

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	COMMUNITY SAFETY & PROTECTION COMMITTEE		
DATE:	3 SEPTEMBER 2019	REPORT NO:	CFO/047/19
PRESENTING OFFICER	CFO PHIL GARRIGAN		
RESPONSIBLE OFFICER:	JANET HENSHAW	REPORT AUTHOR:	STEWART WOODS
OFFICERS CONSULTED:	IAN CUMMINS AM JAMES BERRY		
TITLE OF REPORT:	NEW ST HELENS FIRE STATION - ADDITIONAL FOURTH BAY		

APPENDICES:	APPENDIX A:	SITE PLAN
	APPENDIX B:	PROVISIONAL COST PLAN

Purpose of Report

1. To request that Members approve the recommendation below to allow the construction of a standalone fourth bay at the new St Helens Fire station which will be sufficiently size to house the Combined Platform Ladder (CPL) specialist appliance.

Recommendation

2. That Members;
 - a. Note the current progress on the proposed new St Helens community fire station.
 - b. approval be given to proceed with the new fourth appliance bay; and
 - c. Approve the increase of the current scheme budget by £300k funded by a contribution from the capital investment reserve.

Introduction and Background

3. At the Authority meeting on 18th October 2018, the Authority approved CFO/055/18 to proceed with the construction of the new three bay St Helens fire station at the new revised budget figure.
4. Following this approval, further site investigation have been undertaken with the scheme submitted and successfully achieving planning permission on 15th March 2019
5. The planning approval has a number of pre commencement planning conditions, these all need to be discharged before any construction work can start on site. Site investigation work has been on-going since March to discharge these conditions with an estimated planned start on site date of 5th August 2019.

6. Following the public consultation, the fire Authority approved the new 2019-21 IRMP supplement on 3rd July 2019 which included the plan to increase the number of available fire engines by the introduction of a 'Hybrid' duty system at three locations; Liverpool City, Wallasey and St Helens, this system combines elements of days, nights and retained duties whilst also maintaining immediate cover with at least one 24/7 fire engine.
7. The approved plan for the new St Helens fire station would currently accommodate the new 'Hybrid' system within the designed three appliance bay's, However the IRMP Supplement also commits to review the location of our specialist appliances to determine what is the most suitable location based on the risk and demand in the area, the appropriateness of the duty system and the capacity of a fire station to house the additional asset.
8. A outline design and specification has been drawn up for a fourth Bay at St Helens with the design team reviewing the possible options to construct a fourth bay at St Helens to house specialist appliances.
9. Given the restriction on the site such as the size, ground conditions, mine shaft locations and gas pipe locations the most economical solution the design team have offered would be for a standalone appliance bay within the rear training yard, the design broadly based upon existing facilities across MFRA such as Kirkdale fire station garages. Appendix A details the site plan.
10. The standalone bay will be a drive through garage with automatic doors installed front and rear, the position of the building will required the current training tower relocating to allow for a sufficiently sized turning circle to accommodate the CPL exiting the garage.
11. Appendix B, details the estimated costs for this one bay standalone facility sufficiently sized to house the largest specialist appliance the CPL, the cost estimation is based on the construction work being completed in conjunction with the current St Helens build programme. If the works were to be completed outside the main build contract additional prelim costs and ground work cost would be incurred, estimated to be in the region of an additional £100k.
12. Alteration to the current approved surface water drainage system and layout will be required to house this standalone building therefore if approved by authority early dialogue will be required with the planning officer to determine if a new application or amendment to the current planning application will be required.

Equality and Diversity Implications

13. A full EIA has already been completed for the station mergers programme and has been submitted to the Authority with earlier reports.

Staff Implications

14. The implications of the 'hybrid' system has been submitted and reported to Authority as part of the 2019-20 IRMP Supplement.

Legal Implications

15. A variation to the Wates construction build contract will be required to accommodate this change request.
16. Planning approval for the new appliance bay will need to be sort prior to construction.

Financial Implications & Value for Money

17. The current approved capital programme including Land purchase, site investigation, pre contractual works, advisors fees and construction is £7.700m.
18. The additional fourth Bay would be
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|----------------|--------|
| estimated cost | £ 262k |
| Contingency | £ 38k |

Additional capital funding required £300k

Risk Management, Health & Safety, and Environmental Implications

19. The site investigations carried out have identified a range of risks, health and safety issues and environmental implications. The costs of mitigating or remediating these issue are included in the overall capital cost of the project.
20. The standalone appliance bay will be designed to minimise the impact on the overall scheme, early consultation with the planning officer should assist in achieving planning permission on the final submitted design.

Contribution to Our Mission: *Safer Stronger Communities – Safe Effective Firefighters*

21. The proposed station merger will improve operational cover in St. Helens area. A new fire station will also provide an improved working environment for firefighters and improve facilities for the local community.

BACKGROUND PAPERS

GLOSSARY OF TERMS

CPL Combined Platform Ladder

