

Economy, Environment and Communities, Development Management

Planning Committee

Report of Head of Planning and Building Control on 04 March 2021

Plans List Item Number: 1

Reason for bringing to committee

Council owned land

Application Details

Location: SHORT HEATH JUNIOR SCHOOL, PENNINE WAY, AND ROSEDALE CHURCH OF ENGLAND INFANT SCHOOL, STROUD AVENUE, WILLENHALL.

Proposal: EXTENSION CONSISTING OF 4 CLASSROOMS, 2 WCS, A HYGIENE ROOM AND A PROPOSED LINK CANOPY. NEW VEHICULAR ACCESS ONTO SITE WITH DOUBLE GATES.(SITE ABUTTS THE PUBLIC RIGHTS OF WAY WILL39)

Application Number: 20/1151

Case Officer: Gemma Meaton

Applicant: Walsall Council

Ward: Short Heath

Agent: Baily Garner LLP

Expired Date: 20-Jan-2020

Application Type: Regulation 4: Minor Application (SI 1992/1492)

Time Extension Expiry: 11-Mar-2021

Recommendation

Grant Planning Permission Subject to Conditions



Officers Report

Proposal

It is proposed to construct a single storey classroom extension projecting from the existing main school building in the north of the site. The extension would allow for the increase of capacity of the school from 240 to 360 pupils by 2024, by providing 4 new teaching spaces, toilet facilities, a store, group room and hygiene room. The extension would be linked to the main building off the main hall by a covered walkway, and would lead into the existing outbuilding containing two classrooms. The building would be extended to the north and west to create the additional facilities and classrooms, making use of the existing building and footprint. The existing modular building further to the north currently used by Rosedale School will be demolished and removed in line with its temporary permission (ref. 19/0831).

External doors would be provided on the west of the new building to provide access to a hard surfaced pathway that would wrap around the building, and provide further access via a ramp to the the outside play area beyond.

It is proposed to make use of a lightweight, modular construction for the extension, in a similar style to the existing buildings. The extension would have a flat roof matching the rest of the school and windows and roof lights would provide light and ventilation to the rooms.

A new emergency vehicular access is proposed off Pennine Way through the playground adjacent to no. 12 Dibble Close, this will allow for fire appliance access to the new extension with a new dropped kerb and gate in this area. The gates and surrounding fencing would be a maximum of 2.3m high and constructed in a mesh style.

An Arboricultural Survey and Constraints Report has been provided which concludes that several trees will need to be removed in order to construct the scheme but that these are low quality and can be re-provided elsewhere on the site.

A Coal Mining Risk Assessment Report, was submitted with the application. The report concludes that the risk to the construction of the proposed extension can be mitigated by routinely adopted measures, a scheme of drilling and grouting will be necessary beneath the planned structure.

Ecological Appraisal was included with the application which found that the broadleaved woodland on the northeast edge of the site, with bramble scrub and improved grassland which will be lost to the new classroom block. Along the southwest edge is a line of broadleaved trees and a narrow hawthorn hedge, a short section of which will be lost to accommodate a new access. Mitigation and enhancement measures are proposed .

A Transport Statement has been provided that indicates that the expansion would not have an unacceptable impact on the road network, and that the existing 27 car parking spaces would be sufficient to accommodate the expansion from 32 to 40 staff members.

Site and Surroundings

Short Heath Junior School is located off Pennine Way with vehicular and pedestrian access opposite Rhys Thomas Close. The school shares the site with Rosedale Church of England Junior School which is accessed to the north off Stroud Avenue. The school buildings are located to the south of the playing fields. The Site is otherwise surrounded by residential development off Dibble Close, Lewis Close and Spindle Tree Rise, with some open land to the south off Mendips close

The existing school buildings are single storey and constructed in modern materials with areas of buff brick, uPVC windows and red cladding and accents. The buildings have a flat roof with roof lights and a large raised area in the centre of the building which allows for additional windows providing light and ventilation.

The property is relatively flat but rises gently to the north where grassed area is located. The parking area for the school is located in front of the main building when viewed from Pennine Way, with a hard surfaced playground to the left and west of the property, further to the north is a densely vegetated area that leads up a gentle bank to the grassed playing fields beyond. To the rear of the school are two buildings housing temporary classrooms.

Relevant Planning History

Short Heath Primary School:

03/0966/FL/W3 - Alterations and single storey extensions, GSC - 04/07/2003
19/0809 - New modular training room to existing school site, GSC - 14/10/2019

Rosedale C of E Infant School:

BC50514P - Single storey classroom extension & caretakers store, GSC - 03/02/1998
09/0686/FL - Proposed additional classroom plus new main entrance, feature wall and associated works. Internal alterations to existing staff areas, GSC- 12/08/2009
18/0850 - Provision of temporary classroom accommodation. (Affects Public Rights of Way Will 39) – GSC, 10/08/2018
19/0831 - Installation of a temporary classroom building and temporary toilet building for a period of 52 weeks. The toilet building linked into a modular building already on site. GSC - 01/04/2020
19/1444 - Construction of 3 classroom extension, two infill extensions and dry riser, relocation of play area and bicycle shelter. GSC, 01/05/2020

Relevant Policies

National Planning Policy Framework (NPPF)

www.gov.uk/guidance/national-planning-policy-framework

The NPPF sets out the Government's position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms, and it emphasises a "*presumption in favour of sustainable development*".

Key provisions of the NPPF relevant in this case:

- **NPPF 2 – Achieving sustainable development**
- **NPPF 4 – Decision Making**
- **NPPF 6 – Building a strong, competitive economy**
- **NPPF 8 – Promoting healthy and safe communities**
- **NPPF 9 – Promoting sustainable transport**
- **NPPF 11 – Making effective use of land**
- **NPPF 12 – Achieving well-designed places**
- **NPPF 15 – Conserving and enhancing the natural environment**

On **planning conditions** the NPPF (para 55) says:

Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved. Conditions that are required to be discharged before development commences should be avoided unless there is a clear justification.

On **decision-making** the NPPF sets out the view that local planning authorities should approach decisions in a positive and creative way. They should use the full range of planning tools available and work proactively with applications to secure developments that will improve the economic, social and environmental conditions of the area. Pre-application engagement is encouraged.

National Planning Policy Guidance

On **material planning consideration** the NPPG confirms- planning is concerned with land use in the public interest, so that the protection of purely private interests... could not be material considerations

Reducing Inequalities

The Equality Act 2010 (the '2010 Act ') sets out 9 protected characteristics which should be taken into account in all decision making.

Development Plan

www.go.walsall.gov.uk/planning_policy

Saved Policies of Walsall Unitary Development Plan

- GP2: Environmental Protection
- ENV17: New Planting
- ENV18: Existing Woodlands, Trees and Hedgerows
- ENV32: Design and Development Proposals
- ENV33: Landscape Design
- ENV35: Appearance of Commercial Buildings
- T7: Car Parking
- T13: Parking Provision for Cars, Cycles and Taxis

Black Country Core Strategy

- HOU5: Education and Health Care Facilities

- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality
- ENV6: Open Space, Sport and Recreation

Walsall Site Allocation Document 2019

OS1: Open Space, Sport and Recreation

T4: The Highway Network

Supplementary Planning Document

Conserving Walsall's Natural Environment

Development with the potential to affect species, habitats or earth heritage features

- NE1 – Impact Assessment
- NE2 – Protected and Important Species
- NE3 – Long Term Management of Mitigation and Compensatory Measures

Survey standards

- NE4 – Survey Standards

The natural environment and new development

- NE5 – Habitat Creation and Enhancement Measures
- NE6 – Compensatory Provision

Development with the potential to affect trees, woodlands and hedgerows

- NE7 - Impact Assessment
- NE8 – Retained Trees, Woodlands or Hedgerows
- NE9 – Replacement Planting
- NE10 – Tree Preservation Order

Designing Walsall

- DW1 Sustainability
- DW2 Safe and Welcoming Places
- DW3 Character
- DW4 Continuity
- DW5 Ease of Movement
- DW6 Legibility
- DW7 Diversity
- DW8 Adaptability
- DW9 High Quality Public Realm
- DW9(a) Planning Obligations and Qualifying development
- DW10 Well Designed Sustainable Buildings

Air Quality SPD

- **Section 5 – Mitigation and Compensation:**
- Type 1 – Electric Vehicle Charging Points
- Type 2 - Practical Mitigation Measures
- Type 3 – Additional Measures
- 5.12 - Emissions from Construction Sites
- 5.13 – Use of Conditions, Obligations and CIL
- 5.22 - Viability

Consultation Replies

Pollution Control – No objection. Pollution Control has reviewed the Ground Investigation (GIP reference AJM/29529 dated 3rd July 2020) and the Remediation Strategy and Verification Plan (GIP AJM/29529 dated 10th August 2020). The Ground Investigation has identified the need for ground gas protection measures to be installed within the foundations of the buildings. Details of how the applicant is going to comply with the Black Country Air Quality Supplementary Planning Document and a Construction Management Plan shall be submitted and agreed with the Local Planning Authority.

Birmingham and Black Country Wildlife – The Preliminary Ecological Appraisal, recommends compensatory planting, but no details of this are available in the submission. Further information and commitment to the required compensation should be provided. This should be submitted prior to the determination of a planning application, to ensure that there is no net loss in biodiversity, as result of the development, in line within the National Planning Policy Framework.

Officer's Note – a compensatory planting scheme has been submitted for review, but at the time of writing no amended comments have yet been received from Birmingham and Black Country Wildlife, however this report recommends that although the submitted details are acceptable to inform a recommendation on the scheme, further detailed compensatory planting and ecological mitigation and enhancement scheme be submitted in line with a condition.

Tree Officer – No objection subject to conditions relating to tree protection measures and landscaping.

Local Highway Authority – No objection subject to conditions regarding use of emergency access gates, completion of dropped kerb, and participation in the A*STARS programme plus a note for applicant regarding debris on the highway and road opening permit.

Public Rights of Way – No objection, definitive public footpath 39 Willenhall runs alongside the application site boundary, no direct impact on the footpath, recommends notes to applicant regarding stopping up order.

Local Access Forum – No objection, no impact to public rights of way.

West Midlands Police – No objection, recommend security measures including LED lighting alarms standards for external locks, notes regarding Secured by design principles

West Midlands Fire – No objection subject to compliance with building regulations.

Representations

None

Determining Issues

- Principle of development
- Design and Layout
- Impact upon neighbouring residential occupiers

- Ecology
- Access and Parking

Assessment of the Proposal

Principle of Development

Policy HOU5 of the Black Country Core Strategy supports the provision to enhance educational facilities in the Borough. The proposal to provide an extension to the existing school within the grounds would therefore be supported in accordance with this policy.

The principle of development is acceptable.

Design and Layout

The design of the proposed extension would be in a similar style to the existing school buildings, with an increase in glazed area to provide good light penetration onto the new rooms, and additional access points into and out of the building increasing its permeability and functionality as a flexible learning space. The extension would not impact on the existing playgrounds or playing fields for either school, hence there was no requirement to consult with Sport England regarding the proposal. The proposal is supported from a design perspective.

The proposed extensions would be towards the rear of the school grounds and would be mostly obscured from the public realm by distance and the existing building. It is considered that the design would ensure the extension would blend in with the existing school campus and as such would not stand out as a prominent feature

The new emergency access to the site will be visible from Pennine Way, but would be in keeping with the character of the site as a school, it is recommended that a condition be attached to any decision to require that the gates be finished in a green colour in order to blend with the existing hedge and trees in the area. It is not considered that the new gates will have an unacceptable impact on the appearance of the development.

The construction of the extension will incorporate the existing stand-alone building into the main development on the property, which will give the scheme a more cohesive appearance. The location of the extension to the rear of the main site and in close proximity to the main built development will mean that they will be viewed mostly against existing buildings. There are also large trees on the site, many of which would be retained. These trees have the effect of softening and screening the development, as well as giving a sense of scale to the built environment. These factors together mean that the proposal will not have create unacceptable increase in perceived bulk and scale of the site.

In general the layout is considered practical and conducive to a positive environment for its occupants and integrating well into its surroundings and the character of the wider area.

Impact upon neighbouring residential occupiers

The proposed extensions to the west of the school would be set adjacent the existing school grounds and away from neighbouring residential occupiers, with approximately 30m separating the closest part of the new building from the closest property at 24 Dibble Close. The extension would be well screened by vegetation from this angle and would be a similar distance from residential properties as the existing main school building. The proposed development is for a single storey which means there would be no impacts in terms of privacy and overlooking to surrounding properties. The height and separation of the building from surrounding properties is such that impacts in terms of light, overlooking noise and disturbance are considered to be negligible.

On balance it is considered the application will have no harmful impact on surrounding amenity and can be supported.

Ecology

The proposal would require that a section of the existing broadleaved woodland on the northeast edge of the site, with bramble scrub and improved grassland, to be removed to make way for the new classroom extension.

Along the southwest edge is a line of broadleaved trees and a narrow hawthorn hedge, a short section of which will be lost to accommodate a new access. Mitigation and enhancement measures are proposed .

Proposed mitigation measures include safeguarding of hedgehogs and nest-checking during site clearance and compensatory planting of trees and shrubs is required to replace those lost. Enhancement recommendations include bird and bat boxes, hedgehog domes and bee bricks. A compensatory planting plan has been provided which shows replacement trees to the north of the proposed extension. The tree officer has supported the application subject to additional details on mitigation and tree protection.

It is considered that conditions should be attached to any approval to require that a detailed landscape plan including compensatory planting and enhancement measures be provided, and that a construction environmental management plan be prepared in order to ensure that wildlife are protected through the site clearance and construction period.

Access and Parking

A Transport Statement has been submitted that sets out the transportation impacts of the cumulative school expansion. It focusses on Short Heath Primary School only even though Rosedale School has been included within the red-line boundary for this application.

The school car park currently provides parking 27 spaces for staff to the east of the main building, no amendments are proposed to the parking provision on site as a result of the development. It is estimated that at present 91% of staff travel to the site by private car, and there are 32 full time equivalent (FTE) staff members. The expansion of the school would require 8 new members of staff, making the total 40 FTE. Since the staff would not all use a private car to travel to the site by car and demand would be staggered through the day the provision of 27 spaces is considered sufficient to accommodate the development. The Highways Officer has not objected to the level of parking.

The increase in pupils would add to vehicle trips in the area, but the Transport Statement demonstrates that these could be successfully accommodated within the existing transport network.

There are traffic calming measures in place around Pennine Way including large yellow zig-zag school keep clear markings and double yellow lines. Surveys in the area have estimated that parking has a minimum of 35-37% spare capacity in the morning and evening drop-off and pick-up periods, which would be sufficient to accommodate the increased demand. It is recommended that a condition be attached to the development in order to require that the school take part in the A*STARS programme that promotes sustainable travel for schools.

A new access is proposed off Pennine Way to allow emergency vehicles onto the site. It is recommended that the access be reserved for emergency use only in order to maintain safety for vehicles and pedestrians in the area, with a condition attached to this decision in order to secure this.

Taking into account the staff parking on-site, the demonstration that there is available parking capacity on street at the busiest times, and that the Highway Authority has considered that the development will not have an unacceptable impact on road safety or have severe cumulative impacts on the operation of the road network, it is considered that the proposal is acceptable in accordance with the NPPF paragraph 109.

Conclusions and Reasons for Decision

The principle of development are considered acceptable. The development would adequately integrate into the character of the site and would not have a negative impact on the character of the surrounding area. The proposal would not unduly harm the amenities of neighbouring residential occupiers. The proposal complies with the policies as set out in the policy section of this report.

With necessary mitigation and enhancement measures the development would not impact negatively on the ecology of the site or surrounding area. The proposal would not lead to an unacceptable impact on highway safety and would have sufficient parking to accommodate staff and visitors.

Taking into account the above factors it is considered that the application should be recommended for approval.

Positive and Proactive Working with the Applicant

Approve

Officers have confirmed to the applicant's agent that the submitted details are acceptable and no further changes have been requested.

Recommendation

Grant Planning Permission Subject to Conditions

1. The development hereby permitted shall be begun not later than 3 years from the date of this permission.

Reason: To ensure the satisfactory commencement of the development in accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans details and documents,

- Site Location and Block Plan (31744_1100 rev. 05) submitted 11-12-2020
- Existing GA Plan (31744_4200 rev. 01) submitted 11-12-2020
- Existing Elevations (31744_4400 rev. 01) submitted 11-12-2020
- Proposed Site Plan (31744_1105 rev. 03) submitted 11-12-2020
- Proposed GA Plan (31744_1200 rev. 02) submitted 11-12-2020
- Proposed GA Plan Fire Appliance Access (31744_1210 rev. 01) submitted 11-12-2020
- Proposed Elevations (31744_1400 rev. 02) submitted 11-12-2020
- Coal Mining Risk Assessment Report (AJM/29529) Prepared by GIP Limited submitted 11-12-2020
- Ground Investigation Report with Remediation Strategy and Verification Plan dated 10th August 2020 (AJM/29529) Prepared by GIP Limited submitted 11-12-2020
- Preliminary Ecological Appraisal, prepared CGO Ecology Ltd. by dated 21st September 2020 submitted 11-12-2020
- Arboricultural Survey and Constraints Report (6874/arb) prepared by Betts Ecology and Estates, dated April 2020 submitted 01-12-2020
- Tree Constraints Plan, dated 28/04/2020, submitted 11-12-2020
- Transport Statement (MTP Ref. 20-077-N) Prepared by Milestone Transport Planning submitted 11-12-2020

Reason: To ensure that the development undertaken under this permission shall not be otherwise than in accordance with the terms of the application on the basis of which planning permission is granted, (except in so far as other conditions may so require).

3. Prior to commencement of the development hereby permitted, 2 bat boxes and 5 bird boxes shall be fixed to mature trees on the site and shall thereafter be retained. The bat and bird boxes shall be made of timber or woodcrete. The location of the bat and bird boxes shall be overseen by an ecologist, and the bat boxes shall be located at a point not lower than 4 metres from ground where there are no branches below the box that would impede the direct flight of bats into and out of the bat box.

Reason: To conserve local bat populations and to comply with NPPF11, BCCS Policy ENV1, saved UDP Policy ENV23 & policies NE1 to NE6 of the Natural Environment SPD.

4a. Prior to the commencement of development a Construction Environmental Management Statement shall be submitted in writing to and approved in writing by the Local Planning Authority. The Construction Environmental Management Statement shall include:

1. Construction working hours
2. Parking and turning facilities for vehicles of site operatives and visitors
3. Loading and unloading of materials
4. Storage of plant and materials used in constructing the development
5. A scheme for recycling/disposing of waste resulting from construction works

6. Temporary portacabins and welfare facilities for site operatives
7. Site security arrangements including hoardings
8. Wheel washing facilities and/or other measures to prevent mud or other material emanating from the application site reaching the highway
9. Measures to prevent flying debris
10. Dust mitigation measures
11. Measures to prevent site drag-out (including need for wheel cleaning and use of a road-sweeper)
12. Noise and vibration mitigation measures
13. Scheme for ecologist oversight of tree felling and site clearance

4b. The development hereby permitted shall not be carried out otherwise than in accordance with the approved Construction Environmental Management Statement and the approved Construction Environmental Management Statement shall be maintained throughout the construction period.

Reason: To ensure that no works commence on the site until a scheme is in place to safeguard the amenities of the area and the occupiers of the neighbouring properties and to control the environmental impacts of the development in accordance with saved policies GP2 and ENV32 of Walsall's Unitary Development Plan.

5a. Prior to commencement of the development hereby permitted details of landscaping including both hard and soft landscape works and compensatory planting shall be submitted in writing to and approved in writing by the Local Planning Authority.

5b. Prior to occupation of the development hereby permitted the approved landscaping details shall be carried out.

5c. If within a period of 5 years from the date of the planting of any trees shrubs or plants, that tree shrub or plant, or any tree shrub or plant planted in replacement for it, is removed, uprooted, destroyed or dies and or becomes seriously damaged or diseased in that period another tree shrub or plant of the same species and size as that originally planted shall be planted at the same place.

Reason: In the interests of the visual amenities of the area in accordance with saved policies ENV17 and ENV33 of Walsall's Unitary Development Plan.

6a Prior to commencement of the development hereby permitted: details of remedial works in line with the Coal Mining Risk Assessment Report ref AJM/29529 prepared by GIP Ltd. submitted 11/12/2020 shall be submitted to and approved in writing by the Local Planning Authority

6b. Prior to the carrying out of building operations of the development hereby permitted the approved details of remedial works shall be carried out

6c. The development hereby permitted shall not be carried out otherwise than in accordance with the approved details.

Reason: To ensure the safety and stability of the development, to safeguard the amenities of occupants and to comply with NPPF Paragraph 109 and saved policies GP2 and ENV14 of Walsall's Unitary Development Plan.

7a. Prior to commencement of the development hereby permitted, details of ground gas ingress protection measures, including how any ground gas ingress protection measures incorporated into the existing building are not compromised, shall be submitted in writing to and approved in writing by the local planning authority.

7b. Prior to occupation of the development hereby permitted, a validation report confirming the details of the measures implemented shall be submitted in writing to and approved in writing by the Local Planning Authority.

Reason: In the interest of the safety of current and future occupants in accordance with saved policies GP2 and ENV14 of Walsall's Unitary Development Plan.

8a. Prior to the commencement of development hereby permitted:

- i. details of protective fencing and ground protection to be installed around all retained trees shall be submitted in writing to and approved in writing by the Local Planning Authority
- ii. The approved protective fencing and ground protection shall be installed
- iii. One month's written notice of the intention to commence development shall be given to the Local Planning Authority to allow the Council's Arboricultural Officer to fully inspect the installation of the protective fencing and ground protection

8b. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved details before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

8c. Nothing shall be stored or placed nor any fires started, any tipping, refuelling, disposal of solvents or cement mixing carried out inside the protective fencing or on the ground protection referred to in part a to this condition. Ground levels within protective fencing and on ground protection areas shall not be altered nor shall any excavation or vehicular access or drainage routes be made.

8d. The development hereby permitted shall not be carried out otherwise than in accordance with the approved details.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Saved Policy ENV18 of the UDP and Conserving Walsall's Natural Environment SPD.

9a. Prior to the commencement of building operations above damp proof course of the development hereby permitted a schedule of materials to be used in the construction of the external surfaces (including details of the colour, size, texture, material and specification of bricks, render, roof tiles, windows, doors, rainwater products and soffits) shall be submitted in writing to and approved in writing by the Local Planning Authority.

9b. The development shall not be carried out otherwise than in accordance with the approved details and the approved materials shall thereafter be retained for the lifetime of the development.

Reason: To ensure the satisfactory appearance of the development and to comply with saved policies GP2 and ENV32 Walsall's Unitary Development Plan.

10. Prior to occupation of the development hereby permitted the dropped kerb for the emergency access shall be installed in accordance with the Council's footway crossing specification SD11/8 dated January 2008 *see Notes for Applicant.

Reason: To ensure the satisfactory completion and operation of the access for emergency purposes, in accordance with UDP Policy GP2, the Council's footway crossing procedure and in the interests of highway safety.

11. Prior to occupation of the development hereby permitted the School Travel Plan shall be updated and the school shall continue to actively engage with the Council's A*STARS programme.

Reason: To encourage sustainable travel modes and reduce the reliance on the motor car in the light of the expansion of the school, to improve road safety around the school, in accordance with UDP Policy T10 and Black Country Core Strategy TRAN2 and in the interests of highway safety.

12a. Prior to occupation of the development hereby permitted an Air Quality Low Emission Scheme including details of electric-vehicle charging points and Ultra-Low NOx boilers shall be submitted in writing to and approved in writing by Local Planning Authority.

12b. Prior to occupation of the development hereby permitted, a validation report confirming the details of the scheme implemented shall be submitted in writing to and approved in writing by the Local Planning Authority.

Reason: in the interests of creating a sustainable form of development and to encourage the use of ultra-low emission vehicles in accordance with Policies ENV8 (Air Quality) and DEL1 (Infrastructure Provision) of the Black Country Core Strategy.

13. The Emergency Access gates hereby approved shall be used for this purpose only and shall not, at any time, be used as a general access to the school for staff, pupils or parents or other school operations.

Reason: In the interest of highway and pedestrian safety in accordance with the saved UDP policies T7 and T13 of the Walsall Unitary Development Plan.

14. None of the trees on the site shall be lopped, topped, felled, root pruned, cut down or uprooted without the prior written approval of the Local Authority.

Reason: To safeguard the existing trees on the site in accordance with saved policy ENV18 of Walsall's Unitary Development Plan.

15 The development shall not be constructed otherwise than in accordance with the following minimum security measures and thereafter retained for the life time of the development:

- The detail design of the building shall prevent features which aid scaling, or climbing.
- All ground floor and vulnerable windows shall use minimum 6.8mm laminated glazing.
- Sills shall be steeply angled to prevent them being used as climbing aids, seats or litter points.

- All windows shall be fitted with restrictors.
- External doors external doors to PAS 24: 2016 standard, TS 007 3 star rated cylinder locks.
- External LED lights with daylight sensors shall be fitted to all aspects of buildings and parking area.
- Emergency escape doors and frames shall be manufactured from steel and designed without visible external ironmongery.

Reason: To ensure the safety and security of the development itself and the safety and security of pupils, visitors and staff in accordance with Saved Policy GP2 of the Unitary Development Plan, DW2 of the Designing Walsall SPD and the National Planning Policy Framework.

Notes for Applicant

1. A permit to work and/or temporary prohibition of traffic may be required prior to commencement of work adjacent to, or within, the adjoining definitive public footpath 39 Willenhall, alongside the northern and eastern red planning application site boundary. No excavations, hoarding, signage, movement and storage of materials, or other obstructions associated with the proposed development are to be present within, over or underneath the adjoining path without prior agreement of the highways authority. Prior to commencement of any work within this footpath, the applicant must provide details to highways and apply for any necessary permits. Upon completion, the applicant must reinstate the footpath to present condition. Please contact Public Rights of Way on PubliRightsofWay@walsall.gov.uk 01922 654673, at least 28 days prior to commencement of any work within the footpath to discuss the requirements
2. The attention of the applicant is drawn to the need to keep the highway free from any mud or other material emanating from the application site of any works pertaining thereto.
3. The applicant will be required to obtain the necessary Road Opening Permit from the Highway Authority for the construction of the dropped kerb footway crossing within the public highway. For further information please contact Stephen.Pittaway@walsall.gov.uk
4. Advice on basic ground gas ingress protection requirements can be found by reference to the following publication; "Protective measures for housing on gas contaminated land", BRE Report 414, ISBN 1 86081460 3 (contact CRC Ltd 020 7505 6622 for order information)
5. The Air Quality SPD (Section 5.6) advises the following about Electric Vehicle Charging Points. The electric vehicle charging point parking provision for commercial premises is 5% of points to comply with EN 62196-2 (J1772) Type 2, Mode 3, 7 pin, 32 amp, 7kw, with appropriate cable provision in place for a further 5% to meet any future increase in demand.

Wherever possible the power supply and charging point should both be phase 3 compatible. Where only single-phase power supply is available the charging unit should be capable of handling 3-phase power if supply is

subsequently upgraded. The charging unit is to be supplied by its own independent radial circuit.

Further information on Electric Vehicle Charging Points and the necessity to provide these can be found in the following:

- West Midlands Low Emissions Towns and Cities Programme, Good Practice - Air Quality Planning Guidance,
- Black Country Air Quality Supplementary Planning Document (SPD),
- General Procurement Guidance for Electric Vehicle Charging Points, UK Electric Vehicle Supply Equipment Association (April 2015),
- Institute of Engineering and Technology (IET) Code of Practice for Electric Vehicle Charging Equipment Installation.

Ultra-low NOx boilers discharge NOx at or below 40mg/kWh. The latest models are future-proofed to the European Union's Energy-related Products Directive 2018 NOx levels. At the same time, they meet the EU standard EN15502 Pt 1 2015 Class 6 for NOx, and may be eligible for maximum BREEAM credits, helping contribute to a higher environmental building rating.

6. Where stabilisation/piling works are included in the agreed Construction Management Plan, the level of structure-borne vibration transmitted to occupied buildings from the stabilisation/piling works shall not exceed the specified criteria for '*low probability of adverse comment*', as prescribed within British Standard BS6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings – vibration sources other than blasting' as may be amended or replaced from time to time.
7. Demolition, construction and engineering works (including land reclamation, stabilisation, preparation, remediation or investigation), shall not take place outside the hours of 08:00 to 18.00 weekdays and 08.00 to 14.00 Saturdays and no such works shall take place on Sundays, Bank Holidays or Public Holidays*. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these permitted hours.
(Bank and Public holidays for this purpose shall be: Christmas Day; Boxing Day; New Year's Day; Good Friday; Easter Monday; May Day; Spring Bank Holiday Monday and August Bank Holiday Monday)*
8. Approved Document B, Volume 2, Buildings other than Dwellings, 2019.
Requirement B5: Access and facilities for the fire service
Section 15: Vehicle access
Buildings not fitted with fire mains 15.1 For small buildings (up to 2000m², with a top occupied storey that is a maximum of 11m above ground level), vehicle access for a pump appliance should be provided to whichever is the less onerous of the following.
 - a. 15% of the perimeter.
 - b. Within 45m of every point of the footprint of the building (see Diagram 15.1).15.2 For all other buildings, provide vehicle access in accordance with Table 15.1.
15.3 Every elevation to which vehicle access is provided should have a door, a minimum of 750mm wide, to give access into the building. The maximum distance between doors, or between a door and the end of the elevation, is 60m (e.g. a 150m elevation would need a minimum of two doors)
Design of access routes and hard-standings

15.7 Access routes and hard-standings should comply with the guidance in Table 15.2. Requirements can only apply to the site of the works. It may not be reasonable to upgrade the route across a site to a small building. The building control body, in consultation with the fire and rescue service, should consider options from doing no work to upgrading certain features, such as sharp bends.

15.8 Where access to an elevation is provided in accordance with Table 15.1, the following requirements should be met, depending on the building height. a. Buildings up to 11m, excluding small buildings (paragraph 15.1): pump appliance access should be provided adjacent to the building for the specified percentage of the total perimeter. b. Buildings over 11m: access routes should comply with the guidance in Diagram 15.2.

15.9 Where access is provided for high reach appliances in accordance with Table 15.1, overhead obstructions (such as cables and branches) should be avoided in the zone shown in Diagram 15.2.

15.10 Dead-end access routes longer than 20m require turning facilities, as in Diagram 15.3. Turning facilities should comply with the guidance in Table 15.2.

Overall

Access routes should have a minimum width of 3.7m between kerbs, noting that WMFS appliances require a minimum height clearance of 4.1m and a minimum carrying capacity of 15 tonnes (ADB Vol 2, Table 15.2)

Water

Water supplies for firefighting should be in accordance with ADB Vol 2, Sec 16 and “National Guidance Document on the Provision for Fire Fighting” published by Local Government Association and WaterUK:

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.water.org.uk%2fwp-content%2fuploads%2f2018%2f11%2fnational-guidance-document-on-water-for-ffg-final.pdf&c=E,1,ivYLFoKB5awxQ7vipGXS38tAt-](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.water.org.uk%2fwp-content%2fuploads%2f2018%2f11%2fnational-guidance-document-on-water-for-ffg-final.pdf&c=E,1,ivYLFoKB5awxQ7vipGXS38tAt-XyYw7yQUHRuY3t8svdph6ddQPTEFJk_TiKuHbSDvIASHjGltc7xPjrWYk5ULoz7EzXM_LnPG3-7ev1o8e4teEKF3v49M0yw,,&typo=1)

[XyYw7yQUHRuY3t8svdph6ddQPTEFJk_TiKuHbSDvIASHjGltc7xPjrWYk5ULoz7EzXM_LnPG3-7ev1o8e4teEKF3v49M0yw,,&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.water.org.uk%2fwp-content%2fuploads%2f2018%2f11%2fnational-guidance-document-on-water-for-ffg-final.pdf&c=E,1,ivYLFoKB5awxQ7vipGXS38tAt-XyYw7yQUHRuY3t8svdph6ddQPTEFJk_TiKuHbSDvIASHjGltc7xPjrWYk5ULoz7EzXM_LnPG3-7ev1o8e4teEKF3v49M0yw,,&typo=1)

For further information please contact the WMFS Water Office at the address given above or by email on Water.Officer@wmfs.net

The approval of Building Control will be required to Part B of the Building Regulations 2010

Early liaison should be held with this Authority in relation to fixed firefighting facilities, early fire suppression and access (ADB Vol 2, Section 8)

The external access provisions for a building should be planned to complement the internal access requirements for a fire attack plan. (CIBSE Guide E, Fire Safety Engineering 2010, p. 13-14)

Sprinklers – Schools

There is no reference to sprinkler provision in ADB Vol 2. ‘BB100 should be used for the design of schools’; Building Bulletin 100: design for fire safety in schools (BB100)

Please also consider what provisions will be made for fire service access via the gated entrances, out of hours.

END OF OFFICERS REPORT