



BOND BRYAN

BARNSELEY FIRE STATION - SOUTH YORKSHIRE FIRE & RESCUE SERVICE

DESIGN & ACCESS STATEMENT

SYFRS-BBA-Z0-XX-RP-A-0001
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REPORT ISSUE TABLE

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BARNSLEY FIRE STATION

DESIGN & ACCESS STATEMENT

1.0 INTRODUCTION

The key purpose of this Design and Access Statement is to set out the architectural design intentions for the proposed replacement of Barnsley Fire Station. South Yorkshire Fire and Rescue Service (SYFRS) have been working closely with its appointed Design Team to develop a functionally robust but aspirational design proposal, which meets the needs of its end users and key stakeholders.

This document is designed to communicate the design and project brief. Additionally, the report will provide the reader with an understanding of the key design drivers and development process to date.

PROJECT INCEPTION

In May 2018 South Yorkshire Fire & Rescue Authority sought expressions of interest from a multi disciplinary team with proven experience in the design of emergency service projects to act as principle consultant as part of a single co-ordinated project for a new build Fire Station with associated facilities in Barnsley, South Yorkshire.

Services include the engagement of all sub consultants as necessary to deliver the scheme and will encompass all RIBA Stages (0 to 3 inclusive) with the construction works being tendered via a D&B procurement route.

A pre planning application was submitted in February 2019 and a meeting was held in March 2019 (see appendices for feedback).

PROJECT DESCRIPTION

The project involves the construction of a new Fire Station and associated landscaping on the existing Barnsley Fire Staion site on Broadway road, Barnsley. The site is to accommodate a mixture of functions including operational services, administrative and training facilities for South Yorkshire Fire and Rescue Service.

The station will include three appliance bays and incorporate appropriate operational and welfare requirements.

The site will also retain existing training facilities, and provide improved parking for both employees and visitors of the Fire Service.

SUPPORTING DOCUMENTATION

This report is to be read in conjunction with all submitted plan drawings and the following third party documentation:

- Planning Statement
- Aboricultural Report (pending completion)
- Ground Investigation Reports
- Noise Impact Assessment (pending completion)
- SuDS/Foul and Surface Water Drainage Details
- Transport Assessment (pending completion)
- Archaeological Report (pending completion)
- Ecology Report (bat survey pending completion)
- Flood Risk Assessment

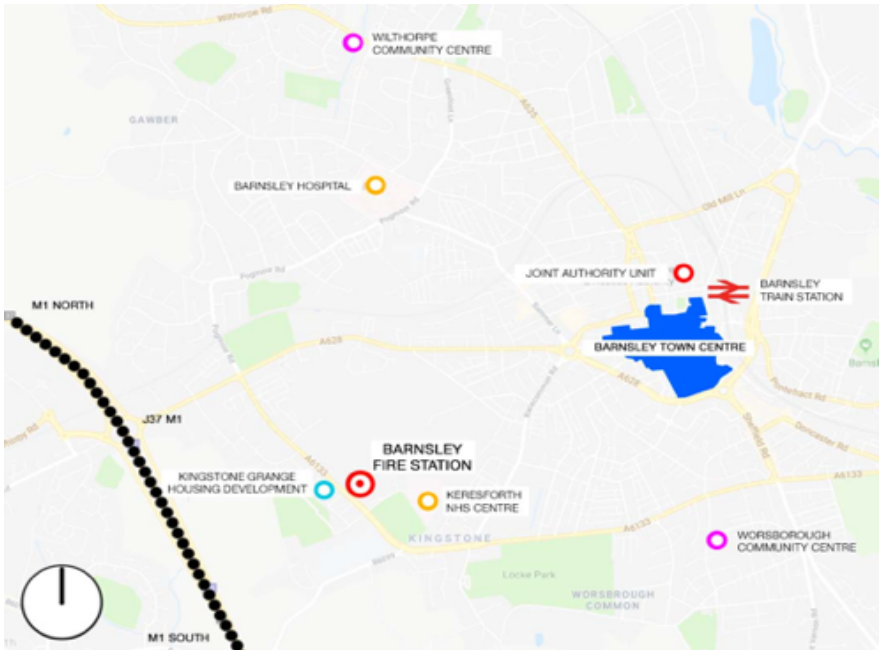


2.0 THE SITE

The proposed site is located approximately 1 mile from Junction 37 of the M1 motorway and 2 miles West of Barnsley town centre on the A6133 Broadway Road which is the primary route between the suburbs of Stairfoot and Kingstone via Measborough Dike.

Access to the site is gained from the West off Broadway Road. National Grid reference E: 433210 N: 405611 denotes the approximate centre of the site.

The site sits within a context of residential properties located immediately to the West and South with a large commercial distribution unit to the East. A radio mast is located to the North of the site with recreational playing fields beyond.



CURRENT SITE USE

The site currently comprises the main 3 storey fire station building with external training yard and training tower to the rear. A redundant single storey vehicle workshop and ambulance garage are located to the South of the site and are now obsolete.

LOCAL CONTEXT

The site sits within a residential setting with a development of new build properties immediately adjacent to the South and West boundaries. Existing materials are predominantly traditional masonry including a mixture of brick types and natural stone with tiled roofs.

A large commercial distribution unit sits at the North West of the site. Existing materials are predominantly brick, glazed curtain walling and profiled metal cladding

To the North East of the site is a large telecommunications mast and recreational playing fields with a former NHS site now sold for development.



3.0 THE CLIENT

South Yorkshire Fire & Rescue is the statutory Fire and Rescue Service for the area of South Yorkshire. They serve a population of approximately 1.29 million people and their mission is to keep the people of South Yorkshire safe. This includes the deployment of hundreds of firefighters, covering 22 fire stations, using dozens of specialist vehicles supported by dedicated control room and support staff employees.

South Yorkshire Fire & Rescue Authority is made up of 12 locally elected councillors. The Fire Authority publishes a constitution which sets out how the Authority operates, how decisions are made and the procedures which are followed to ensure that these are efficient, transparent and accountable to local citizens.

4.0 STRATEGIC CORE OBJECTIVES

The objectives of South Yorkshire Fire and Rescue Services are that the redevelopment should achieve the following in terms of design:

- Deliver a new three bay Fire Station in place of the existing over-sized seven bay station.
- Take a commercial approach to reducing the cost of service delivery, without sacrificing public safety and performance.
- Provide appropriate facilities to ensure that staff can deliver excellent service in a safe and efficient environment.
- Provide a building worthy of ‘District Hub’ status.

5.0 DESIGN OBJECTIVES

The new building should:

- Present an image of the authority that is welcoming
- Be distinctive and of striking modern design

QUALITY & VALUE

In all aspects of the design and specification, the proposal seeks to provide a high quality solution. This has necessitated the development of a coherent, finely detailed building which will be robust and capable of easy, low cost future maintenance and adaptation.

6.0 CONSULTATION

As part of the development of proposals the scheme has been discussed and developed with the following key stakeholders:

- SYFR - Executive
- SYFR - Fire Authority Members
- SYFR - Service Development
- SYFR – Service Delivery (FM / IT / HR / Communications)
- SYFR – Service Support (Finance/Estates/Procurement)
- Barnsley Fire Station – Station Commander
- Barnsley Fire Station – Watch Commander
- Barnsley Fire Station – Watch Staff
- Barnsley Fire Station – Support Staff
- SYP - South Yorkshire Police
- YAS - Yorkshire Ambulance Service
- Community - Community Facility
- Community - Princes Trust Facility
- Statutory - Planning Authority
- Statutory - Highways Authority
- Statutory - Building Control

As part of the process for developing these proposals, early discussions with the Local Authority have been undertaken in the form of a formal Pre-Planning Application and meetings with the Local Authority Planning and Pollution Officers.

Since receipt of the pre-application feedback, the proposals have seen further development including a reduction in accommodation, building scale and internal floor area due to changes in SYFRS’s project brief.

The pre-application advice has therefore been used to inform the development of the current proposals, however, some of BMBC’s original comments are no longer applicable.

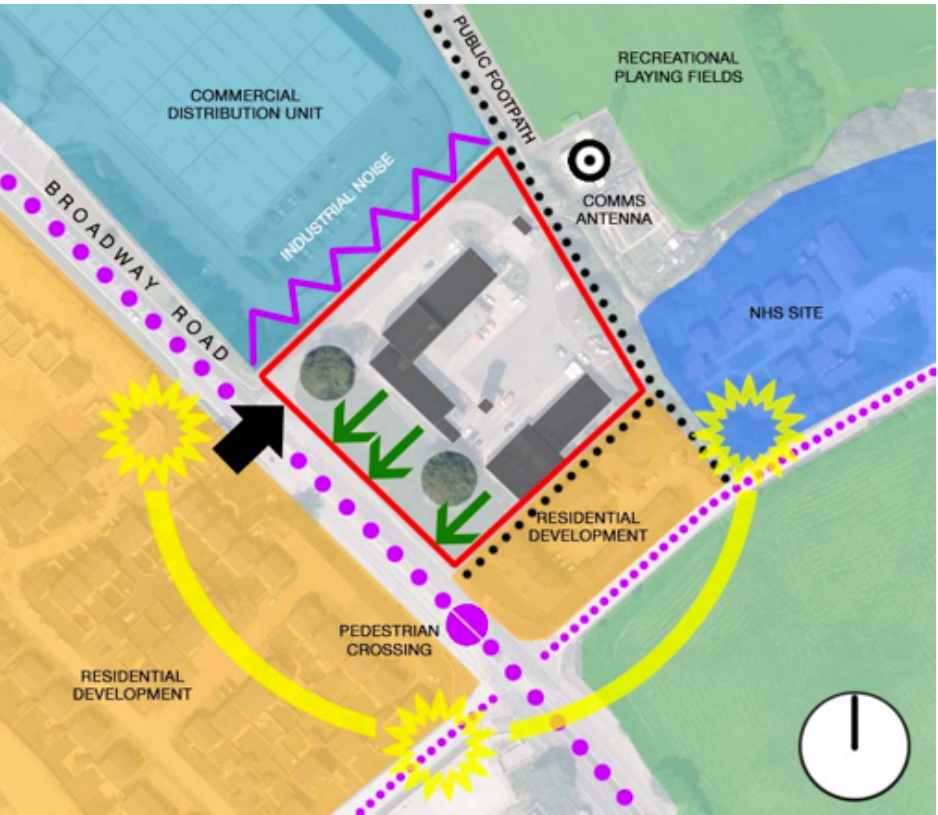


7.0 SITE ANALYSIS

CURRENT SITE USE

The site currently comprises the main fire station building with external training yard and training tower to the rear. A redundant vehicle workshop and ambulance garage building are located to the South of the site and are now in a derelict state of repair.

Existing access and egress for all vehicles and pedestrians is via the access road off Broadway which benefits from a 1:12 plateau at its junction with the adopted highway. It is anticipated that all existing site levels are to be maintained as far as reasonably practical in the proposed scheme.



SIZE, SHAPE & TOPOGRAPHY

The site is regular in form and has an area of approximately 0.8 hectares. The site boundary is currently formed by a mixture of chain-link fencing, security fencing and hedging with the walls of the derelict ambulance and vehicle workshop buildings forming the Southern most boundary.

The ground level is generally level with gradual falls from the main operational building to the Northern site boundary. The site rises steeply along the South-West boundary from the face of the existing building to the back of footpath along Broadway Road. The level difference is approximately 4m and the change in level is accommodated within a wide strip of grass landscaping which includes 2 mature willow trees and shrub planting (to be retained).

A public footpath runs adjacent to the North Eastern and South Eastern site boundaries.

SITE SUITABILITY

As part of SYFRS's internal review process alternative sites for Barnsley Fire Station were reviewed and discounted due to the impact on emergency response times and public safety. The Broadway site is seen as the best location for the new fire station and is already an established site with many key items of infrastructure already in place.

During the early design process, the design team analysed the suitability of the site through a number of site layout options and massing studies, including alternative access arrangements and building positions.

Through this process it was determined that the re-use of the existing site access/egress offered the most functional and cost effective solution whilst limiting the impact on the existing highway and the existing mature willow trees along the Broadway elevation.

A small selection of options are shown on the right.



8.0 BUILDING ANALYSIS & DEMOLITION

SYFRS consider the existing three storey fire station building no longer fit for purpose for a number of reasons, with the main points being listed below;

- * Internal building layout no longer supports current operational requirements.
- * Building considerably over-sized and under-utilised.
- * Existing building fabric in need of major repair and upgrade.
- * Highly inefficient services/thermal performance.
- * Redundant / derelict out-buildings.

REFURBISHMENT OPTION

Consideration was given to a number of scenarios including options to refurbish the existing fire station building.

Refurbishment has been ruled out on the basis of reduced design life expectancy and due to prohibitive costs associated with structural investigations, repairs and enhancements in order to modify the building to current operational and efficiency requirements.

DEMOLITION

It is proposed that the existing three storey fire station building and the existing single storey garage building are to be demolished as part of these proposals.

Please refer to the accompanying Demolition Plan ref. 'SYFRS-BBA-Z0-GF-DR-A-1004'.

The existing brick training tower (circa 20m height), brick gas meter housing, brick electrical sub-station and brick ambulance building are to be retained.

Refurbishment and/or alteration of the retained existing buildings does not form part of this project and will be covered under any subsequent planning application(s) as required by SYFRS.



BARNESLEY FIRE STATION

DESIGN & ACCESS STATEMENT

9.0 SITE LAYOUT

Further to the site option appraisals the preferred site arrangement is shown opposite.

Key elements of the proposed layout are as follows:

- Main ‘accommodation block’ to face onto Broadway
- New staff/visitor parking (18 + 2 accessible)
- New BREEAM compliant cycle storage area (10)
- New ‘secure line’ to be created around training yard
- Existing Fire Appliance route to be maintained
- Existing access/egress to be maintained
- Existing training yard to be maintained
- Existing training tower to be maintained
- Existing mature trees to be maintained
- New hardstanding area to be provided in place of demolished garage building to extend training yard

TEMPORARY ACCOMMODATION

At the time of writing this Design and Access Statement, SYFRS propose to maintain the site as a live fire station site throughout the duration of the construction works.

In order to achieve this, SYFRS propose to install temporary accommodation (portakabins) on the site of the demolished garage building along the South-East boundary of the site.

Final details of the proposed temporary accommodation layout and design are currently being finalised and will be submitted to the Local Authority as soon as these become available.

Such accommodation is required to accommodate a reduced ‘skeleton staff’ including watch staff, key administration personnel and single Fire Appliance throughout the duration of the works.

Temporary re-location offsite is also currently being explored.



10.0 BUILDING LAYOUT

SITE VISITS

In order to develop suitable proposals for the new Barnsley Fire Station, the design team visited a number of recently completed local fire stations in Cudworth and Sheffield Parkway.

The photos on the right show the variation in the types of buildings provided as part of these new developments.

ORGANISATIONAL DIAGRAM

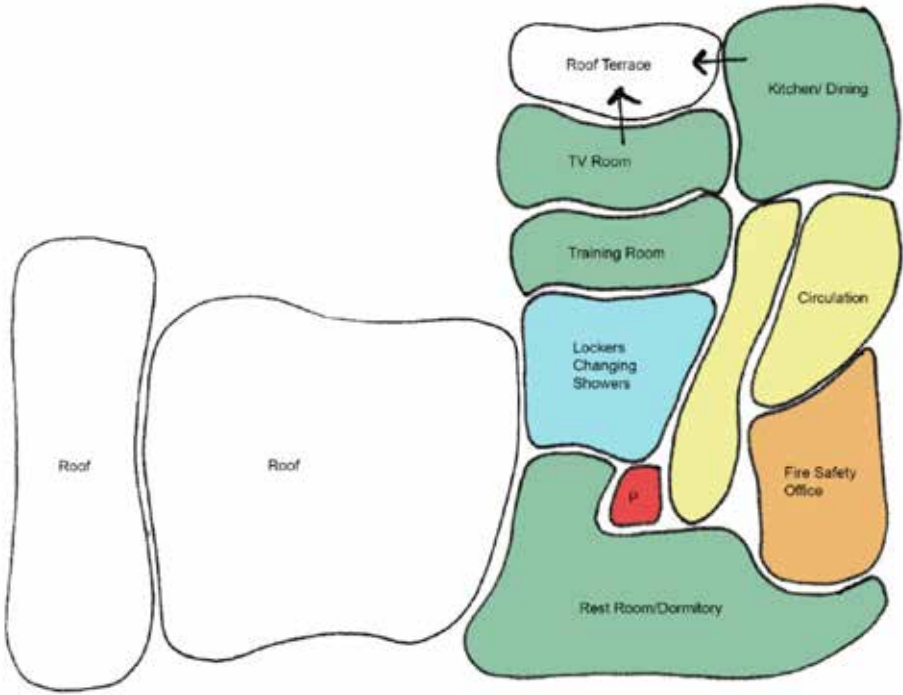
Following the collective feedback on the initial plan and site options and the subsequent site visits to Cudworth and Parkway, an adjacency diagram was created to demonstrate preferred spatial relationships and to demonstrate the functionality and flow of the building.

The key operational spaces identified were as follows:

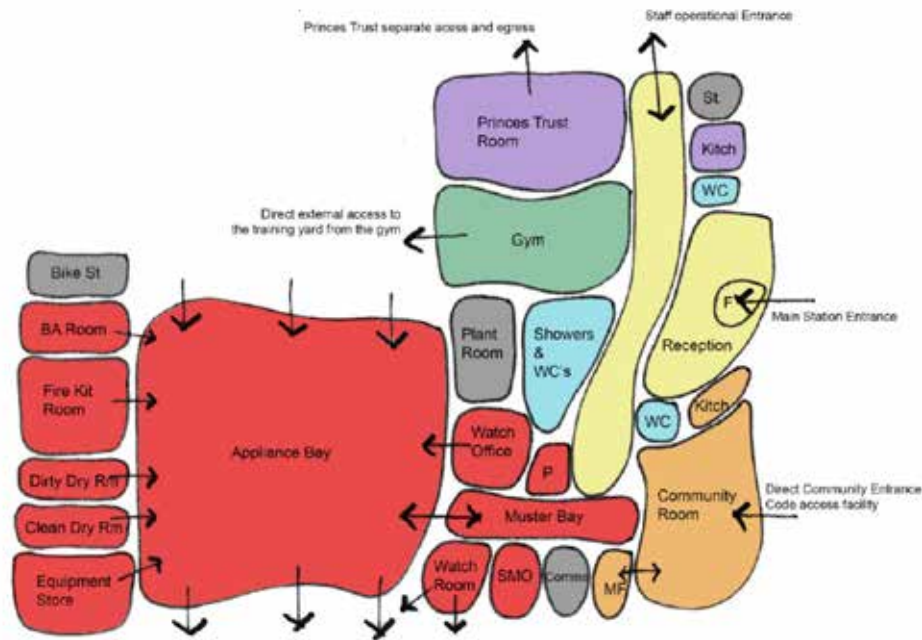
- Appliance Bays (2 + 1 redundant)
- Fire Kit Room
- Breathing Apparatus (BA) Room
- Drying Rooms
- Watch Room
- Muster Bay
- Watch Office
- Fire Safety Office
- TV/Training Room

The key welfare spaces identified were as follows:

- WCs, Showers, lockers & Changing
- Gym
- Kitchen
- Rest Rooms (6)
- Community Use



Parkway Fire Station



Cudworth Fire Station

11.0 PROPOSED FLOOR PLANS

Following on from the building use appraisal and adjacency studies the building plans were developed and are shown opposite. Key aspects are as follows:

GROUND FLOOR

- New main entrance with secure lobby and level access
- Platform lift and stair to provide access to First Floor
- Office accommodation located on the Broadway elevation to encourage 'active building frontage'
- Gym located at ground floor with access out onto the Fire Service Training Yard
- Watch Manager's office overlooking Appliance Bays and existing access road
- Watch Room overlooking Appliance Bays
- Muster-point with pole drop from First Floor
- WC provision including 2no. unisex and 1no. accessible
- Drive-through Appliance Bays with roll screen doors including sheltered Wash-down Canopy to rear
- Kit room, laundry and maintenance rooms located within the rear 'operations block'
- Externally accessed store for Training Yard equipment
- Plant Room located to the rear of the 'accommodation block' with external access from secure yard compound

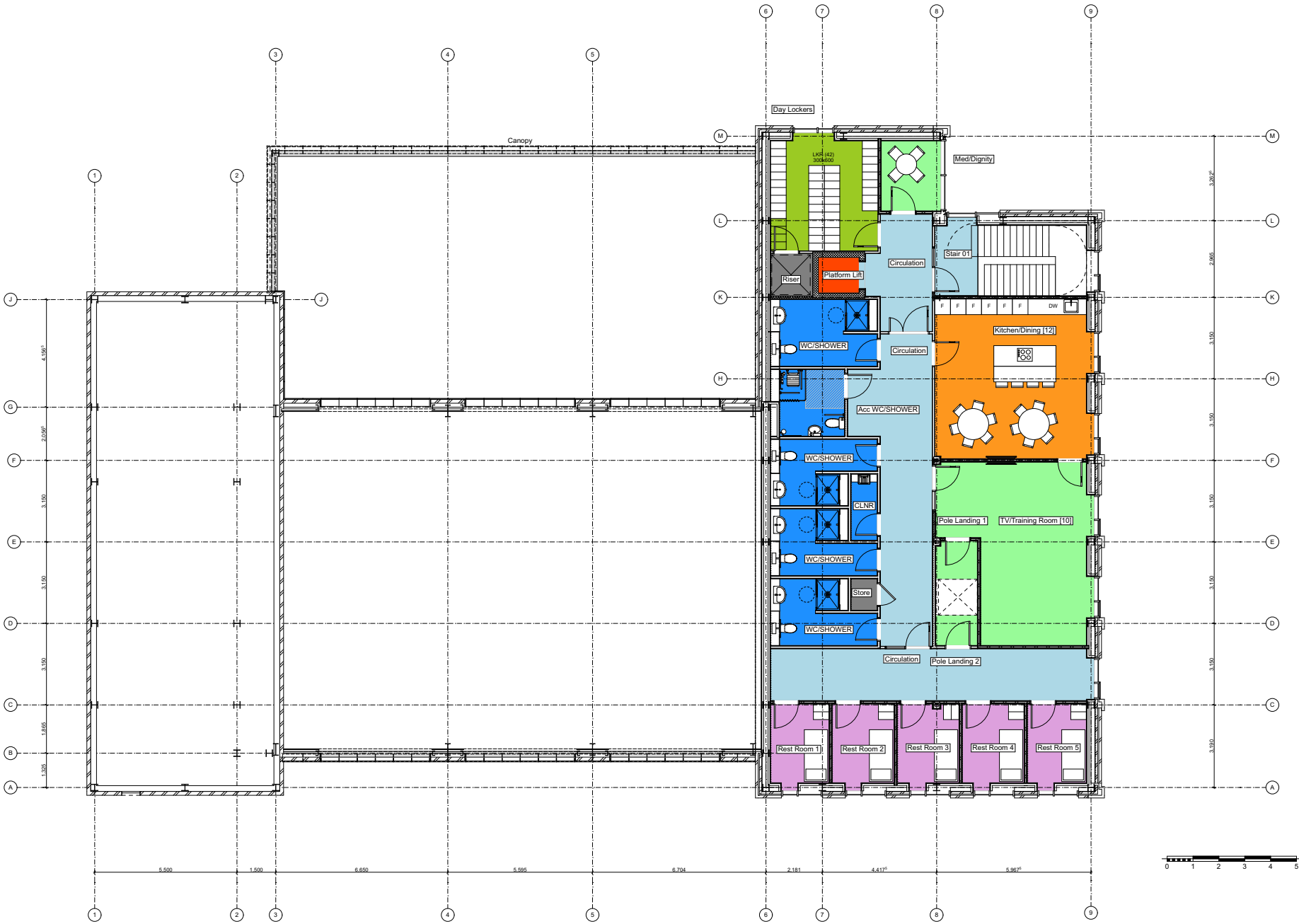
GROUND FLOOR (EXTERNAL)

- BREEAM compliant bicycle shelter with 5no. bicycle stands - suitable for up to 10 bikes.
- Illuminated signage to Broadway elevation



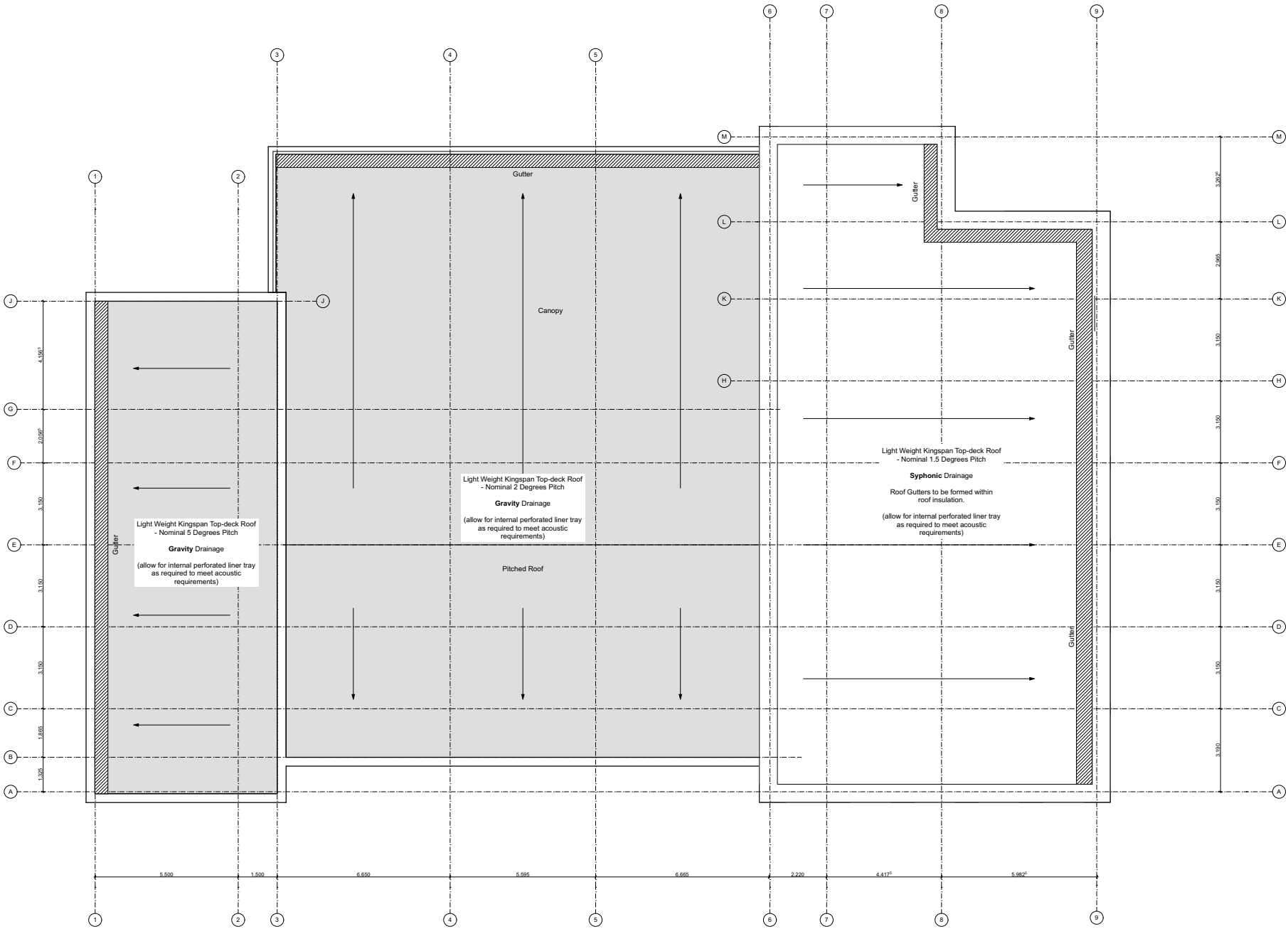
FIRST FLOOR

- Rest Room provision for 5no. Watch Staff
located on North West elevation to avoid overheating and potential road noise
- Self-contained shower/changing rooms with WCs (4)
located on blank facade and leaving main elevations for occupied spaces
- Accessible shower room with WC (1)
- Staff locker provision for both Day and Watch Staff
- Communal Kitchen/Dining space overlooking Broadway
- TV and Training Room overlooking Broadway
- Staff Meeting/Dignity Room
- Direct pole drop access from TV Room/Rest Rooms
- Staff spaces located on Broadway elevation to encourage 'active frontage'.



ROOF

- ‘Accommodation block’ roof to have light weight mono pitch and siphonic outlets with drainage runs internally
- ‘Appliance Bay’ roof to have light weight dual pitch and siphonic outlets with drainage runs internally
- ‘Operations block’ roof to have light weight mono pitch and siphonic outlets with drainage runs internally
- All roofs to have perimeter parapets with PPC capping
- Roof access for maintenance and inspection via suitable access platform/cherry picker only
- No plant to be located on roofs
- Direct pole drop access from TV Room/Rest Rooms
- Staff spaces located on Broadway elevation to encourage ‘active frontage’.



12.0 BUILDING APPEARANCE

The building elevations are driven by the operational and aspirational needs of the fire service - taking inspiration from locally completed Fire Stations and using a material pallet in-keeping with the local area . Key aspects are as follows:

ACCOMODATION BLOCK

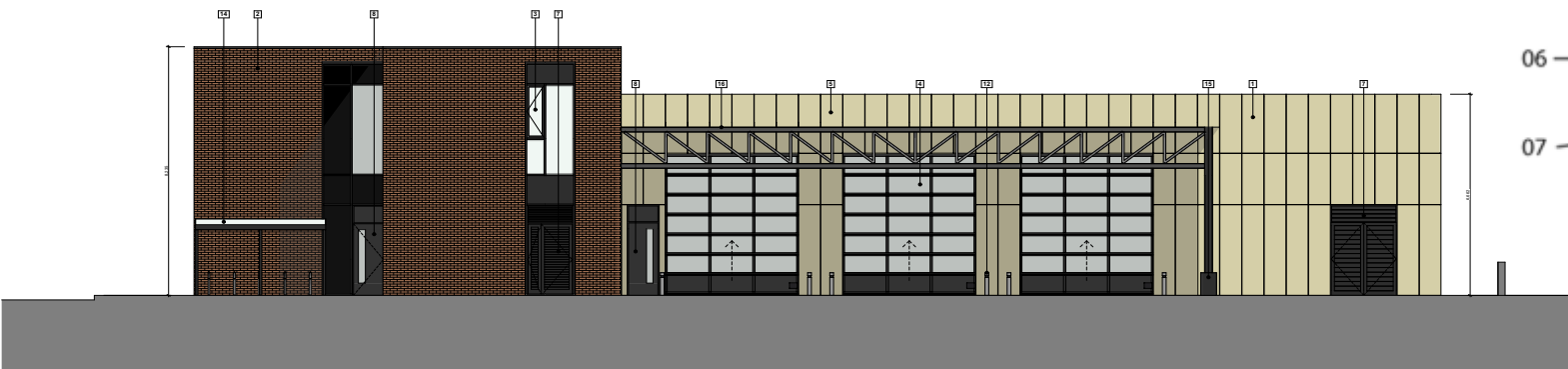
- Brick facade with modest window reveals and feature piers to main elevations
- Full height glazed curtain walling including glazed spandrel panels as required
- PPC aluminium louvre panels to main elevation
- Brick-slip soffits to main elevation reveals
- Slim-line PPC aluminium parapet capping
- Illuminated signage to main Broadway elevation
- Main entrance sliding door set within glazed curtain wall
- Strong fenestration of main elevations provides feature architectural presence along Broadway Road

APPLIANCE BAY / OPERATIONS BLOCK

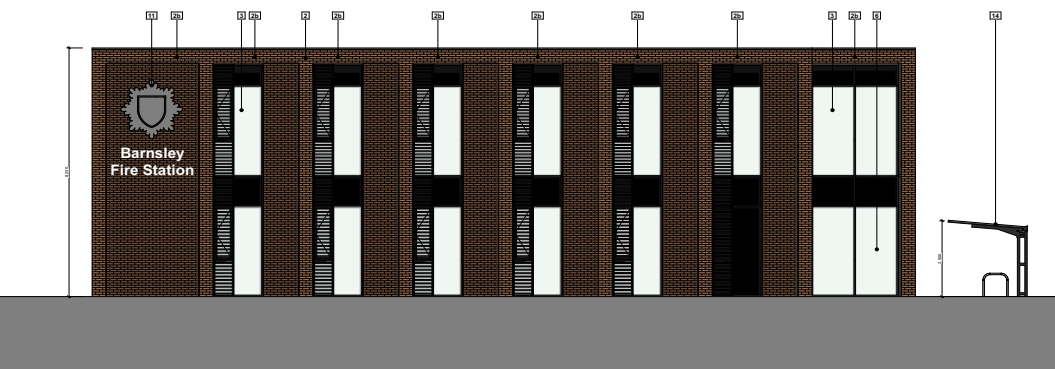
- Cladding panels in bronze finish provide distinct seperation between accommodation and operations
- Panel sizing and proportions to reference fenestration of accommodation block wherever possible
- Cladding panels to wrap up and over top of parapets to give clean/crisp aesthetic
- Pitched roofs to be concealed behind continuous parapet, maintaining a consistent aesthetic across the three 'blocks'
- Fast-response up-and-over appliance bay doors
- External 'wash-down' canopy with exposed painted steelwork to tie in with curtain wall frame and door colour



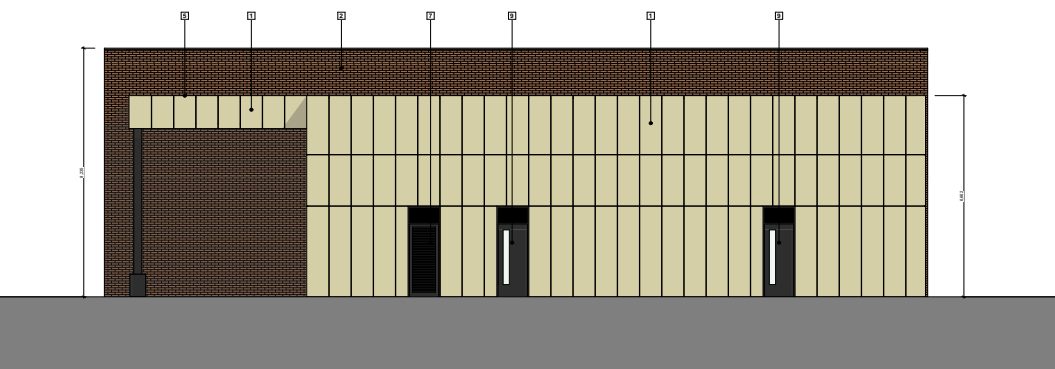
ELEVATION 01 - NORTH WEST



ELEVATION 02 - SOUTH EAST



ELEVATION 03 - SOUTH WEST



ELEVATION 04 - NORTH EAST



13.0 BUILDING SCALE

The Barnsley Fire Station site covers approx. 0.8 hectares.

The existing three storey fire station building to be demolished as part of this application has an approx. internal area of 1,370m2 a lot of which is surplus to SYFRS’s needs.

The existing single storey garage building to be demolished as part of this application has an approx. internal area of 326m2 and is in a derelict state of repair.

The proposed new-build fire station building has a gross external area (footprint) of 980m2 spread over two storeys, and a total building height of 8,235m.

Whilst the proposed new fire station building will be more ‘domestic’ in scale, a number of design elements have been incorporated to ensure that the new building will maintain a strong visual presense along Broadway Road.

ACCOMODATION BLOCK

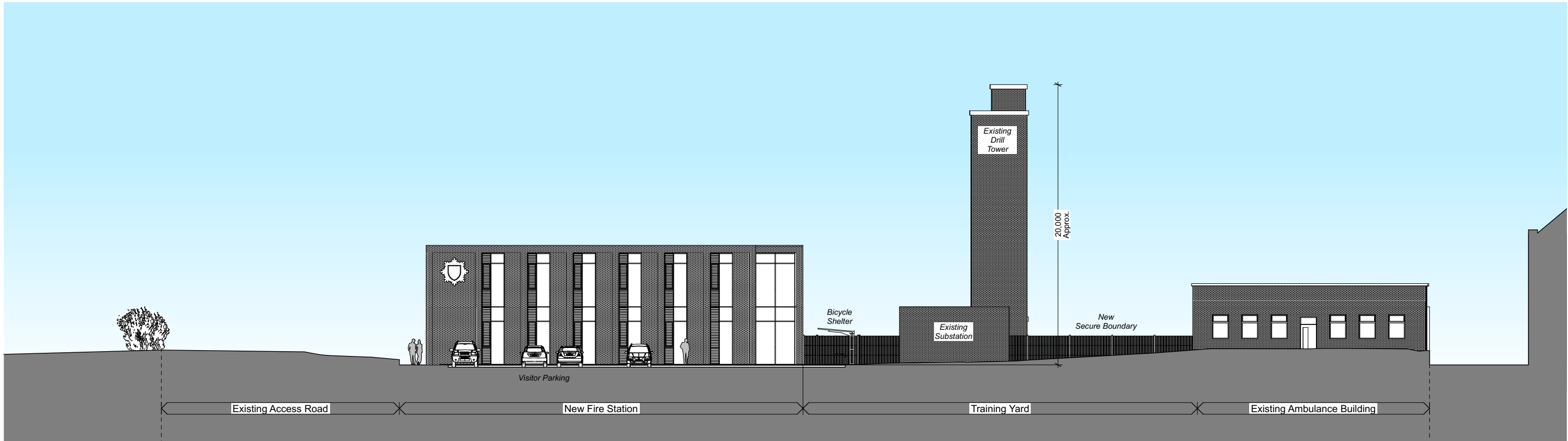
- Full height curtain walling set within brickwork reveals to main elevations - gives an increased sense of scale to the building.
- Fully glazed main entrance door gives a ‘public’ scale to the main facade.
- Absense of plant and equipment to the roof to give a clean and crisp elevation when viewed from Broadway.

APPLIANCE BAYS & OPERATIONS BLOCK

- Maximum building height to be provided, whilst reducing internal building height through concealed pitched roofs.
- Cladding panel joint positions to be carefully positioned to tie-in with elements of the main accommodation block to ensure visual coherence and common scale.

RETAINED ELEMENTS

- Retained existing sub-station (single storey) approx. 4m height.
- Retained existing training tower (6 1/2 storey) approx. 20m height.
- Retained existing ambulance building (single storey) approx. 5m height.











15.0 SUSTAINABILITY STATEMENT

This section should be read in conjunction with Silcock Leedham’s Sustainability and Services Statement and Mainer Associates BREEAM Pre-Assessment Report.

APPROACH TO SUSTAINABILITY

SYFRS is committed to creating a sustainable and efficient design solution and, in line with Barnsley Metropolitan Borough Council’s requirement, has identified a target BREEAM rating of ‘Very Good’ for the new development.

As part of the design development a BREEAM pre-assessment has been undertaken, which has been used to refine the proposals, however core to the design concept are a number of key sustainable features:

- A focus on passive design measures including maximising use of natural daylighting and ventilation.
- Additional investment in the building fabric to increase air tightness and insulation levels significantly above current building regulations.
- Specification of environmentally friendly or recyclable materials wherever practical (Green Guide A or A+ rated).
- Separate metering for utilities and water supplies serving the new building, enabling the Fire Service to monitor building performance.
- Use of energy efficient heating systems and controls, linked to a Building Management System.
- Use of energy efficient lighting and controls, including daylight and motion sensors.
- Incorporation of facilities for separating waste and recycling within the external external servicing and storage area. There will also be a requirement for the contractor to minimise, separate and recycle waste during the construction of the new building.
- Landscaping proposals to incorporating a net increase in species to encourage ecological diversity.

NATURAL DAYLIGHTING

A good level of natural daylight is fundamental for an efficient working environment; it also adds enjoyment, productive use of the building and improves the building’s energy efficiency.

The proposed design therefore incorporates floor to ceiling height glazing to help natural light penetrate to the full depth of the floor plan where possible. Louvred panels provide diffuse natural daylight into the spaces on the South facing Broadway elevation.

Natural lighting within the Appliance Bays is achieved through the use of fully glazed, polycarbonate ‘up-and-over’ doors.

NATURAL VENTILLATION

Naturally ventilated buildings have lower energy consumption compared with those that are fully mechanically ventilated and it also provides a healthier internal environment for the occupants by reducing the likely hood of headaches and eye irritations. It is therefore proposed that the building is predominantly naturally ventilated using manually open-able windows incorporated within the curtain walling system.

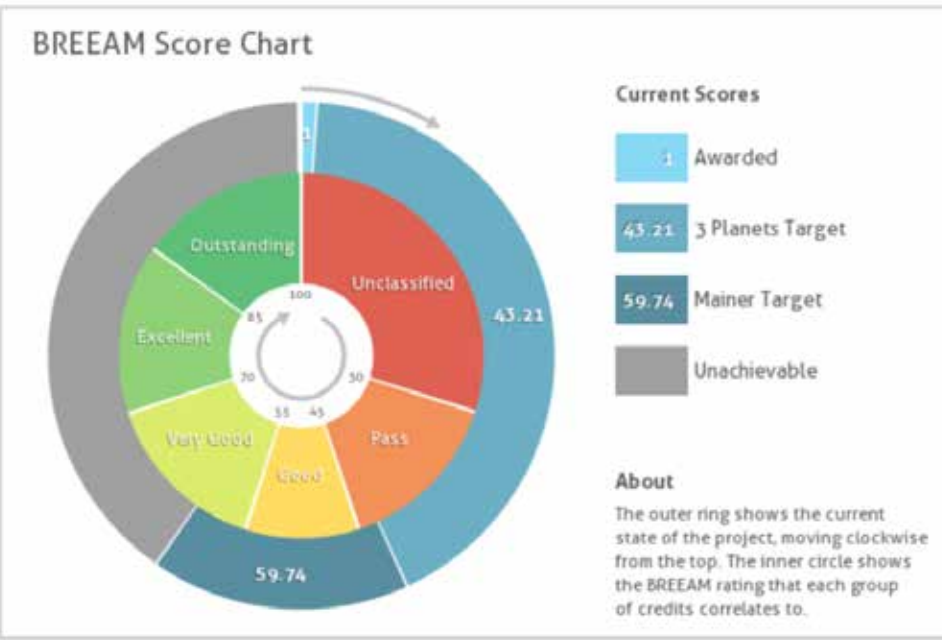
THERMAL CONTROL

Glazing to all façades is to be recessed within brickwork revealed openings that provide passive solar shading. All glazed units are to be provided with internal roller blinds and solar control glass appropriate to their orientation.

The gymnasium, kitchen and dining room are to be provided with mechanical equipment for active cooling, however the current arrangement does also allow them to be naturally ventilated by means of manual openable windows for comfort cooling.

The upper floors of the building are to be constructed using composite concrete deck. Consideration will be given to utilising the exposed thermal mass of the concrete to reduce internal temperatures in the summer by tempering fluctuations in the internal environment.

The building design will be modelled during the detailed design stage so that the internal spaces are appropriate to their purpose without excessive heat gains/heat losses.



Extract from Mainer Associates BREEAM Pre-Assessment Report.

BARNSELEY FIRE STATION

DESIGN & ACCESS STATEMENT

16.0 ACCESS STRATEGY

The purpose of this section of the report is to provide necessary details to cover the proposed access facilities for all users of the site and building. It should be noted that access within the building is dealt with under building regulations and does not have to be specifically covered in this statement. However, it is necessary to consider internal levels to ensure level access can be achieved throughout the proposed scheme.

The design proposals seek to address some of the accessibility issues however they do not extend beyond the bounds of this project and are restricted due to the existing nature of the fire station site - including the existing site topography and below ground services.

VEHICULAR & TRANSPORT LINKS

Barnsley Fire Station is located 2 miles West of Barnsley Town Centre on the A6133 Broadway Road which is the primary route between the suburbs of Stairfoot and Kingstone via Measborough Dike. Broadway Road is a predominantly residential area that benefits from direct links to the town’s major road networks.

The site also has the benefit of direct links to public footpaths suitable for cycling and onward connection to regional cycle networks including the Trans Pennine Trail.

The local bus network services the roads local to the site including direct links into Barnsley Town Centre and Barnsley train station. Barnsley Town Centre is a 20 minute bus journey away which hosts a wealth of onward public transport options.

There are numerous shops and amenities within 20 minutes walking distance of the site, which include various types of outlet including groceries, pubs, newsagents and post office that would be easily accessible to those utilising the site.

It is therefore considered that in terms of accessibility the site is easily accessible and is well connected to both the immediate local area and the greater Barnsley area.

SITE ARRANGEMENTS

A staff and visitor car park is located at the front of the building and is accessed via the existing access off Broadway Road. The car park has been designed to sufficiently accommodate the occupancy numbers of the building including an allowance for 2no. accessible spaces.

Visitors to the station will be by appointment only and will be expected to make arrangements to park within the staff car park prior to their arrival.

Fire appliances access and egress the building off Broadway road via the existing access road. Deliveries and refuse collection is via this same access from Broadway and will continue to be managed by SYFRS.

The existing hard landscaped yard to the rear of the site and proposed staff/visitor parking to the front provides a good level of access for emergency vehicles.

A Travel Plan is to be prepared by SYFRS prior to occupancy within which will have the Fire Service’s aims of reducing single occupancy car journeys to the site and encouraging use of alternatives.

PARKING

The development proposes that the following total number of spaces has been allowed for within the design;

- 16 no. standard spaces
- 2 no. visitor spaces
- 2 no. accessible spaces
- 10 no. cycle spaces

The proposed spaces are to serve the following anticipated staffing numbers; 10no. full-time office staff (day), 3no. managerial staff (time split between other stations), 6no. watch staff (day shift) and 6no. watch staff (night shift).

SERVICING & DELIVERIES

It is envisaged most deliveries to the Fire Station will be by small vans, with these utilising the existing access road and training yard. Secure service doors will be provided on the North-East elevation leading directly into the laundry rooms and main plantroom.

Bin and recycling stores are to be maintained in their existing position (labelled ‘Existing Storage’ on the site plan) with the assumption that waste collection vehicles will enter the site via the existing access road and turn within the training yard.

APPROACH TO ACCESSIBILITY - EXTERNAL APPROACH

The design proposals for the new Fire Station have been designed to meet the requirements of Approved Document M. Set out below is a brief summary of the design features included within the design.

- The principal entrance (staff and visitor) is located off Broadway Road at the front of the building. A secondary staff entrance is located to the rear of the building giving direct access from the Training Yard.
- All principal entrances are to be clearly defined with open hard landscaping defining the transition between pedestrian and vehicular areas. Where the natural ground levels allow, all gradients of the external paved areas will fall within the criteria for ramped access as set out in Approved Document M.
- All external door thresholds will be flush with the external and internal finishes where possible. In accordance with Clause 2.7e of Approved Document M the height of any threshold to external doors will not exceed 15mm with any up stands more than 5mm chamfered.
- All principal entrance areas will be provided with barrier matting in order to reduce risk of slipping during wet conditions.
- All entrance doorways will have a clear opening width in excess of 810mm, sufficient to accommodate all manually operated and motorised wheelchairs.

16.0 ACCESS STRATEGY

- Entrance doors that are fully glazed shall incorporate manifestations in accordance with Section 2 of Approved Document M.
- APPROACH TO ACCESSIBILITY - INTERNAL MOVEMENT**

All areas of the new building will allow independent access to people with physical disabilities and sensory impairments.

 - Internal doors and corridors will be of sufficient clear width to accommodate a range of users, including those who may use wheelchairs.
 - Internal doors will incorporate vision panels or a side screen at appropriate heights and will consider the needs of those with limited upper body strength in their operation. All internal doors provided with vision panels will be in accordance with Diagram 9 of Approved Document M.
 - All internal lobbies will be in accordance with Paragraphs 3.15 & 3.16 of Approved Document M.
 - Due consideration will be given to the use of colour and contrast within circulation spaces.
 - Horizontal circulation routes will be illuminated to the recommendations set out in the Chartered Institute of Building Services Engineers Code (CIBSE).
 - A staircase will provide the main vertical circulation within the new building. This stair will be a minimum of 1200mm wide with treads and risers being in accordance with Approved Document M. Contrasting nosings will be provided to each step and handrails provided to both sides of each flight.
 - Disabled refuges and call points are to be provided at the head of the stair with a dedicated evac-chair located within a secure cabinet.
 - In addition, one enclosed platform lift suitable for wheelchair users will be provided serving all floors.
 - As is common with fire station buildings, a ‘pole drop’ is to be provided for use by watch staff in the even of an emergency call out.

INTERNAL FINISHES

- The internal finishes of the building are to be specified to allow independent access to people with physical disabilities and sensory impairments.
- Walls, floors and ceiling finishes shall provide sufficient tonal contrast as to assist people with limited vision. Particular attention shall be paid to the definition of door openings.
 - Bold patterns shall be avoided, as shall highly reflective surfaces, both of which tend to create a confusing environment for those with limited vision.
 - Projections into circulation spaces shall be avoided where at all possible. Where such projections occur, then these will be highlighted through appropriate tonal contrast.
 - Floor coverings throughout will provide suitable non-slip surface, which is also appropriate for traversing by wheelchairs.

ACCESSIBLE WC & SHOWER PROVISION

- Accessible toilet provision has been made on all floors where able bodied facilities are provided and/or situated in such a way as to ensure a maximum travel distance of 40m from any part of the accommodation.
- Individual unisex shower and changing rooms are provided at first floor level. A fully accessible changing and shower facility is also provided within the new building.

SECURITY

- As the building is operational 24/7 a good level of passive supervision is provided by its use.
- In order to maintain an open and welcoming view of the service for the community the main façade of the building provides a proportion of the secure line along Broadway Road, with the remainder of the boundary being completed in 2 meter high security fencing as recommended by the Police Architectural Liason Officer.

- The rear of the site is already enclosed with the existing chain-link mesh fencing, however, the demolition of the existing garage building means that a propotion of the existing boundry will be lost. This section of boundary is to be replaced using an acoustic timber fence - the details of which will be informed by the acoustician’s external noise level and mitigation report.
- External lighting is to provide adequate coverage of the external training yard with further consideration being given to CCTV where it is deemed necessary.

EXTERNAL FINISHES

- A full landscaping plan is to be provided by SYFRS’s Landscape Architect including final site levels and external finishes, however, the general provision is as follows;
- Accessible Parking – 2 accessible parking bays to be provided within the staff/visitor parking area.
 - External Surfaces and Approaches Generally - All access points into the building, including the fire escapes are to be provided with level thresholds and ramped access to Approved Document Part M requirements. Elsewhere around the site, all gradients of the external paved areas will seek to achieve as close to Approved Document M compliance for ramped access as possible given the existing external gradients.
 - Warning Surfaces - The edges of vehicular crossings to pathways at all access / egress points to and from the site will be provided with drop kerbs and tactile warning surfaces. The length of the tactile paving in instances such as these will at least 1.2 metres.
 - Training Yard Surfaces - The exisitng surface of the training yard comprises tarmacadam laid to existing levels and falls. Following demolition and construction, the yard surface is to be ‘made-good’ and re-surfaced in tarmacadam for the continued use for Fire Service training exercises.





B

B O N D B R Y A N

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