M O R R I S O N D E S I G N L I M I T E D

Statement in Support of Planning Application
(including Design & Access Statement)

for

Proposed New

Buxton Fire Station

by

Derbyshire Fire & Rescue Service

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C O N T E N T S

Supporting Documentation

1.00 Introduction

1.01 This Statement accompanies a full Planning Application for a new replacement Fire & Rescue Centre on an undeveloped site at the Staden Lane Industrial Estate.

1.02 The application seeks the erection of a new building incorporating an eight appliance garage, associated Fire & Rescue service accommodation, community orientated facilities, a range of training facilities, including smoke house, training tower, RTA (Road Traffic Accident) compound, office accommodation for an Area Office and associated parking.

1.03 The proposed fire station replaces the existing facility in Compton Grove, Buxton. This existing site no longer satisfies DFRS's operational requirements as explained in Section 4.

2.00 National Planning Policy and Guidance

2.01 In general terms there is a lack of any extensive planning policy or guidance directly related to Fire & Rescue Centres or indeed emergency services as a whole. However, policy and guidance does exist for the locational requirements of development in general. Whilst there are essential operational requirements for the Fire & Rescue Service that first and foremost have to determine the location of the such Centres, this section demonstrates that the proposal confirms to sustainability objectives in general.

2.02 Planning Policy Statement 1: General Policies and Principals

Planning Policy Statement 1 sets out the overarching planning policies on the delivery of sustainable development through the planning system.

2.03 Paragraph 5 of PPS1 states that planning should facilitate and promote sustainable development and inclusive patterns of urban and rural development, amongst other criteria, by '**ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community**'.

2.04 The proposed development will maintain an essential facility for the wider community, provide jobs on site as well as new community educational facilities within the proposed building.

2.05 Planning Policy Guidance Note 13: Transport

Access to the site meets the design requirements of national design guides in the form of the 'Manual for Streets' and the 'Design Manual for Roads and Bridges' (DMRB) in the context of vehicular access, visibility splays footpath widths and carriageway layouts.

Overall policy for transport related to development is covered in PPG13. The general ethos of PPG13 is to improve accessibility to minimize the reliance on the private motor car and this can be achieved by promoting different needs land uses in juxtaposition.

An emergency service such as Fire Station has specific requirements which need to be balanced against the ethos of PPG13 with respect to emergency response times. However, the proposed location of Buxton Fire Station is accessible within the recognized walk and cycle thresholds set out in National policy being a 2km walk and 5km cycle ride. Indeed, the whole of Buxton is within the cycle ride threshold and central areas and many outer residential estates are within the 2km walk threshold. There is a good system of footways alongside the main road networks in Buxton from central areas to the proposed site at Staden Lane to facilitate pedestrian use.

Generally the site is located close to central areas in this rural location, is accessible by means other than the private car and therefore meets the ethos of PPG13.

Please also refer to Appendix 3 - Traffic Assessment provided by EAS Transport and Infrastructure Planning Consultants.

3.00 High Peak Local Plan

The proposals address the relevant policies set out in the General Development Framework as follows:

3.01 **GD1 Sustainability & Development Context**.

Planning permission will be granted for development, provided that:

- It will support the principles of sustainability; and
- It wills comply with all relevant provisions of the plan; and
- Where appropriate conditions will be imposed and planning obligations will be negotiated.

3.01.1 Refer to Appendix 4 for the details of sustainability provisions within the proposals.

3.01.2 The proposed site is within an existing development framework appropriate for the functional needs of the fire station.

3.02 **GD4 Character, Form & Design**.

Planning permission will be granted for development, provided that:

Its scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and any associated engineering, landscaping or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape.

3.02.1 Refer to scheme design drawings and attached design and access statement.

3.03 **GD5 Amenity**

Planning permission will be granted for development provided that:

- It will not create unacceptable loss of, nor suffer from unacceptable levels of, privacy or general amenity, particularly as a result of:

  - Overlooking.
  - Loss of daylight and sunlight.
  - Overbearing effects of development.
  - Air, water, noise, light and other pollution.
  - Risk from hazardous substances and processes.
  - Traffic safety and generation.

- Where appropriate, conditions will be imposed and/or planning obligations sought, to ensure amelioration measures are taken to adequately address the impacts on amenity.

3.03.1 The proposed building and associated site usage will not cause any loss of privacy or general amenity – refer to scheme design drawings and Appendices.

3.03.2 It is the intention that all surface water run-off, including parking and vehicle circulation areas, will pass into soakaways via a sustainable proprietary drainage system (SUDS) in accordance with Polution

Prevention Guidelines PPG3. However, if this was not possible due to unforeseen circumstances then interceptors would be introduced as required.

3.03.3 Refer to Appendix 3 Traffic Assessment.

3.04 **GD6 Landscaping**

Planning permission will be granted for development provided that:

Where appropriate, it will contain a high standard of hard and/or soft landscape treatment in keeping with the character of the area, including the integration of existing features and the use of native species suitable to the location.

Conditions will be imposed, and/or planning obligations sought, to ensure that appropriate steps are taken to maintain and manage landscaping features.

3.04.1 Refer to Appendix 8 – Landscaping Details

3.05 **GD7 Crime Prevention**

Planning permission will be granted for development provided that:

Its design, layout and landscaping will help create a safe and secure environment and minimise the opportunities for crime to be committed.

3.05.1 It is intended that the development will achieve a "Secure by Design" award standard.

3.06 **GD8 Access Needs**

Planning permission will be granted for development provided that:

It will include appropriate provision for the access needs of all people, including the disabled, having regard to site and building constraints.

3.06.1 Refer to Design & Access Statement.

3.07 **GD9 Safeguarding Neighbouring Land**

Planning permission will be granted for development provided that:

It will not unduly impede the effective and comprehensive development of, or access improvements to, significant areas of neighbouring land.

3.07.1 Refer to scheme design drawings.

3.08 **GD10 Flood Prevention**

Planning permission will be granted for development provided that:

- It is required for river management or other overriding technical operational reasons; or.
- It will not itself be at risk from flooding; and.
- It will not increase the risk of flooding in the high risk flood areas, or elsewhere; and.
- It will not reduce the capacity of the flood plain to hold, dissipate or allow the passage of floodwaters; and.
- It will not lead to the pollution or contamination of floodwaters; and.
- It will not harm the integrity of any flood defence; and.

- The developer can demonstrate that the proposed development arises from a site selection process that has regard to a sequential approach to flood risk; and.
- Adequate provision is made for access to watercourses for maintenance.

Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate flood protection or mitigation measures are secured and maintained.

3.08.1 Refer to Appendix 1 : Flood Risk Assessment.

3.09 **GD11 Pollution Control**

Planning permission will be granted for development provided that:

- It will not result in a deterioration in, or hinder the improvement of, the quality or supply of ground water or surface waters, or of atmospheric quality; and.
- It will not result in, or be subjected to harmful levels of noise, vibration, light, dust, odours, contamination of other pollutants or harmful factors; and.
- It will not lead to the contamination or erosion of soil resources.

Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure amelioration measures are taken to adequately address the effects of pollution.

3.09.1 Refer to Appendices 2 : Drainage Strategy Statement and Appendix 5: Site Investigation Report.

4.00 Operational Requirements & Justification for Relocation

Buxton Fire Station is located on Compton Grove and linked to the main A515 by Compton Road via Mosley Road to the South East and Green Lane to the North West. The station is surrounded by established residential development to the North, East and West elevations and Buxton Primary School to the South. Over recent years the residential development has increased and enveloped much of the available surrounding land increasing the populous locally and the attendees at the school.

- During school term time between the hours of 0830 and 0915 and 1600 and 1645 the feeder roads between the station and the A515 become congested with parents, children and associated traffic. The risks associated with turning out appliances during these times are of considerable concern and the response times can be significantly affected as a result.

- Green Lane Compton Road and Mosley Road form part of the route used by the Driving Standards Agency. The traffic volume on this route is increased as a result during mainly daylight hours. The type of use consistent with driving instruction and associated tests can be slow and involve manoeuvring on both carriageways.

- Training at the existing Fire Station is limited due to its obsolescence combined with structural and fabric deficiencies of the smoke training facility.

- The future of training at Buxton is also of concern due to the increased frequencies of training activities at the station increasing the risk of noise and light pollution to neighbouring residents particularly during evenings when retained firefighters are in attendance.

- The high altitude of Buxton and the surrounding hamlets result in difficulties in meeting attendance times. The main arterial routes through the town and surrounding countryside are maintained except in the most severe weather but the minor roads are rarely afforded the same level of maintenance/clearing.

- Buxton Fire Station is constructed in a traditional structural shell of natural stone and brick facing the tile hanging and flat roofs. The Fire Station was built in 1956 and is aged 53 years leaving a residual structural life of 7 years.

- There is a significant presence of ACM's (asbestos containing materials) within the building envelope, which has a direct impact on repair and maintenance costs.

- Limitations within the building structure and fabric restrict, significantly the opportunity to undertake alterations to meet the needs for equality and diversity and the structural dimensional limitations affect the deployment of modern appliances.

- Smoke training facilities at Buxton Fire Station have been redundant for a number of years due to condition, suitability and safety issues. Replacement of these facilities is required to resource future training needs.

The site at Staden Lane provides a framework to solve all the problems associated with redevelopment of the existing site at Compton Grove and in addition to this, the proposed change in overall use to encompass the wider rescue centre initiative that incorporate facilities for Buxton Mountain Rescue and Derbyshire Cave Rescue.

Over the past eight years various other sites in the Buxton area have been considered but to date no other site has been suitable.

5.00 Design & Access Statement

5.01 This design and access statement is to be read in conjunction with the following drawings:

100	Site Location Plan	1:1250 @ A3
101	Site Plan as Existing	1:200 @ A0
001C	Site/Block Plan as Proposed	1:200 @ A0
002B	Ground Floor Plan First Floor Plan Roof Plan	1:200 @ A1
005	Site Sections as Proposed	1:200 @ A1
007C	Elevations as Proposed	1:200 @ A1
008	Smoke/Fire House Elevations Refuse/Cycle Store Elevations	1:200 @ A3
009	Landscaping Proposals	1:200 @ A0

5.02 The site comprises some 9450m² of undeveloped land within the Staden Lane Industrial Estate. It includes an existing access road to an adjoining property which is to be retained and the site is therefore divided into two pieces the smaller area to the south-west of the road forms part of an existing landscape belt which is to be maintained. The use of the area is to be limited to a small below ground training facility which will be contained within a landscaped mound. [Refer to drawings 3792/001C & 009].

5.03 To the south-east [Staden Lane] and south-west elevations the site boundary comprises dry-stone walling. It is intended that this wall be retained and re-built where necessary except where new site access points are required. However the defining feature of the site is the substantial cross-fall, approximately 5 metres measured diagonally sloping down from the south to north corners. This site topography and the relationship of entrances to existing road levels are major factors in the design development.

5.04 In order to minimise level changes and site excavation the building comprises two deep plan elements, the main two-storey administration block and vehicle bay joined by a single-storey element mainly comprising changing and operational facilities. Attached to the administration block is the operationally separate cave and mountain rescue facility.

5.05 Architecturally these two primary elements are expressed with curved standing seam roofs with deep overhanging eaves. Similar roofs cover the cave and mountain rescue unit and the wash area to the east of the vehicle bay.

5.06 Beneath these roofs, which are supported off a framed structure, there is freedom to use cladding and masonry to respond to the various functional requirements. As well as Trespa, Kingspan, render and some architectural masonry natural Derbyshire grit stone is used as an accent material to the primary elevations. To the south-west façade stone panels sit either side of a two-storey double height glazed feature to emphasise the main entrance and along the south-east boundary the façade is articulated with projecting stone piers to storey height windows supporting powder coating aluminium louvers. These elements emphasise the visual prominence of the main elevations as the building is approached.

5.07 The two main pedestrian and public entrances to the building, to which there is level access, are on the south-western and western elevations. The first provides access to the ground floor community facilities and, via stairs and lift, access to the first floor Area Office. The second is the main fire station entrance leading to reception but there are further operational entrances for retained firemen etc. The separate primary entrances will allow access by the community without compromise to the 24/7 operation requirements of the station.

5.08 The internal planning of the building ensures that all areas where wheelchair access is anticipated there is level access or access via the lift. If in the future, the planned use varies then DFRS will review access requirements to the lower vehicle bay areas.

5.09 Disabled toilet and shower facilities are provided at both levels.

5.10 Male and female toilets serving the community facilities include baby changing facilities.

5.11 In addition to the general ground floor locker facilities a further shower room is provided on the first floor. This is partly to encourage staff members to cycle to work.

5.12 All internal staircases are designed to meet Building Regulations criteria for use by the ambulant disabled.

5.13 There are a number of vehicular accesses to the site, refer to site plan drawing number 3792/001.

- Access 1 – controlled by automated gates, provides entrance for fire engines and general circulation for yard parking and the cave and mountain rescue unit.
- Access 2 – provides open entrance and exit to visitor and community parking.
- Access 3 – controlled by automated gates, provides the fire appliance exit route. The fire appliance entrance and exit are configured so as to minimise the impact of any vehicle queing on Staden Lane in an emergency call-out [this is also the route to be taken by large delivery or refuse vehicles].
- Access 4 – controlled by automated gates, provides entrance and exit to Area Office secure parking and secure station parking for Retained Firefighters.

5.14 Secure cycle storage for DFRS personnel, 10 no. cycles, is provided within the yard whilst covered cycle storage for public use is included under the deep overhang to the south of the main entrance, 8 no. cycles.

5.15 External finishes are shown on the site plan, drawing number 3792/001. Inevitably in a site with the level changes noted above there is the need for several retaining walls both within the site and to existing site boundaries. The finish of these walls is generally architectural masonry with natural grit stone to the south-eastern boundary and to the wall to the south-east of access no. 3.

5.16 The station's training facilities, primarily a smoke house and tower, are located within the main yard area to the rear of the main buildings to reduce their visual impact.

6.00 Environmental Statement

6.01 BREEAM

BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.

6.02 Refer to Appendix 4 – Environmental Statement : BREEAM/Sustainability.