

POCKLINGTON FIRE STATION – BLUE LIGHTS COLLABORATION

SUMMARY

1. Members at the meeting of the Fire Authority on the 8th December 2017 approved the inclusion of a budget allocation 'Co-location Fund' within the Capital Programme 2018/19 Onwards – Vehicles, Estates and ICT', with the objective of progressing co-location schemes with other blue-light services as an element of the broader collaboration agenda.
2. In line with this, the Joint Estates Service (JES) has undertaken a preliminary review of all Humberside Fire and Rescue Service's premises, with a view to identifying potential sites for collaboration with blue-light partners.
3. Following the review, three sites including Pocklington, Driffield and Hornsea were identified as potential locations to undertake further feasibility work associated with their development.
4. Whilst feasibility work at Hornsea concluded a co-location scheme would be unviable due to space and cost constraints, schemes for Pocklington and Driffield have been developed further in conjunction with respective operational teams.
5. This report details a co-location proposal with Humberside Police, for Pocklington Fire Station, including three potential options for re-modelling the facility. This report also seeks formal approval to progress a preferred option intended to facilitate greater integration between front-line 'blue-light' services. The proposal also provides an opportunity to achieve financial efficiencies for the public purse and is aligned with making the best use of our available estate resources.

RECOMMENDATIONS

6. a) That Members approve the proposals to develop and implement a collaborative project with Humberside Police to co-locate services at Pocklington Fire Station.
b) That Members give approval for Option 3 to be progressed as the preferred scheme, subject to resolution of Land Registry issues noted in paragraph 15.

REPORT DETAIL

7. As Members will be aware, the Policing and Crime Act 2017 introduced a duty on Fire and Rescue Services and Police Forces to explore opportunities for collaboration.
8. In addition, the Government's 'One Public Estate' agenda encourages public sector organisations to make the best use of their assets by working in partnership to review opportunities for service improvement and the realisation of efficiencies by rationalisation of their estates portfolios.
9. Both the Strategic Leadership Team (SLT) HFRS and the Chief Officer Group of HP have previously indicated their desire to explore all such opportunities for collaboration and the Authority within their Strategic Plan are committed to 'working seamlessly with other emergency responders to benefit communities'.
10. The proposed schemes demonstrate the Service's pro-active exploration of all potential opportunities for collaboration and working with others to reduce costs links

to HMICFRS Judgement Criteria, (2.1 and 2.2 refer). The co-location of both HFRS and HP services on to one site and the creation of a 'dual badged' Station is an opportunity to better integrate local emergency service provision and local policing which further demonstrates our commitment to collaboration and the realisation of public sector efficiencies.

11. As previously outlined, following a comprehensive review of the estate, Pocklington has been identified as a clear opportunity to collaborate and provide the town with a dual badged 'blue lights' services building.
12. Officers of the Joint Estates Service have subsequently worked alongside operational managers and local teams from both HFRS and Humberside Police (HP) to develop scheme proposals and an update on progress was included within the Joint Estates Service presentation by the Head of JES at the recent Member day on 5th October.

PROPOSED SCHEME

13. Following feedback from SLT, three options have been prepared for consideration, each of which provide separate office accommodation for fire and police teams but allow for ancillary spaces (toilets, welfare and parking) to be shared.
14. All three options are either totally or pre-dominantly to be funded by HP capital budgets and will result in modest recurrent revenue savings for HFRS by offsetting utilities, rates and maintenance costs. Potential layouts are included at Appendix 1.
15. Since an outline SLT Report on 5th September, the Joint Estates Service has engaged consultant lawyers to review the title deeds for the site and ensure we have a secure right to build. They have discovered a discrepancy between Land Registry details of 1988 (relating to rights over the access road), those of 1989 and current records. All appear different to terrier information supplied by East Riding of Yorkshire Council. This issue will need to be resolved before a full planning application is made.

Option 1

16. This comprises a single storey extension which include provision for a locker room, office space and interview room. The plans also incorporate a front-counter/reception provision which as well as serving as a Police Contact Point (PCP) could be shared by HFRS Public Safety for a hot desk base in the provision of safety advice and information.

Option 2

17. This comprises a two-storey extension to the side of the main station building, in the same area of the site as Option 1, and provides similar additional accommodation. However, it does have the benefit of being less disruption to building services (gas, drains etc.) which are sited to the side and rear of the existing building.

Option 3

18. Similar in design to Option 2, this two-storey extension is slightly expanded to provide space to construct a gym for HFRS to replace the inadequately sized existing provision. Access would be achieved directly from the first floor Recreation Room. This option would also provide the opportunity to create a designated water rescue storage area adjacent to the appliance room in the area currently used as a gym and also allow for additional workstations to be created to improve access to operational training resources. This is the preferred option of officers.
19. The two storey options provide HP with the best space to deliver their services from, with Option 3 allowing HFRS the opportunity to improve the facilities available to operational crews.

OUTLINE COSTS, SAVINGS AND PROPOSED FUNDING

20. Feasibility cost estimates have been obtained for each of the proposed options, shown below;

Option	Description	Additional area	Estimated cost
1	Single storey	90m ²	£221,800
2	Two storey	109m ²	£268,600
3	Two storey - with gym	116m ²	£285,800
Costs are pre-tender estimates only, based on £2,000/m ² + 10% contingency + 12% professional fees. This excludes planning fees, furniture and fittings.			

21. **Given that Options 1 and 2 focus solely on the additional accommodation requirements of HP, capital costs would thus be funded in total by HP.**
22. Re-location of the HP local policing team will enable the sale of the existing police station site, generating a capital receipt in the region of £150,000 based on current valuation advice. On this basis, HP have already approved a combined capital allocation of £350,000 for the potential co-location schemes at Driffield and Pocklington.
23. Option 3, including a new gym facility would require a small capital contribution by HFRS, estimated at £19,700 (excluding equipment). Should this be the agreed option, it is recommended that the co-location budget (already included within the capital programme) be allocated to cover HFRS's capital contribution to the scheme.
24. The existing Fire Station building is 401m², with a running cost of £27,300 p.a. which equates to £68/m². Based on this figure it is envisaged that there will be a modest saving for HFRS on rates and utilities of approximately £4,100 to £5,500p.a, with buildings costs to be shared on a proportionate basis. Net revenue savings across both services is anticipated to be approximately £13,000 to £15,000 p.a.

Option	Area (GIA)	Estimated running cost p.a.	% Split HFRS / HP based on area	Estimated Running cost HFRS / HP	Estimated Revenue Saving to HFRS p.a.
Existing	401	£27,300	100 / 0	£27,300 / £0	£0
1	491	£33,400	65 / 35	£21,710 / £11,690	£5,590
2	510	£34,680	63 / 37	£21,850 / £12,830	£5,450
3	517	£35,160	66 / 34	£23,200 / £11,960	£4,100

NEXT STEPS

25. Subject to formal approval, the next steps will be to undertake a pre-application submission to planners and, subject to their response, develop detailed plans and specification to proceed to tender. Humberside Police have already committed capital funds which will be used to cover consultant costs.
26. A full survey of the existing site will also be carried out to ensure details of all services are ascertained for the proposed build area. To date, no pre-application consultation has taken place to date; planners will need early engagement to test any site/boundary concerns with proposed building lines.
27. Careful consideration will need to be given of the need to mitigate any potential disruption to the site and adverse impact upon operational staff during the course of construction. Appropriate temporary arrangements will be developed as a part of scheme planning.

28. Resolution of the Land Registry discrepancy will be required prior to a full planning submission or the production of detailed contract documentation for the scheme. This is currently being actioned through our consultant lawyers.

STRATEGIC PLAN COMPATIBILITY

29. The scheme proposals directly contribute to the Authority's strategic aims of making the best use of its resources, both physically and financially. Equally, the proposal will allow for much closer integration of local blue-lights services and as such demonstrates the Service working collaboratively with others to benefit the community as pledged within the current Strategic Plan.

FINANCIAL/RESOURCES/VALUE FOR MONEY IMPLICATIONS

30. The financial implications, both capital and revenue are detailed within the body of the report. Following scheme approval, costings will be refined and reviewed in conjunction with finance support from both HFRS and HP to ensure value for money is demonstrated for both organisations.

LEGAL IMPLICATIONS

31. Due diligence work around governance and funding will need to be undertaken post-approval, with both parties to instruct legal support to advise on appropriate lease or asset-sharing agreements and operating arrangements. Lawyers have been instructed to review all title deeds and report on the regularisation of the Land Registry records, any risks involved and whether we do have a right to build.

EQUALITY IMPACT ASSESSMENT/HR IMPLICATIONS

32. An equality impact analysis was undertaken in the early stages of scheme planning and the re-modelling plans have been designed to ensure that appropriate dignity and privacy requirements are in place and issues around accessibility are considered and included where possible.

CORPORATE RISK MANAGEMENT IMPLICATIONS

33. As outlined above, final scheme plans, construction phase planning and subsequent ways of working will be designed to ensure that operational response is not compromised. This scheme also capitalises on the opportunity to enhance services by closer partnership working and delivery of efficiencies. It should also be noted that there are still risks involved in developing the scheme which could affect timescales and costs. A project risk register will be prepared for the approved scheme.

HEALTH AND SAFETY IMPLICATIONS

34. As well as considering health and safety considerations in buildings design and external site management, health and safety considerations will be paramount during the construction phase itself given the objective of the station remaining operational during the course of the works. This would also mitigate any potential issues linked to the existing gym provision within the station.

COMMUNICATION ACTIONS ARISING

35. Following scheme approval, officers of JES will work alongside operational managers and corporate communications teams from both HFRS and HP to develop a communications plan for the scheme to ensure key stakeholders are informed of plans and progress.

DETAILS OF CONSULTATION AND/OR COLLABORATION

36. The proposed plans have been developed in consultation and engagement with local teams from both HFRS and HP in order to ensure they are fit for purpose from an operational perspective. Ongoing involvement of local teams will be an integral part of scheme progression.

BACKGROUND PAPERS AVAILABLE FOR ACCESS

37. Report 'Capital Programme 2018/19 Onwards – Vehicles, Estates and ICT' - Fire Authority 8th December 2017
Report 'Pocklington Fire Station – Co-location' - SLT 5th September 2018

RECOMMENDATIONS RESTATED

38. a) That Members approve the proposals to develop and implement a collaborative project with Humberside Police to co-locate services at Pocklington Fire Station.
- b) That Members give approval for Option 3 to be progressed as the preferred scheme, subject to resolution of Land Registry issues noted in paragraph 15.

S TOPHAM
M KNAPP

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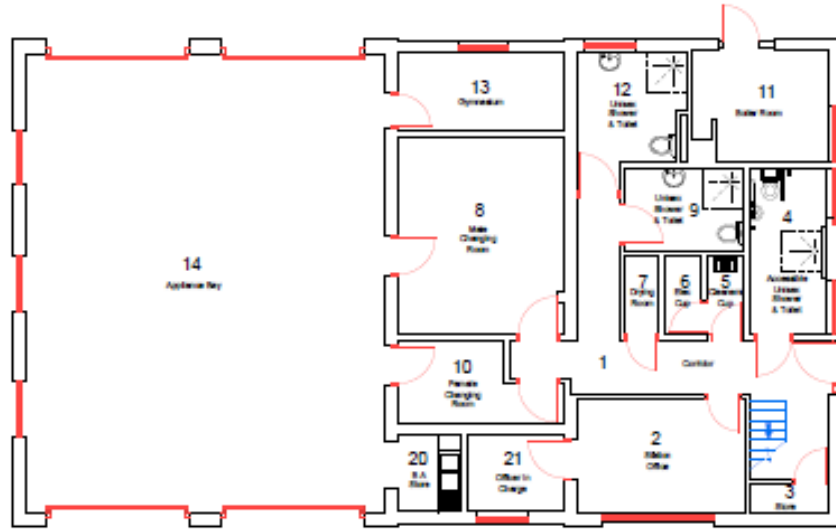
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28 November 2018

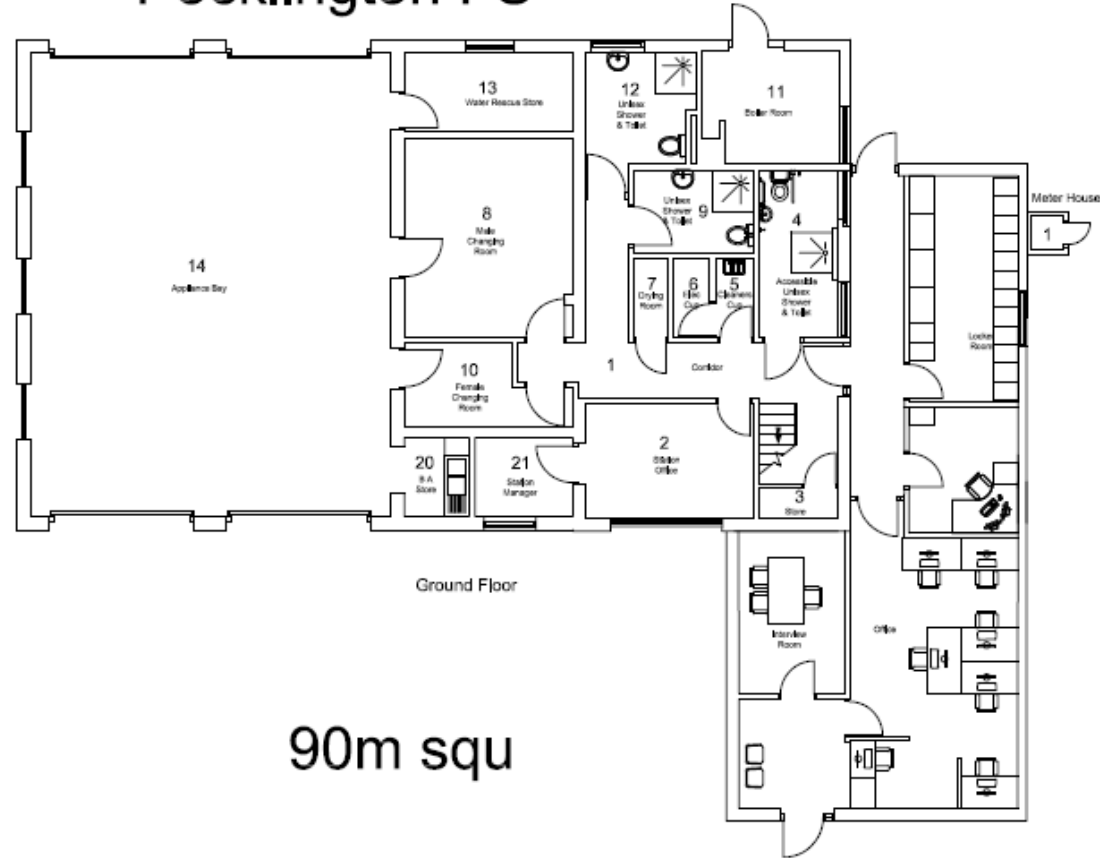
APPENDIX 1 Pocklington Fire Station

Existing & Proposed Plans (Not to scale) – OPTION 1



Existing

SINGLE STOREY Pocklington FS

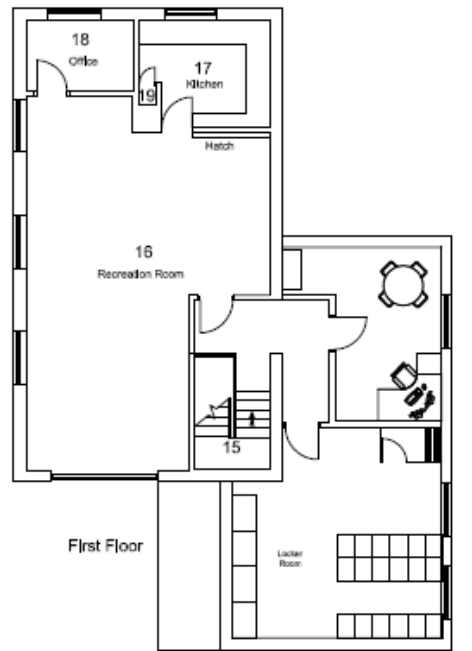


90m squ

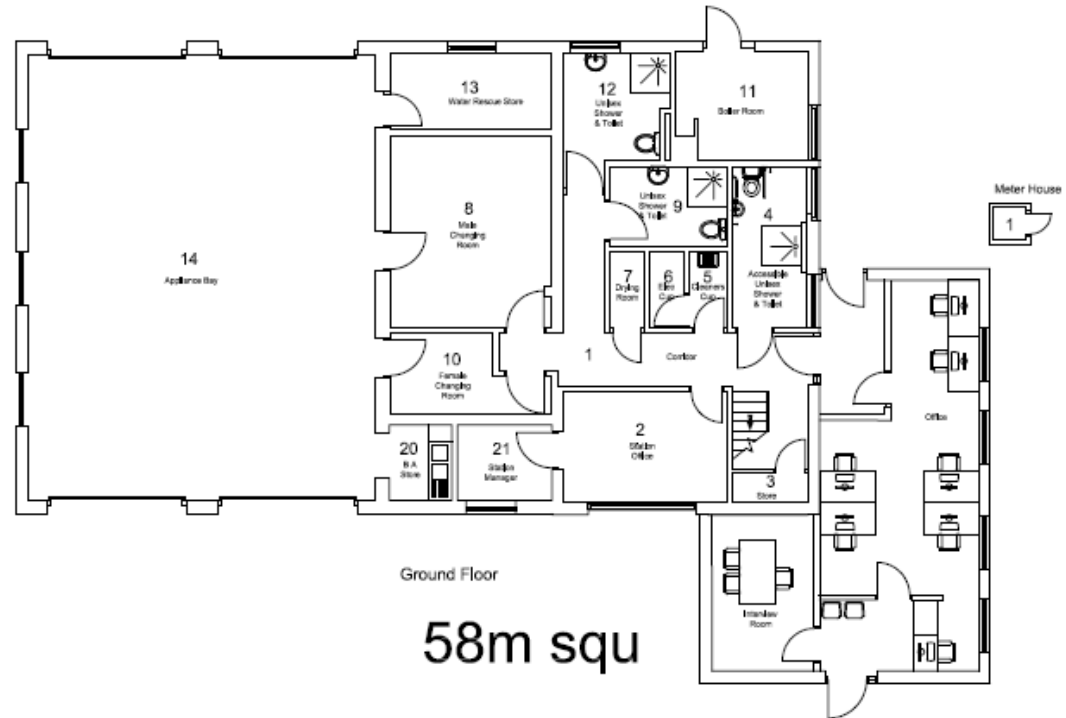
Proposed

Proposed Plans (Not to scale) – OPTION 2

TWO STOREY Pocklington FS



51m squ

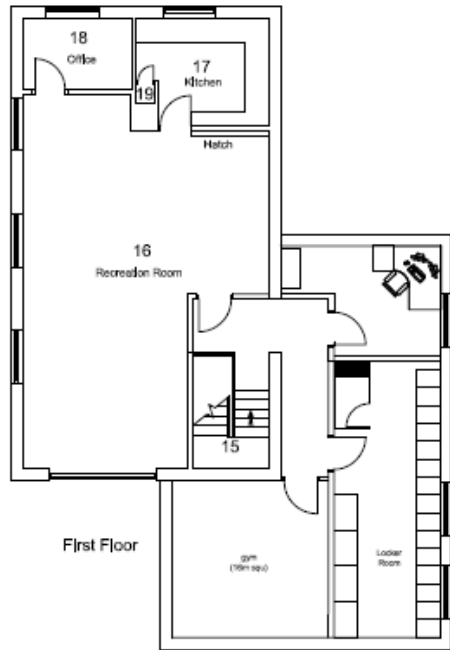


58m squ

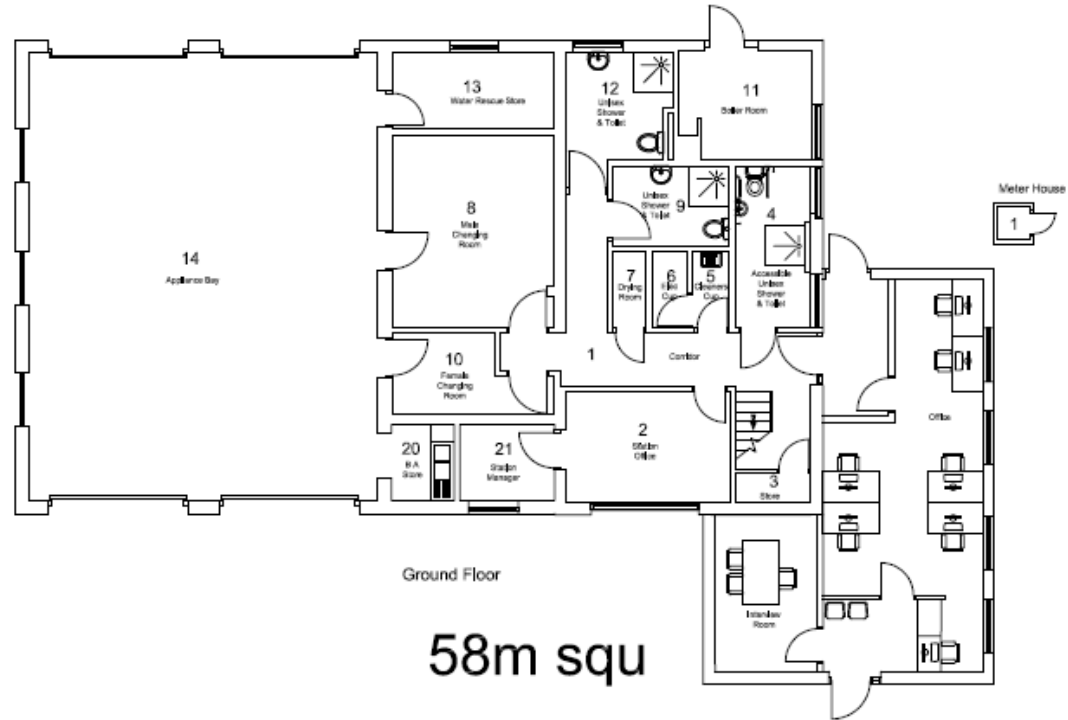
Proposed

Proposed Plans (Not to scale) – OPTION 3

TWO STOREY (with gym)
Pocklington FS



58m² squ



Proposed