

MERSEYSIDE FIRE & RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	11TH NOVEMBER 2021	REPORT NUMBER:	CFO/061/21
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DCFO SEARLE	REPORT AUTHOR:	GM BEN RYDER/STEWART WOODS
OFFICERS CONSULTED:	RIA GROVES, IAN CUMMINS, DEB APPLETON		
TITLE OF REPORT:	FORMAL PLANNING APPLICATION FOR THE LONG LANE SITE		

APPENDICES:	APPENDIX A: APPENDIX B: APPENDIX C: APPENDIX D: APPENDIX E:	IRMP 2021-24 RIBA DESIGN STAGE 2 REPORT PROJECT TIMELINE / GANT CHART TRAINING MODEL HEALTH SAFETY & WELFARE COMMITTEE – JOINT STATEMENT (05/02/2016)
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Purpose of Report

1. To request that Members, consider the content of this report and having previously considered the associated consultation report which is a separate item on this agenda, prior to giving approval to submit a formal planning application for the Long Lane site.

Recommendation

2. That Members;
 - a. Note progress on the proposed plans for a new multi pump superstation and Training and Development Academy/National Resilience Centre of Excellence at Long Lane, Aintree.
 - b. Note that this IRMP proposal will increase the number of fire appliances available at the new station and across Merseyside (See Appendix 'A').
 - c. Approve the submission of a formal planning application for the Long Lane Site. (See Appendix 'B'), having considered the outcomes from the consultation process in relation to the combination of Aintree and Croxteth Fire Stations (CFO/058/21

- d. Note that following the conclusion of the formal planning application process a further report will be submitted to the Authority which will detail the outcomes of the planning application process and include a full cost breakdown of the project before seeking final approval from Members.
- e. Note the ambition of the Service and the strengthening of its position as the Lead for National Resilience based on this proposal.

Introduction and Background

- 3. On the 30th June 2021, the Authority approved the Integrated Risk Management Plan (IRMP) 2021-24. The consultation process for the IRMP 2021-24 was conducted between 01st March and the 24th May 2021 and was reported to the Authority via report CFO/039/21.
- 4. Merseyside Fire and Rescue Service's IRMP 2021-24 states that:

 'We plan to: Combine the stations at Aintree and Croxteth fire stations to create a super-station (Hybrid/Specialist Rescue station) along with a new Training and Development Academy to be built on land at Long Lane, Aintree.' (IRMP 2021-24 page 33)
- 5. On the 30th June 2021, the Authority considered report CFO/040/21 and resolved that the proposed merger of Aintree and Croxteth Fire Stations at a new site at Long Lane, Aintree be subject to a 12-week period of public consultation to commence from 15th July 2021
- 6. Members also resolved that a further report be submitted detailing the outcomes of this consultation. The consultation process concluded on 07th October 2021 and the outcomes of the public consultation are contained in report CFO/058/21.
- 7. On the 29th July 2021, the Authority considered report CFO/045/21 and at the Policy and Resources Committee members approved the contractor to undertake the new TDA pre-construction work'.
- 8. Building on our lead Authority status for National Resilience the MFRS has secured £1.7m of funding from Home Office. This funding will be used as capital to contribute to the build of a National Resilience Centre of Excellence.
- 9. North West Ambulance Service have not committed to join us on the site at present, and are in the process of reviewing their estate needs. As such the work will progress without their involvement, that said the Authority remain open to approaches in the future and we will keep this position under review.
- 10. In order to deliver against our most challenging and forward thinking IRMP, officers to date have been working at pace on the detailed plans for the site at Long Lane, Aintree, this is to ensure a new state of the art Training and Development Academy meets the training requirements for "foreseeable risk" that a modern metropolitan Fire and Rescue Service needs.

11. If approved by the Authority, these detailed plans will form the foundation of the formal planning application to Liverpool City Council (See Appendix 'C').

Our Vision “The Best Fire and Rescue Service in the UK”

12. Merseyside Fire and Rescue Service’s leadership message has shifted turning austerity into aspiration and the burning platform of budget cuts and restraints into a burning ambition to be the best fire and rescue service in the UK.
13. This vision has resonated with our people, partners and our communities and has been clearly demonstrable throughout the consultation process. The consultation findings clearly evidence overwhelming support for this exciting and necessary project.
14. As detailed in report number CFO/058/21, the outcomes from the consultation were highly positive and supportive of the Authority’s proposals.
15. That said some participants did express some concerns around traffic and potential congestion. The project team have appointed Flinders Chase, to advise the MFRS on highways solutions. This area is a vital component of the planning process, however, fire appliances do have to negotiate traffic congestion and traffic calming measures throughout Merseyside on a daily basis, whilst responding to emergency incidents and when travelling at normal road speed to other activities. As numbers of emergency responses are relatively low (and many occur when the appliance is off station anyway) a number of options including engineered solutions will be considered as part of the formal planning process.
16. The design of the Long Lane site has been developed to meet the highest training standards for our firefighters whilst also allowing for future expansion to the training provisions. The design has taken into account feedback received from staff during thematic workshops and via the consultation process.
17. Members will observe that the design of the site allows for a varied range of training stimulations which will allow firefighters to be trained on local/regional and national risks.
18. A high level cost plan has been developed and is being closely monitored across the current UK construction market. The design of the Long Lane Site will allow for a phased approach to give maximum flexibility to mitigate where possible any cost changes and budget restrictions.
19. A second stage tender process will be undertaken following the planning process which will allow for a robust contractor proposal to be brought back to members for final approval in the second quarter of 2022.

The Aim of Operational Preparedness:

20. 'Prepare: We will always be the best that we can be by having highly skilled and trained people who plan for every risk and keep our teams safe and effective.'
(IRMP 2021-24 page 8)
21. New facilities will provide an improved working environment for MFRA staff, including enhanced training facilities for internal and external personnel. It will also provide improved community facilities compared to those available at the current TDA and station sites.
22. The enhanced training facilities are based on a robust 'Training Model' (see Appendix 'D'). The model formula takes account of:
 - The core training required for MFRS staff to be competent in areas risk critical to their role.
 - National Security Risk Assessment – (NSRA: Produced by Cabinet Office). Foreseeable risk at a National Level (Example: Six High Impact Incidents Types: Terrorist Related Incidents, Marine Incidents, Wildfire, Flooding, Fires in large buildings and Fires at recycling and waste processing plants.).
 - Community Risk Register – (CRR: Produced by Merseyside Resilience Forum). Foreseeable risk at a Local/Merseyside Level (Example: MTA, Marine, Tunnels, High Rise etc).
 - Empirical Data – Incident Data provided by MFRA's Strategy and Performance Directorate (Example: Types of primary fires attended).
 - Significant Incident Reports – Information provided by Ops Assurance Team including significant incident reports, case studies and learning from public inquiries etc.
 - Cognisance of National Operational Guidance and Emerging Risks such as Lithium Ion Batteries.
23. The project team used the 'Training Model' as the premise to produce the training zone concept as depicted in the RIBA Stage 2 massing drawings. The training zones are listed below:
 - Command and Control Zone
 - BA and Tactical Firefighting Zone
 - Transport and Extrication Zone
 - National Resilience Zone
 - Hazardous Materials and Environmental Protection Zone
 - Rural Zone
 - Foundation Training Zone
 - Canine Training Area

- Emerging Risks/Area for Future Development Zone

24. The project team have and will continue to facilitate thematic workshops in line with each of the training zones referenced above, these workshops have included MFRS staff from across the Service.
25. The workshops provided the platform to co-ordinate and capture corporate knowledge and lessons learned from across the UKFRS sector to inform the design and development of the operational training zones.
26. The information obtained during each of the thematic workshops was used by the architect to inform the site design and the cornerstone of how the RIBA Stage 2 plans were derived.
27. The training zones will be fully immersive enabling our firefighters to enhance their skills against foreseeable risk in realistic conditions. The zones are designed to be multi-functional and are able to be adapted in order to provide a wider range of incident types in line with MFRS's Standard Operating Procedures (SOP's) and build the desperately needed capacity that the old site could not offer, which will further enhance MFRS's commercial market appeal.
28. The site at Long Lane, Aintree will act as an enabler in supporting a cultural shift in how we train our people. The site will provide the necessary infrastructure and facilities for the Authority to achieve its vision of being the best fire and rescue service in the UK. The site will become a beacon of excellence for the Service and for our communities.

Equality and Diversity Implications

29. A full Equality Impact Assessment has been completed. This will continue to be reviewed and revised as the project progresses. All associated Equality, Diversity and Inclusion considerations will be completed through the corporate management of the project. The MFRA Equality, Diversity and Inclusion and Engagement and Consultation Managers/Officers are already integral to the project management structure ensuring close liaison is maintained throughout the project.
30. The Project Manager has engaged extensively with the staff networks, most significantly via the Chairs and Vice Chairs meeting, this has been ongoing since the inception of the project.

Staff Implications

31. The provision of sector leading facilities at the new TDA site with an infrastructure fit to meet the ambitions of MFRS will exponentially improve the working conditions and training provision for MFRS personnel.
32. There has been a detailed consultation and communication process delivered by MFRS in line with Service Instruction 0881 (Consultation and Engagement Framework).

33. The Consultation and Communication Sub-Group will continue to engage with staff in order to positively influence the project.

Legal Implications

34. The Authority has exchanged contracts for the land identified for the proposed superstation and new TDA although the sale is conditional as to the terms of the contract and the Authority achieving certain conditions.
35. A formal planning application will be submitted to Liverpool City Council in December 2021, it is envisaged this will be a 13-week process followed by 6-week period for any possible judicial review.

Financial Implications & Value for Money

36. The new TDA / station merger project budget was estimated to be £25.251m based on a high level estimated cost plan presented at the Authority Budget strategy day in January 2021. The project also assumed a £3m contribution from NWAS.
37. The estimated costs will be subject to change until the scope / ground conditions and planning conditions are fully confirmed. The current estimated cost plan has increased and is now estimated to be between £28m to £29m, and officers have secured a £1.7m contribution from the HO.
38. Although final costings will not be known until May 2022, the February 2022 Budget Authority will receive the latest estimated costing for consideration and approval in order to determine the affordability of the scheme as part of the proposed 2022/23 budget and financial plan.
39. The project team will continue to challenge this high level cost plan throughout the design process and will present a detailed cost plan for final approval in May 2022.

Risk Management, Health & Safety, and Environmental Implications

40. A risk register has been developed to manage and mitigate associated risks. The register is reviewed regularly at the Project Board. The Chair/Vice Chair of the Project Board escalate risks by exception to the project's Executive Group led by the Deputy Chief Fire Officer.
41. Site investigations are currently being undertaken on the Long Lane site to assess the potential impact on the building costs due of any environmental hazards. These will be fully considered and costed within the cost plan.
42. All health and safety implications of the design of the new TDA and station will be fully assessed and mitigated by the Main contractor.

43. Any new building will be designed and built to achieve a BREEAM 'very good' rating as the minimum.
44. The MFRS's clean kit principle as outlined in the Health Safety and Welfare Committee – Joint Statement (see Appendix 'E') has been a key element in the design of the site.
45. The MFRS's Health and Safety Manager is a key member of the Project Board and has and will continue to provide technical advice and support in relation to the mitigation of contaminants and firefighter safety.
46. As with any new build there will always be training implications. With the creation of a new Training and Development Academy this will require significant training and familiarisation requirements for members of staff who will be based at the new site to be able to operate the site safely and effectively.
47. It is proposed that further workshops are held with staff and construction partners to compile a comprehensive list of training implications and operating procedures prior to any hand over of the new site to MFRS.
48. Ultimately the new station and TDA will significantly enhance the training and associated capabilities across Merseyside Fire & Rescue Service. The National Resilience Centre of Excellence will enhance training and deployment across the UK.

Contribution to Our Vision: *To be the best Fire & Rescue Service in the UK.*

Our Purpose: Here to serve, Here to protect, Here to keep you safe.

49. The capital scheme at Long Lane, Aintree is an integral component of the IRMP 2021-24. The building of a new Training and Development Academy, National Resilience Centre of Excellence and Search and Rescue Super-Station is intrinsic to our vision.
50. The scheme will significantly improve the locality and this will be demonstrable through a Team Liverpool / Centre for Local Economic Strategies (CLES) case study.

BACKGROUND PAPERS

CFO/009/21	DRAFT IRMP 2021-24 (25/02/21)
CFO/039/21	INTERGRATE RISK MANAGEMENT PLAN 2021-24 POST CONSULTATION REPORT (30/06/21)
CFO/040/21	STATION 18 & 19 MERGER LONG LANE SITE (30/06/2021)
CFO/045/21	APPOINTMENT OF MAIN CONTRACTOR FOR NEW TDA PRE CONSTRUCTION WORKS (29/07/2021)
CFO/058/21	OUTCOMES FROM CONSULTATION OF CROXTETH AND AINTREE FIRE STATIONS (11/11/21)

GLOSSARY OF TERMS

IRMP Integrated Risk Management Plan

TDA Training & Development Academy

MFRS Merseyside Fire & Rescue Service

MFRA Merseyside Fire & Rescue Authority

NSRA National Security Risk Assessment

CRR Community Risk Register

MTA Marauding Terrorist Attack

BA Breathing Apparatus

RIBA Royal Institute of British Architects

SOP's Standard Operating Procedures

EIA Equality Impact Assessment

ED&I Equality Diversity & Inclusion

NWAS North West Ambulance Service

BREEAM Building Research Establishment's Environmental Assessment Method

CLES Centre for Local Economic Strategies