

Planning Committee

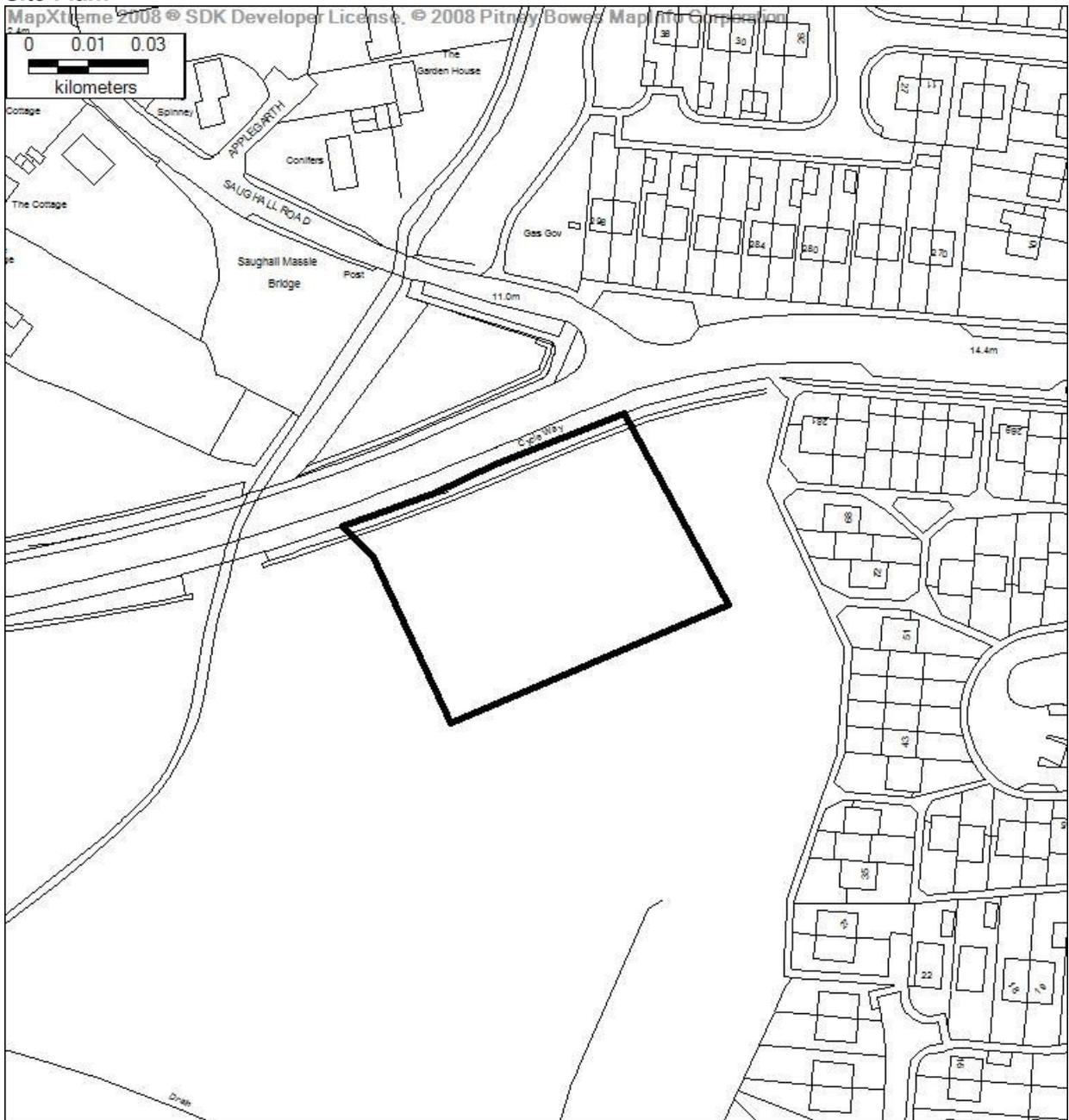
10 November 2016

Reference: APP/16/00985 **Area Team:** North Team **Case Officer:** Ms J Storey **Ward:** Moreton West & Saughall Massie

Location: Land adjacent to SAUGHALL MASSIE ROAD, SAUGHALL MASSIE, WIRRAL
Proposal: A single storey two bay community fire station incorporating operational and welfare accommodation, offices and meeting space, external drill and training facilities and associated car-parking.

Applicant: Merseyside Fire & Rescue Service
Agent : Ryder Architecture

Site Plan:



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Development Plan Designation:

Primarily Residential Area
Green Belt

Planning History:

Location: South of Conifers Saughall Massie Road Saughall Massie, and Upton, CH46-CH49
Application Type: Full Planning Permission
Proposal: Minor realignment of a section of the Saughall Massie bypass where it crosses Arrowe Brook to the south of Saughall Massie Road
Application No: APP/02/06227
Decision Date: 16/08/2002
Decision Type: Approved

Location: South of Conifers , Saughall Massie Road , Saughall Massie, Wirral, CH46
Application Type: Work for Council by Council
Proposal: Proposed new bridge over Arrowe Brook in association with the proposed Saughall Massie By-Pass -alternative bridge design to that granted Planning Permission under reference APP/2002/ 6227/D
Application No: APP/04/06012
Decision Date: 04/06/2004
Decision Type: Approved

Summary Of Representations and Consultations Received:REPRESENTATIONS:

Having regard to the Councils Guidance on Publicity for Applications 120 notifications were sent to surrounding properties. A site notice was also displayed. At the time of writing this report, a total of 556 individual letters and emails objecting to this proposal have been received and 23 emails/letters of support have been received. 3 petitions with a total number of signatures of 2526 have also been received against this proposal. The objections can be summarised as:-

1. inappropriate development in the Green Belt
2. no very special circumstances
3. land liable to flooding
4. harm to flora, fauna and wildlife, including bats
5. likely presence of Kingfishers and Great Crested Newts
6. this development in a "residential area" is out of keeping with the street scene
7. impact on residential amenity through noise and light nuisance
8. alternative site 600/700m away
9. existing station at Upton is best option
10. highway safety implications/ busy junction
11. increase in vehicles
12. no account of peoples objections through community involvement
13. Greasby library is Fire Authority's first choice but withdrawn by leader of the council to make political statement
14. cheaper and better to move to Upton
15. loss of beautiful green space
16. lanes too narrow for appliances
17. no logic in moving from a more densely populated location
18. the move here is so that the Council can sell West Kirby and Upton sites for development
19. why spend money on a new bridge when this development will blot the landscape
20. 7,500 people of West Kirby and 16,000 people of Upton will not be getting a better service as the station is further away from them
21. dubious claim that 60 seconds can be saved in response times
22. there are brownfield sites that can be developed
23. existing site works successfully
24. no proper consultations there has only been presentations
25. MFRS have been operating very efficiently from Upton after they decided that they didn't need the

West Kirby station

26. Farm will struggle being so close to Livestock
27. want my daughter to grow up in the Green Belt
28. new road just been built across large part of Green Belt, large proportion of land privatised and given over to equestrian facilities.
29. should be ploughing funds into current service not centralising and thinning the service
30. lower house prices
31. Eye sore to look at
32. justified for the wrong reasons
33. plenty of alternative locations
34. Contrary to National and Local planning policies
35. minimal gain based on inaccurate figures
36. option to redevelop Upton was not present in the very special circumstances
37. moving the fire station closer to WK may reduce response times to this area but increases response times to Woodchurch and Arrowe Park including the hospital and it is acknowledged that these areas have the greatest number of emergency calls
38. environment is already under enormous pressure, we should not be tarmacking over it.
39. Wirral is becoming unrecognisable
40. green belt has always given me reassurance that whatever happens there will always be open area to stop towns becoming one
41. we need green space before all the bees die out
42. we had a fire in 2010 and the speed of response was good enough for me
43. detrimental impact on the quality of life of local residents
44. special circumstances do not exist in this case as the financial and operation uses of the applicant are not a material consideration
45. will reduce the quality of life of those living in the sheltered accommodation
46. not properly consulted, far too many people locked out of the meeting at St Marys.
47. Loss of Jennys wood
48. a site by the Upton bypass was deemed to compromise response time and it 14 seconds away from Saughall Massie
49. very little Green Belt land left in Wirral
50. contractors have already been granted the contract to build the new fire station in Saughall Massie, even though the application has not yet been granted.

When asked by Magenta Living, residents' views were found to be;

- 100% of residents were aware of the proposal
- 68% stated the proposal may be source of noise or nuisance
- 16% stated they would feel more secure in their home as a result of the proposal
- 95% believed building on the green belt site was not appropriate

When asked if they had any other views or concerns regarding the proposal;

- 83% stated that they were concerned about increased traffic
- 68% were concerned about increased noise
- 63% were concerned about building on green belt land

Residents were asked how supportive they were of the proposal on a scale 6 (fully supportive) to 0 (totally opposed);

- 7% ranked support as 6 - fully supportive
- 4% ranked support as 5
- 4% ranked support as 4
- 7% ranked support as 3
- 4% ranked support as 2
- Nil ranked support as 1
- 73% ranked support as 0 - totally opposed

SUPPORT

1. It's a fire station for our safety and our children's safety, not a massive shop or a night club
2. massive government cuts to fire service and subsequent station closures, including West Kirby and throughout Merseyside, best option to cover west Wirral
3. proposed stations vital for west Wirral communities

4. Firefighters are the only ones who can fight fires, cut people out of cars, deal with chemical spills, flooding, explosions etc., I want them to be near my house to save my life
5. I would be dead in 10 minutes
6. this is the best available option for people of West Kirby/ Hoylake/Upton
7. cuts to funding to emergency services has lead us to the point when stations have to close and relocate to provide the best cover
8. single storey, tastefully done will be an asset to the community
9. communities have to have a rapid response to emergency incidents, where every second counts
10. people have been misinformed, no police cells, no drug rehabilitation centre
11. people's lives are more important than a small piece of field
12. site is equidistance between affected areas
13. the road network to the affected areas is better with the bypass and therefore faster roads
14. proposed site is better than greasy will effect less residents
15. gain time to the community in reduction of risk
16. what price life
17. I live close to the proposed site and would prefer a fire station nearer to me than further away
18. proposed site is muddy, overgrown field used by dog walkers
19. new build will enhance the area with its design and supply West Kirby with more effective fire cover

The Saughall Massie Village Conservation Area Society - Objection on the following grounds
 ;-question the ethics of agents of the fire service paying attendees £25.00 per head for expenses to attend the meeting, no very special circumstances for developing in the Green Belt, doubt the seriousness of the search for alternative sites, in at least 3 cases owners weren't approached, no proper explanation within the application of the suitability or otherwise of the suitability of the Upton site, contradiction in submission, no incident response data evidence that makes the violation of Saughall Massie Green Belt acceptable, no very special circumstances exist, preservation of the green belt is important so as to prevent the conservation area being consumed by further urban expansion, popular well used amenity, good habitat for wildlife, no explanation within the application of the suitability of Upton, suspect that Saughall Massie site has more to do with convenience and financial drivers, contend that the omission of Upton as the 16th potential site is deliberate as MFRS does not wish to detract from the intention to gain approval for the application, MFRS carried out a risk assessment over 2 years ago and decided all call outs for the area in question could be handled within national and regional response times tolerances from Upton, MFRS statistics show that the average response times from the proposed new station in Saughall Massie is exactly the same as is currently achieved from Upton. No collective gain, on a map, relocating to Saughall Massie might look a better locational option for optimum geographical coverage, but based on actual incident data and large scale risk, staying in Upton is a very sensible and less costly alternative to building a new fire station in this location, MFRS have already confirmed the case by moving all operational matters from West Kirby to Upton in recent years, thereby negating their argument about the essential necessity of moving to the Green Belt location.

Council for the protection of Rural England- objection on the following grounds, do not accept the very special circumstances, question the applicants term, only possible site given applicants own plans for retaining Upton, can serve the coastal towns equally well from Upton, disastrous precedent, cost to the tax payer of moving down the road, councils duty of care is to the existing vulnerable residents.

CONSULTATIONS:

Natural England - No objections

Merseyside Environment Advisory Service - No objections

Wirral Wildlife - No objections

Lead Local Flood Authority - No objections subject to the attached conditions

United Utilities - No objections subject to the attached conditions

Head of Environment and Regulation (Environmental Health Division) - No objections

Head of Environment and Regulation (Traffic and Transport Division) - No objections subject to the

attached conditions

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

Three qualifying petitions with a total of 2,561 signatures together with 600 on line objections and 524 letters of objection have been received relating to the proposal. As such, under the provisions of the scheme of delegation for Determining Planning Applications, the application is required to be considered by the planning committee. In addition, Councillor Bruce Berry, Councillor Steve Williams and Councillor Chris Blakeley have requested that the application be taken out of delegation on the grounds that Local residents believe that this application is an unnecessary and unwanted attack on Wirral's greenbelt and that the fire service do have alternatives to build or redevelop on alternative sites. There is a Council owned brown field site in Greasby, there is a green space site on Saughall Massie Road at the junction with Upton Bypass and there is of course the option for the fire service to redevelop the existing site in Upton.

INTRODUCTION

This application is for the construction of a new fire station on land to the south of Saughall Massie Road and has been submitted on behalf of Merseyside Fire and Rescue Authority (MFRA). The applicant has advised that due to significant budget reductions made by Government, the MFRA has been forced to rationalise their existing stations and as a result are required to address the issues of coverage in the Upton/West Kirby areas in the West Wirral. In order to address the budget reductions, the Fire Authority have advised that the proposal forms part of a wider programme that involves the closure of a number of existing older stations and to merge services to provide new fire stations at strategically efficient locations within Merseyside.

PRINCIPLE OF DEVELOPMENT

The proposed fire station would constitute inappropriate development within the designated Green Belt under the terms of UDP Policy GB2 'Guidelines for Development in the Green Belt' and the National Planning Policy Framework (NPPF), which indicate that such development should not be approved except in very special circumstances and the potential harm to the Green Belt is clearly outweighed by other considerations. The application is a departure from the statutory Development Plan and must be referred to the Secretary of State if the Local Planning Authority does not propose to refuse planning permission.

SITE AND SURROUNDINGS

The site consists of approximately 0.495 h of open land on the western edge of the Saughall Massie settlement fronting Saughall Massie Road. The site is undeveloped with some tree screening to the south and east. Immediately to the east of the site is a footpath beyond which lie single storey sheltered accommodation. There are traditional, two storey, semi-detached properties to the north of the site on the opposite side of Saughall Massie Road.

There is open grassland to the south and west of the site. The northern boundary is contained by a timber fence and a hawthorn hedge.

Statement of community Involvement

Public consultation undertaken by MFRA was in two phases. The first concerned the proposal to build the new community fire station at a site in Greasby (the site for which was subsequently withdrawn by the Council). The consultation involved public meetings in Greasby (two), Upton and West Kirby. In addition to these public meetings, two focus groups, a stakeholder meeting and a forum were held, together with meetings with individual stakeholder groups. The Chief Fire Officer also met local and national politicians and responded to numerous letters and emails from members of the public and politicians.

Following withdrawal of the Greasby site by the Council, further public consultation was undertaken in respect of the Saughall Massie site. This involved an on-line questionnaire, three deliberative focus groups, a forum, public meetings in Saughall Massie, West Kirby and Upton and a stakeholder meeting. In addition, a postal survey was undertaken of 10,000 addresses in the area covered by the current Upton and West Kirby fire stations, which includes Saughall Massie.

The summary of outcomes has been taken from the submitted document and is reproduced as follows:-

- The majority of participants at the deliberative focus groups and forum agreed that the principle of merger was reasonable given the financial challenges facing the Fire Authority. However, the Saughall Massie focus group opposed the specific location. The other focus groups and forum supported the Saughall Massie Road location although there were some concerns about the use of Green Belt land.
- The Stakeholder (public/private sector) meeting was supportive of the merger proposal
- There was considerable opposition to the merger, particularly the proposed Saughall Massie Road site, at the public meeting in Saughall Massie and in responses to the online questionnaire, the majority again from the residents of Saughall Massie. The majority of those objecting wanted the Fire Authority to close West Kirby fire station and maintain the station at Upton or select another non Green Belt site as an alternative to building a new station on Saughall Massie Road. Some respondents could see the benefits of a new station, but not at that location, citing volume of traffic and use of Green Belt land as objections.
- The majority of Saughall Massie residents attending meetings and those responding to the questionnaire focussed their comments principally on the proposed site for the new fire station and consequently few objective comments were received on the principle of merging two stations as a way of making necessary savings, whilst maintaining the best operational response provision in the circumstances.
- There was no significant opposition at the public meeting in Hoylake to the closure of West Kirby fire station. It should be noted that the majority of attendees were not from West Kirby or Hoylake.
- There was no significant opposition at the public meeting in Woodchurch/Upton to the closure of Upton fire station, which would be required in order to facilitate the proposed merger.
- There were 129 responses to the online questionnaire. The questionnaire showed 59% disagreed with the proposal to close West Kirby and Upton, building a new station at Saughall Massie. The majority of respondents were from the Saughall Massie area.
- . There were 1351 responses to the postal survey. The respondents to the postal survey showed an absolute majority supported the proposal to close West Kirby and Upton, building a new station at Saughall Massie (51% of Upton station area residents and 70% of West Kirby).
- Opinions at the public focus groups and forum varied sharply depending on their place of residence with strong opposition to the Saughall Massie site only in that area. Support for the Saughall Massie site was overwhelming in the other two focus groups and in the all-Wirral forum. Centralising emergency cover in Upton was unanimously opposed in West Kirby and a majority opposed this option in Upton and at the all-Wirral forum.

POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory Development Plan for Wirral consists of the Unitary Development Plan (UDP) saved by a Direction of the Secretary of State issued on 18th September 2007 and the Joint Waste Local Plan for Merseyside adopted on 18th July 2013.

The majority of the application site is designated as Green Belt as shown on the UDP Proposals Map. A small section in the western corner of the site encroaches into land designated as part of the Primarily Residential Area. The Saughall Massie Conservation Area boundary is also directly opposite to the north of the site on the other side of Saughall Massie Road. Section 72 of the Planning (Listed Buildings

and Conservation Areas) Act 1990 places a statutory duty on the Local Planning Authority to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Development Plan Policy

UDP Policy URN1 makes it clear the Local Planning Authority will be concerned to ensure that full and effective use is made of land within the urban areas and that various types of land including sites within the Green Belt will be protected from inappropriate development.

UDP Policy GB2 establishes a general presumption against inappropriate development in the Green Belt and makes it clear that such development will not be approved except in very special circumstances.

UDP Policy LAN1 does not permit proposals where the visual impact on the character, appearance and landscape setting of the area would be inappropriate. UDP Policy LA7 indicates that special regard will be given to the visual impact of proposals at the urban fringe and will require development to be designed, sited and landscaped to minimise visual intrusion.

UDP Policy HS15 only permits small scale development in Primarily Residential Areas that does not result in a detrimental change to the character of the area nor cause a nuisance to neighbouring uses.

UDP Policies GR5 and GR7 set out the requirements for landscaping and the protection of trees.

UDP Policies CHO1, CH2 and CH17 only permits development affecting the setting of the Saughall Massie Conservation Area where the visual and operational impact of the proposal can be demonstrated to preserve or enhance distinctive characteristics including important views.

UDP Policies WAT1, WA, WA2, WA3, WA4, and WA5 only permits development that would not increase the risk of flooding, where drainage and surface water runoff can be controlled with regard to the need for the protection of water resources including groundwater.

UDP Policies NCO1 and NC7 only permit proposals that would not adversely affect protected wildlife and habitats.

UDP Policies TRT3, TR11 and TR13 make it clear that regard will be given to minimising vehicular and pedestrian conflict, securing access for disabled people, minimising the need to travel, parking and servicing arrangements and ensuring there is no negative impact on routes used by cyclists when assessing the impacts of the proposed development.

Waste Local Plan Policies WM8 & WM9 set out the requirements for waste management, recycling and efficient use of resources.

Material Policy Considerations

The National Planning Policy Framework (NPPF), 27th March 2012, is an important material consideration in the determination of planning applications. The Government, at paragraph 79, attaches great importance to the Green Belt. The fundamental aim is to prevent urban sprawl by keeping land permanently open. The five stated purposes of the Green Belt are to:

- prevent unrestricted sprawl;
- prevent the merging of neighbouring towns;
- assist in safeguarding the countryside from encroachment;
- preserve the setting and special character of historic towns, and
- assist in urban regeneration

(NPPF paragraph 80 refers).

NPPF paragraph 87 indicates that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 goes on to state that

the Local Planning Authority 'should ensure substantial weight is given to any harm. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.'

NPPF paragraphs 215 indicates that due weight should be applied existing development plan policies according to the degree of consistency the framework. Paragraph 216 of the NPPF also indicates that decision makers may give weight to relevant policies in emerging plans according to:

- the stage of preparation;
- the extent to which there are unresolved objections, and
- the degree of consistency with the NPPF.

Policy CS3 in the Core Strategy Local Plan Proposed Submission Draft (December 2012) would continue to reflect the national requirement for the Green Belt and Policy CS11 would set an overall strategy to preserve and enhance the openness of the Rural Area in which the strategy would be to preserve and enhance the openness and a character of the Rural Area and to preserve and enhance the character and appearance of Saughall Massie Conservation Area.

Supplementary Planning Guidance (SPG) for landscaping and trees is provided in SPGs16 and 17.

Guidance for the Saughall Massie Conservation Area is set out in SPG31 and in the Conservation Area Appraisal and Management Plan (2009).

Applicant's Case for a New Fire Station in the Green Belt

The development for the proposed fire station would not fall into any of the categories of appropriate development listed in UDP Policy GB2 and the National Planning Policy Framework. As such, the proposed fire station would constitute inappropriate development. Inappropriate development is by definition harmful to the Green Belt and could not be supported by the Local Planning Authority unless there is a clear demonstration that there are very special circumstances which both justify the development and outweigh the harm to the Green Belt by reason of its inappropriateness and any other harm. In this instance, this would include being able to demonstrate that there are no alternative solutions within the urban area, outside of the Green Belt.

There is no definition within national or local plan policy of what constitutes very special circumstances as each proposal should be judged on its individual merits. The applicants contend that the very special circumstances which exist for developing a fire station in this Green Belt location relate to the need to provide the best achievable emergency response to the whole of west Wirral.

The new fire station is intended to replace two existing fire stations within the urban area at Upton and West Kirby. Merseyside Fire and Rescue Authority (MFRA) have indicated that due to recent Government budget reductions there is a need to "rationalise their existing Portfolio of operational Fire Stations with a view to achieving optimum cost efficiency whilst seeking to maintain the current standards of service delivery". As a result of the ongoing budget cuts, it is claimed that MFRA can no longer afford to crew the two stations at Upton and West Kirby. Of the two locations, retention of a facility in the Upton area provides a more extensive coverage due to the proximity of the West Kirby to the coastline. It is for this reason that the MFRA indicated at the pre-application stage that the likely scenario is that Upton would remain open should this planning permission not be forthcoming for an alternative site. In a written reply following pre-application discussions, Officers response to the applicant stated that "*At our meeting you indicated that the use of the existing fire station at Upton would be your fall-back position if planning permission was not granted and went on to suggest your case for very special circumstances would be based on the need to rationalise facilities due to financial pressure whilst maintaining response times to emergency call outs, the inadequacy of existing facilities and the lack of feasible alternative sites. However, I have not seen any documented evidence to support this and I am unable to comment on how robust this may be. Notwithstanding this, I am concerned, that in the light of your fall-back scenario of being able to redevelop the fire station at Upton within the urban area and with no impact on the Green Belt, very special circumstances will not exist. In which case, planning permission is not likely to be granted.*"

In response, the applicants have submitted an analysis of potential alternative sites and the projected fire and rescue response times from the proposed new fire station in Saughall Massie in compared to

the existing Upton Fire Station site.

Alternative Sites

The applicant's search sought to identify sites which are both available and suitable from which responding fire appliances could reach the area currently served by the West Kirby Fire Station within approved response times and which satisfy the following criteria :-

- Well related to the highway network with ease of access
- Sufficient space for appliances to turn safely on site

The MFRA have indicated that a range of potential sites were examined in order to find the optimum location to provide emergency cover for the 26,000 residents within the West Wirral Fire Station area. The following sites were assessed and discounted by the applicant for the following reasons:-

1. Champions Business Park was considered unsuitable because there would be significantly increased response times to the affected areas - further away from affected areas than Upton Fire Station, and dependant on where in the business park was available access to the highway may be difficult and as such may impact further on the response times.
2. Upton Meadow - was not available because the land is leased to the Woodland Trust who has given an undertaking to maintain the site as public open space.
3. Land next to Upton Cricket Club – was considered to be too close to Upton with potentially unacceptable response times to West Kirby. Access is constrained and fire engines would have to reverse out of the site. The shape of the site is also inappropriate for fire station layout.
4. Upton Bypass/ Saughall Massie Road - It was indicated that "the average travel time to the West Kirby area from this site is just under one minute slower than from the Saughall Massie Road site and response times are absolutely critical to saving lives and therefore, from an operational perspective, this site was not considered to be in an appropriate position to respond to incidents across the whole West Wirral area and would introduce an unacceptable attendance time to residents in parts of West Wirral, including Meols.
5. Royden Road Overchurch Park not pursued because of longer response times to West Kirby area, the site is designated as Urban Greenspace adjacent to Site of Biological Importance and
6. Woodpecker Close, would enable acceptable response times, however, the site is designated as Urban Greenspace, surrounded by housing, and would have range of planning policy issues.
7. Land adjacent to Three Lanes End Roundabout was suggested by MFRA as an optimum location but not pursued because site is in middle of the Green Belt, a site of Biological Interest, privately owned and several determined attempts to contact landowner by letter and phone have not resulted in any response.
8. Pump Lane 1 – would enable acceptable response times but not pursued because the site is too small and in the middle of the Greenbelt...
9. Pump Lane 2 - would enable acceptable response times but not pursued because is in the Green Belt, privately owned and several attempts to contact the landowner by letter and telephone have not resulted in any response.
10. Opposite St Johns Church - not pursued because of distance to Hoylake, there is potential for significant harm to the Green Belt due to its role in maintaining separation between Greasby and Frankby, site is privately owned and several attempts to contact the landowner by letter and telephone have not resulted in any response.
11. Kinloss Road would have similar response times from Greasby Library but not pursued because houses are within 20 metres, access to roundabout would be difficult and UDP Policy HS15 only make provision for small scale development that does not cause a nuisance (member should be aware that the site is currently being developed for residential development).
12. Greasby Library - would have good access and enable acceptable response times but not pursued because of significant local opposition, development with library and community facilities would be complicated and the site withdrawn from consideration by Wirral MBC in 2014.
13. Red Cat Pub - would have good access and enable acceptable response times but not pursued because pub is going concern and not for sale
14. Moreton Training Centre - – was not pursued because of longer response times to West Kirby and not close enough to mid- point between Upton and West Kirby.

Need for Acceptable Emergency Response Times

Research submitted by the applicant identifies a link between response times and the level of damage, severity of injury and likelihood of death. The submitted briefing paper provides an analysis of Merseyside Fire and Rescue Services response times to the West Kirby Fire Station area from the proposed fire station on Saughall Massie Road in comparison with response times from the existing Upton Fire Station. The paper states that:-

- "Research identifies a link between response times and the level of damage, severity of injury and likelihood of death. The faster the response, the less likely that damage will be catastrophic or that injuries and fatalities will occur.
- Case studies of significant incidents attended within West Kirby where multiple injuries &/or fatalities were sustained and the actual and potential times have been compared. Demographic analysis of the two wards that predominately make up the West Kirby station area, West Kirby & Thurstaston and Hoylake & Meols has identified that there is a greater number of people over the age of 75 compared with the rest of the Borough and this age group are much more likely to be vulnerable to dying in a fire.
- Average Modelled Response Times to Life Risk Incidents between 1/4/2013 - 30/11/2015 for Life Risk incidents attended by the Upton and West Kirby Fire Appliance. Analysis has shown that building a new fire station (to replace Upton and West Kirby stations) on Saughall Massie Road means that attendance to parts of the West Kirby station area are predicted to be at least two minutes quicker than from the current Upton Fire Station Location. This faster time can mean the difference in the level of damage and the severity of death.

The applicants have provided an analysis of computer modelling which has been undertaken using historic data to model the average attendance times for life risk incidents that have occurred in the Upton and West Kirby Station areas, with appliances travelling from the current Upton Station location and the proposed Saughall Massie Road station location. The modelling takes account of traffic conditions and physical barriers to access such as road width and bridge height restrictions.

The closure of West Kirby, with only Upton operating, would significantly increase the average response times to the West Kirby Fire Station area which covers Caldby to Meols and includes Hoylake and Newton. Providing a new station in Saughall Massie on this proposed site would reduce response times to the West Kirby station area by an average of two minutes. The Chief Fire Officer has stated that "Saughall Massie Road is located on the current Upton Station Area. All of the available research identifies that there is a relationship between survivability and response times. The analysis has shown that building a new fire station to replace Upton and West Kirby fire stations in this location will ensure that response times to parts of the West Kirby station are predicted to be at least two minutes quicker than from the current Upton fire station location. The Chief Fire Officer has stated that "Survivability decreases significantly beyond 10 minutes. There are parts of the West Kirby station area that cannot be reached from Upton Fire station in 10 minutes"

With regards to the impact of residents and businesses in the Upton Area, the Fire Authority have stated that the "average response to the Upton station area from Saughall Massie Road would increase by less than one minute compared to the response from Upton, however this would still be over one minute faster than the Merseyside average. In simple terms this is the equivalent of moving from extremely fast response times to very fast response times"

As a result of locating a new fire station in this Green Belt location, the fire and rescue service would be able to deliver a service that ensures that response times particularly to the West Kirby Station area are less than 10 minutes, (the Merseyside average is 5 minutes). The proposed fire station will therefore enable the fire and rescue service to maintain acceptable response times to the area currently covered by the West Kirby fire station after its closure.

Visual Impact on the Green Belt

The site sits on the edge of an urban area and slopes to the south. There is sheltered accommodation to the east of the site, but the site itself is an area of open grassland with a central wooded area. The edge of the footpath along Woodpecker Close defines the boundary between the existing built development and the Green Belt. The development of this site will lead to encroachment of urban development into the Green Belt.

The submitted scheme shows a reduced foot print of the original proposal by approximately 50 % to that submitted for pre-application discussions and comprises of a single storey building containing operational and welfare accommodation, meeting rooms and offices, external drill and training facilities and associated car parking for Fire Officers at the station. The applicants have confirmed that the station will be fully operational and staffed 24 hours a day with one fire appliance crewed by whole time fire fighters and a second by whole time retained firefighters.

Following post application discussions, the applicant has agreed to amend the proposed materials and the proposed building would now be constructed with a timber board exterior and a living green sedum roof. Additional landscaping would be provided and a "coloured" tarmac would be used to help soften the appearance of the hard- standing area.

The proposed building would be single storey with a shallow pitched roof. The height of the appliance bay is dictated by the need to accommodate emergency service vehicles. The building will be located within the middle of the site. The parking and training areas will surround the building.

The rear of the building would open out onto a drill yard which incorporates some car parking and a retractable training tower. The applicants have advised that the proposed training tower is retractable and will only be extended to its full height during training. A suitably worded condition could be used to ensure that this is enforced.

The relatively low lying position of the site in relation to the adjacent dwellings along Woodpecker Close and the remainder of the fields to the south and west of the site would ensure that the site is reasonably well screened. In addition, the submitted drawings indicate that new hedgerow will be planted around the site to ensure that there is sufficient screening, Whilst the building would be functional in appearance, it is considered that the use of natural materials in its construction, the use of landscaping and it's contextual position in relation to the existing built environment would ensure the visual impact would be minimised as far as possible.

Impact on the conservation area

Policy CH01 The Protection of Heritage

In considering all development proposals, the LPA will pay particular attention to the protection of:

- i. Buildings, structures and other features of recognised architectural importance
- ii. Historic areas of distinctive quality and character
- iii. Important archaeological sites and monuments

Proposals which would significantly prejudice these objectives will not be permitted

Policy CH2 Development Affecting Conservation Areas

Development within, adjacent to or otherwise affecting the setting or special character of a conservation area will be permitted when the visual and operational impact of the proposals can be demonstrated to preserve or enhance:

- i. the distinctive characteristic of the area, including important views into and out of the designated area,
- ii. the general design and layout of the area, including the relationship between its buildings, structures, trees and characteristic open spaces and iii) the character and setting of period buildings and other elements which make a positive contribution to the appearance and special character of the area.
- iii. When granting consent, special regard will be given to matters of detailed design, especially within main frontages and prominent elevations and to the nature, quality and type of materials proposed to be used.

Policy CH17 Saughall Massie Conservation Area

In relation to Saughall Massie Conservation Area the principal planning objectives for the area will be to:

- i. preserve the rural setting, scale and character of the old Village core;
- ii. preserve a compact settlement form which is separate and distinct from the modern, built-up areas nearby; and

- iii. retain unifying features such as stone walls, narrow lanes enclosed by mature hedgerows, a courtyard layout to building groups and construction materials.

Saughall Massie Conservation Area ('SMCA') boundary is located some 65m away from the application site, however, the Conservation Area can be seen from the site, and the site can be seen within the Conservation Area and forms part of its rural setting. The impact of this proposal on the setting of the conservation area therefore needs to be assessed.

In terms of the views of the application site from within the Conservation Area, the submitted heritage statement states that a limited view of the application site can be seen beyond Saughall Massie Road, the intervening trees and hedges block or filter the view to varying degrees. From some locations the vegetation completely blocks that view but from the junction of West Kirby Road and Saughall Road, a narrow filtered view of the site can be seen, when the trees/hedges are not in leaf. However, from that point the application site is not a prominent part of the village scene as it is in the mid-distance beyond the paddocks and the road: it is the surrounding historic buildings, stone walls, the bridge and vegetation which dominate the view.

When assessing views of the Saughall Massie Conservation Area (SMA) from the application site, on the footpath on the Eastern edge of the site or in the dwellings on Woodpecker Close, it is possible at present to look over the site and see the south end of the SMCA. However, the historic buildings within the SMCA are largely screened from view by the existing trees. These trees and the houses on Saughall Massie Road this dominate the view. The view of the buildings is much more restricted in the summer months when the vegetation is in leaf. At all times, the view is fundamentally of trees with the buildings of the CA very much background features. The application site and the view over/from it make minimal contribution to the heritage significance in this view of the SMCA.

The SMCA retains much of its rural character due to the buffer zones of underdeveloped land of varying depths immediately surrounding it. In and around the village the vegetation helps to screen the nearby housing from view. When leaving the SMCA via Saughall Road (a one way road) over the Thomas Brassey Bridge (G11), the repetitive 20th century suburban housing of Upton terminates the view on the skyline, albeit softened to a small degree by the planting along the boundary.

The Boroughs Conservation Officer agrees with this assessment and considers that the proposed new fire station would have no adverse impact on the character of the SMCA. The site is approximately 65m away, separated by Saughall Massie Road the bypass road; B5192, two grass verges, hedges, protected trees and Arrowe Brook.

The view out of the SMCA from Saughall Road will only be slightly altered; currently there is a view of 20th century houses, the bypass, hedges that bound an open green field. The proposed development will be located on the open green field (designated Green Belt) to the west of Woodpecker Close. The fire station will involve the construction of a single storey building with staff car parking and soft landscaping. . Since the pre-application discussions, the scale and design of the building has been amended to include a sedum roof and a wooden fascia.

The design and materials of the building are considered to replicate the appearance of modern agricultural buildings at Diamond Farm in the SMCA and this will help it to integrate into its agricultural setting In summery it is considered that the proposal would preserve the distinctive characteristic of the SMCA, including important views into and out of it and; the relationship between its buildings, structures, trees and characteristic open spaces and therefore complies with the above policy advice .

NOISE AND AMENITY ISSUES

In terms of the impact of this proposed development on the residential amenities of surrounding occupiers, the building will be sited 38m away from the nearest property along Woodpecker Close and 65m to the nearest property on Saughall Massie Road. The building itself will be on a lower level than those properties to the east of the site. A submitted drawing indicating the sections through the site show that the proposed fire station sits below the ridge of the adjacent bungalows. The submitted noise impact assessment identifies the residential properties off Saughall Massie Road and Woodpecker close as the nearest "noise sensitive Receptors"

With regards to the operation of the site, it is proposed that;-

- The fire station will be operational 24 hours a day
- During the hours of 23.00 - 07.00 the yard will only be used when returning from an incident
- the training yard will be operational for periods between 9.30 - 16.30
- Siren usage will only occur during the times when there is significant road traffic and at the drivers discretion. At night, their use will be restricted to when there is a life at risk call out

The conclusions from the assessment confirm that the results of the daytime activity (training yard) indicate that there is a no- to low-level of adverse noise impact, with the exception of, testing of the audible warning system which will increase the audible impact. However, this is would only be undertaken during daytime hours and the nature of this in the context of the existing traffic noise levels along Saughall Massie Road is not considered to give rise to any adverse noise and amenity issues.

In relation of the night time noise impact, while the use of sirens cannot be ruled out, it is considered that during these periods the traffic will be lighter and the protocol that is in place which indicates that sirens will not be used unless they are completely necessary, should ensure that the residential amenities of the surrounding occupiers are not impinged unnecessarily through adverse noise and general disturbance.

The Boroughs Environmental Health Division have raised no objection to the application subject to the provisions of the submitted noise assessment which recommends that any external plant should be of a type that results in a noise level of no more than 5db. A condition is attached to ensure compliance.

HIGHWAY/TRAFFIC IMPLICATIONS

The Head of Environment and Regulations traffic and Transportation division has advised that this proposal will generate only low levels of vehicle movements on the adjacent network and so will have minimal impact on existing traffic conditions in the area.

An independent traffic survey, funded by local Councillors and Saughall Massie residents, has revealed more than 222,000 vehicles passed the site of the proposed Fire Station in a two week period. With an average speed in both directions of circa 40mph, a full 10mph above the statutory speed limit, and with top speeds of vehicles recorded between 81 and 120 miles per hour on Saughall Massie Road. To achieve an average speed of 40mph means that well over half of the motorists are travelling at speeds well in excess of that.

In response to the survey results, The Head of Environment and Regulation's traffic and Transportation division does not consider that 222,000 vehicles over 2 weeks are excessive.

The survey for Saughall Massie Road indicates weekday morning peak flow is around 800-900 vehicles per hour eastbound (towards the motorway) and afternoon peak flow is 700-800 westbound; these numbers are well within capacity for the road as defined in the Design Manual for Roads and Bridges.

For comparison, Greasby Road (which might be considered similar in nature to Saughall Massie Road in that it is a classified link between East & West Wirral) carries approximately 124,000 vehicles each week with a peak flow over 1000 vehicles per hour during weekdays.

With regard to vehicle speeds on this stretch of road, the 85%ile speed (which is an industry standard measure) is about 40mph in each direction which is obviously higher than the speed limit at this point. The police have been notified of this with a request that they take appropriate enforcement action.

There are some items in the speed data that show, in the 81-120mph band, 3 groups of 2 vehicles going eastbound and a single vehicle going westbound during peak hours on different days of the first week; and in the second week, 1 group of two vehicles going westbound in that speed band during peak hours. The view is that there is a very high probability that these are anomalies or errors in the data collection.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

Environmental Impact Assessment Screening (EIA)

An EIA Screening opinion request has been submitted from the applicant's agent (20th July 2016)., Although the location borders a conservation area, no relevant local designations or factors have been identified to apply at the site itself (green belt is not relevant for EIA purposes) and therefore the location is not considered to be environmentally sensitive for the specific purpose of the EIA Regulations. Because the proposals are not in a sensitive location and fall below the specified threshold above which EIA Screening would be required, it is considered that no further consideration of EIA Screening is required in this case and that the proposals do not constitute EIA Development.

The applicant has submitted in accordance with UDP Policy NC7 an Ecological Appraisal survey report and an Appraisal report and an Amphibian Report. These reports were assessed by Merseyside Environmental Advisory Service (MEAS) on behalf of the Council who are content that there is no evidence of great crested newts on the site or the pond in the woodland immediately to the south and advise that there should no objection to the proposal on Ecological grounds.

The submitted reports and verification by MEAS confirm that there are no protected species or valuable habitats that will be lost or damaged as a result of this proposal. The site is characterised as neutral grassland and the proposed development will clearly lead to the loss of an element of this open space. However, the majority of the field will remain open following construction of the fire station. Additional landscaping is proposed along the edge of the site and a green roof is proposed which will offset to a degree the physical loss of the green space.

Lighting

On the advice of Wirral Wildlife, a bat activity survey was requested as the proposal would introduce lighting into an unlit area, which affects the local foraging site for bats. A further bat activity survey was subsequently submitted which covers the recording of bat activity over several nights. Wirral Wildlife do not raise any objections to the proposal providing that the recommendations of the report are adhered to. This entails ensuring that the illumination of the eastern and southern boundary are kept to a minimum.

Flood Risk

The Flood and Water Management Act 2010 sets out the requirement for LLFAs to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses. The LLFA have raised no objection to this proposal subject to conditions.

Other Matters

The lies within a safeguarding area for the Wallasey DVOR (Doppler VHF Omni Directional Radio Range) Navigation Beacon for air traffic control. The Civil Aviation Authority, Liverpool Airport and Hawarden Airport have advised that they have no objections to the proposal.

Responses to other comments relating to this proposal

- Councillor Blakeley has advised that accident data for the last five years for Saughall Massie Road, West Kirby Road, Pump Lane, Heron Road and junctions at the top of Saughall Massie Road in West Kirby shows recorded injury accidents, however there are also many more accidents at these locations where no personal injury took place, however regardless of injury the result of these accidents would cause hold ups if a fire engine was using these routes. Other traffic survey data commissioned for Saughall Massie Road, along with a breakdown of speeds of traffic both East and Westbound which demonstrates without a shadow of doubt that speeding is a major concern at this location. Please note that the electronic loops were positioned within 20 metres of the proposed site for the fire station.

In response, the Head of Environment & Regulation (Traffic and Transportation Division) has advised that Councillor Blakeley is concerned at potential delays to response times for fire engines using the lanes to the west of the site on the occasions when accidents occur on those roads. Response times to emergency call-outs is an operational matter for the fire brigade to consider when choosing a site. As a matter of course, whenever surveys that are carried out show speeding traffic, this is reported to the police as they are the enforcing authority for such matters, this is standard practice. Therefore, this development will have negligible impact on traffic conditions in the area and as such, there would be no defensible reasons to refuse on the grounds of highway safety or congestion.

- Councillor Blakely has also advised that Lavelles the farmers at three lanes have a herd of some 350 cows. They move around 200 of these twice daily across pump lane at a crossing point no more than 10 metres from the roundabout that links West Kirby Road with Saughall Massie Road, pump lane and heron road

Mrs Lavelle has advised us that it takes around 20 minutes to move the cows across pump lane and when she is doing it traffic is at a standstill, other than traffic coming from the West Kirby direction that is going straight across or turning left into heron road

Mrs Lavelle is concerned that a fire engine with its blues and twos blaring will create a real danger if it arrives at a time when cattle are being moved causing cows to move in all directions, and of course the appliance would not be able to get through and could potentially be delayed for 15/20 minutes

Mrs Lavelle also told us about cars in ditches and unrecorded accidents that happen on an almost daily basis

The Fire Authority has advised that the situation that Mrs Lavelle describes could happen now with a fire engine responding from Upton. Furthermore, this isn't the only farm on Merseyside that has to take cows across the road so fire appliances come across this situation on a regular basis.

- Councillor Bruce Berry has suggested that moving the fire station closer to West Kirby may reduce response times to this area but increases response times to Woodchurch and Arrowe Park including the hospital and it is acknowledged that these areas have the greatest number of emergency calls.

In response the Fire Authority has advised that "Saughall Massie Road is located on the current Upton station area. The average response to the Upton station area from Saughall Massie Road would increase by less than one minute compared to the response from Upton, however this would still be over one minute faster than the Merseyside average. In simple terms this is the equivalent of moving from extremely fast response times to very fast response times.

Whilst the overall volume of incidents occurring on the Upton station area is higher than that occurring on the West Kirby station area the number of life risk incidents is thankfully low in both areas. That said the number of fatalities over the last five years is higher on the West Kirby station area than on the Upton station area – with a direct correlation between fire deaths and age.

Far from being the most at risk site, Arrowe Park Hospital (in common with all hospitals) is a well-managed site with exercised safety procedures and a robust risk assessment in place.

The West Kirby station area has a proportionately higher number of residents aged over 65 than the Upton station area and we know that people aged over 65 are more at risk of dying in a fire therefore there is more concern for the elderly residents living alone, or those with disabilities and other health conditions that make them more at risk of dying in a fire in their own homes, where even the slightest exposure to smoke can result in a loss of life."

CONCLUSION

This application is located on a site designated as part of the Green Belt in the adopted development plan for a use classed as inappropriate development in terms of both local and national planning policy. Inappropriate development is by definition harmful to the Green Belt and should only be approved in very special circumstances. The applicant intends to close Upton and West Kirby fire stations and construct a new fire station on this Green Belt site to provide a revised operational emergency service for an area stretching from West Kirby to Woodchurch and Noctorum due to the budget reductions. The development would have a significant impact on the openness of the Green Belt and must be referred to the Secretary of State, as required by the Town & Country Planning (Consultation) (England) Direction 2009, who has powers to call the application in for determination by the Government if members were minded to grant planning permission.

The applicant contends that very special circumstances exist because the fire and rescue service could deliver a service for the combined Upton and West Kirby catchment area as a whole from the site with emergency response times particularly to the West Kirby Station area within 10 minutes following the closure of West Kirby fire station. Alternative sites within the urban area have been considered, but were discounted by the applicant because acceptable emergency response times could not be achieved or for reasons relating to poor access, lack, of availability and other planning constraints.

There would be an adverse visual impact on the appearance of the open countryside; however, this would be limited because of the low lying position of the site in relation to the surrounding landscape. It is considered that the use of organic materials in the construction of the proposed development, the use of landscaping and it's contextual to the existing built environment would help to ensure the visual impact would be minimised as far as possible.

The proposal is not considered to give rise to any significant ecology issues. The site will be landscaped which will enhance the biodiversity of the site.

It is considered that the proposal would not adversely affect the setting and distinctive characteristics of the Saughall Massie Conservation Area, including important views into and out of it and; the relationship between its buildings, structures, trees and characteristic open spaces.

The impact on the amenity of the adjacent residential areas can also be mitigated through the use of planning conditions.

Substantial weight must be given to any harm to the Green Belt that could arise from the proposed development. Harm would arise from the permanent loss of openness, the limited visual impact and conflict with three purposes of the Green Belt including the aim to prevent unrestricted sprawl, safeguarding the countryside from encroachment and to assist urban regeneration. Consequently, this leads to a finely balanced recommendation.

The applicant contends that a new fire station on the application site could enable the fire service to provide emergency response times within 10 minutes in its catchment area and would be able to reach parts of West Kirby 2 minutes quicker than from the existing fire station in Upton. Inevitably this would impact on the response times for areas east and south of the Upton fire station, however, the Chief Fire Officer has stated that "survivability decreases significantly beyond 10 minutes. There are parts of the West Kirby station area that cannot be reached from Upton Fire station in 10 minutes". On balance, in this particular case, it is considered this can constitute very special circumstances which outweigh the harm and justify inappropriate development on the Green Belt site. Having regard to all the relevant policies in the Unitary Development and taking account of all the relevant material considerations, including national planning policy and guidance, it is recommended that planning permission be granted with the attached conditions subject to the response following referral to the Secretary of State.

Summary of Decision:

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000), the Joint Waste Local Plan (Adopted July 2013) and all relevant material considerations including national planning policy and guidance. in reaching this decision the Local Planning Authority has considered the following:-

The substantial weight that must be given to any harm to the Green Belt. Harm would arise from the permanent loss of openness, the limited visual impact and conflict with three purposes of the Green Belt including the aim to prevent unrestricted sprawl, safeguarding the countryside from encroachment and to assist urban regeneration.

It is considered that there will be little impact on the neighbours amenity, the character of the area, nature conservation, highway issues, flood risk and the Saughall Massie Conservation Area.

The locational benefits of new fire station on the application site, which could enable the fire service to provide emergency response times within 10 minutes in its catchment area and would be able to reach parts of West Kirby 2 minutes quicker than from the existing fire station in Upton.

This has led to a finely balanced recommendation. On balance, in this particular case, it is considered the benefits of providing the best achievable emergency fire service for its catchment area can constitute very special circumstances which outweigh the harm and justify inappropriate development on the Green Belt site.

It is, therefore, recommended that planning permission be granted with conditions subject to the response following referral to the Secretary of State.

Recommended Decision: **Approve subject to referral to the Secretary of State**

Recommended Conditions and Reasons:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is sooner, for its permitted use. The approved landscape management plan shall be carried out as approved.

Reason: To ensure landscape features are properly considered and protected and to accord with Policies GR5, GB2, LAN1, LAN7 of the Wirral Unitary Development Plan.

3. The hard and soft landscaping scheme hereby approved shall be carried out prior to the occupation of any part of the development or in accordance with a timetable to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced with others of a species, size and number as originally approved in the first available planting season unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to comply with Policy GR5, GB2, LAN1, LAN7 of the Wirral Unitary Development Plan.

4. Before any construction commences, samples of the facing/roofing/window materials to be used in the external construction of this development shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the development.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policies of the Wirral Unitary Development Plan.

5. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, full details of the proposed sedum roof, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority. The details shall specify the construction method including a substrate based growing medium of at least 80mm depth incorporating 15-25% compost or other organic material. The approved roof shall be constructed concurrently with the remainder of the development in accordance with the approved details and shall be maintained as such thereafter.

Reason: In the Interest of biodiversity and to ensure a satisfactory form of development in accordance with UDP Policies GB2, LAN1, LA7 and GR5 .

6. Surface water sustainable drainage works, comprising all components of the surface water

drainage system, shall be carried out in accordance with the details contained within the submitted Flood Risk Assessment (February 2016 : Ref LRD28042 Issue 3) and Foul & Surface Water Drainage (February 2016 : Ref LRD28042 Issue 1) approved in writing by the Local Planning Authority, in conjunction with the Lead Local Flood Authority. The surface water sustainable drainage scheme shall be fully constructed prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the approved Surface Water Drainage Strategy, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.

Reason: To ensure satisfactory drainage facilities are provided to serve the site in accordance with UDP Policies WA1, WA2, and WA5; the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

7. No development shall commence until full details of a scheme for a surface water sustainable drainage system to serve the site, and method of implementation including arrangements to secure funding and maintenance for the lifetime of the development through an appropriate legally binding agreement have been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.

Reason: To ensure satisfactory drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

8. No development shall commence until details of an appropriate management and maintenance plan for the surface water sustainable drainage system, comprising all components of the surface water drainage system, for the lifetime of the development have been submitted to the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reason: To ensure satisfactory management and maintenance of the approved surface water drainage facilities is provided for the site for the lifetime of the development in accordance with UDP Policies WA1, WA2, and WA5; the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

9. Development shall not be commenced until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The provisions of the Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety

10. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The provisions of the Construction Management Plan shall be implemented in full during the period of construction and shall not be varied unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety

11. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 15th July 2016 and listed as follows:

2864-01-MFRS_RYD-00-ZZ-DR-A-2000-S0-P2 – Location Plan.pdf,
 2864-01-MFRS-RYD-00-ZZ-DR-A-0001-S0-P1-Existing Site Information.
 2864-01-MFRS-RYD-00-ZZ-DR-A-2001-S1-P8-Site Plan.
 2864-01-MFRS-RYD-00-ZZ-DR-A-9001-D1-P3_Site Sketch Sections.
 2864-01-MFRS-RYD-00-00-DR-A-3001-S1-P6_Proposed GA Plan.
 `2864-01-MFRS-RYD-00-ZZ-DR-A-3602-S1-P5-GA Elevations.
 2864-01-MFRS-RYD-00-ZZ-DR-A-3603-S1-P1-Training tower alternating
 position.2864-01-MFRS-RYD-00-ZZ-DR-A-3901-S1-P1_Typical Strip Section
 01.2864-01-MFRS-RYD-00-ZZ-DR-A-3903-S1-P1_Typical Strip Section
 03.2864-01-MFRS-RYD-00-ZZ-DR-A-3904-S0-P1_Typical Strip Section 04.
 864-01-MFRS-RYD-00-ZZ-DR-A-3601-S0-P3_External
 Views.864-01-MFRS-RYD-00-ZZ-DR-A-3801-S0-P1_GA Sectionss.pdf
 Q10568-01.2864-01-MFRS-RYD-00-ZZ-VS-A-1402-S1-P1_CGI Street View
 Visualisation.3371.PR-03 Saughall Massie F&R Colour Landscape Layout.28042 - 615 -
 P2-A1 PLAN. Saughall Massie F&R General Arrangement Plan 3371_PR_01 rev
 A.Saughall Massie F&R Planting Plan 3371_PR_02 rev A.Saughall Massie F&R Tree
 Protection Plan_final_reduced. and the following amended plans RYD-00ZZ-DR-2001-P9,
 3371-PR-01 REVB, RYD-00-ZZ-DR-A-3602REVP6, RYD-OO-ZZ-DR-A-3602REVP6, &
 RYD-OO-ZZ-DR-A-3002REVP2 received by the Local Planning Authority on 29th
 September 2016

Reason: For the avoidance of doubt and to define the permission.

12. PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT details of the proposed vehicular access to the site shall be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be implemented in full accordance with the agreed details before the development is brought into use. **Reason:** In the interests of highway safety in accordance with UDP Policy TRT3, TR11 and TR13.

13. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, full details of an external lighting plan and report including the impact development on the adjoining land, undertaken in accordance with the Institute of Lighting Engineers Guidance Notes for the Reduction of Light Pollution 2000, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting shall only be implemented in accordance with the approved plan and shall be maintained as such thereafter.

Reason: In the interest of residential amenity, ecological mitigation and impact on adjoining landscape features in accordance with UDP Policies GB2, HS15, NC7, LAN1 and LA7.

14. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT details of the proposed external plant shall be submitted to and agreed in writing with the Local Planning Authority. Any external plant shall be designed so that the rating level of noise is 5dB below the existing background noise level at 1m from the nearest dwelling house. Any external plant shall be implemented concurrently with the remainder of the development in full accordance with approved details and shall be maintained as such thereafter.

Reason: To protect the amenity of the nearby residents in accordance with UDP Policy HS15.

15. No development shall take place until a site waste management plan confirming how construction waste will be recovered and re-used on the site or at any other site has been submitted to and approved in writing with the Local Planning Authority.

Reason: To ensure the proposed development would include the re-use of limited resources, and to ensure that the amount of waste for landfill is reduced in accordance with Policy WM8 of the Waste Local Plan.

16. Prior to the commencement of development arrangements for the storage and disposal of refuse, and vehicular access thereto, shall be made for inclusion within the curtilage of the site, in accordance with details to be submitted to and agreed in writing by the Local Planning

Authority. The approved details shall be implemented in full before the development hereby approved is brought into use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to Policy WM9 of the waste Local Plan

17. No development shall take place until details of the proposed external services plant has been submitted to and agreed in writing with the Local Planning Authority. For the avoidance of doubt, the proposed plant shall be designed so that the Rating level of noise is 5dB below the existing background noise level at 1m from the nearest residential property.

Reason: In the interest of residential amenity and to comply with both National and local plan policies.

Further Notes for Committee:

1. Details of a scheme for a surface water sustainable drainage system, comprising all components of the surface water drainage system, should include:
 - a) Information about the lifetime of the development and design of the sustainable drainage system design, including storm periods and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), methods employed to delay and control surface water discharged from the site, and appropriate measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;
 - b) Demonstrate that the surface water run-off would not exceed the pre-development greenfield runoff rate for an existing greenfield site or show how surface water run-off would be reduced by at least 30% on previously developed sites;
 - c) Include details of a site investigation and test results to confirm infiltrations rates;
 - d) Include details of how any flood water, including depths, will be safely managed in exceedance routes so as not to cause flooding to buildings within the site or elsewhere outside the site boundary;
 - e) Include a timetable for implementing the scheme

2. Details required by Condition 8 above shall include:
 - i. the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company
 - ii. arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - a. on-going inspections relating to performance and asset condition assessments
 - b. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
 - iii. means of access for maintenance.

If there are any material changes to the submitted information which impact on surface water

drainage or the management of flood risk, the local planning authority is advised to consider re-consulting the LLFA.

Last Comments By: 18/08/2016
Expiry Date: 14/10/2016