

Ward:	Warbreck		
Site:	Former Commercial Hydraulics Site, 100 Long Lane, Liverpool, L9		
Proposal:	Proposed redevelopment of the site to provide a two storey four bay fire station with garaging and a two storey training & development academy including single storey classroom blocks and associated structures and specialist training facilities (all for fire and search and rescue training purposes)including high rise multi-purpose building (18.5m in height), two/three storey terraced housing block, hazardous material rig (9.6m in height), urban search and rescue rig (10.4m in height), transport training zone and three storey vehicle store, animal rescue zone (including canine training), marine rig (8m in height), training towers (13m in height) and other training equipment, change in vehicular access and provision of parking, lighting, boundary treatments and landscaping		
Applicant:	Merseyside Fire and Rescue Authority		
Application No.:	21F/3635	Committee Date	3rd May 2022
D.C. Team:	City North		
Recommendation:	Approve Subject to a Legal Agreement		

Any supporting or background documentation referenced within the Case Officer Report may be available for inspection at the City Council offices by prior appointment in accordance with the provisions of Section 100D of the Local Government Act 1972. Note that the right to inspect such materials is contingent on the provisions of both Schedule 12A Local Government Act 1972 (as amended) and the Data Protection Act 2018

Case Officer Report

Site Description

The application site is a vacant piece of land located on the southern side of Long Lane, to the south-west of the junction with Stopgate Lane. The site has some sparse vegetation throughout the site, with a large body of standing water to the rear.

The site is adjacent to Taskers Store and is bound by a number of industrial/commercial premises within the Liver Industrial Estate and on Charnock Road. To the west, the site lies within 170m of the Liverpool Loop Line, a protected area of Green Space managed by Sustrans.

Opposite, accessed on the northern side of Long Lane are the Jeffrey Humble Playing Fields and Everton Cemetery. Long Lane is tree lined with grass verges along the highway. The current site access is flanked by large advertising boards with an existing sub-station to the east of this.

The site is allocated as a site for Industrial/Business Development within the Liverpool Local Plan.

The Proposal

It is proposed to redevelop the 5.01Ha site for use by the Merseyside Fire and Rescue Service (MFRS). Two existing fire stations (Croxteth and Aintree) are to be re-located to the site with the remainder of the land to be given over for training and development purposes.

The scheme comprises a number of elements, but its primary function is to be a centre of excellence for the training of fire fighters and in the centre of the site is a Training and Development Academy (TDA) together with an array of external training zones to mimic real life scenarios including railway, marine, high rise and an operational fire station.

The following would be incorporated within the site:

- An operational Fire Station (OFS) (A four appliance bay, two storey community fire station incorporating operational and welfare accommodation, offices and training facilities, external drill and training spaces, four storey training tower (circa 13m), below ground training tank and associated car parking).
- A training and development academy (TDA) including classrooms, offices, dining space, indoor training facilities and a community meeting room
- Indoor training facility
- Urban Search and Rescue (USAR) garage
- Provision of external training which will also incorporate added provision for National Resilience (NR) focused training requirements (high rise multi-purpose building (18.5m in height), two/three storey terraced housing block, hazardous material rig (9.6m in height), urban search and rescue rig (10.4m in height), transport training zone and three storey vehicle store, marine rig (8m in height), training towers (13m in height), fire behaviour units (shipping containers) and other training equipment)
- Canine Training
- Specialised practical classrooms

The site will also be extensively landscaped and have parking for 190 vehicles (discounting training and operational vehicles).

Relevant Site History

Planning History

This Site

20F/2695 To use land as motor auction purposes (Sui Generis) and install associated containers and associated parking.
Approved 03/06/2021

- 07F/3395 To erect 2 no. two-storey blocks comprising 10 no. industrial units within Classes B1 (Offices), B2 (General Industrial), and B8 (Warehousing) of the Town and Country Planning (Use Classes) Order; together with associated estate roads, parking, landscaping, and ancillary works (part alternative to permission 04F/3105).
Approved 11/03/2008
- 07F/2018 To erect a single-storey (9.1 metres high) block comprising 5 no. industrial units within use classes B1 (offices), B2 (general industrial), and B8 (warehousing) of the Use Classes Order, together with associated parking, landscaping, and ancillary works (part alternative to planning permission 04F/3105).
Refused 05/10/2007
- 07F/1000 To carry out various environmental improvements including removal and replacement of fencing and gates, and surface and boundary treatment works.
Approved 22/05/2007
- 05F/2964 To use site for a period of up to 18 months for car boot sales on Sundays.
Refused 09/01/2006
- 04F/3105 To develop site by the erection of 6 no. two-storey blocks comprising 34 no. industrial units, for uses within classes B1, B2, and B8 of the Town and Country Planning (use classes) Order 1987; together with associated estate roads, parking, landscaping, and ancillary works
Approved 09/02/2005

Adjoining Sites

- 19LE/1085 Unit 11 Charnock Road -Application for certificate of lawfulness as a martial arts studio.
Approved 19/06/2019
- 18F/0284 Taskers PLC - To vary conditions 2 and 7 attached to 16F/1425 for the alteration and extension of existing unit (amended plans)
Approved 22/03/2018
- 16F/1425 Taskers PLC - To alter and extend existing unit including provision of click and collect point with associated works
Approved 06/09/2016
- 16F/1052 Jeffrey Humble Playing Fields - To extend existing changing pavilion to provide additional changing rooms and health and fitness facilities. Install 3, 3G artificial grass football pitches with associated flood lighting, perimeter fencing and hardstanding. Extend car park to provide 250+ spaces and install new perimeter/gates.
Approved 19/08/2016

- 14F/1312 Unit L6 Long Lane - To erect 2no. industrial units (class B1/B2) and carry out associated works.
Approved 19/08/2014
- 13F/0228 Jeffrey Humble - To erect new build changing/community facilities with associated car park.
Approved 15/03/2013
- 11F/1900 37 Stopgate Lane - To erect single storey extension to existing factory and erect 6 storage silos.
Approved 14/11/2011
- 08F/2275 Liver Industrial Estate - To erect two-storey building and lay out associated car parking, for use as a vehicle rescue and recovery unit.
Approved 28/10/2008

Response to Consultations

Two consultation exercises have been undertaken by way of letters to 226 residents/neighbouring properties and a site notice was erected at the site as well as a press notice published. Consultation was undertaken once upon receipt of the original submission, the second upon receipt of amended/additional plans.

External

Neighbours

No comments received.

Councillors

No comments received.

Merseyside Environmental Advisory Service (MEAS)

No objections to the proposal subject to conditions relating to breeding birds, provision of bird nesting boxes, provision of bat boxes, a detailed lighting scheme being submitted for the protection of bats, terrestrial mammal protection, reasonable avoidance measures during construction to protect amphibians, landscaping design and construction waste.

SUSTRANS

No comments received

Environment Agency

No objections, comments made on risk management for land contamination.

Civil Aviation Authority (Liverpool Airport)

No objections to the proposal and confirmed that the proposed works will have no impact on operations at Liverpool John Lennon Airport. An informative is requested to be added in respect of the height of cranes and the possibility for instrument flight procedures assessments needing to be carried out.

Inter-Departmental Consultees

Head of Highways and Transportation

Confirm that additional traffic generated on the network by the development is negligible and that there are limited opportunities to improve surrounding junctions which are already operating over capacity. 46 road collisions have occurred in the surrounding areas however this is generally representative of busy distributor roads and is not indicative of any underlying highway safety issues. The comments also confirm the development vehicle access points and traffic impact do not raise highways safety concerns. No objections are raised subject to conditions relating to the discharge of surface water onto the highway, highways works (including new TROs, installation of wig-wag signals and formalising existing foot and cycleways), cycle parking provision, parking and servicing areas being required to be surfaced, drained and permanently marked, adoption of travel plan and provision of a construction method statement.

Environmental Health (Noise and Disturbance)

On the basis that dogs aren't kept on the site overnight and would only be brought onto site during normal working hours for the search & rescue training exercises and the implementation of the recommendations in the acoustic design review report, no objections are raised to the proposal and no conditions are required other than to secure the report recommendations.

Environmental Health (Pollution)

No objections subject to conditions requiring the submission of contaminated land reports.

Highways (Drainage)

The information provided is considered satisfactory for approval subject to a full drainage scheme being submitted as part of any conditions, no objections are raised.

Intra-Departmental Consultees

Tree Specialist

The proposal requires 4 street trees to be removed, it has been confirmed that planting in mitigation cannot be located within the grass verge due to the siting of utilities, therefore a sum in mitigation is required to be paid via a S106. Tree planting is also proposed throughout the site which is considered of a suitable size to off-set some of the S106 contribution required for street trees.

Inclusive Design Specialist

Several comments were received which required amendments to parking bays, bollards, glazing and seating.

Planning Policy

The National Planning Policy Framework (NPPF) confirms the status of the Development Plan as the starting point for decision making.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 also requires that "where in making any determination under the Planning Acts, regard is to be had to the

development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

Revised National Planning Policy Framework 2021 (NPPF)

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise

The Revised National Planning Policy Framework (2021) (NPPF) sets out a presumption in favour of sustainable development.

Paragraph 7 states that the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 9 states that plans and decisions need to take local circumstances into account, so that they reflect the character, needs and opportunities of each area.

NPPF re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Paragraph 83 states planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Liverpool Local Plan 2013 - 2033 (LLP)

The following policies are of consideration:

- UD1 Local Character and Distinctiveness
- UD2 Development Layout and Form
- UD3 Public Realm
- UD4 Inclusive Design
- UD5 New Buildings
- UD6 Tall Buildings

UD8 Public Art
UD8 Public Art
TP1 Improving Accessibility and Managing Demand for Travel
TP2 Transport Assessments
TP4 Strategic Road Schemes
TP5 Cycling
TP6 Walking and Pedestrians
TP8 Car Parking and Servicing
STP1 Spatial Priorities for the Sustainable Growth of Liverpool
STP2 Sustainable Growth Principles and Managing Environmental Impacts
STP6 Developer Contributions
R1 Pollution
R3 Flood Risk and Water Management
R7 Renewable and Low Carbon Energy
R10 Non-Fossil Fuel Energy Sources
GI1 Green Infrastructure
GI5 Water Spaces
G 6 Protection of Biodiversity and Geodiversity
GI8 New Planting and Design
GI9 Management of Existing Site Vegetation
EC1 Employment Land Supply
EC2 Employment Areas
EC3 Delivering Economic Growth
SP5 Community Facilities

Other Material Considerations

Access for All SPG 5
Car and Cycle Parking Standards SPG 8
Design for Access for All SPD

Issues

1. Principle of Proposed Development
2. Design
3. Accessibility
4. Impact on Amenity
5. Highway Safety/Parking
6. Trees and Ecology
7. Flooding and Drainage
8. Planning Obligations
9. Climate Change
10. Summary

Officer Assessment

1.0 Principle of Proposed Development

- 1.1 The NPPF (para 81) advises 'significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development'.
- 1.2 Section 8 of the NPPF provides guidance in respect of the promotion of healthy and safe communities. Paragraphs 96 and 97 advocates the faster delivery of other public service infrastructure and the promotion of public safety by increased resilience and recognising and supporting development required for operational defence and security purposes.
- 1.3 The site is allocated in the Local Plan for Industrial/Business Development and is listed in Policy EC2 'Employment Areas' as site allocation E15 'Land to the West of junction of Long Lane and Stopgate Lane'.
- 1.4 Policy EC2 advises that new employment development will be directed towards land designated as Primarily Industrial Areas and allocated as Sites for Industrial/Business Development. Part 2 states that land in these areas will primarily be protected for industrial and business uses. Planning permission will be granted for industrial/business uses (use Classes E(g), B2 and B8) and where appropriate to the location, and in accordance with other plan policies, employment generating sui-generis uses associated with industrial/business areas.
- 1.5 The proposed development would include a variety of uses on the site including training facilities, offices, and an operational fire station and for this reason It is considered that the proposed use of the site would not fit in to a specific use class within the Use Classes Order and would therefore be classed as Sui Generis. Policy EC2 Part 2 advises that planning permission will be granted for employment generating sui-generis uses associated with industrial/business areas provided they are ancillary or complementary (subject to compliance with other relevant plan policies), therefore the principle of allowing a sui-generis use on the site may be acceptable provided employment would be generated as a result of the proposed use.
- 1.6 The Planning Statement advises on a variety of scenarios involving the closure of various combinations of existing fire stations and details several alternative locations which have been explored by MFRS, to enable them to consolidate sites whilst improving emergency response times and providing enhanced community and training facilities; the Long Lane site has been chosen as the most suitable.
- 1.7 The application advises that there would be 62 no. firefighters based at the site all working to a 24-hour shift pattern; with 15 no. firefighters during each shift. In addition to this there would be approximately 50 no. administrative/training staff working normal office hours. The Planning Statement also advises that with particular regard to Policy EC2, MFRS aspiration is to grow and enhance their training offer and ultimately become a centre of excellence and national training, which would in turn increase employment opportunities at the site in addition to

redeploying over 40 members of staff who are currently involved in training delivery at the Croxteth site.

- 1.8 Additional information was provided in respect of *new* posts created through the development which confirmed there would be 20 new fire fighters, one new support staff role, two part time Prince's Trust course leaders, one commercial member of staff, one full-time Facilities Management team member and one additional assurance team member for National Resilience. In addition to relocating staff based at Aintree and Croxteth Fire stations and the Training centre, the development will also see up to 13 National Resilience staff being seconded to work from the new development. These members of staff are currently working within other UK Fire and Rescue services but will be seconded to work in Merseyside and be housed in the Long Lane development. The ambition is to further develop the commercial training opportunities and grow both the internal commercial team and trainers with a potential for further job creation. The development would strengthen Merseyside Fire and Rescue Service's position as National Resilience lead, which secures annual Home Office funding for jobs which are currently based at other Merseyside Fire and Rescue locations. It is considered that the proposed development would help to retain and protect existing jobs within the city administrative boundary, as well as creating new posts, a significant proportion of which would be office based which you would normally expect to see in an industrial/business area.
- 1.9 The development will also utilise the site for community use. MFRA encourages the use of its premises by community and voluntary groups and other organisations in a manner which will assist MFRA to achieve its mission of safer, stronger communities. The site will also be used by Fire Cadets and the Prince's Trust. Policy SP5 (Community Facilities) states that planning permission will be granted for the provision of a new community facility where it is demonstrated that the proposal is located in an allocated centre or is required to meet a need and is close and accessible to the community it serves by sustainable transport modes and will not have an impact on residential amenity. The building should also be flexible, adaptable and capable of multi-use. Whilst the site is not in an overly accessible location, there are a number of bus stops located along Long Lane, and the site is accessible by cycleways and is in close proximity to the loop line to the rear of the site. The building is designed to be capable of multi-use and it has been confirmed that the latest the community use will operate from the site is 9am-8pm. To allow flexibility and given that the site is away from residential properties, it is reasonable that this could be allowable until 10pm. There is clearly an identified need and want by MFRS to use their estate for community facilities, and the use of the site for groups such as Fire Cadets can only reasonably be accommodated on a site such as this. It is considered that the community use aspect of the proposal meets the requirements of Policy SP5.
- 1.10 It is considered that there is a need for the relocation of MFRS operations and an argument as to the suitability of the site has been put forward. The proposal would allow for increased emergency response times and therefore a community/safety benefit, enhanced community facilities and importantly enhanced training facilities, which would also have the potential to create additional employment. Whilst the site would introduce a Sui Generis use and therefore depart from the Local Plan

designation for industrial/business use, a significant number of office/administration jobs would be located at the site with the potential for more employment as a result of the training use, and there would be benefit derived from securing the retention of the current workforce within the locality, in accordance with the requirements of Policy EC2.

2.0 Design

- 2.1 Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 126 of the NPPF Para (2021) states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 2.2 Paragraph 130 of the NPPF (2021) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 2.3 Policy UD5 states that all new buildings must be designed to the highest design standards, based on a clear rationale, and aesthetic based on the characteristics of the area.
- 2.4 The two main aspects of the proposal, and that which can be seen from the road most prominently are the Operational Fire Station (OFS) and the Training and Development Academy (TDA), both of which have a street facing presence.
- 2.5 The design of the operational fire station appears acceptable and the mix of metal cladding and brick structure is considered complimentary to its function. The overall form appears purposefully monolithic but that is not seen as a weakness given the proposed use. The frontage has large door apertures punched through the brick skin, whilst a slot window at first floor level serving the gym of the staff block provides another large opening punched through this bulky form. There is a clearly defined language to the building. Should permission be forthcoming, cross-sections of the windows will be conditioned to be submitted for agreement to

ensure they have a deep recess to reinforce the perception that the apertures have been 'punched' in the building skin.

- 2.6 It was considered that there would be aesthetic benefits to having some regular texture to the operational fire station building cladding without diluting its defined character i.e.: through the use of standing seam. It has been agreed that the cladding to the upper level of the OFS and the TDA will be Corten Weathering Steel. The cladding material will be in cassette form with recessed joints and colour matched fixings. The cladding will be carefully detailed to provide a high-quality appearance and to ensure consistent weathering without avoidable pattern staining. Notwithstanding these details, materials will be conditioned to be submitted for agreement to ensure their appropriateness given the prominence of the build and the extent of the use of the cladding.
- 2.7 The TDA building is considered acceptable and will also incorporate the Corten Weathering Steel cassette cladding to the gabled terrace structure. The sections suggest that the reveals are approximately 100-200mm which are shallow and not sufficient for this type of architectural language, therefore as with the operational fire station cross-sectional details of these features shall be required to be provided should permission be forthcoming. The front of the TDA building incorporates an extensively glazed element which incorporates a lobby and dining area and initial concerns were that the front elevation did not read as a celebrated entrance point onto the front of the site. It has since been confirmed that the glazed entrance pavilion will be detailed and as the arrival point for the show piece development will be constructed of high-quality materials and signage in the form of manifestations (glass etchings) will be included on the entrance elevation and will be supported by complementary signage totems and directional signage (subject to future advertisement consent applications). The manifestations along with the landscape will be used to clearly signpost the glazed entrance and to make sure that the main public entrance is sufficiently prominent. Details of the manifestations are to be conditioned to be submitted for agreement. A sedum roof is also proposed over the glazed roof form which is welcomed and conditions to ensure its ongoing management and retention will be added should permission be forthcoming.
- 2.8 From a strategic perspective, the scale of development is acceptable. The approximately 18.5m tall high-rise fire house building is taller than would be deemed normally acceptable in this location but it is acknowledged that it is an essential training facility. The height and prominence of this structure is exacerbated as a result of its siting to the rear of the car park and therefore forming the centre piece to the site when viewed from the highway. It was suggested that the structure be moved to the northern side of the site, specifically somewhere to the rear of the TDA building however the applicant confirms that the BA fire training house along with the other training facilities on the site has been carefully located so that they interact with the other training activities on the site and so maximises the opportunities for varying training scenarios including large scale multi-agency major incident training. Positioning has also taken consideration of the possibility of causing nuisance to neighbours and in particular Taskers. The BA House is part of the Built Environment Training Zone and so has a direct relationship with the Terraced House Block and the Fire Behavioural Units. All these facilities are grouped together to both facilitate the training and to enable the connection of the

plant used to clean the smoke generated in training activities. In addition to supporting the common training activities in this area, the positioning enables MFRS to locate the realistic street scene with the terraced houses etc. at the entrance to the training zone so that the domestic firefighting activities are visible from the front of the site and able to be viewed at a safe distance by visitors and members of the public. On balance, given the locational and operational factors requiring the siting of the building within a centralised position within the site and the industrial context of the surroundings of the site on this part of Long Lane, Officers are satisfied that the positioning of the building is acceptable.

- 2.9 Policy UD6 of the Local Plan is concerned with the provision of tall buildings which in Liverpool is defined as a building taller than 1.5x the context height of its local surrounding area. The building is set just outside the key sensitive views as outlined in Appendix 4 of the Local Plan. However given it's height at over 18m (in combination with other tall buildings including training towers of 13m in height) the scale of the buildings on the site will be highly prominent and visually apparent from wide ranging views. The use of the building for fire and rescue training purposes would also add to its overall prominence. The size of the fire house building and in particular its height is acknowledged however this is considered necessary to enable the service to cover all the various firefighting scenarios including high rise, hospitals, care homes, secure facilities, cinemas, and other places of entertainment. The high rise structure is set 150m back from the public boundary with the terraced house block being sited as to mitigate views of the lower part of the building. The tall buildings are required as part of the comprehensive development of a larger site facilitating delivery of wider regeneration and improvements beyond the proposal itself in line with the policy requirements, and given their location are not considered to result in harm to nearby heritage assets. In respect of microclimate and sunlighting, given the buildings location centralised within an active training facility within an industrial area, no concerns are raised in this regard.
- 2.10 The remainder of the site is given over to training facilities, garaging and classrooms for training and development purposes. The larger of these elements will be discussed in turn:

Urban Search And Rescue (USAR) and Training and Development Academy (TDA) Garage: This building is sited to the rear of the operational fire station and will be visible across the car park, specifically from the north-west travelling along Long Lane. The maximum height of the building will be 6.7m with various pitched roof profiles laid out in an L-shaped form sited approximately 6m off the eastern boundary. The garaging will be clad in a black composite insulated panel system joined with a grey brick. The garaging will serve the fire station and the training facilities and is of an acceptable design and siting given it's functionality and the industrial location where it is sited. To the rear of the garaging along the same boundary is sited a vehicle wash garage, canine training area, high volume pump training and the marine simulation scenario training installation (maximum 8m in height, above ground simulation ship). All will be visible from the neighbouring industrial premises to the east, however given the industrial context in which it will be viewed this is considered acceptable. Impacts on amenity will be covered further within the report.

Fire training towers: A training tower is to be sited directly to the rear of the operational fire station and within the foundation training zone which is sited to the rear of the command and control building attached to the TDA. The towers measure approximately 13m in height and appear industrial in nature due to their metal construction. These are operational requirements found on most fire stations and are as a result of the use and as such are functional in their appearance. Whilst they would be prominent, this is not considered harmful or out of character within the surrounding industrial context.

Hazardous Material (HAZMAT) Petrochemical Training Rig and National Resilience Training Rig– These structures are to be sited to the rear of the site, behind the high-rise Fire House. The structures would measure a maximum of 10.6m in height and set approximately 170m back from the highway. The rig is utilised to simulate buildings in a disaster scenario that are in a semi-collapsed state and that then require specialist techniques for both search and rescue and trapped/injured person extrication. The rubble zone within the USAR Training Rig Area is a designated area of mounded clean building rubble (brick and concrete). The tunnels, which are formed in concrete, are used along with the rubble piles to provide the rescue technicians and dogs with the facility to search and excavate voids. The structures would only be visible from the neighbouring industrial land with glimpses through from the highway. The size, scale and siting of the structures are considered acceptable in the context of the future use of the site and neighbouring industrial land.

Along the western boundary of the site it is proposed to site an Urban Search and Rescue (USAR) vehicle and prop store (approximately 6m in height), road traffic collision classroom and culvert, animal rescue trench and railway simulation scenario. Views of this part of the site would be oblique from the highway, but would have some publicly available views from Taskers to the west. Again, given the context in which these installations are sited within, and the surrounding industrial land and buildings, they are not considered harmful to the wider visual amenity of the area.

- 2.11 Other than the buildings, another defining feature of the site is the extent of car parking to the front along Long Lane. The car park benefits from soft landscaping to break up the mass of hard surface which is welcomed. The small bunded areas on the site frontage are intended to keep an open frontage; the land levels of these small bunded areas are unknown and will be subject to a condition should permission be forthcoming given the size and scale of the mounds which are minimal in the wider site context. Bunding and land level changes are also sited to the rear whereby it is proposed to create bunds around the site perimeter approximately 0.5m in height, rising to an increase in height of approximately 2m to the rear of the motorway area labelled as 'future zone for fire service training & development element'. Whilst the change in land levels within this area of the site are acceptable, a condition will be added to ensure that notwithstanding the plans any future expansion of the site would be subject to a future application.
- 2.12 In respect of the boundary treatments proposed, a 2 m high security paladin fence between the TDA building and the OFS is proposed, which partly surrounds the car

park which delineates the private and public areas. Whilst the fencing will appear quite stark, planting is proposed along all fence lines to help soften this appearance. Existing boundaries with neighbouring industrial premises are to be retained, with the boundary along the east proposed to retain and replace where necessary the barbed wire fencing. Whilst the use of barbed wire is not usually encouraged, given the nature of the practises proposed on the site this is considered an appropriate treatment.

- 2.13 On balance, the proposed layout, scale and massing are considered appropriate for this site and with the conditioning of details of the materials to be submitted, would ensure a satisfactory quality of development. It is concluded that the design is appropriate as an extension to an existing industrial premises and is acceptable on design grounds. The proposal complies with the requirements of the NPPF and Policies UD1, UD2, UD3, UD5 and UD6 of the emerging LLP.

3.0 Accessibility

- 3.1 An access appraisal was submitted with the application. The internal layouts and access provisions (e.g. toilets, changing places, vertical circulation etc) meet the required standards and comments were provided in order to amend the external areas in order to meet the highest standards of accessibility. Amendments were forthcoming to the car parking layout, seating, dropped kerbs and manifestation of the glass entrance to the TDA building. All accessibility measures have been incorporated into the scheme and officers now find the provision to be acceptable in accordance with policy UD4 of the Local Plan.

4.0 Impact on Amenity

- 4.1 It is considered that the most significant impact on neighbouring residential amenity would likely be additional noise and disturbance resulting from the day to day, 24 hour activities associated with this site as an operational fire station and training facility. The closest residential properties are sited to the south-east 40m away at the closest point along Stopgate Lane and Long Lane and continue along both road frontages. At the closest point, the property at 74 Stopgate Lane is located approximately 96m from the operational fire station which is the closest building to the residential area.
- 4.2 As a result of the separation distances, there would be no impact on any residential properties as a result of the size, scale or siting of the proposed buildings. In terms of noise and disturbance, the OFS will be operational 24 hours a day with sirens likely to be operational only in daylight hours. However in some circumstances this will be required throughout the 24 hour period. Further to this the main TDA and external training equipment is likely to be used between 9am-5pm on weekdays only, however there will be a number of infrequent (one or two per year) large scale exercises which will last through the night and over weekend periods. Canine training is also proposed within the site, with dogs brought to the site in the day time period only for search and rescue training purposes; no dogs will be kennelled over night. Further to this the TDA building will be available for use between 9am-10pm 7 days a week for community use. To the rear (south west) of the site is the proposed external training area which is to be used for simulated training to mimic

real life fire and rescue scenarios. The following noisy equipment/activities are to be used in the external training areas: testing the fire engine sirens, testing the fire engine pumps, concrete saws, concrete drills, diesel generator, electric power saw (e.g. for cutting through doors etc), canine training etc.

- 4.3 An acoustic assessment has been submitted which states that providing that the use of the sirens is limited to just the daytime periods, the predicted environmental noise impact as during the night time period would not occur. Therefore the resultant environmental noise impact from the use of fire engine emergency sirens at the nearest and worst affected residential housing on Stopgate Lane is low. However, whilst it is confirmed that the use of sirens within the night time period is unlikely, if there was to be traffic on Long Lane, then the sirens may be required to be activated therefore there would be an impact in respect of noise on the nearest residential properties. A condition to prevent the use of sirens in the night time would not be reasonable given the need to ensure safety and fast response times to emergencies. Whilst there may be some impact as a result of night time sirens, these are not considered to be frequent and are a requirement for the safe operation of the site which benefits the residents of the city and surrounding areas. The operational requirements of the use in this case outweigh any potential harm to neighbouring residents which may occur when the sirens are infrequently used in the night time hours. In respect of any other noise omitting from the site, no objections are raised as the noise can be considered below the pre-existing background noise levels. The Environmental Health Officer has considered the report and raises no objections subject to a condition to ensure the dogs are not kennelled on the site and that the mitigation measures outlined in the report are undertaken.
- 4.4 The site is surrounded on three sides by commercial/industrial businesses, and the impact on these premises as a result of the proposal needs consideration in light of the 'agent of change' principal as per para 187 in the NPPF (2021) which states: *'...existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.'*
- 4.5 The largest industrial units consist of Taskers (homeware) and Eurowide (distribution) to the western boundary, Aintree Plastics to the south-eastern boundary with other industrial premises accessed from Charnock Road beyond this (including a double glazing manufacturer and roofing company). To the southern rear boundary is a large industrial unit partitioned into four industrial premises known as G7-G10 Liver Industrial Estate and an application is submitted to erect 16 industrial units (21F/2466) to the south.
- 4.6 Given the industrial/business nature of the neighbouring uses, which are also in some circumstances noise generating in their own right, and the designation of the site for industrial use, the noise and operations of the site are not considered to adversely impact the neighbouring businesses and are found to be acceptable by the Council's Environmental Health Officer. In respect of the impact of the built

form, it is noted that Taskers has an outdoor commercial space to the rear of the unit which would be sited within 16.5m of the flank elevation of the TDA building which would stand at 9.5m in height at this point. The simulation railway is also sited within close proximity to the boundary. The outdoor commercial space is currently bound from the site by pre-cast concrete post and steel mesh panel fencing, topped with 3 rows of barbed wire and is therefore an enclosed space. Whilst the development would be visible from the commercial premises, it is not considered harmful to the business or operations of Taskers.

- 4.7 In conclusion, the proposed development would not significantly negatively impact the amenity of neighbouring residents and the proposal accords with the revised NPPF (2021) and Liverpool Local Plan policies UD1, UD5 and R1.

5.0 Highway Safety/Parking

- 5.1 The application site falls in a sustainable location, accessible via sustainable means. The footways are shared use with cyclists. Formal pedestrian crossings and 2 bus stops (in both directions) lie close to the site frontage at Long Lane.
- 5.2 Long Lane is a distributor road (part of the B5187 corridor) and has an 'on-road signed cycle route' according to the Liverpool Cycle Map. Close to the site is the Trans Pennine Trail (Route 62), which is an off-road cycle route that runs from Southport to Hornsea, with connections to York and Leeds. The existing walking/cycling infrastructure fronting the site is poorly signed and is substandard to LTN 1/20 (cycle infrastructure design guidance). That said, the Transport Consultant and Highways team have explored different options for upgrading the existing shared footway with cyclists. The upgrading options would have widened the footway to 2m and the cycleway to 3m to comply with LTN 1/20, which would have resulted in the significant loss of 16 trees on the highway. With that in mind, an option has been accepted that will formalise the existing footways/cycleways along Long Lane. In the absence of LTN 1/20 compliant facilities, new carriageway markings and traffic signs shall be installed on the existing shared route (on both sides of Long Lane), which shall be formalised with a TRO to make the existing walking/cycling infrastructure more legible. This will be carried out on both sides of Long Lane, improving cycling connectivity to/from the Loop Line as well as the site.
- 5.3 A total of 46 cycle spaces will be provided across the site. It is advised that most cycle spaces will be housed in the secure Training and Development Academy (TDA) bike sheds. Plus, there will be 3 community bike hoops for visitor cycle spaces. Currently, less than 3% of staff walk and 7.25% of staff cycle. In the opening year 2023, it is envisaged that walking and cycling will be at 3% (existing) and 10% respectively.
- 5.4 A new vehicle access and an emergency vehicle apron will be created at the footway/cycleway of Long Lane. Servicing will take place via the new vehicle access, which is supported with a tracking drawing in the Transport Assessment. Wig-wag signals will be installed at Long Lane, outside the emergency vehicle apron, including a 'hurry call button' and associated infrastructure. This ensures that emergency vehicles can exit safely under 'blue light' conditions.

- 5.5 While the development is sui generis, the OFS (1,511sqm) and garage (884sqm) have been classed in B2 (general industrial use) and the TDA (2,810sqm) in B1. In accordance to the Ensuring a Choice of Travel SPD (B2: 1 car space per 48sqm, and B1: 1 car space per 32sqm) the maximum car parking should be 50 and 88 respectively, a total of 138 car spaces. Nonetheless, the development proposes an excess of 52 car spaces (190 in total).
- 5.6 Based on staff travel surveys:
- The OFS will demand 25 car spaces
 - Staff associated with the TDA will demand 44 car spaces
 - Trainees associated with the TDA (maximum of 105 trainees) will likely generate a demand for 62 car spaces.
- Furthermore:
- There will be a demand for an additional 7 Fire Tenders on site. Given that a Fire Tender is approximately 8m long, 5 car spaces (12m) can be used to accommodate one, which equates to 35 car spaces.
 - Community use, outside of TDA working days, have not been accounted for. However, community use has been envisaged to be visitors and the general community using the facilities and community group meetings. That said, 10 car spaces have been allocated for this use outside the 'secure line' car parking.
- Although the SPD may suggest a maximum of 138 car spaces, it is likely that a minimum of 176 car spaces will be required.
- 5.7 The additional 14 car spaces (that make the proposed 190) have been included to minimise any overspill car parking on the surrounding highway network. It is understood that the applicant is aware of existing TROs along Long Lane and that the surrounding residential/industrial streets are considered unsuitable for parking. With that in mind, Officers accept the 190 car spaces proposed given the specific operational and locational factors.
- 5.8 The following junctions were modelled:
- Stopgate Lane/ East Lancashire Road signalised junction
 - Stopgate Lane/ Longmoor Lane priority junction
 - Long Lane/Longmoor Lane signalised junction
- 5.9 LinSigV3 and PICADY were utilised to model signalised and priority junctions respectively. Traffic counts and staff travel surveys had been conducted to forecast the 'without development' and 'with development' in the 2021 and 2028 scenarios. All generated trips have been assumed as new trips on the network for a robust assessment.
- 5.10 In summary, the additional traffic generated on the network by the development is considered negligible:
- For the Stopgate Lane/ Longmoor Lane priority junction, the 'with development' scenario 2028 AM peak makes the said junction operate at overcapacity. However, the increased demand is minimal at 2%.
 - In the 'without development' scenarios 2021 and 2028, the signalised junctions (Stopgate Lane/ East Lancashire Road and Long Lane/Longmoor

Lane) are either at or over capacity. Due to land constraints, Highways accepts that there is limited opportunity to improve such junctions.

- In the 'with development' scenarios 2021 and 2028, the development increases the demand on the Stopgate Lane/East Lancashire Road signalised junction by 3%, and the Long Lane/Longmoor Lane signalised junction by 3.5% in the 2028 PM peak.

- 5.11 Crashmap was interrogated for Road Traffic Collision (RTC) data. The immediate highways (the B5187 corridor, inclusive of the junctions of Longmoor Lane/Long Lane/Hall Lane and Stopgate Lane/A580/Parthenon Drive) was analysed in the latest 5-year period (2016 – 2020). Although 46 RTCs occurred here, it is generally representative of a busy distributor route: largely light industrial zone, numerous ingress/egress points, and high traffic volumes. The rate of accidents is not considered indicative of any underlying highway safety issues. Plus, the development vehicle access points and traffic impact do not raise highway safety concerns.
- 5.12 It is therefore believed that the MFRS facility will unlikely generate a level of traffic that would have a material impact on the safe and effective operation of the surrounding highway network, particularly when the trips generated have been considered as new trips rather than existing trips on the network from relocated MFRS facilities. All works on the highway shall be carried out at the applicant's expense at nil cost to LCC under a S278 Agreement. The Highways Officers have no objections subject to conditions.

6.0 Trees and Ecology

- 6.1 The proposal requires 4 street trees to be removed. In replacement a compensatory sum is to be paid to replace and maintain new street trees in perpetuity.
- 6.2 In respect of tree planting across the site, 158 trees are proposed to be planted which are of sufficient maturity and positioning. The new trees will be a mixture of native and specimen trees in positions along the boundaries and throughout the parking area/front of the site. Should permission be forthcoming, a detailed landscaping plan will be required to be provided which would indicate tree and planting species.
- 6.3 A staff wellbeing garden is proposed to the rear of the site, which will be accessed by informal paths and will provide sheltered and secluded space for relaxation. A pond and wetland habitat area will be accessed by timber boardwalk and decking leading to the water's edge. This area will be designed to provide substantial enhancement of wildlife habitats and an increase in site biodiversity.
- 6.4 In respect of ecology, a number of conditions are required to support bird and bat breeding potential and to safeguard terrestrial mammals during construction. To the rear of the site is a body of standing water which is to be made into a pond/wetland feature adjacent to the wellbeing garden. A condition is required to safeguard this feature from harm during construction.

6.5 Subject to the S106 sum for tree replacement and conditions for the submission of detailed landscaping plans, no objections are raised to the proposal and the scheme is considered broadly compliant with policies GI6, GI8 and GI9 of the Local Plan.

7.0 Flooding and Drainage

7.1 In respect of drainage, the information provided is satisfactory for approval subject to a full drainage scheme being submitted prior to commencement of works, as part of any conditions.

8.0 Planning Obligations

- 8.1 Paragraph 57 of the National Planning Policy Framework (2021) advises that planning obligations must only be sought where they meet all of the following tests:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 8.2 Local Plan policy STP5: Developer Contributions allows for contributions to be made to ensure that new development meets the reasonable costs of providing on and off-site infrastructure requirements; to meet the needs for additional or improvement to infrastructure.
- 8.3 Policies GI 9: Green Infrastructure Enhancement seek open space to be provided for new residential developments. Policy GI 7: New Planting and Design seeks trees to be included within development proposals. Where these cannot be provided on site, the policies allow for a financial contribution to be made for the provision of a new space or enhancement of existing spaces and off-site tree planting.
- 8.4 Further advice in the form of a supplementary planning document will be developed now that the Local Plan has been adopted. Prior to this, the advice contained in Cabinet report on planning obligations dated September 2015 has been reviewed and a further advice note is to be considered by Cabinet on 22 April 2022.
- 8.5 This report and the sums referred to below are based on the draft advice note to be considered by Cabinet on 22 April 2022. If this is not approved, the Cabinet report dated September 2015 and the figures contained within it, would remain valid for the consideration of this application and Members will be advised as such at the meeting on 3rd May 2022.
- 8.6 On that basis, contributions would be required for the planting (and future maintenance) of street trees; and to cover the costs of administering the Section 106 Agreement. The amounts required are as follows:
- 8.7 Street trees: On the basis that this development proposes new non-residential floorspace, S.106 funding would be required for the planting (and future maintenance) of 1 no. street tree per every 1,000sqm of non-residential floor space or 1 no. tree per car parking space (whichever is greatest) with a contribution of £800 per tree. However, an appropriate landscaping scheme has been provided as

part of the proposed development and the Tree Officer has agreed the proposed planting is technically appropriate; Officers are satisfied with the level of the contribution meets policy requirements. A commuted sum has also been agreed to replace and manage 4 street trees of £7,271.62.

- 8.8 Monitoring: A charge of 15% of the value of the planning application fee is to be attached to all legal agreements to cover any monitoring costs incurred by the local planning authority. Therefore the amount payable would be £4256.85 upon the signing of the legal agreement.

	S106 Required	Amount Due	Amount to be Paid	When Due
Street Trees	1 tree per car parking space @ £800 per tree for non-residential floor space.	= 190 trees @ £800 per tree = £152000	£10,400	50% of this sum shall be paid prior to commencement of development; 50% paid prior to occupation of the development
Replacement Trees	4 no. trees and ongoing management costs	£7271.62	£7271.62	50% of this sum shall be paid prior to commencement of development; 50% paid prior to occupation of the development
Monitoring	15% of application fee	15% of £28,379 =£4256.85	£4256.85	On completion of legal agreement
Legal	Variable, depending on scale of development and speed of service requested			
Totals			£21,928.47	

9.0 Climate Change

- 9.1 Policy R7 requires all major development proposals to seek to integrate low carbon energy and decentralised energy networks into the proposal. Further, Policies R8, and R10 support the provision of wind turbines, solar panels and adoption of non-

fossil fuel technologies to generate locally sourced energy, respectively, subject to other considerations including site context and amenity.

- 9.2 MFRA have an ambition to respond to the Government initiative of Net Zero Carbon by 2050. In addition to a Net Zero Carbon target the project is seeking to achieve a minimum BREEAM (Building Research Establishment's Environmental Assessment Method) rating of excellent and so will include measures to reduce energy and resource consumption and to maintain and where possible improve the ecological value of the site. At the broad scale, site excavations will be managed to attain a cut and fill balance so that material taken off site is limited. Paved surfaces will utilise porous paving where practical following the principles of SUDS otherwise surface water generated by vehicle washing and training will be recycled and reused, and water taken off site will be attenuated which includes filters for fuel.
- 9.3 The site is not located within a sustainable location and does heavily rely on car parking however a number of green measures have been incorporated into the site layout including the provision of a sedum roof on the TDA building and 23 EV charging points to car parking spaces (12.1% provision). The EV charging points will also have potential future provision for PV infrastructure. The proposal is therefore considered to be proposed in accordance with the climate change measures identified in policies R7 and R10 of the Local Plan.

10.0 Summary

- 10.1 It is considered that sufficient justification in respect of how the site will generate employment and operational locational factors has been put forward to allow Officers to conclude that in principle, the use is considered appropriate within this location. The proposal accords, in the main, with national and local planning policy and would offer a suitable type of development which would enhance and bring benefits citywide without impacting neighbouring uses or having wider highways or ecological impact. Subject to appropriate conditions, the proposal is found to be acceptable and is therefore recommended for approval.
- 10.2 The proposal is therefore considered acceptable for the reasons stated above and the Interim Chief Planning Officer recommends that the application be granted:
- (a) subject to the stated conditions;
 - (b) subject to the applicant entering into a Section 106 Agreement for:
 - (i) the payment of £10,400 in lieu of the off-site provision of street trees
 - (ii) the payment of £7271.62 for management and replacement of street trees
 - (iii) the payment of £4256.85 to cover the costs of administering the Section 106 Agreement, upon signing of the Section 106 Agreement

Conditions

1	The development hereby permitted shall begin before the expiration of 3 years from the date of this permission. REASON: To comply with Section 91 of the Town and Country Planning Act 1990
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	as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2.	<p>The development hereby approved shall be carried out in accordance with the following drawings and documents:</p> <p>(i) Drawing Numbers</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part A Rev P2</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part B Rev P2</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part C Rev P2</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part D Rev P2</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part E Rev P2</p> <p>079124-CUR-00-XX-RP-GE-001-V02_Phase 1_Aintree Fire Station_FINAL_Part F Rev P2</p> <p>079124-CUR-XX-XX-CA-C-92003-V02_DrainageCalculations Rev P2</p> <p>079124-CUR-XX-XX-D-C-92101-P01_OutlineDrainage Rev P1</p> <p>079124-CUR-XX-XX-D-C-92102-P01_DrainageStrategy Rev P1</p> <p>079124-CUR-XX-XX-D-C-92103-P01_DrainageStrategy.pdf Rev P1</p> <p>079124-CUR-ZZ-XX-D-C-05001-P03_RefuseVehicle rev P3</p> <p>079124-CUR-ZZ-XX-D-C-05003-P03_FireApplianceVehicle Rev P3</p> <p>4810 - MFRS TDA Landscape Strategy 09122021 Rev P1</p> <p>MFRTDA-DEP-00-XX-DR-L-0010 P07 Landscape GA Plan Rev P07</p> <p>MFRTDA-DEP-00-XX-DR-L-0011 P06 Boundary Treatment Plan Rev P06</p> <p>MFRTDA-DEP-00-XX-DR-L-0024 P02 Landscape Cross Sections Rev P02</p> <p>MFRTDA-DEP-00-XX-DR-L-0025 P01 Landscape Cross Sections Rev P01</p> <p>MFRTDA-RYD-A-00-DR-A-3000-S2-P6-Training and Development Academy Building GA Level 00 Plan Rev P6</p>

MFRTDA-RYD-A-01-DR-A-3001-S2-P5-Training and Development Academy Building GA Level 01 Plan Rev P5

MFRTDA-RYD-A-RF-DR-A-3002-S1-P5-Training and Development Academy Building GA Roof Plan Rev P5

MFRTDA-RYD-A-XX-DR-A-3600-S1-P5-Training and Development Academy Building GA Elevations Rev P5

MFRTDA-RYD-A-XX-DR-A-3800-S1-P5-Training and Development Academy Building GA Sections (Sheet 1 of 2) Rev P5

MFRTDA-RYD-A-XX-DR-A-3801-S2-P2-Training and Development Academy Building GA Sections (Sheet 2 of 2) Rev P2

MFRTDA-RYD-A-XX-DR-A-3900-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section A Rev P1

MFRTDA-RYD-A-XX-DR-A-3901-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section B Rev P1

MFRTDA-RYD-A-XX-DR-A-3902-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section C Rev P1

MFRTDA-RYD-A-XX-DR-A-3903-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section D Rev P1

MFRTDA-RYD-A-XX-DR-A-3904-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section E Rev P1

MFRTDA-RYD-A-XX-DR-A-3905-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section F

MFRTDA-RYD-A-XX-DR-A-3906-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section G

MFRTDA-RYD-A-XX-DR-A-3907-S1-P1-Training and Development Academy Building Typical Detail Elevation - Section H Rev P1

MFRTDA-RYD-A-XX-VS-A-3452-S2-P2-Training and Development Academy Building Exterior Visual A Rev P2

MFRTDA-RYD-A-XX-VS-A-3453-S2-P2-Training and Development Academy Building Exterior Visual B Rev P2

MFRTDA-RYD-B-00-DR-A-3000-S2-P6-Operational Fire Station GA Level 00 Plan Rev P6

MFRTDA-RYD-B-01-DR-A-3001-S2-P6-Operational Fire Station GA Level 01 Plan

Rev P6

MFRTDA-RYD-B-RF-DR-A-3002-S1-P4-Operational Fire Station GA Roof Plan
Rev P4

MFRTDA-RYD-B-XX-DR-A-3600-S1-P6-Operational Fire Station GA Elevations
Rev P6

MFRTDA-RYD-B-XX-DR-A-3601-S2-P1-Operational Fire Station Training Tower
GA Elevations Rev P1

MFRTDA-RYD-B-XX-DR-A-3800-S2-P3-Operational Fire Station GA Sections rev
P3

MFRTDA-RYD-B-XX-DR-A-3900-S1-P3-Operational Fire Station Typical Detail
Elevation - Section A rev P3

MFRTDA-RYD-B-XX-DR-A-3901-S1-P3-Operational Fire Station Typical Detail
Elevation - Section B Rev P3

MFRTDA-RYD-B-XX-DR-A-3902 -S1-P3-Operational Fire Station Typical Detail
Elevation - Section C Rev P3

MFRTDA-RYD-B-XX-DR-A-3903-S1-P3-Operational Fire Station Typical Detail
Elevation - Sections D + E rev P3

MFRTDA-RYD-B-XX-DR-A-3904-S1-P3-Operational Fire Station Typical Detail
Elevation - Section F Rev P3

MFRTDA-RYD-B-XX-VS-A-3454-S2-P2-Operational Fire Station Exterior Visual
Rev P2

MFRTDA-RYD-C-00-DR-A-3000-S2-P5-USAR and TDA Garage GA Plan Rev P5

MFRTDA-RYD-C-RF-DR-A-3001-S2-P4-USAR and TDA Garage GA Roof Plan
Rev P4

MFRTDA-RYD-C-XX-DR-A-3600-S2-P3-USAR and TDA Garage GA Elevations
Rev P3

MFRTDA-RYD-C-XX-DR-A-3601-S2-P2-USAR and TDA Garage Elevations rev P2

MFRTDA-RYD-D1-XX-DR-A-3600-S2-P3-Classroom Type 01 GA Elevations Rev
P3

MFRTDA-RYD-D1-ZZ-DR-A-3000-S2-P4-Classroom Type 01 GA Plan rev P4

MFRTDA-RYD-D2-XX-DR-A-3600-S2-P3-Classroom Type 02 GA Elevations Rev
P3

MFRTDA-RYD-D2-ZZ-DR-A-3000-S2-P3-Classroom Type 02 GA Plans Rev P3

MFRTDA-RYD-D3-XX-DR-A-3600-S2-P3-Classroom Type 03 GA Elevations Rev P3

MFRTDA-RYD-D3-ZZ-DR-A-3000-S2-P3-Classroom Type 03 GA Plans Rev P3

MFRTDA-RYD-E1-XX-DR-A-3600-S2-P4-BA House GA Elevations Rev P4

MFRTDA-RYD-E1-ZZ-DR-A-3000-S2-P2-BA House GA Plans Rev P2

MFRTDA-RYD-E2-XX-DR-A-3600-S2-P2-Terraced Houses GA Elevations Rev P2

MFRTDA-RYD-E2-ZZ-DR-A-3000-S2-P2-Terraced Houses GA Plans Rev P2

MFRTDA-RYD-E3-XX-DR-A-3600-S2-P2-Hazmat Training Rig GA Elevations Rev P2

MFRTDA-RYD-E3-XX-DR-A-3800-S2-P2-Hazmat Training Rig GA Sections Rev P2

MFRTDA-RYD-E3-ZZ-DR-A-3000-S2-P2-Hazmat Training Rig GA Plans Rev P2

MFRTDA-RYD-E4-XX-DR-A-3600-S2-P4-USAR Training Rig GA Elevations Rev P4

MFRTDA-RYD-E4-XX-DR-A-3800-S2-P4-USAR Training Rig GA Sections Rev P4

MFRTDA-RYD-E4-ZZ-DR-A-3000-S2-P7-USAR Training Rig GA Plans Rev P7

MFRTDA-RYD-E5-ZZ-DR-A-3000-S2-P1-RTC Culvert Rev P1

MFRTDA-RYD-E5-ZZ-DR-A-3001-S2-P1-Motorway Rev P1

MFRTDA-RYD-E5-ZZ-DR-A-3002-S2-P1-Vehicle Prop Store Rev P1

MFRTDA-RYD-E5-ZZ-DR-A-3003-S2-P1-Railway Rev P1

MFRTDA-RYD-E6-ZZ-DR-A-3000-S2-P3-High Volume Pump Water Tank Rev P3

MFRTDA-RYD-E7-XX-DR-A-3000-S2-P2-Training Towers to Foundation Training Zone Rev P2

MFRTDA-RYD-E8-ZZ-DR-A-3000-S2-P1-Animal Rescue Trench rev P1

MFRTDA-RYD-E9-ZZ-DR-A-3000-S2-P1-Marine Rig Rev P1

MFRTDA-RYD-ZZ-00-DR-A-1000-S2-P11-Concept Site Masterplan Rev P11

MFRTDA-RYD-ZZ-ZZ-DR-A-1004-S2-P1-External Training Massing Rev P1

MFRTDA-RYD-ZZ-XX-DR-A-2700-S2-P2-Proposed Site Elevation - Long Lane Rev P2

MFRTDA-RYD-ZZ-XX-DR-A-3600-S2-P2-BA House and Terraced Houses Elevations Rev P2

TDA-RYD-00-00-DR-A-0100-S1-P1-Existing Site Location Plan rev P1

MFRA TDA Proposed external Lighting

01. USAR SEARCH DOG MODULAR TRAINING PATHWAY V1.0

(ii) Supporting Documents

21F-3635 - MFRATDA - Employment generation details - 220222

P1982-REP01-REV B-BDH-Acoustic Design Review

TDA Aintree - Stage 2 Access Appraisal - December 2021

3655-SHA-ZZ-XX-DR-S-0005 - ELECTRICAL SITE SERVICES LIGHTING STRATEGY

Extended Phase 1 Habitat Survey and Habitat Suitability Index Survey of land off Long Lane. Aintree. Liverpool - 2021

MFRTDA-RYD-00-XX-FN-A-0104-S2-P01_Planning Statement

MFRTDA-RYD-00-XX-FN-A-0105-S2-P01_Statement of Community Involvement

MFRTDA-RYD-00-XX-RP-A-0103-S1-P1-Design and Access Statement

079124-CUR-XX-XX-RP-C-00001-V02_FRA

MFRSLL-FC-HGN-FS-RP-D-0002 -Transport Assessment Appendices P03 Part 1

MFRSLL-FC-HGN-FS-RP-D-0002 -Transport Assessment Appendices P03 Part 2

MFRSLL-FC-HGN-FS-RP-D-0002_P03 Transport Assessment

MFRSLL-FC-HGN-FS-RP-D-0003_Travel Plan P02

MFRSLL-FC-HGN-FS-RP-D-0004 P01 MASA

PM.FULL.04.12.21 - MFRA. Aintree. Liverpool(1) Rev P1 (Arboricultural Report)

REASON: For the avoidance of doubt.

3.	<p>(a) Notwithstanding the details as laid out on the hereby approved plans, prior to their implementation and use on site, samples or specifications of all materials to be used in the external construction of this development shall be submitted to and approved in writing by the local planning authority.</p> <p>(b) The scheme shall be completed using the approved materials before the development is occupied/brought into use.</p> <p>REASON: To ensure a satisfactory external appearance.</p>
4.	<p>The surface water drainage of the site shall be designed to prevent the discharge of water on to the public highway in accordance with a drainage design which shall be submitted to and approved in writing by the local planning authority and completed in accordance with the approved details before the development is occupied/brought into use.</p> <p>REASON: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.</p>
5.	<p>a) Except for site clearance and remediation, no development shall commence until a scheme for the design and construction of highway improvement works has been submitted to and approved in writing by the local planning authority. For avoidance of doubt, the works shall include:</p> <ul style="list-style-type: none"> i. Creation of two vehicle access points (emergency vehicle apron and new vehicle access) on the footway/cycleway/verge of Long Lane. ii. Reinstatement of all redundant vehicle access points contiguous to the site boundary at Long Lane as footway/cycleway/verge. iii. Installation of new TROs: double yellow lines along the site frontage at Long Lane, including junction protection for the new vehicle access points, and yellow box junction fronting the new emergency vehicle apron. iv. Formalising the existing footway/cycleway on both sides of Long Lane with appropriate carriageway markings and traffic signs under a TRO. v. Installation of wig-wag signals and associated infrastructure at Long Lane. <p>b) The approved scheme shall be completed in accordance with the approved details before the development is occupied/brought into use.</p> <p>REASON: To ensure that the sufficient measures are taken such that the highway network can accommodate the development and that the traffic generated does not exacerbate unsatisfactory highway or transportation conditions.</p>
6.	<p>No part of the development shall be occupied or brought into use until the areas indicated on the submitted plans to be set aside for cycle parking have been provided. The cycle parking shall be retained as such thereafter.</p>

	<p>REASON: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport</p>
7.	<p>The development shall not be brought into use until the areas identified for parking/servicing have been surfaced, drained and permanently marked out or demarcated in accordance with the details agreed. The parking and servicing areas shall be retained as such thereafter.</p> <p>REASON: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.</p>
8.	<p>a) Within 6 months of the development being brought into use, a Travel Plan shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:(i) Involvement of employees;(ii) Information on existing transport policies, services and facilities, travel behaviour and attitudes;(iii) Access for all modes of transport;(iv) Targets for mode share;(v) Resource allocation including Travel Plan Co-ordinator and budget;(vi) A parking management strategy;(vii) A marketing and communications strategy;(viii) Appropriate measures and actions to reduce car dependence and encourage sustainable travel;(ix) An action plan including a timetable for the implementation of each such element of (viii) above;(x) Mechanisms for monitoring, reviewing and implementing the travel plan. b) The Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use. An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The annual report shall include a review of the Travel Plan measures, monitoring data and an updated action plan.</p> <p>REASON: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable.</p>
9.	<p>a) No works shall take place, including any demolition, site clearance or ground works, until a Construction Method Statement comprehensively detailing the phasing and logistics of demolition/construction has been submitted to and approved in writing by the local planning authority. The method statement shall include, but not be limited to: (i) Construction traffic routes, including provision for access to the site(ii) Entrance/exit from the site for visitors/contractors/deliveries(iii) Location of directional signage within the site(iv) Siting of temporary containers(v) Parking for contractors, site operatives and visitors(vi) Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction(vii) Temporary roads/areas of hard standing(viii) Schedule for large vehicles delivering/exporting materials to and from site(ix) Storage of materials and large/heavy vehicles/machinery on site(x) Measures to control noise and dust(xi) Details of street sweeping/street cleansing/wheelwash</p>

	<p>facilities(xii) Details for the recycling/disposing of waste resulting from demolition and construction works(xiii) Hours of working(xiv) Phasing of works including start/finish dates b) The approved Construction Method Statement shall be adhered to throughout the construction period for the development.</p> <p>REASON: These details are needed prior to the commencement of development in order to ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers during construction.</p>
10.	<p>No tree felling, scrub clearance, vegetation management or ground clearance works is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all trees, scrub and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.</p> <p>REASON: In the interest of the protection breeding birds</p>
11.	<p>The development hereby permitted shall not be occupied until details of bird boxes to include number, type and location on an appropriately scaled plan as well as timing of installation, has been provided for approval and implemented in accordance with those details.</p> <p>REASON: In the interest of the protection of birds</p>
12.	<p>Prior to the installation of any lighting, a lighting scheme shall be designed so that it protects ecology and does not result in excessive light spill. The report shall be submitted to the Local Planning Authority for approval in writing. Once agreed, the report shall be implemented fully in perpetuity.</p> <p>REASON: In the interest of the protection of bats.</p>
13.	<p>The following reasonable avoidance measures should be put in place during construction to ensure that there are no adverse effects on terrestrial mammals and amphibians: - All trenches and excavations should have a means of escape (e.g. a ramp);- Any exposed open pipe systems should be capped to prevent mammals gaining access; and - Appropriate storage of materials to ensure that mammals do not use them</p> <p>REASON: In the interest of the protection of terrestrial mammals and amphibians.</p>
14.	<p>The following reasonable avoidance measures should be put in place during construction to ensure that there are no adverse effects on terrestrial mammals and amphibians:- Existing vegetation on the site will be gradually cut and removed under ecological supervision to encourage any amphibians present to move away from the affected areas;- The working area, together with any storage areas, will be kept clear of debris, and any stored materials will be kept off the ground on pallets so as to prevent amphibians from seeking shelter or protection within them; and</p>

	<p>Any open excavations (e.g. foundations / footings / service trenches etc) will be covered with plywood sheeting (or similar) at the end of each working day. The edges of these sheets will be covered with a thick layer of topsoil or similar) to prevent amphibians from seeking shelter beneath them. Any excavation must be in-filled and made good to ground level with compacted stone or similar at the earliest opportunity, so as to remove any hazard to amphibians / reptiles.</p> <p>REASON: In the interest of the protection of terrestrial mammals and amphibians.</p>
15.	<p>Prior to above ground works, a full and detailed Landscape and Ecological Management Plan, which covers management of the site for the duration of the development is required to be submitted to and approved in writing by the Local Planning Authority. The Plan should include the following:- Description and evaluation of the features to be managed;- Ecological trends and constraints on site which may influence management;- Aims and objectives of management;- Appropriate management options for achieving aims and objectives;- Prescriptions for management actions;- Preparation of a work schedule (including an annual work plan and the means by which the plan will be rolled forward annually);- Personnel responsible for implementation of the plan; - Confirmation of funding and ownership and - Details of a programme of monitoring and remedial measures triggered by monitoring.</p> <p>REASON: To ensure an acceptable landscape strategy is implemented and maintained in perpetuity.</p>
16.	<p>Prior to the commencement of development,. a site waste management plan or site waste audit requiring the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal shall be submitted to and agreed in writing by the Local Planning Authority.</p> <p>REASON: In accordance with Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP) and the National Planning Policy for Waste (paragraph 8)</p>
17.	<p>(a) No development shall take place until a scheme for surface water drainage based on the hierarchy of drainage options in the National Planning Policy Framework, with evidence of an assessment of the site conditions, has been submitted to and approved in writing by the local planning authority. (For the avoidance of doubt the full drainage scheme shall have a maximum surface water discharge of 11.5 l/s) (b) The development shall be carried out in accordance with the approved details.</p> <p>REASON: These details are needed prior to the commencement of development in case design changes are necessary; in order to ensure a satisfactory means of drainage and in accordance with policies within the Development Plan, Liverpool Flood Risk Management Strategy and NPPF.</p>
18.	<p>(a) Details of the implementation, maintenance and management of the sustainable drainage system shall be submitted to and approved in writing by the local planning</p>

	<p>authority. Those details shall include:</p> <p>(i) a timetable for its implementation; and,</p> <p>(ii) a management and maintenance plan for the lifetime of the development;</p> <p>(iii) contact details of the person/company responsible for this maintenance.</p> <p>(b) The sustainable drainage system shall be implemented in accordance with the approved details before the development is occupied/brought into use, and thereafter managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure a satisfactory means of drainage and to manage risk of flooding and pollution in accordance with policies within the Development Plan, Liverpool Flood Risk Management Strategy and NPPF.</p>
19.	<p>Except for site clearance and remediation, no development shall commence until details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details. For the avoidance of doubt, the plan must be to a recognised scale and the symbols used and plant schedule provided must comply with BS EN ISO 11091:1999 Construction Drawings Landscape drawing practice. Details shall include:</p> <p>(1) A scaled plan showing all existing vegetation and landscape features to be retained and proposed trees and plants to be planted;</p> <p>(2) The location, type and materials to be used for hard landscaping including specifications, where applicable for:</p> <ul style="list-style-type: none"> -Permeable paving; -Tree pit design; -Underground modular systems; -Sustainable urban drainage integration; -Use within tree Root Protection Areas (RPAs). <p>(3) A schedule detailing sizes and numbers/densities of all proposed trees/plants;</p> <p>(4) Specifications for operations associated with plant establishment and maintenance that are compliant with best practice.</p> <p>REASON: These details have not been submitted with the application and the Council wishes to ensure they are satisfactory in the interests of visual amenity</p>
20.	(a) The approved landscaping scheme shall be completed either: not later than

	<p>the first planting season following first occupation of the development; or during the appropriate planting season progressively as the development proceeds, in accordance with a programme to be agreed in writing with the local planning authority.</p> <p>(b) All works must be carried out to BS 8545:2014 Trees: from nursery to independence in the landscape and BS 4428: 1989 Code of Practice for General Landscape Operations.</p> <p>(c) Any trees/plants which die, become diseased, damaged or are removed within 5 years of planting shall be replaced with trees/plants of similar sizes and species or as may otherwise be agreed with the local planning authority in the first available planting season thereafter.</p> <p>(d) An audit trail of the plant stock used for the scheme must be retained for biosecurity reasons and made available to the Local Planning Authority on request.</p> <p>(e) The newly planted trees must be irrigated in accordance with following schedule and include at least 75 litres of water per session ideally delivered using watering bags. Watering must be carried out on the first working day after each date for the 3 years following the planting: 15 April; 1 & 15 May; 1 & 15 June; 1, 8, 15 & 22 July; 1, 8 & 15 August; 1 September.</p> <p>REASON: It is in the interests of visual amenity and in accordance with the duty of the Council under Section 197 of the Town and Country Planning Act 1990 in respect of the planting and preservation of trees.</p>
21	<p>For the avoidance of doubt, the development hereby approved does not give consent for an operational helicopter landing pad and any identified helicopter landing area is to be for simulation purposes only.</p> <p>REASON: To protect neighbouring amenity and to ensure future consideration of any alternative development</p>
22	<p>No dogs shall be kennelled or kept on site outside of the hours of 8am-7pm Monday-Sunday.</p> <p>REASON: To protect neighbouring amenity.</p>
23.	<p>No development shall take place on any phase, including any demolition, site clearance or ground works, until</p> <p>a) An investigation and assessment methodology, including analysis suite and risk assessment methodologies has been submitted to and approved by the LPA in writing, prior to any site investigations</p> <p>b) A site investigation and assessment has been carried out by competent persons to determine the status of contamination including chemical, radiochemical, flammable or toxic gas, asbestos, biological and physical hazards at the site and</p>

	<p>submitted to the LPA.. The investigations and assessments shall accord with current Government and Environment Agency recommendations and guidance and identify the nature and extent of any contaminants present, whether or not they originate on the site, their potential for migration and risks associated with them. The assessment shall consider the potential risks to</p> <ul style="list-style-type: none"> (i) human health, (ii) controlled waters, (iii) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, (iv) adjoining land, (v) ecological systems (vi) archaeological sites and ancient monuments. <p>c) A detailed remediation scheme (if required), has been submitted to and agreed in writing with the LPA. This scheme shall include an appraisal of remedial options, implementation timetable, works schedule, site management objectives, monitoring proposals and remediation validation methodology. The scheme once completed must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use.</p> <p>REASON: These details are needed prior to the commencement of development in order to ensure that risks from land contamination to future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>
24	<p>After development commences and prior to first occupation;</p> <ul style="list-style-type: none"> a) Following completion of the measures identified in the approved remediation scheme and prior to occupation of any part of the development, a verification report which shall confirm the adequacy of remediation must be prepared and submitted to and approved in writing by the local planning authority before this condition will be discharged. If a phased approach to the development is being proposed, then a validation/completion report for an agreed number of plots within each of the proposed phases shall be submitted to the local planning authority and approved in writing before the condition relating to the phase in question shall be discharged. b) If any potentially contaminated (unusual/suspect) material or flammable/toxic gas not previously identified is discovered, this must be reported in writing to the local planning authority and a further assessment and a revised remediation scheme will be required by the local planning authority . If no contamination is found then this should be detailed in the remediation verification report. <p>REASON: To ensure that risks from land contamination to future users of the land</p>

	<p>and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>
25.	<p>The dining area (107sqm) as shown on plan reference 'Training and Development Academy Building GA Level 00 Plan' shall be used only by staff and visitors to the Training and Development Academy and at no time be open to Members of the public.</p> <p>REASON: In order to protect neighbouring amenity and to ensure an acceptable use of the site within the allocated industrial area.</p>
26.	<p>The development hereby permitted shall be used only between the hours of 9am-10pm as a community facility and at no other time.</p> <p>REASON: In accordance with Policy SP5 of the Local Plan and in the interest of protecting neighbouring amenity.</p>
27.	<p>Prior to the above ground works of the development hereby approved details of the proposed green roof shall be provided to and approved in writing by the Local Planning Authority. The details shall include a scaled section through the actual roof showing the details of the substrate base and living roof components, details of the proposed plug planting and seed composition and planting methodology and a management strategy detailing how the living roof will be maintained and monitored for a period of at least 5 years post installation. The green roof shall be implemented in accordance with the approved timetable and shall be maintained in accordance with the approved management plan hereafter.</p> <p>REASON: To ensure the provision of a satisfactorily sustainable development</p>
28.	<p>Prior to above ground works, cross-sectional details of the windows to the Training and Development Academy and Operational Fire Station shall be submitted to and approved in writing.</p> <p>REASON: To ensure a satisfactory design quality.</p>
29.	<p>Prior to above ground works, elevational details of the manifestations to the glazed element of the Training and Development Academy shall be submitted to and agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure a satisfactory design quality.</p>
30.	<p>(a) Except for site clearance and remediation, no development shall commence until existing and proposed site levels have been submitted to and approved in writing by the local planning authority. This shall include details of the bunds to the front of the site.</p> <p>(b) The development shall be carried out in accordance with the approved site</p>

	<p>levels.</p> <p>REASON: These details are not included in the application and the Council wishes to ensure that they are satisfactory.</p>
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Informatives

1.	<p>Surface Water Drainage- It should be noted that any maximum surface water discharge figure provided as part of the planning approval will satisfy planning requirements but the applicant is advised to consult United Utilities to determine if they have any discharge restrictions, which could be more restrictive.</p>
2.	<p>Deposits on Highway - The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.</p>
3.	<p>Section 278 Agreement - It is an offence to carry out any works within the public highway without permission of the Highway Authority. The grant of planning permission will require the applicant to enter into a S278 Agreement with the Council as Highway Authority. The applicant is advised to contact the Council's Highway Development Control Team by email: HDC@liverpool.gov.uk for further advice, to ascertain the details of such an agreement and the information to be provided. For the avoidance of doubt all works shall be carried out by the Council's approved contractor at nil cost to the Council.</p>
4.	<p>Traffic Regulation Orders - The grant of planning permission requires the applicant to seek the implementation of a Traffic Regulation Order, the effect of which include double yellow lines and a yellow box junction at Long Lane. All costs incurred by the Highway Authority will be required to be met by the applicant. In the first instance the applicant is requested to contact the Council's Highway Development Control Team by email: HDC@liverpool.gov.uk for further advice on the processes and information requirements.</p>
5.	<p>Scaffolding and Hoardings on the Highway - The grant of planning permission shall not be construed as authority to erect scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority. The applicant is advised to contact the Council's Highways Team at lcchighwaysskipsscaffold@liverpool.gov.uk for further advice. It should be noted that there is a fee associated with this process.</p>
6.	<p>Street Naming and Numbering - If a street name and/or property numbering is required as part of this development, developers are required to contact Liverpool City Council who are the street naming and property numbering authority to arrange for addresses to be attributed to the development. Developers or property owners cannot attribute property numbers or addresses themselves, these can</p>

	<p>only be undertaken by the Council. Attributing addresses can take approximately 6 weeks to progress from application therefore applicants must give themselves sufficient time and are advised to make an early application to enable the process to be completed so that an address can be issued and used. In the first instance, the applicant is required to contact the Council's Highway Development Control Team at HDC@liverpool.gov.uk for further advice on the processes and information requirements. Please note there is a fee for this process which shall be advised upon application.</p>
7.	<p>The contractor/developer should consult Liverpool Airport for permission to work if any demolition, excavation, crane or lifting equipment is to be used and its height exceeds 10 meters or that of the surrounding structures or trees. If deemed necessary due to the size of the crane an Instrument Flight Procedures (IFP) assessment will be carried out. Any costs incurred in carrying out this assessment will be met by the applicant. Reason: This is in the interests of Aviation Safety and in accordance with: Civil Aviation Publication (CAP) 738: 'Aerodrome Safeguarding', Civil Aviation Publication (CAP) 1096: 'Guidance to crane users on the crane notification process and obstacle lighting and marking', the British Standard Institute Code of Practice for the safe use of Cranes, BS 7212, Part 1 and the Construction Plant-hire Association (CPA) Technical Information Note TIN 039 'Operating Tower Cranes in the Vicinity of Aerodromes, Notification and En-route Obstacle Lighting'. The nature of Instrument Flight Procedure (IFP) design also demands that a separate safeguarding assessment of proposed development or construction and temporary obstacles be undertaken against current and any possible future IFPs. Notification should be made to the Safeguarding Officer at Liverpool Airport via planning@liverpoolairport.com</p>
8.	<p>During the site works the contractor shall pay full regard to the best practicable means available in respect of the control of noise and dust from the site. In addition, no operations which are audible at the site boundary shall be carried out: (i) outside the hours of 0800 to 1800 weekdays (ii) outside the hours of 0800 to 1300 Saturdays, and (iii) at any time on Sundays or Bank Holidays.</p>