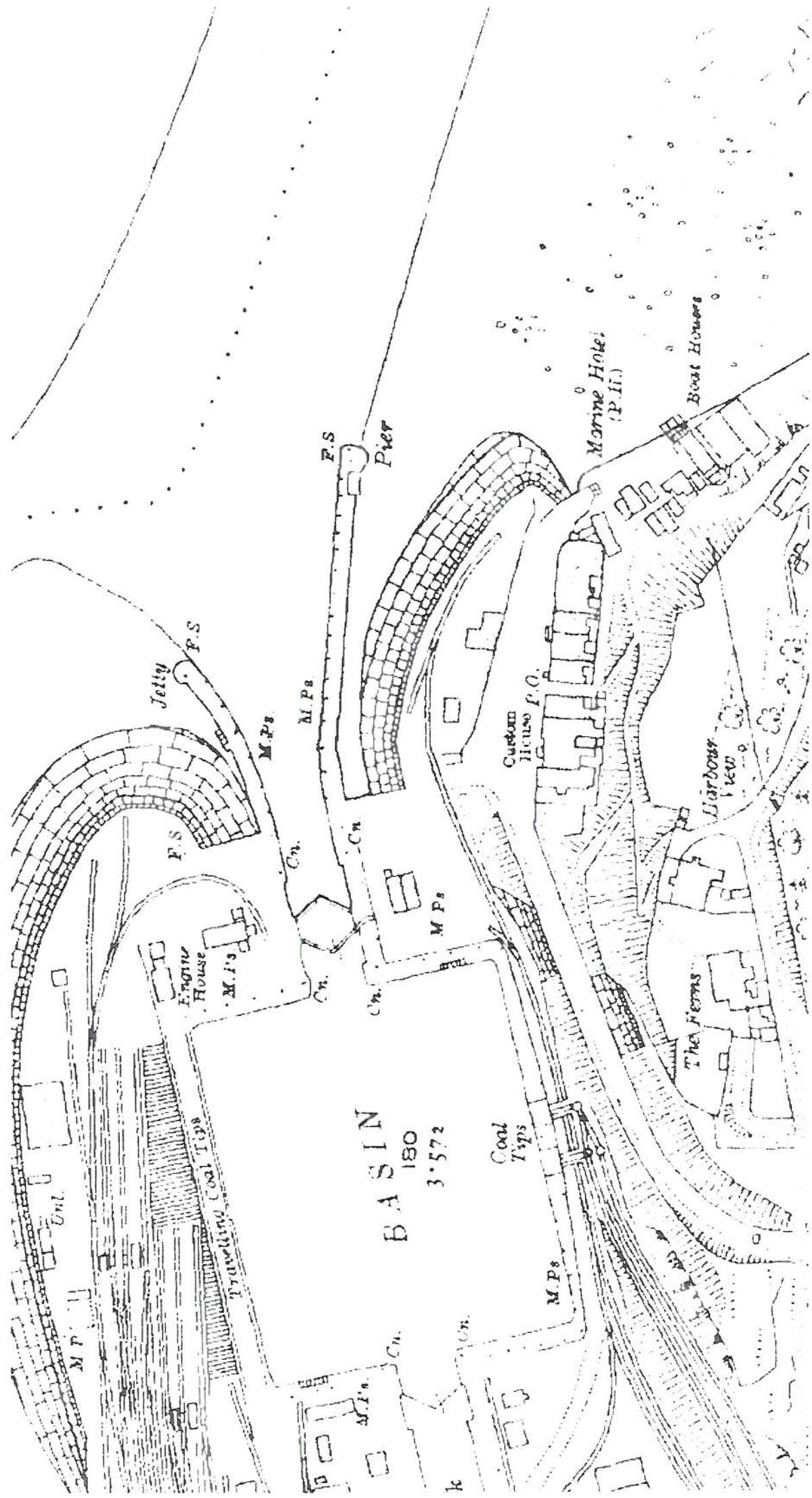


1920



and complete information as to the location of the various mooring posts, capstans, cranes, etc., is given in the accompanying plan.

1920



BASIN
180
3.572

Coal
Tips

Jetty

Pier

Marine Hotel
(P. II.)

Boat Houses

Custom
House F.O.

Harbour
View

Engine
House

The Firm's

Travelling Coal Taps

Unit

F.S.

F.S.

M.P.s

M.P.s

M.P.s

M.P.s

Cn.

Cn.

Cn.

Cn.

Cn.

Cn.

M.P.s

k

1940



1940

