
**Police and Crime Commissioner for Merseyside OCC
Planning Statement**

Project No
Date
Prepared by

2789:00
9 July 2015
D Coward

1.0 Introduction

This Planning Statement has been prepared on behalf of Merseyside Police in support of a detailed planning application for the erection of a three storey office building to provide an operational command centre, two associated single storey ancillary buildings a single storey gatehouse, with associated car parking and landscaping with access off Leeward Drive, Speke Estuary Park.

The site covers an area of approximately 4.82 hectares. See appendix 1 for site location plan.

The planning application has been prepared following consultation with the planning department at Liverpool City Council and the regeneration department between November 2014 and June 2015. In addition immediately adjacent neighbours to the application site have been provided with details of the proposal.

This planning statement aims to demonstrate that the proposed development accords with the development plan and other material considerations, including the emerging local plan and national planning policy requirements.

2.0 Documentation

The planning application is also supported by the following documents which are referred to where necessary throughout this statement:

- Application forms and completed certificate of ownership
- Design and Access Statement
- Transport Assessment
- MASA (Minimum Accessibility Standard Assessment)
- Flood Risk Assessment
- Ecology Report (Phase 1 habitat survey and arboriculture)
- Acoustic Report
- Air Quality Assessment
- Daylight and Sunlight report
- Arboriculture Statement
- Foul Sewage Treatment Statement
- Planning Statement
- Landscape Strategy
- Lighting Assessment
- Renewable Energy Report
- Waste Management Plan

2.1 Structure of Statement

The remainder of this report is structured as follows:

- Section 3 describes the site and the surroundings
- Section 4 appraises the scheme against the relevant planning policy
- Section 5 considers the planning issues
- Section 6 outlines the community engagement strategy
- Section 7 contains conclusions

3.0 Development Site and Surroundings

3.1 History

Estuary Business Park lies next to one of the UK's fastest growing airports. Launched in 1998 as a flagship business park for the region, Estuary Business Park is now recognised as a premier location for a wide variety of business occupiers.

Developed by Intercity JIS in partnership with Liverpool Land Development Company, the low density 5 hectare scheme is based around now established infrastructure with a consistent public realm consisting of well maintained boulevards with water features and landscaping.

3.2 Site Description and Surrounding Area

The site is approximately 5.5 hectares. Liverpool John Lennon Airport lies approximately one mile to the south east. It is an undeveloped plot located on the Estuary Business Park. Plots within the vicinity have been developed for a variety of office, hotel and leisure uses. The application site relates to Plots 5a and 5b and is within the already established Speke Estuary Business Park where there are predominantly business uses but also leisure. The application site is bounded by three roads, Estuary Banks, Speke Hall Avenue and Leeward Drive. The eastern boundary of the application site is defined by a strip of woodland beyond which is Speke Hall Avenue. Speke Hall and its grounds lie to the south east. To the south the Estuary Business Park overlooks the River Mersey alongside which a coastal park is planned.

To the north of the application site is Speke Boulevard (A561). To the west of the site is a site within the business park occupied by a children's day nursery which is accessed off Leeward Drive. Immediately to the north is the adjacent site occupied by Lloyds Bank. To the south of the site is Estuary Banks off which a site is occupied by Liverpool Blood Bank, a National Health Service office.

Further site analysis is provided in the accompanying Design and Access Statement (DAS) which clearly illustrates the salient features of the site and surrounding area and demonstrates the evolution of the scheme and the way in which neighbouring properties have been considered throughout this process and the wider Estuary Business Park.

3.3 Planning Status and History

The site is designated in the Liverpool Unitary Development plan (UDP) for primary commercial and industrial use, including industrial and business uses (B1, B2 and B8).

Outline planning permission was granted for Estuary Business Park on 21 July 1997, renewed in July 2000 for the development of employment uses (B1, B2 and B8), and detailed planning permission was subsequently secured for the internal distributor roads, an access roundabout off Speke Road and access off the existing roundabout from Speke Hall Avenue.

3.4 Application Site

Liverpool City Council's online application records identify the following application in relation to the application site:

- Planning Permission 09F/1431 was granted on 26 May 2010 "to erect 4 storey office development with associated car parking and landscaping"

Since this application which has not been implemented, there have been no further applications submitted in relation to this site.

3.5 Development Proposal

It is proposed to provide an operational command centre for Merseyside Police on plots 5a and 5b Estuary Business Park. The proposed operational command centre is a key project for Merseyside Police (MP). The proposal is part of the Corporate Estate Strategy and will bring teams together into one bespoke facility. Many of the police functions are currently located across the force area in old building stock which is not fit for purpose.

Merseyside Police's proposed operational control centre (OCC) is a 13,517sqm command and control centre for Merseyside Police's operations. The ground floor comprises changing accommodation, gym, armoury and equipment stores, with the first and second floors providing office accommodation for specialist policing units. The external landscape provides staff and operational vehicle parking.

Located to the east of the three storey building would be a single storey linear building for administrative purposes associated with police operations. Ancillary buildings would be located to the north of the two administrative buildings adjacent to the boundary with the adjacent site occupied by the bank. These would include dog kennels, a fuel station and car wash facility and a dog vehicle cleaning ramp.

Access would be controlled by the gatehouse, which would be accessed off Leeward Drive. In association with effective operation of the OCC parking provision would be provided within the application site as follows:

Cars	286 staff / 14 visitor / 256 operational = 556
Light goods / carrier vehicles	58 operational
Motorcycles	26 staff / 18 operational = 44
Accessible bays	18 staff and visitor
Cycle spaces	32 staff / 4 visitor
Other (eg bus HGV etc)	12 operational (trailers, HGV etc) / 4 delivery

The supporting Transport Assessment sets out in detail the traffic vehicular justification of the proposal.

4.0 Planning Policy

This section assesses the proposals against the relevant development plan policies in relation to the key issues arising from the development. The assessment considers the merits of the proposals against the relevant policies in the National Planning Policy Framework (NPPF), the development plan and having regard to other relevant material considerations.

Under Section 38 of the Planning and Compulsory Purchase Act 2004, decisions on planning applications “must be made in accordance with the development plan unless other material considerations indicate otherwise”. The statutory development plan for this site comprises the Regional Spatial Strategy for the North West (NWRSS) (2008) and the saved policies of the Liverpool Unitary Development Plan (2002). In addition, other relevant policy and background documents relating to the site have been taken into account and will be considered later in this report.

The site also lies within the Speke / Garston Regeneration Area, one of five designated areas of the City in which resources to address regeneration will be concentrated.

4.1 National Planning Policy Framework (NPPF) - March 2012

This Framework came into effect of 27 March 2012 and sets out the Government’s planning policies for England and how these are expected to be applied. The National Planning Policy Framework (NPPF) is a material consideration in determining applications (NPPF paragraphs 11-13 refers). Where the Development Plan is out dated the NPPF sets out a weighted presumption in favour of planning presumption being granted.

The NPPF (paragraph 14) sets out a;

“Presumption in favour of sustainable development”

This is the “golden thread” running through both plan making and decision taking (paragraphs 13-14). The presumption in favour of sustainable development for decision making means, unless material considerations indicate otherwise;

“Approving development proposals that accord with the development plan without delay”

and where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

“Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”

The NPPF promotes the delivery of social, recreational and cultural facilities and services that the community needs and states that the LPA should;

“Plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments” (Paragraph 70)

4.2 Liverpool Unitary Development Plan (UDP) 2002

The UDP was adopted in November 2002. Until the emerging Local Plan is adopted, the majority of policies within the UDP have been saved and therefore remain valid for the purpose of determining planning applications.

The Emerging Local Plan – The following policies of the emerging Local Plan are the main ones relevant to the determination of this application and are considered to align with the principles, aims and objectives of the NPPF and therefore they are considered to carry due weight:

Strategic Policy 1: (Sustainable Development Principles) Strategic Policy 23: (Key Place Making and Design Principles)

It is acknowledged, however, with regard to NPPF paragraph 215 that the LPA continues to attach due weight to saved UDP policies based on its consideration of their degree of consistency with the NPPF.

4.3 Policies

The key policies relevant to this proposal are as follows.

4.3.1 Local Plan Policy GEN 1 Economic Regeneration

Explains that the Regeneration Areas have been identified to reverse the decline in economic activity, investment and employment which Liverpool has experienced in recent years. Economic Regeneration is one of the key objectives of the UDP.

4.3.2 UDP Policy GEN7

Aims to promote the satisfactory provision and distribution of community facilities.

4.3.4 GEN8 Environmental Protection

4.3.5 E1 Primarily Industrial Areas

Within the primarily industrial areas and on the sites identified on the Proposals Map, planning permission will be granted for industrial / business uses (Use Classes B1 / B2 / B8) and small scale ancillary uses. Planning permission for other uses will only be granted where the proposal:

- Would clearly act as a catalyst to the comprehensive redevelopment of the site or area primarily for industrial / business use
- Would not prejudice the long term development of the area primarily for these uses
- Does not involve the development of a warehouse in the City Centre in excess of 2,500 sqm
- Would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and
- Would not conflict with other policies in the Plan.

The UDP identifies the Estuary Business Park as development site within the Speke area.

4.3.6 EP2 Contaminated Land

4.3.7 EP9 Waste Storage

4.3.8 EP13 Flood Prevention

The site lies within the Flood Zone 1 and there are no significant surface water features within 1km of the site.

4.3.9 HD18 General Design Requirements

The scale, density and massing of the proposed development relate well to its locality. The building lines and layout of the development relate to those of the locality. External boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings. All plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design. Adequate arrangements are made for pedestrian and vehicular access and for car parking.

4.3.10 HD19 Access for All

All new non residential development proposals provide suitable provision for disabled people, both as employees and customers.

4.3.11 HD20 Crime Prevention

Policy HD20 seeks to encourage developers to incorporate measures with the schemes that make proper provision for personal safety and crime prevention. Particular attention is given to;

- Overlooking of public areas
- Incorporate the use of hard and soft landscaping arrangements in ways that do not create hiding places
- The design and relationship of car parking, particularly its lighting and visibility from buildings and the design and location of entrances and pedestrian circulation with the site.

The proposal incorporates safety and security measures to ensure personal safety and crime prevention. CCTV cameras will be extensively installed and will cover the whole site, internal and external areas and the car park.

4.3.12 HD21 Energy Conservation

Minimise the overall demand for energy arising from their development proposals by taking into account the need for energy sensitive siting, orientation and layout in the design of new developments. The scheme aims to achieve a BREEAM rating, with the aspiration to achieve very good.

4.3.13 HD22 Existing Trees and Landscaping

The proposal will retain as many trees as possible, particularly where trees / landscaping define the character of the Estuary Park.

4.3.14 HD23 Existing Trees and Landscaping

Provide high quality landscaping and boundary treatment including the submission of such details as part of any full planning application; and promote nature conservation through the use of native species and the creation of wildlife habitats where appropriate.

4.3.15 HD24 Public Art

Encourage the provision of appropriate new works of art, including the visual arts, crafts and landscape design, within public places and as part of new development proposals. Such works of art will be expected to contribute to their surroundings and the amenity of the wider area.

4.3.16 OE5 Protection of Nature Conservation Sites and Features

Policy OE5 of the Liverpool Unitary Development Plan (UDP) provides protection for SNCVs as follows:

Development would not be permitted which would destroy, fragment or adversely directly or indirectly affect an SNCV unless it can be clearly demonstrated that there are benefits to the community which clearly outweigh the need to safeguard the substantive nature conservation interest of the site. Such sites would normally be ascribed a geographic scale of importance equivalent to that covered by the UDP. In this case the SNCV is a relatively recently created belt of landscape planting extending off site to the north and providing screening to further development plots. Although the belt will provide cover,

nesting and foraging opportunities for birds it is not an uncommon habitat and it has limited maturity for a woodland (and is therefore relatively readily re creatable).

4.3.17 OE6 Development of Nature Conservation

The Mersey Estuary Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar Site lies approximately 1.5km to the south and south west. The primary reason for the designations is the importance of the estuary to over wintering wildfowl and waders with its extensive areas of intertidal sand and mud flats, salt marsh, grazing marsh and brackish marsh. The area is also important for migrating birds. A non statutory designated nature conservation area known as a Site of Nature Conservation Value (SNCV) forms the eastern boundary of the study area and consists of semi mature structure planting between Speke Hall Avenue and the rough grassland of the interior of the development site. No direct impacts are considered likely on the SNCV as a result of the submitted scheme. The SNCV is already a relatively disturbed habitat because of the adjacent busy road. The impact on the SNCV is considered to be **not significant**. More detail is provided within the supporting documentation with particular regard to ecology and the MEAS report.

4.3.18 T12 Car Parking Provision in New Developments

Policy T12 seeks to ensure that all new developments that generate a demand for car parking makes sufficient provision for car parking on site to meet minimum operation needs. The accompanying transport assessment provides further information with regard to parking provision. The application site is within a highly sustainable location with an established excellent highway network to a variety of modes of transport and to the primary road network.

4.3.19 Supplementary Planning Guidance

- *Ensuring a Choice of Travel Supplementary Planning Document.*
- *Design for Access for All-Supplementary Planning Document*

4.3.20 Merseyside Waste Local Plan

This contains development management policies which deal with minimising and handling waste through design and with construction and demolition waste

4.3.21 Other Material Considerations – Regeneration of the City

The Liverpool Development Update document (LCC, June 2014) states that while the city centre is the key economic driver for the city region, the wider city also plays an important role in providing employment opportunities for local residents. Since the mid 1990s, South Liverpool has been the focus of regeneration activity triggered by substantial government and European aid. South Liverpool is one of five locally designated Mayoral Development Zones (MDZ). It is a key area of the City that has been identified for future investment, employment and physical development.

As referred to in the Liverpool Development Update (June 2014) significant investment in the area has been achieved including for example in the industrial / warehousing sector. However, as reflected in the MDZ and in the South Liverpool International Gateway Strategic Investment Area designation there is a need for continued investment in South Liverpool to support economic regeneration.

The application proposals can therefore provide an important signal of investor confidence in the area and have the potential to support the wider economic regeneration of south Liverpool, including through raising the profile of Speke / Garston as an area in which to invest and making the area more attractive as an area in which to live and work which is an important factor for existing and prospective future investors employers.

The supporting DAS provides further details on the way in which the proposal has evolved and therefore takes account of policies relating to overall design and amenity, particularly policies; GEN8, HD18, HD19, T12. With regard to the proposal it is clear that the Government supports sustainable development and encourages Local Authorities to approve applications that conform to local and national policy. It is considered that the proposal does accord with the relevant policies identified and is therefore acceptable in the location proposed.

5.0 Planning Issues

This section of the statement gives consideration to the relevant planning considerations that are material in determining this planning application having regard to the policies identified in section 4.3.

5.1 Principal of Development

The site is allocated in the UDP under policy E6 - site for various types of development. The UDP Proposal Map (PM) shows individual site references that correspond to uses which are considered to be acceptable under this policy. In the case of the application site the references which apply are B1, B2 and B8 uses.

The proposal falls predominantly within B1 office use and with the additional ancillary uses is considered to be acceptable within the Estuary Park location. There is a mix of uses within the wider site area bound by Speke Hall Avenue and Speke Boulevard which includes retail and leisure. It is therefore considered that the proposed development is compliant with policy E6 of the UDP.

It is a material consideration that this key site in a prominent location for the Estuary Park development had been vacant in excess of 15 years whilst developments have been implemented on adjacent and other sites in the wider area. It is clear from the UDP allocation for this site that the principal of development has already been established. In addition the planning history associated with the application site was for a four storey office development with associated car parking and landscaping. This application was granted planning permission in May 2010 and has not been implemented.

The infrastructure has been set up for the development of the application site when the Estuary Park was established. The proposed use and overall development of the site is supported by the NPPF and Liverpool Planning Policies. The proposed development would enhance the appearance of the area and provide a significant operational building which supports the wider community. With regard to the site being partly identified as a SSSI a report from Merseyside Environmental Advisory Service accompanies the application detailing the findings. In this instance the development would not be impact on the findings.

5.2 Design

NPPF paragraph 56 states that the government attaches great importance to the design of the built environment, recognising that good design is a key aspect of sustainable development and should contribute positively to making places better for people. This is demonstrated through the submitted scheme.

The government advocates high quality, innovative and inclusive design, delivering sustainable development, Planning Policy Statement 1 (PPS1)

Good design which contributes positively to making places better for people.

A design which ensures a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.

Local planning authorities to encourage innovation, originality and initiative in design.

Secure developments and places which are visually attractive as a result of good architecture and appropriate landscaping.

The design of the proposal has evolved to respond to the operational requirements of the users. The design has also been informed through discussions with the Local Planning Authority. The initial design of the building was spread over four storeys but through a period of intense engagement and design review, this was revised to three storeys which sits more comfortably within the wider site context and also allows for closer vertical adjacencies, between departments and the operational areas on the ground floor.

The submitted Design and Access Statement explains the massing principles, layout and adjacencies. It is envisaged that the proposals will significantly enhance the appearance and quality of the Estuary Business Park and will have a synergy with the rest of the Park.

5.3 Transport and Servicing

The details of transport and servicing are set out in the Transport Assessment. Section three refers to the parking provision within the application site. It is acknowledged that the proposed provision is higher than would normally be required for a typical site in this location. However due to the operation and nature of the site require the level of provision proposed. This has been discussed with Highway Officers at Liverpool City Council to explain the transport balance required. Provision is also proposed for sustainable methods of transport.

Deliveries and waste are proposed to utilise the controlled access via the gatehouse accessed off Leeward Drive.

5.4 Landscaping

The application site lies within a generally flat estuary landscape context and as such there are few level variances on the site itself. The existing tree and shrub boundary, formed mostly of deciduous species, has had time to mature to a point where it provides very effective screening from Speke Hall Boulevard and Estuary Banks, and lesser screening from Leeward Drive and as such is a key site asset. We intend to supplement this screen planting where necessary using additional native tree and shrub planting to provide the proposed OCC with effective visual security and enhance site biodiversity and ecology.

5.5 Boundary Treatment

The proposed physical site security will involve the use of a perimeter secure fence line which would run along the northern, eastern and southern site boundaries and encapsulate the visitor / public access zone to the west of the scheme.

Leeward drive will incorporate one vehicular entrance which will accommodate general staff, operational vehicles, visitors and general deliveries / servicing, one exit which will accommodate general staff, visitors and general deliveries / servicing. Large deliveries such as fuel will use the general exit route, being admitted by the guardhouse attendant.

The gatehouse would be located at the midway point of the western boundary, to the north of the general exit. It will function as the barrier point for staff, visitor and delivery / servicing access and will have the ability to reject vehicles if necessary. While visitors and deliveries will need to interact with the guardhouse attendant to gain access to the site, staff will have the ability to gain access through the use of swipe card, fob or code.

Security and access control within the site will be important to separate different staff departments and security levels. This will be managed by using landscape features through planting, including hedges, raised planters and low gabion walls rather than fencing. This will create a more seamless, integrated approach to the landscape strategy throughout. Specific details are provided in the landscape strategy.

5.6 Other Considerations

The suite of other documents submitted in support of the application including the Ecology Report, Transport Assessment and the Flood Risk Assessment demonstrate that the proposals will not result in any significant adverse impacts in terms of sites of scientific interest traffic, flooding or any other relevant aspects. It is evident therefore that the proposals will not give rise to any adverse impacts which would significantly and demonstrably outweigh the benefits of the application being permitted.

6.0 Consultation Engagement

A public exhibition and full community consultation have not been carried out for a number of reasons including the sensitive nature of the proposal. It is considered that the Estuary Park is well established and is appropriate for the use proposed. The design team have engaged with the local community immediately adjacent to the application site, and also held a series of meetings to discuss the proposals with officers at Liverpool City Council. The submitted proposals have evolved and benefitted from a collaborative approach with officers on matters relating to design, synergy with the Estuary Park and access.

7.0 Conclusion

The significant tangible economic regeneration benefits that the proposal can deliver include the provision of a consolidated proposal for Merseyside Police. Bringing the operational facilities into one location, thereby creates significant efficiencies to the force.

A considerable number of jobs will be created during construction of this key site within the Estuary Business Park which has remained vacant. The proposal has been architecturally designed to ensure the application site will be developed to enhance the area as a whole. The city council recognises that there is a need for continued investment in South Liverpool to support economic regeneration in this deprived area of the city.

The proposals represent, in every respect, "*sustainable development*". No adverse impacts have been identified that would outweigh the significant benefits that the application proposals will achieve. They benefit from the NPPF presumption in favour of planning permission. They are fully in accordance with the adopted UDP policies to which the LPA continues to attach weight to decision making. Taking this and other material considerations highlighted in this statement into account it is considered that the proposed OCC, which will provide a much needed resource for Merseyside Police, should be granted planning permission without delay.

Appendix 1

**Police and Crime Commissioner for Merseyside OCC
Planning Statement Appendix 1**

Project No **2789**
Date **14 July 2015**
Prepared by **J Seebacher**

1.0 Site location Plan

Please see drawing OCC-RYD-00-ZZ-DR-A-0000

2.0 Proposed site plan

Please see drawing OCC-RYD-00-ZZ-DR-A-2000



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Scale (m)
0 50 100 200 400

 Site Boundary

Revision	Date	Drawn by	Checked by
P1.1	30/06/2015	AYO	JSE
Issued for Planning			

Revision	Date	Drawn by	Checked by
P1.0	15/06/2015	AYO	JSE
First Issue			

Amendment

Purpose of Issue

Information

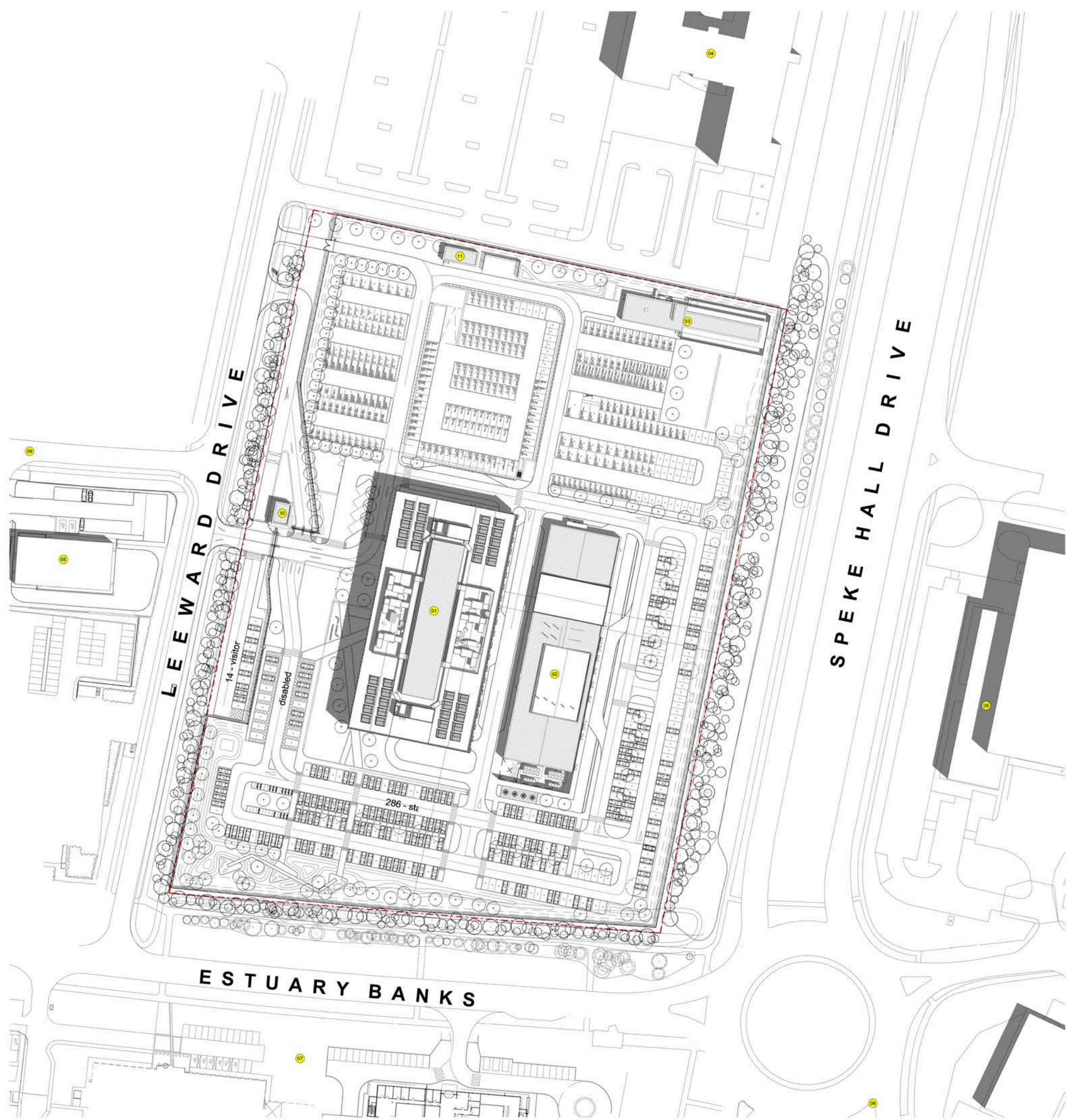
Project

Merseyside Police
OCC
Liverpool

Drawing

Site Location Plan

Drawing No.	Originator	Zone	Level	Type	Rate	Number
Project ID	RYD	- 00 -	ZZ -	DR -	A	-0000
OCC						
Ryder Project No.	Scale at A3	Drawn By	Status	Revision		
2789-00	1 : 5000	AYO	S2	P1.1		



- Notes:**
- 01 OCC - Main Building
 - 02 OCC - Ancillary Building 01
 - 03 OCC - Dog Kennels
 - 04 OCC - Security Gatehouse
 - 05 Lloyds Bank HQ
 - 06 "Kiddi Factory" Day Nursery
 - 07 Magna Automotive Interiors
 - 08 OCC - Substation
 - 09 Estuary Banks Business Park
 - 10 To John Lennon Liverpool Airport
 - 11 Winward way leading to Estuary Boulevard

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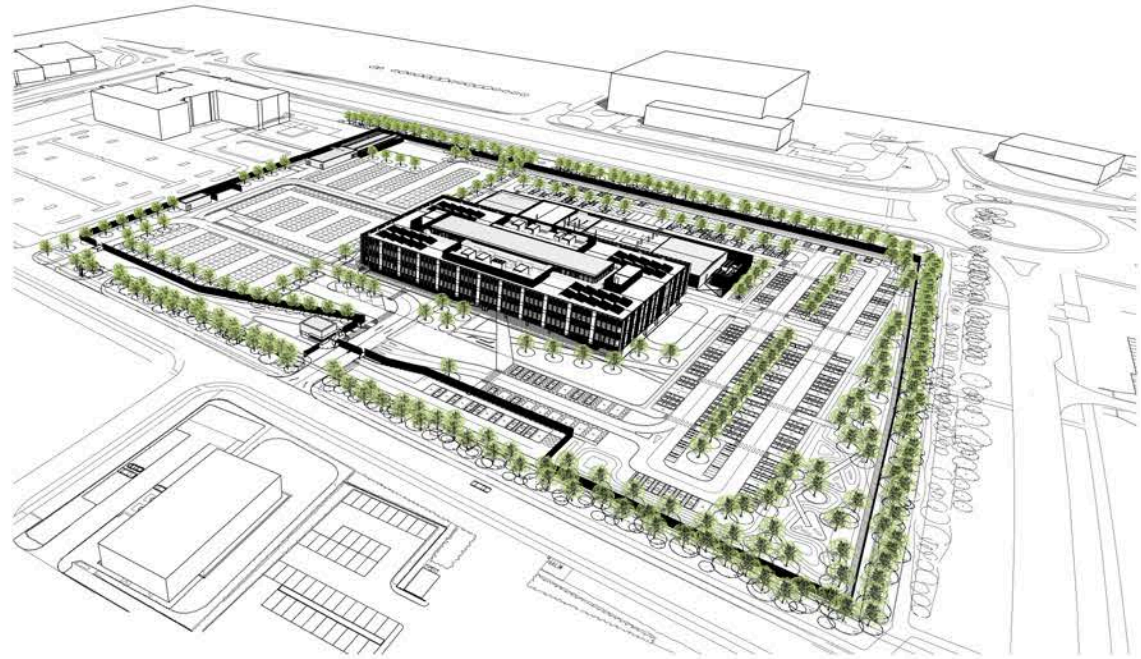
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N

Scale (m)

0 10 20 40 60

Site Boudary



Aerial View

Revision	Date	Drawn by	Checked by			
P1.2	15/07/2015	AYO	JSE			
Issued for planning						
Proposed landscape layout updated, Substation added, Dogs location amended						
Revision	Date	Drawn by	Checked by			
P1.1	30/06/2015	AYO	JSE			
Issued for planning review						
Revision	Date	Drawn by	Checked by			
P1.0	29/05/2015	AYO	JSE			
Drawing replaces 200-01-Rev01						
Amendment						
Purpose of Issue						
Information						
Project						
Police and Crime Commissioner for Merseyside						
OCC						
Drawing						
Proposed Site Plans						
Drawing No.						
Project ID	Originator	Zone	Level	Type	Rate	Number
OCC	RYD	00	ZZ	DR	A	2000
Ryder Project No.	Scale as A3	Drawn By	Status	Revision		
2789-00	As indicated	AYO	S2	P1.2		

Police and Crime Commissioner for Merseyside OCC
Appendix 2 – Statement of Community Involvement

Project No **2789**
 Date **14 July 2015**
 Prepared by **J Seebacher**

1.0 Introduction

This Statement of Community Engagement (SCE) has been prepared to accompany the planning application for the Merseyside Police OCC.

The proposal comprises the construction of a three storey office building to provide an operational command centre, two associated single storey ancillary buildings, a single gatehouse, with associated car parking and landscaping with access of Leeward Drive, Speke Estuary Park.

This SCE outlines the pre application discussions undertaken with Liverpool City Council officers, and immediate neighbours to the application site.

2.0 Planning policy framework

Paragraph 188 of the National Planning Policy Framework states:

“Good quality pre application discussion enables better coordination between public and private resources and improved outcomes for the community.”

Liverpool City Council (LCC) adopted their Statement of Community Involvement (SCI) document in 2013.

In accordance with the Localism Act 2011, LCC SCI, encourages pre application consultation with the local community and members at an early stage in the development process.

The design team understand the importance of engaging with the public at an early stage of the planning process and before submitting a planning application. In accordance with this, the applicant has consulted with planning officers and other relevant officers in Liverpool City Council including Environmental Health and Highway Engineers. There has also been engagement with the Merseyside Environmental Advisory Service and Merseyside Biobank, to seek their views in respect of the proposal before submitting a formal planning application to the City Council.

3.0 Public consultation

A wide public consultation has not been carried out in respect of the submission given the sensitive nature of the proposals in association with Merseyside Police.

In advance of making the formal submission to Liverpool City Council it was considered appropriate by the design team to visit immediately adjacent neighbours to the application site, located within the Estuary Park estate.

A representative from Merseyside Police (Technical Construction Manager), Mace (Project Manager) and the planning consultant representing the design team have organised and attended meetings with the following neighbours, Actavis, NHS Blood and Transplant and Kiddy Factory Limited.

Each of the neighbours consulted is supportive of the proposal. The Kiddy Factory is very supportive and has expressed that they will liaise with the team during construction to ensure drop offs at the nursery do not interfere with construction traffic. They are pleased with the design images and the use of the site.

Actavis and NHS Blood Transplant are both supportive of the proposal and the Merseyside Police occupying the currently vacant site.

Both Actavis and NHS Blood Transplant expressed concern in respect of the level of traffic and the impact the proposal will have in increasing traffic within the Estuary Business Park and the surrounding highway network. Both expressed concern on the impact the proposal would have on electricity generators. They also questioned the proposed drainage system for the site.

4.0 Conclusion

It is acknowledged that a wider consultation will be carried out through the formal planning application process. The design team are available to discuss any issues which may arise during this process with any interested parties.