



Planning Committee

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

Plans List Item Number: 3

Reason for bringing to committee

Significant Community Interest

Application Details

Location: THE CAMBRIDGE, ARUNDEL STREET, WALSALL, WS1 4BY

Proposal: RE-SUBMISSION OF (19/0949): PROPOSED CHANGE OF USE FROM A FORMER PUBLIC HOUSE (A4 USE CLASS), TO A DAY NURSERY (D1 USE CLASS). WITH THE CREATION OF 2 NEW OFF-STREET PARKING SPACES, A CYCLE STORAGE, AND RE-OPENING THE FORMER CENTRAL FRONT ACCESS. THE NURSERY WILL RUN BETWEEN 7:30 - 18:00 MONDAY - FRIDAY, FOR TODDLERS AND YOUNG CHILDREN.

Application Number: 20/1003

Case Officer: Mike Brereton

Applicant: Mrs S Kang

Ward: Palfrey

Agent: Design Space 2 Ltd

Expired Date: 09-Oct-2020

Application Type: Full Application: Change of Use

Time Extension Expiry: 11-Jan-2021

Recommendation

Delegate to the Head of Planning and Building Control to Grant Planning Permission Subject to Conditions and subject to finalising of planning conditions



Officers Report

Re-submission of (19/0949): Proposed change of use from a former public house (A4 use class), to a Day Nursery (D1 use class).

The site is currently vacant.

The internal layout will be altered and renovated to accommodate children with differing ages and abilities. The external layout will remain the same with the exception that the previously boarded up central access will be re-opened for use by pushchairs and wheelchairs.

The nursery will run between 7:30 - 18:00 Monday – Friday. With 50 places for toddlers and young children. This will cater for the needs of working parents and non-working parents. Comprising of daily sessions, mornings and afternoons to meet the needs of the community. It is expected that when at full capacity to employ 12 members of staff, 7 full time, 5 part time. This nursery is intended to work closely with the applicant's already established nursery 1.7miles away.

The sessions are to be staggered purposely so that staff can meet and greet parents individually and speak them regarding the needs of the child. It is not like a school environment where there is the same start and finish time for all. The nursery is aiming to cater predominately for the local community and focusing on funded places for 2, 3 and 4 year olds coming from non-working disadvantaged backgrounds who will mainly be walking to drop their child off.

There is currently no off-street parking, but the proposal seeks to create 2 new off-street parking spaces within the former beer garden via existing dropped kerb vehicle access off Cambridge Street, and a cycle storage to be located off Arundel Street. A further 7 on-street parking around the Cambridge will be relied on, not affecting the parking of local residents, by parents dropping children off. Although, the main focus would be to cater for parents within the local area who will walk to the nursery.

The applicant also advises that in May 2019 Palfrey Day Nursery closed down and from the recent Ofsted report there was 128 children on the roll and 21 employed staff. It is evident that there is a local demand within the vicinity.

Site and Surroundings

The application site is a large, detached two storey former public house, with a mock tudor frontage with white render and white PVC windows. The property is located on the prominent corner of the Arundel Street, Cambridge Street and Thorpe Road junction. It is situated within a street scene comprising of tight Victorian terraced houses of uniform size, design and similar facing materials, traditional of an inner-city area.

The main entrance on the corner of Arundel Street and Cambridge Street is currently bricked up.

There is an open space at the rear of the property, formerly used as a beer garden. This has dropped kerb vehicle access via a gate from Cambridge Street. Otherwise. There is no off street parking available. Local residents currently park on the street on both sides of the roads.

There are tree preservation orders on the trees along the Cambridge Street frontage.

The site is located outside of both Walsall Town Centre and Caldmore Local Centre.

Planning History

BC45294P – Land Between No.14 &,The Cambridge P.H.,Cambridge Street,Caldmore,Walsall. – Erection of 6 No. 2 Storey Houses – GSC on 07/02/1996

19/0949 – 3, CAMBRIDGE STREET, WALSALL, WS1 4BZ – Change of use from a public house to a D1 day nursery – Refused on 20/03/2020 for:

- 1. The loss of the existing local community facility the public house has not been justified as required via the four tests of saved UDP Policy LC8 and no such justification has been provided with the application. The policy provides a presumption in favour of retaining community facilities unless it can be demonstrated that there is no longer a need for any facility in that area. When considering applications for redevelopment or change of use of community facilities to other non-community uses, the Council will expect developers to provide detailed evidence to demonstrate compliance with this policy. The applicant has failed to provide this information and this means that the application cannot be assessed both fully and properly. As a result the proposal fails to meet the requirements of saved UDP Policy LC8.*
- 2. The potential impact of noise emanating from children playing outside in the garden area would cause the potential disturbance on the neighbouring residential properties. The applicant has not provided any evidence or information on how the issue of noise is to be addressed or dealt does not help in the consideration of this issue either. As a result the proposal is considered to be unacceptable given it does not meet the requirements of Policy ENV10 of Walsall's Unitary Development Plan.*
- 3. The application has not been justified in accordance with Black Country Core Strategy Policy HOU5 of the BCCS, which requires such information should be submitted to ensure that it meets the requirements of the policy. Policy HOU5 requires, amongst others, proposals to be well designed and well related to neighbourhood services and amenities; and well related to public transport infrastructure and directed to a Centre appropriate in role and scale to the proposed development and its intended catchment area. Proposals located outside Centres must be justified in terms of relevant national policy. No information about the intended catchment has been provided. As a result and without that information the proposal fails to meet the requirements of BCCS Policy HOU5.*

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 11 – Making effective use of land**
- **NPPF 12 – Achieving well-designed places**

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.

Reducing Inequalities

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

- age
- disability
- gender reassignment
- marriage or civil partnership (in employment only)
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

Of these protected characteristics, disability and age are perhaps where planning and development have the most impact.

In addition, the 2010 Act imposes a Public Sector Equality Duty "PSED" on public bodies to have due regard to the need to eliminate discrimination, harassment and victimisation, to advance equality and to foster good relations. This includes removing

or minimising disadvantages, taking steps to meet needs and encouraging participation in public life.

Section 149(6) of the 2010 Act confirms that compliance with the duties may involve treating some people more favourably than others. The word favourably does not mean 'preferentially'. For example, where a difference in ground levels exists, it may be perfectly sensible to install some steps. However, this would discriminate against those unable to climb steps due to a protected characteristic. We therefore look upon those with a disability more favourably, in that we take into account their circumstances more than those of a person without such a protected characteristic and we think about a ramp instead. They are not treated preferentially, because the ramp does not give them an advantage; it merely puts them on a level playing field with someone without the protected characteristic. As such the decision makers should consider the needs of those with protected characteristics in each circumstance in order to ensure they are not disadvantaged by a scheme or proposal.

Development Plan

www.go.walsall.gov.uk/planning_policy

Saved Policies of Walsall Unitary Development Plan

- 3.9 Derelict Land Reclamation
- GP2: Environmental Protection
- GP6: Disabled People
- ENV10: Pollution
- ENV32: Design and Development Proposals
- T11: Access for Pedestrians, Cyclists and Wheelchair users
- T13: Parking Provision for Cars, Cycles and Taxis
- LC3: Children's Play Areas
- LC8: Local Community Facilities

Black Country Core Strategy

- CSP4: Place Making
- HOU5: Education and Health Care Facilities
- ENV3: Design Quality

Supplementary Planning Documents

Designing Walsall

- DW3 Character

Consultee Comments

(Planning Officer comments made in brackets and italics)

West Midlands Fire Service – No Objection, Notes to Applicant provided

Public Health – No Objections

- Public Health has no objections to this planning application. The application addresses local need for social / nursery provision. The addition of a cycle storage is highly welcomed and hopefully will enable staff and users to cycle to and from the site. The site is accessible via the local bus network which is welcomed by Public Health.

Pollution Control – Concerns Raised

- The activities carried on at the site of a day nursery have the potential to give rise to significant noise emissions, typically from behavioural noise and traffic movements. Such emissions could have a significant impact on the occupiers of adjacent residential premises. Under these circumstances comments should be sought from Environmental Health as they would regulate any noise emissions from the business. (*Environmental Health has also responded*)

Strategic Planning Policy – Concerns Raised

- The previous application was refused in part on the grounds that the proposal failed to address BCCS policy HOU5 to justify this proposal in an out of centre location. The supporting statement notes that the proposal would help to replace Palfrey Day Nursery, however the latter remains vacant as far as we are aware. The applicants should still demonstrate why it is not possible to acquire this existing facility or another location that is within or close to a centre.

Highway Authority – No Objection Subject to Conditions

- Both the site and local residents rely on street parking within the surrounding area.
- It is acknowledged that whilst all nurseries and schools alike generate traffic and parking demand at times, there is also a demand for day nursery places and they have to go somewhere.
- The catchment of the site within a high density residential area is likely to result in relatively high numbers of parents walking to the Day Nursery, reducing the need for car borne trips.
- The existing public house use also has a latent parking demand. Based upon its GFA of 354sqm, the maximum parking demand in T13 parking policy terms is 19 spaces inclusive of 2 disabled spaces. Furthermore, the peak of public house parking is likely to be in the evenings and weekends coinciding with the peak residential parking demand.
- On balance, taking into account;-
 - o The development proposed 2 off street parking spaces for staff,
 - o The maximum number of children allowed at the nursery is limited to 50,
 - o There is a high likelihood that many children will be walked to and from the nursery reducing car borne trips,
 - o The extant pub use could be bought back into use creating a parking demand in the evenings when residents parking would at its peak,
 - o The nursery's operational hours will not generally coincide with peak

residents parking

- The Highway Authority considers the Change of Use acceptable, in accordance with the NPPF.

Environmental Health – No Objection

- The small size of the outdoor play area and the restricted hours of use is sufficient to limit the noise level to within acceptable levels that would not be detrimental to the surrounding residential area. It is recommended that this is secured through a condition.
- The hours of operation are acceptable.

Neighbour and interested Parties Comments

(Planning Officer comments made in brackets and italics)

Public Petition received from Councillor S Ditta, with 42 resident signatures from 40 local addresses along Arundel Street, Cambridge Street and Thorpe road. Objecting to the proposal on the following grounds:

- The Day Nursery would utilise on-street parking within the area, in competition with local residents, potentially reducing traffic flow and creating congestion.
- This usage will result in excessive noise at the property, at the detriment to the amenities of local residents.
- The increased traffic to the property will result in increased air pollution in the area

Determining Issues

- Have the previous reasons for refusal been overcome
- Other material considerations

Assessment of the Proposal

Have the previous reasons for refusal been overcome

1. The loss of the public house has not been justified

This application includes a response to UDP Policy LC8. The applicant's statement confirms, the Former Cambridge PH is in close proximity to other public houses which could pick up the local demand. The nearest being the Wheatsheaf, then The Black Country Arms, followed by Flan O'Briens all approximately 1.2km away if you were to walk, alternatively this would be a 5-6 minute drive. The Cambridge PH did not have parking available so it is likely that the majority of customers were local and walked to the property. UDP paragraph 7.51 states: '*the maximum will normally be regarded as 1000 metres. Pedestrians should not have to cross any roads unless absolutely necessary*'. The distances away from the nearest pubs would require a roughly 15-20 minute walk. Whilst the nearest pubs are just beyond the recommended distance, it is still considered to be within an acceptable range.

Within 0.8km's of the Cambridge there are other community facilities which include; the Jalal Mosque, the Caldmore Evangelical Church, the Aisha Mosque and Islamic Centre of Walsall, the Orthodox Church, RCCG Victory Centre for All Nations, the Guru Nanak Gurdwara Sahib and Masjid-Al-Farouq. These are all places of worship within an approximate 9 min walk, of the Cambridge. This is in addition to numerous eatery establishments within the local area, as well as Palfrey Park. Therefore, the abundance of alternative social meeting places and community facilities at an appropriate distance away according to UDP policy T11, is considered that the community will not be adversely affected by the loss of this P.H. This is therefore considered to have overcome this part of the reason for refusal, in compliance with UDP Policy LC8.

The applicant's supporting document also claims that there is poor demand for the pub by locals as justification for its change of use, evidenced by its closure over the past three years. Whilst it is unclear why the pub closed and has remained closed, no representations to this planning application or to the 19/0949 application have been about retaining the building as a pub. It is therefore considered difficult to refute the applicant's claim. UDP policy ENV14 encourages the development or re-development of derelict and previously developed land.

In weighing the planning balance, taking into account the lack of demand for the previous P.H. use and the presence of other community facilities in the vicinity, it is considered acceptable and the applicant has this reason for refusal.

2. Noise impacts to neighbouring residential properties

As part of the application, a supporting Noise Impact assessment on neighbours has been submitted. This re-affirms the expectation that the nursery will not receive an influx of parents and children at the same time, but rather allocate staggered appointment drop-off and collection slots to regulate traffic to the premises. This will avoid excessive amounts of noise from cars or parents & children at drop-off and pick up times and restrict this to within acceptable levels for a residential area. Furthermore, to reduce the noise and protect the amenities and parking availability of local residents, a planning condition can be attached which requires the Nursery to maintain the staggered drop-off / pick-up times evenly over the course of the day.

The outdoor play area, formerly used as a beer garden, will be used by different age groups at different times of the day. The applicants state that the outdoor sessions will follow an educational curriculum where learning will be structured and assessed. The play area will be in use between 9:30 – 3:30 each work day, Monday to Friday. This will not be available to all children at all times of the day, but each year group will have their allotted time. Each year group will utilise the outdoor space for different purposes depending on their development. According to the allocated time slots provided, the outdoor area will be in continuous planned use from between 9:30-11:30 & 1:30-3:00.

Subsequently, as only a limited group of children will follow planned activities and these would be monitored and supervised by staff members who can regulate noisy behaviour. Overall, this is considered to be materially different from school play areas where all the children at once are allowed to run around with little to no structure, supervision or restrictions on noisy behaviour. The resulting educational activities by smaller groups of children, under the supervision of staff members will generate

acceptable levels of noise generally expected to occur within a residential area.

Furthermore, the proposed restricted hours of use between 9:30-3:30 are considered to be an improvement over the extant P.H. use where noise could be expected to arise for longer periods into the night time including within the pub itself and in the outdoor beer garden i.e. music emanating from the premises. In comparison, the restricted hours of regulated play, whilst the majority of local residents are likely to be at work, offers a less disruptive alternative. Hence, the evidence provided is considered to have overcome this reason for refusal. The proposal accords with Saved UDP policy ENV10 and the provisions of NPPF Section 15, paragraphs 170 and 180. To ensure that residential amenities are protected, a planning condition can be imposed, restricting the use of the rear outdoor play area to the specified times only and to not be used other than by one age group at a time, in accordance with the timetable they have provided.

A further condition would be attached to limit the total number of children in attendance to no more than 50 at any one time to define the permission and to help safeguard neighbours amenity.

3. Proposal fails to provide justification against Black Country Core Strategy Policy HOU5.

This application includes a Response to Policy HOU5. This specifies the intended catchment as being the Palfrey area, located within an approximate 6 minute walking distance to the Caldmore local centre. And a short bus ride to Walsall Town Centre, the nearest bus stop being on Weston Street, a 3 minute walk away enabling travel into town within 15 minutes. This is considered to be within acceptable distances to public transport facilities, and local services.

As formerly mentioned, the proposal aims to primarily accommodate the needs of local parents within walking distance from the site. The Palfrey area is claimed to have a population of approximately 4,900 0-4 year olds in 2018, which is one of the highest populations compared to the four nearest wards. It similarly experiences one of the highest levels of deprivation. The demographic of the most vulnerable families, of those from low economic backgrounds and those who have English as a second language, are the target market for the proposed Day Nursery.

The document also quotes statistics from the Walsall Council Childcare Sufficiency Report in 2016, which states that 33% of local residents had experienced difficulty in finding a childcare place to suit their needs, and that 63% of respondents felt that there should be more childcare in their local area. However, it appears that this report encompasses findings from the whole of the Walsall Borough and are not specific to Palfrey. Where the supporting information submitted claims that there were only 516 registered places for 0-4 year olds, the report conversely states that there were in fact 4,521 free learning entitlement places and a further 1,586 places from private nurseries. Although, it goes on to say that 42% of respondents indicated that they needed more childcare than they were using and that the highest demand was in the 0-4 age range, although the lowest un-met need was in the 3 and 4 year old ranges. Whilst it is clear that there is still un-met demand for childcare, borough wide, it is difficult to draw conclusions from this regarding the demand for 0-4 year old places on a local setting. However, considering this with the deprivation statistics of the Palfrey area, it is a reasonable assumption that there is a local demand. Hence, the provision

for 50 places within the surrounding area is likely to be taken up, particularly with the aforementioned closure of the Palfrey Day Nursery in 2019.

The context of the socio-economic status of the Palfrey area, the demand for additional childcare, together with the access to transport links and the close walking distance to Caldmore and the local Palfrey Area, is considered acceptable evidence to demonstrate the application's accordance with policy HOU5 of the Black Country Core Strategy. Therefore, this reason for refusal has been overcome.

Other material considerations

Highways

It is recognised that parking provision is sensitive within the area, however the application makes it clear that the target market for the proposed Day Nursery would be local parents within walking distance to the property, specifically catering for disadvantaged and vulnerable families within the local area. Subsequently, there is not expected to be a large amount of car-borne trips to the property. The limited number of car borne trips would be provided for by the seven on-street parking spaces surrounding the property. To mitigate traffic to the property, a planning condition can be attached, requiring drop-off and pick-ups to be staggered at half hour intervals evenly across the course of the work day, in accordance with the supporting documents. With the two off street parking spaces provided and within close walking distance to bus routes, this is considered acceptable to not present a detrimental harm to residential parking, traffic flow or highway safety. Furthermore, it is recognised that there would be a similar demand on parking if the existing public house use was to be resumed, at potentially more unsociable hours, where there would be further competition from residents who have returned from work.

The Highways Authority fully acknowledge this information and have raised no objection to the proposal. Therefore, there would be insufficient evidence to issue a defensible reason for refusal on these grounds.

Air Quality

The public petition received, notes objections to the proposal on the grounds that the increased traffic to the property will result in increased air pollution in the area. However, as previously mentioned, the majority of customers are expected to walk to the premises. There is no evidence to suggest that the levels of exhaust fumes from the cars of the few parents that drive, would be notably different from the levels of exhaust fumes created by the customers of the pub when in use. Furthermore, it is un-evidenced that this would result in unacceptable air quality enough to negatively impact residential amenity. Pollution Control have raised no concerns to the proposal on these grounds. Therefore, there is insufficient evidence to issue a defensible reason for refusal on these grounds.

Conclusions and Reasons for Decision

On balance, for the reasons given above, it is considered that the application has overcome all of the reasons for refusal given against the former application 19/0949. Subsequently, the application is considered to be in accordance with Section 15, paragraphs 170 and 180 of the National Planning Policy Framework, Saved policies

GP2, ENV10 and LC8 of Walsall's Unitary Development Plan and policy HOU5 of the Black Country Core Strategy.

It is therefore considered that this 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.

Decision Recommendation

Delegate to the Head of Planning and Building Control to Grant Planning Permission Subject to Conditions and subject to finalising of planning conditions.

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 and Location Plan – Drawing No. K005A – Received on 14/08/2020
- Proposed Ground Floor Plan – Drawing No. K003 – Received on 14/08/2020
- Proposed First Floor Plan – Drawing No. K – Received on 14/08/2020

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).

3a: Prior to the Nursery first coming into use, the proposed staff parking spaces shown on the plans hereby approved: (Drawing No. Drawing No. K003 – Received on 14/08/2020) shall be fully implemented, being consolidated, hard surfaced and drained so that surface water from the area does not discharge onto the public highway or into any highway drain.

3b: The parking spaces shall thereafter be retained and used for no other purpose.

Reason: To ensure the safe and satisfactory operation of the development and in accordance with UDP policy GP2, T7 and T13.

4: Prior to the parking spaces first coming into use, a vehicle footway crossing to align with the new access shall be installed in accordance with the Council's footway crossing specification to the satisfaction of the Local Planning Authority. The works

shall include reinstating the redundant existing dropped kerbs access back to full kerb height. All works within the public highway shall be in accordance with all statutory requirements.

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

5: Prior to the Nursery first coming into use, the proposed cycle shelter shown on the plans hereby approved: (Drawing No. K003 – Received on 14/08/2020) which shall be covered and illuminated, shall be fully implemented and thereafter be retained and used for no other purpose.

Reason: To encourage sustainable modes of travel and in accordance with UDP policy T13 and Black Country Core Strategy TRAN4.

6: The approved Nursery shall not operate other than with staggered drop off and pick up times for the parents and children, spread evenly at half hour intervals between 7:30-18:00 over the course of the work day. Not more than 10 children can be dropped off or picked up at any one half hour slot at any point throughout the work day.

Reason: To evenly spread out the amount of traffic to the site across the day, to avoid overspill of parking in front of local residents' properties, in the interests of the free flow of traffic along the public highway and highway safety, in accordance with the details provided in the submitted 'Response to Highways concerns' document.

7: The Nursery use hereby permitted shall not be open to customers otherwise than between the hours of 07:30 to 18:00, Mondays to Fridays. The Day Nursery shall not operate at weekends.

Reason: To protect neighbouring amenity and to maximise the availability of on street parking for local residents in the evenings and weekends, in the interests of the free flow of traffic along the public highway and highway safety, in accordance with saved UDP policies GP2 and ENV32.

8: The maximum number of children in attendance at the nursery shall not exceed 50 at any one time.

Reason: To define and control the size of the enrolment in order to limit the number of potential car borne trips to the site in the interests of the free flow of traffic along the public highway and highway safety. And to reduce the potential noise levels emanating from the site, in order to protect the amenities of local residents, in accordance with UDP Policy T13 and GP2.

9: The 'Outdoor Play Area' shown on the plan hereby approved: (Drawing No. K003 – Received on 14/08/2020), shall not be used unless between the hours of 9:30-11:30 & 13:30-15:00, and shall not be used other than by one age group of children at any one time, in accordance with the allocated time slots specified in the timetable provided in the submitted 'Noise Impact on Neighbours' document.

Reason: To reduce the level of noise generated by outdoor play / education to within

acceptable levels that will protect the amenities of neighbouring residents, to comply with policy GP2 of Walsall's Unitary Development Plan.

Notes for Applicant

West Midlands Fire

- The building shall be designed and constructed so as to provide reasonable facilities to assist fire fighters in the protection of life.
- Reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.
- The building should comply with: Approved Document B, Volume 2, Buildings other than Dwellings, 2019.

Highway Authority

- 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.
- The applicant will be required to obtain a Road Opening Permit from the Highway Authority for the dropped kerb footway crossing works within the public highway. With reference to the Council's footway crossing specification SD11/8 dated January 2008, the crossing extension shall not exceed [two 900mm flat kerbs and one 900mm taper kerb.] All works within the public highway shall be in accordance with all statutory requirements.
- For further information please contact the Traffic Management Team at Traffic.Management@walsall.gov.uk.

Petition Extract:

PETITION - Planning application objection

We, the undersigned, residents of Cambridge St, Arundel St and Thorpe Rd object to the planning **application number 20/1003** The Cambridge, proposed change of use from a Public House to a Day Nursery on the grounds that if the development went ahead, it would result in significant parking issues in an area where parking is already problematic. It will also increase early morning noise and traffic problems alongside air pollution when people drop off and collect children leaving cars running.

Name	Address	Signature
[REDACTED]	34 ARUNDEL ST.	[REDACTED]
[REDACTED]	56 Arundel St	[REDACTED]
[REDACTED]	62 ARUNDEL ST	[REDACTED]
[REDACTED]	35 Arundel St	[REDACTED]
[REDACTED]	39 ARUNDEL	[REDACTED]
[REDACTED]	54 Arundel St	[REDACTED]
[REDACTED]	47 ARUNDEL ST	[REDACTED]
[REDACTED]	45 Arundel street.	[REDACTED]
[REDACTED]	45 ARUNDEL ST	[REDACTED]
[REDACTED]	8 CAMBRIDGE ST.	[REDACTED]
[REDACTED]	8a. WS14BZ	[REDACTED]
[REDACTED]	10. CAMBRIDGE ST	[REDACTED]

END OF OFFICERS REPORT