

**THE VALE OF  
GLAMORGAN COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990

**APPROVED**

SUBJECT TO COMPLIANCE WITH CONDITIONS (IF ANY)



CHARTERED ARCHITECTS  
PENSEIRI SIARTREDIG

**DESIGN, ACCESS & SUSTAINABILITY STATEMENT  
(PLANNING APPLICATION)**

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**Project:** SWFRS Penarth Fire Station, Penarth

**Location:** Penarth Fire Station, Hazel Road, Penarth, CF64 3PY

**Client:** South Wales Fire & Rescue Service

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**Version: Initial Issue August 22<sup>nd</sup> 2014**

## 1 | INTRODUCTION

Penarth Fire Station is an established station located within a residential area on the western edge of Penarth. It is currently manned by a crew of seven staff working on a shift rota system.

The existing Fire Station has two operational appliance bays with dormitory accommodation and operational facilities within the adjoining buildings. To the rear of the site there is a large training yard with car parking facilities and a training tower.

Penarth Fire Station has been identified as in need of modernisation and requires significant work to upgrade the facility to the required standard of a modern, whole time duty system Fire Station.

The proposed development includes the general upgrading and refurbishment of the existing appliance bays and dormitory building and an extension and refurbishment of the single storey building to meet the South Wales Fire & Rescue Services' (SWFRS) requirements.

The proposal also includes upgrades and improvements to the site in general with enhanced parking facilities and improvements to the training tower and service yard.

## **2 | CONTEXT AGAINST VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN**

This design, access & sustainability statement has been prepared with due reference to the policies and principles of the Vale of Glamorgan LDP plan 2011-2016 adopted November 2013 as planning policy for the authorities area and the Vale of Glamorgan Adopted Unitary Development Plan 1996 – 2011.

Relevant policies considered with this development are listed below:-

### **LDP Policy MD2 – Place Making**

The Vale of Glamorgan LDP states that development will be favoured where it contributes to creating high quality, healthy, sustainable and locally distinct places.

This development has considered and addressed the objectives of Policy MD2. The development complies with all relevant national policy and guidance where appropriate and provides a high quality design appropriate to the local context, scale and character as described in this Design Access and Sustainability statement.

### **LDP Policy MD4 – Community Infrastructure and Planning Obligations**

The Vale of Glamorgan within Policy MD4 states it is the policy that the Council will seek to secure new and improved community infrastructure, facilities and services through the use of planning obligations and/or the community infrastructure levy.

This development has considered and addressed the objectives of Policy MD4 through pre-planning and a number of design studies, creating a scheme that is in harmony with surrounding properties and site, alleviating concerns of planners.

### **UDP Policy ENV27 – Design of New Developments**

The Vale of Glamorgan UDP states that for Policy ENV27 proposals for new development must give full regard to the context of the local natural and built environment.

The design proposals have considered this by following the route of Option 1 (a single storey design) from pre-planning, in order to be more sympathetic to it's built environment surroundings. There will be minimal detrimental impact on adjacent areas, there is a clear distinction between public and private spaces. The proposals have included for a high level of accessibility and have designed in energy efficient systems wherever possible.

### **UDP Policy TRAN10 – Parking**

Policy TRAN 10 requires the provision of parking facilities to be in accordance with the approved parking guidelines.

The development has not increased car parking provisions and acknowledges the location, catering for use of very good public transport facilities for travel purposes

### **UDP Policy ENV27 – Protection of Environmental Quality**

The UDP Policy ENV29 indicates that development will not be permitted if it were to have an unacceptable effect on either people's health and safety or the environment.

This policy has been given due consideration within the design ensuring that no additional pollutants will be generated by the redeveloped building.

### **3 | PRE-APPLICATION ADVICE - Ref. No. 2013/00196/PRE**

A pre-application advice submission was made on behalf of the SWFRS in November 2013 with a response received in January 2014. The pre-application submission included two option proposals for an extended single storey accommodation block and for a two storey new build accommodation block.

It was suggested in the response letter that the single storey extension option would provide the least impact on the neighbouring residential properties. On this basis the SWFRS have opted to proceed on the basis of the single storey proposal as illustrated on the attached drawings.

## 4 | THE SITE & EXISTING BUILDINGS

### Existing Buildings

The existing fire station is split into three single storey elements of varying scale and form, which provide a disjointed feel to the building. The envelope of the building is also tired and outdated and in need of significant improvement.

The existing flat roof accommodation block is clad in brickwork and render with a heavy white uPVC fascia to the bitumen felt roof. The front elevation is heavily glazed with white uPVC windows and doors to the station offices and the front entrance. A stepped footpath links the pavement with the front entrance, with a grass verge either side.

The double height three door appliance bay building has two bi-folding doors and a fixed concertina door to the front and rear elevations. The sides of the appliance bay are clad in single skin profiled sheeting, with a standing seam roof with barrel vault rooflights above.

The brick faced building to the east of the appliance bay accommodates the sleeping quarters for the staff. The external walls are brick faced with uPVC glazing and a standing seam roof with uPVC fascias and verge.



*Existing Building Front Elevation*

At the rear of the site there are a number of small single storey brick and rendered flat roof buildings with a tall concrete clad training tower the most prominent of the out-buildings. The tower is faced in brickwork on the ground floor with concrete panels and roller shutters above, topped with a flat bitumen roof.



*Accommodation Block Front Elevation*



*Appliance Bay Front Elevation*





*Dormitory Block*



*Rear of Fire Station*





*Accommodation Block Rear Elevation*

### The Site

The appliance bay forecourt is accessed directly off Hazel Road. The front entrance to the accommodation block is accessed via a stepped footpath from the pavement with grass verges either side. The rear yard is accessed through security gates to the east of the site leading to the large tarmac service yard to the rear. Parking is provided to the rear for seven cars, with space also provided for the St John's Ambulance and the RNLI trailer. The perimeter of the site is fenced with a 1.8m high palisade fence, with a timber panel fence to the neighbouring properties. Maintained grassed areas are provided to the rear of the site with a number of mature trees in the vicinity of the service access road with hedgerows to the rear boundaries of the site.



*Site Location View*



*Service Yard*



*Training Tower*

## 5 | ENVIRONMENTAL SUSTAINABILITY

It is acknowledged that the proposed extension and works to the rear of the site will reduce the amenity space available, however the proposals will aim to minimise the environmental impact of any works.

Minimal alterations to the existing external lighting will be undertaken to suit the new development, but this will not noticeably alter the appearance of the site at night. The new car park lighting will be designed in accordance with the ecologists recommendations in order to mitigate any potential impact on foraging bats.

As the use of the Fire Station is not changing, we do not perceive there to be a foreseeable increase in site noise, apart from during the construction process.

Environmental sustainability is a fundamental consideration in the development and the specification of products, materials and services will be to current Building Regulation requirements in terms of conservation of fuel and power.

The development will have the following sustainable features:-

- Low energy high performance heating system, and low energy high frequency artificial lighting with occupancy control
- Solar thermal panels for domestic hot water, solar photovoltaic panels for the generation of on-site electricity.
- Rainwater harvesting to supply flushing WC's.
- Sustainable, low maintenance & responsibly sourced building materials will be specified, preferably with a Green Guide to Specification rating of A or A+.
- High levels of thermal performance and airtightness, with CFC free and zero ozone depleting potential insulation.
- Water conserving appliances including WC's, and taps.
- Cycle stands and shower facilities to aid the use of more sustainable transport methods
- Use of Sustainable Urban Drainage Systems (SUDS) to control the surface water discharge on the site to the equivalent of a 'greenfield' run off.

The development will aim to achieve as a minimum a BREEAM 'Very Good' rating, assessed using BREEAM 2008: Bespoke, with tailored assessment criteria for Fire Stations. An initial BREEAM pre-assessment will be provided alongside the planning submission to support the design intentions.



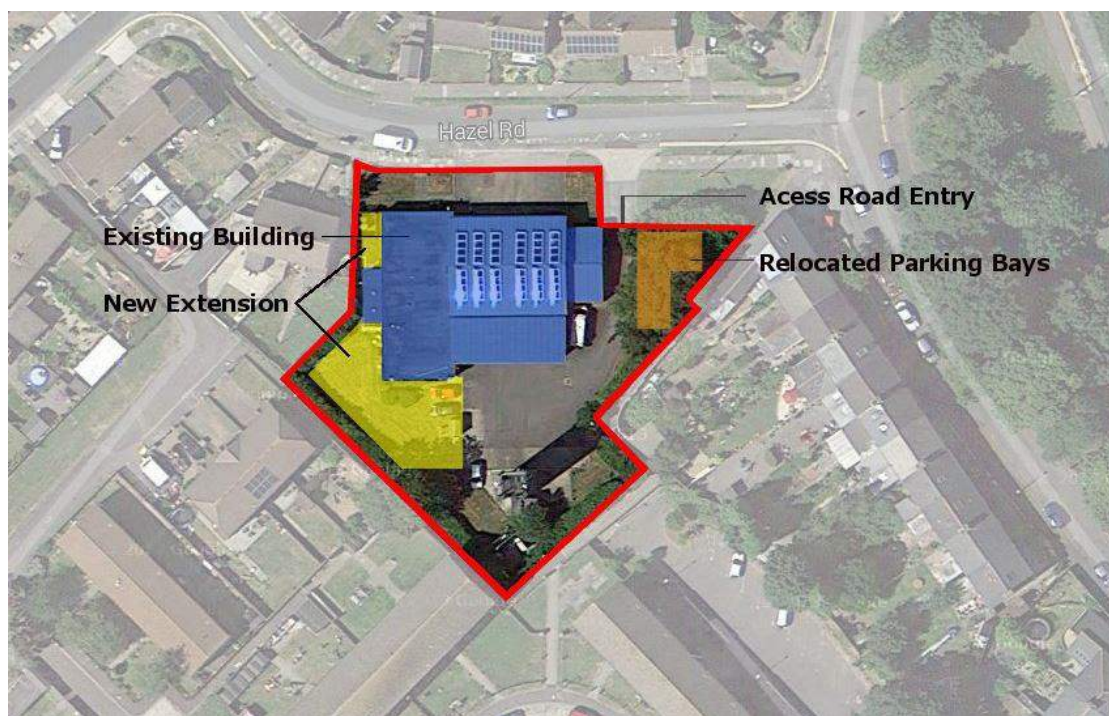
## 6 | CHARACTER

### Site Treatment:

Due to the requirement to retain the majority of the features of the site the fundamental layout has not been significantly changed with only relatively minor alterations proposed to the rear service yard and parking areas.

In order to provide additional space to the rear of the site car parking has been relocated away from the service yard, with secure parking provided adjacent to the access road gates. The diesel tank and training water tank are provided to the rear of the service yard in the vicinity of the training tower, with a designated parking space provided for the St. John Ambulance vehicle.

At the front of the building the appliance bay forecourt has been widened with steps and a disabled access ramp provided off the public footpath. A disabled parking bay is provided in front of the existing dormitory, with level access to the front entrance. A footpath is provided to the perimeter of the main building with soft landscaping provided to all infill areas. The existing fencing will be retained and upgraded where necessary with new access control gates provided to the rear access road and side footpaths.



*Aerial view of site*

### Scale:

The existing dormitory and appliance bays are to be retained with no change to the height of the buildings. The refurbished accommodation block will be raised 850mm to meet the current needs of the Fire Station. The proposed extension is in keeping with the scale, appearance and context of the existing building and is sympathetic to the scale of the surrounding domestic buildings.

### Appearance:

A palette of durable thermally efficient materials have been proposed to provide a contemporary approach to the design which also ties the building elements together. The palette of materials include composite steel cladding, insulated render, Trespa cladding, polished brickwork, aluminium windows, steel doors and aluminium flashings trims to the pitched roofs.

The front elevation of the accommodation block is to be re-clad with a combination of white render and dark grey Trespa cladding. The existing uPVC windows and entrance door are to be removed and replaced with aluminium glazing and door to meet DDA requirements. A new feature canopy is provided above the entrance with a new stainless steel SWFRS logo and signage provided above the canopy. The side and rear elevations are clad in a combination of light grey Trespa cladding and charcoal grey polished brickwork with aluminium ribbon glazing and steel doors. The bitumen felt flat roof will be hidden with a 150mm (minimum) high parapet with solar and photovoltaic panels provided to the roof, as shown on the drawings.

The appliance bay will be re-clad with insulated composite and profiled sheet cladding. New bi-folding appliance bay doors with vision panels will be provided to the front and rear elevations. The existing standing seam roof and barrel vault rooflights will be retained with new aluminium bullnose fascia and verges provided to enhance the appearance of the building.

The existing dormitory building will be re-clad in white render with new aluminium windows to the front and steel louvred doors to the rear. As with the appliance bay, the existing roof will be retained with new aluminium bullnose fascia and verges provided. All existing rainwater goods will be replaced with new dark grey aluminium downpipes and concealed outlets to the flat roof accommodation block.

The training tower will be cleaned and upgraded with new doors, roof and lighting provided.

Please refer to drawings submitted with planning application for further detail.

## **7 | COMMUNITY SAFETY**

The changes proposed to the site will not have an adverse affect on community safety, with security measures enhanced.

The station is bounded by an existing 1.8m high palisade fence with controlled secure access into the building via a key fob system. CCTV will also be provided as part of the scheme further improving security of the site.

## **8 | MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT**

The development is on an already well established site, accessed via Hazel Road, with no material alteration to existing transport modes. Existing vehicle routes are maintained with car parking facilities relocated away from the service yard to a secure area adjacent to the access road gates.

Movement within the building is largely retained as existing, with a spine corridor providing access to all the rooms in the accommodation block. Access to the Appliance Bay and existing dormitory will remain largely unchanged.

## **9 | ACCESSIBILITY**

Accessibility to the existing Fire Station will be improved under the proposed scheme with all rooms to the accommodation block designed to meet the current Building Regulations and DDA standards.

A new ramped footpath and ambulant disabled steps will be provided from the pavement to the front entrance of the building with a level access footpath provided to the perimeter of the building.

A disabled parking bay is provided in front of the existing dormitory building with level access to the front entrance across the Appliance Bay forecourt. A disabled WC is provided in close proximity to the lecture room which will be utilised by the local community. A disabled shower is also provided within the facility.

The existing main entrance is easily identifiable to visitors by means of a new feature canopy highlighting the main entry point.



## 10 | TEMPORARY ACCOMMODATION

The Temporary Accommodation building will provide approximately 300m<sup>2</sup> of floor area in an L-shape form over two storeys. The building will provide accommodation, and associated facilities for the staff, for a period of approximately eight to nine months during the construction and refurbishment works to the existing Fire Station. The modular building will be located on the south boundary at the rear of the site, in close proximity to the training tower.

The building will be clad in colour coated panels with contrasting colour coated doors and windows with galvanised steel escape stairs to the first floor accommodation.

The building has been located on the south boundary of the site to allow sufficient access for contractors to complete the works on the existing buildings. Where possible the first floor glazing has been located so that it does not face directly on to the neighbouring properties, however, there is sufficient scope to alter these if deemed necessary by the V.O.G. Planning Department.

*EPT Partnership*  
*JM/10323/05*  
*15 August 2014*