

## Planning Committee

Report of Head of Planning and Building Control on 02 December 2021

Plans List Item Number: 1

### Reason for bringing to committee

### Major Application

#### Application Details

**Location:** DOROTHY PATTISON HOSPITAL, ALUMWELL CLOSE, WALSALL, WS2 9XH

**Proposal:** DEMOLITION OF THE EXISTING RENAL UNIT. ERECTION OF A NEW 10 BED DEMENTIA WARD AND A 15 BED OLDER ADULTS WARD WITH ASSOCIATED THERAPY, LIVING AND ANCILLARY SPACES. RECONFIGURATION OF THE EXISTING CAR PARK AND LANDSCAPED AREAS.

**Application Number:** 21/0799

**Case Officer:** Sally Wagstaff

**Applicant:** Black Country Healthcare NHS FT

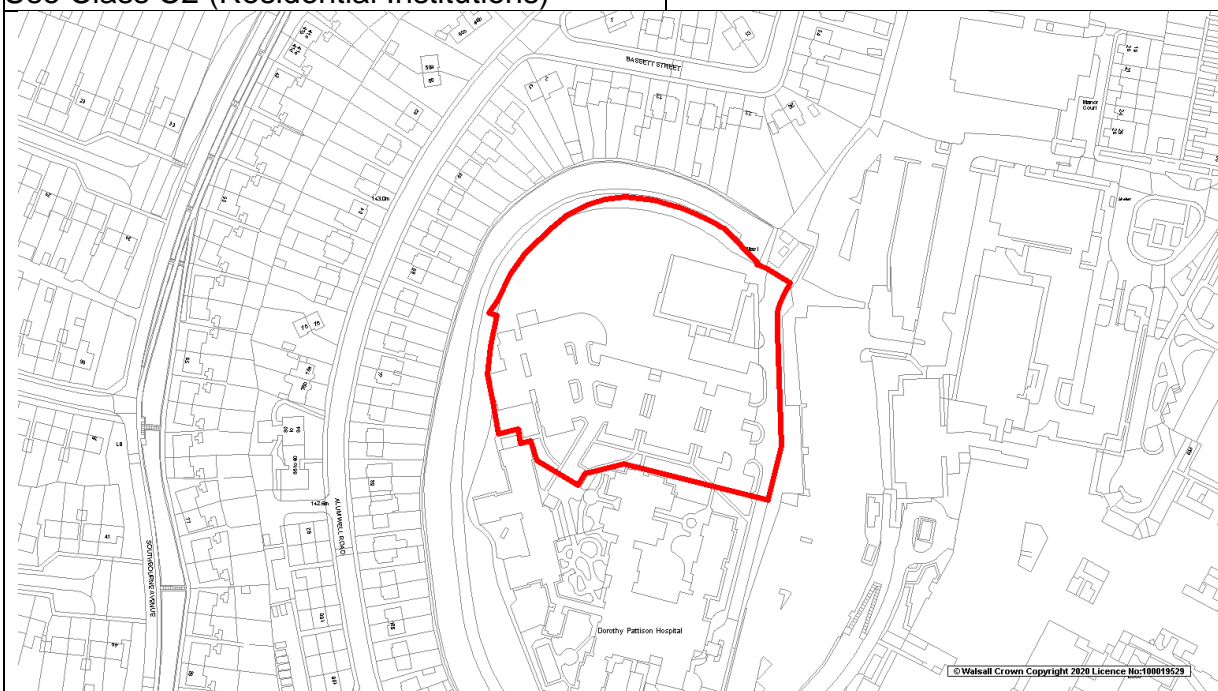
**Ward:** Pleck

**Agent:** Gilling Dod

**Expired Date:** 25-Aug-2021

**Application Type:** Full Application: Major Use Class C2 (Residential Institutions)

**Time Extension Expiry:**



Crown Copyright and database rights 2021 Ordnance Survey 100019529

## **Recommendation:**

1. Planning Committee resolve to Delegate to the Interim Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and Section 106 to secure a Full Travel Plan, and subject to:
  - The amendment and finalising of planning conditions;

## **Proposal**

The proposal relates to the erection of a 10 bed dementia ward and a 15 bed older adult's ward for new older persons/dementia patients with associated therapy, living and ancillary spaces. The proposal includes reconfiguration of the existing car park and landscaped areas. The proposed new build wards will replace those at Bloxwich hospital which has two impatient wards for people over 65.

The building is single storey, designed in a crescent shape with three wings to the rear. Car parking is proposed around the perimeter of the site. The site will utilise the existing vehicular and pedestrian access and egress to Dorothy Pattison hospital.

## **Site and Surroundings**

The site is located on Alumwell Close accessed from Alumwell Road to the west of Walsall Town Centre. The existing building is situated on the northern side of the Dorothy Pattison Hospital which is a functioning Mental Health hospital.

The building is two storey red brick, built in the mid 1980's. To the rear of the hospital is a vacant renal unit with associated car parking which is to be demolished as part of this application. To the west of the site is a 3/4 metre high bund which is a natural buffer between the hospital site and residential properties to the north, west and south. To the east of the site is The Manor Hospital, access to the site is from Pleck Road. The site is relatively flat except for the 3/4 metre high bund. Historically the site was a surface reservoir with a moat to the north east. The area was once within a medieval Deer Park.

## **Relevant Planning History**

07/1146/FL/W3 - New Multi-faith centre and relaxation area to the existing Dorothy Pattison Hospital Complex. The New Multi-faith area will replace the existing chapel area which is being converted internally for gymnasium use (change of use from chapel to gymnasium). Granted Subject to Conditions 14/08/2007.

04/1848/FL/W7 Application to extend the existing planning consent No. 02/0297/FL/W for the three existing temporary portakabins providing office/operational accommodation. Grant Subject to Conditions 29/09/2004

03/0492/FL/W3 Temporary provision of 3 No. interlinked portakabins to provide additional office/operational accommodation for a further 12 months. Grant Subject to Conditions 14/05/2003

02/0297/FL/W3 RETROSPECTIVE: Temporary provision of 3 no. interlinked portakabins to provide additional office/operational accommodation 03/03/2002

BC53046P Extension of Car Park. Granted Subject to Conditions 22/02/1999

## **Relevant Policies**

### **National Planning Policy Framework (NPPF)**

[www.gov.uk/guidance/national-planning-policy-framework](http://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 12 – Achieving well-designed places**

On **planning conditions** the NPPF (para 56) 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 in the process and can speed up decision making. 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. 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](http://www.go.walsall.gov.uk/planning_policy)

### **Saved Policies of Walsall Unitary Development Plan**

- 3.6 to 3.8 Environmental Improvement
- 3.13 to 3.15 Building Conservation & Archaeology
- GP2: Environmental Protection
- GP3: Planning Obligations
- GP5: Equal Opportunities
- GP6: Disabled People

- ENV10: Pollution
- ENV14: Development of Derelict and Previously-Developed Sites
- ENV17: New Planting
- ENV18: Existing Woodlands, Trees and Hedgerows
- ENV23: Nature Conservation and New Development
- ENV24: Wildlife Corridors
- ENV25: Archaeology
- ENV32: Design and Development Proposals
- ENV33: Landscape Design
- ENV40: Conservation, Protection and Use of Water Resources
- T11: Access for Pedestrians, Cyclists and Wheelchair users
- T12: Access by Public Transport (Bus, Rail, Metro and Ring and Ride)

## **Black Country Core Strategy**

- Vision, Sustainability Principles and Spatial Objectives
- CSP4: Place Making
- DEL1: Infrastructure Provision
- EMP5: Improving Access to the Labour Market
- TRAN2: Managing Transport Impacts of New Development
- TRAN4: Creating Coherent Networks for Cycling and for Walking
- TRAN5: Influencing the Demand for Travel and Travel Choices
- ENV1: Nature Conservation
- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality
- ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
- ENV6: Open Space, Sport and Recreation
- ENV7: Renewable Energy
- ENV8: Air Quality

## **Walsall Site Allocation Document 2019**

RC1: The Regeneration Corridors

EN1: Natural Environment Protection, Management and Enhancement

EN3: Flood Risk

T2: Bus Services

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

### Archaeology

No objection – no archaeological implications for this application.

### Adult Social Care

Support – Adult Social Care welcome these changes so good quality care can be delivered in an updated environment.

**Coal Authority**

No objection - The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that further investigations are required, along with possible remedial measures, in order to ensure the safety and stability of the proposed development. Conditions recommended to this affect.

**Conservation Officer**

No objections- Proposal would have less than substantial harm to the significance of the Former Board of Guardians. The proposed development would not unduly harm the intermediate setting of the Former Board of Guardians, as there is other built development between the proposed site and the Former Board of Guardians.

**Environment Agency**

No comments to make

**Highways England**

No objection

**Fire Officer**

No objection – recommendations in line with approved Document B Volume 2 requirements for access and facilities for the fire service.

**Local Highways Authority**

No objections subject to conditions relating to access and parking and subject to the inclusion of a Travel Plan secured by a Section 106 Agreement

**Local Lead Flood Authority**

No objection - satisfied with the submitted proposals

**Natural England**

No comment

**Police Architectural Liaison Officer**

No objections – Secure by Design principles recommend

**Pollution Control**

No objections – conditions recommended for ground gas protection measures

**Public Lighting**

No comments received

**Severn Trent Water**

No objections subject to a recommendation for a condition relating to the submission of a drainage scheme for foul and surface water.



## **Strategic Planning Policy**

No objections – the proposal is for an additional health care facility within the existing hospital site.

## **Tree Preservation Officer**

No comment received

## **Representations**

None

## **Determining Issues**

- Principle of Development
- Heritage Assessment
- Design, Layout and Character
- Amenity of Neighbours and Amenity of Future Occupiers
- Highways
- Ecology
- Flood Risk / Drainage
- Ground Conditions and Environment
- Air Quality/Renewable Energy

## **Assessment of the Proposal**

### **Principle of Development**

The proposal relates to the demolition of a vacant health care facility within a hospital site and replacement with a new health care facility. The proposed scheme is a replacement of the speciality dementia ward and mixed sex functional older adult ward at Bloxwich Hospital.

The principle of development is considered acceptable within this location.

### **Heritage Assessment**

Whilst the site is close to a medieval moated site to the northeast, Dorothy Pattison Hospital itself, is built in an area formerly used as a reservoir. The Archaeology Officer has assessed the application and considers that an earlier Archaeology on the site will have been truncated. The proposal would not result in an archaeological implications.

The Council's historic mapping dating from 1902 identifies Grade II Listed Former Board of Guardians Office fronting Pleck Road to the north east of the site, south of Manor Hospital. The building was constructed between 1898 – 1900 by Henry E. Lavender of Walsall, for the Board of Guardians of Walsall Poor Law Union.



The proposed development is located to the far west of the hospital site with limited views from Pleck Road. It is considered the proposed development would have less than substantial harm to the significance of the Former Board of Guardians. It is considered that proposed development would not unduly harm the intermediate setting of the Former Board of Guardians, as there is other built development between the proposed site and the Former Board of Guardians. No objections have been received by the Conservation Officer.

Overall, the proposal is considered acceptable on accordance with Policy ENV2 of Black Country Core Strategy, saved Policy ENV25 of the Unitary Development Plan, and Paragraph 195 of the National Planning Policy Framework.

### **Design, Layout and Character**

The building is single storey, designed in a crescent shape with three wings to the rear, two of which enclose courtyards areas to be used by the patients. There is functional ward within the first wing, central entrance and staff facilities within the second wing and third wing dementia ward. Careful consideration has been given to the layout of the building to ensure it meets the needs of older adults and those with Dementia. The criteria includes level access and smooth movement through the building, it is flexible and adaptable and has a homely feel.

The site will utilise the existing access and egress to Dorothy Pattison hospital. The siting of the proposed building and surrounding landscaped areas is considered to assist pedestrian movement into, and around the building. The submitted indicative landscaping areas contained within the Design and Access Statement and landscape drawing no's.DPH-ITE-XX-00-DR-L-05\_20-3000 to 3011 are considered to provide an appropriate overall mix of hard and soft landscaping features. The enclosed courtyards and gardens have been designed to be sensory, functional spaces to be used safely by the patients. Theses spaces are to be landscaped with hard and soft surfaces with appropriate Secured by Design boundary treatments to ensure the safety and security of the patients.

The building has been designed a low height angular roof. This is considered helps to break up the overall mass, provides visual interest and integrates the building with the existing two storey building and the wider site. The overall building form is considered appropriate to serve its important health function, and relates well to the wider site. The overall modern design and appearance is considered acceptable. The proposed indicative facing materials contained within the submitted Design and Access Statement are considered acceptable, and specific materials details would be secured by condition to ensure satisfactory appearance.

Overall, the proposal is considered acceptable subject to the recommended conditions, and accords with the provisions of Policies CSP4, ENV2 and ENV3 of the Black Country Core Strategy, Saved Policies GP2, GP5, GP6, ENV17, ENV32 and ENV33 of the Unitary Development Plan, DW2 – DW9 of the Designing Walsall SPD and the National Planning Policy Framework.

## **Impacts on nearby occupiers' amenity**

The building is single storey. The existing vegetated bund sits between the proposed building and residential properties to the north, west and south of the site. The proposal would have a limited visual impact outside of the site.

The proposal for an additional building, and associated works, within an existing and operational hospital site is considered unlikely to result in any significant additional impacts on nearest neighbours' amenity over and above existing levels. No neighbour objections have been received.

Overall, the proposal is considered acceptable and accords with the provisions of Policies CSP4 and ENV3 of the Black Country Core Strategy, Saved Policies GP2, ENV32 of the Saved Unitary Development Plan, and the National Planning Policy Framework.

## **Highways**

### **Parking**

There are 155 spaces on the existing site. The proposed development looks to increase this to 179 spaces (+24 spaces). The staff operate on a three-shift system as follows;

- Early Shift (7am – 3pm) 6 staff Dementia Ward, 4 staff Functional Ward,
- Late Shift (1pm – 9pm) 9 staff Dementia Ward, 4 staff Functional Ward,
- Night Shift (8:15pm – 7:30am 4 staff Dementia Ward, 4 staff Functional Ward,

When considering this, it can be seen that staff from the following shift have to arrive, at times two hours prior to the departure of the preceding shift. In terms of staff parking the worst case will occur during the transition between the Early Shift and the Late Shift, when it can be seen that for a two-hour period, 15 staff will be onsite at the Dementia Ward and 8 at the Functional Ward giving a total of 23 staff onsite during this period. Considering the specialist nature of these staff and the necessity of shifty working, it is considered that achieving a highly sustainable modal split within these constraints would be difficult.

In addition to staff, patients and visitors would be onsite typically during the timing of these shifts. There are a total number of 25 beds between the two wards. Visitor numbers will of course be variable, however it is considered that there are 25 beds it is considered that each patient will receive a visitor each day. Therefore the permitted space provision, in line with policy can be seen calculated below.

- 1 space per 4 staff, 6 spaces,
- 1 space per 3 patients / visitors, 17 spaces.

This level of parking would take the current parking levels from 155 to 179 spaces.

On site observations during the summer at approximately 10:00 on Thursday 29th August 2019 indicated that of the 155 spaces in total, six were vacant disabled parking bays. 134 of the bays were occupied leaving 21 available spaces. In consideration that existing parking is well used, and the additional staff working shifts that parking levels over the standard 23 spaces are justified. It is therefore proposed to provide an additional 6 spaces, taking the total to 24 new spaces, and 179 spaces in total with the existing spaces.

The Highway Authority accepts that the proposed increase in parking spaces from 155 to 179 will be adequate to serve the development.

### Trip generation

TRICS data has been used to forecast the predicted trips generated by the development. The development has in an increase in GFA of about 1,148sqm over the existing building which has been used predict any additional traffic.

The development would be expected to generate approximately 10 additional two-way trips in the traditional AM peak and in the PM peak traffic periods. This increase equates to one two-way trip about every six minutes in both peak periods.

The expected level of traffic during the network peak hour would be lower than that demonstrated within the development peak hour (14 additional two-way trips between 09:00 – 10:00 and 15:00 - 16:00) and thus emphasises that the development proposals would result in an imperceptible level of traffic to that previously experienced within the area.

The Highway Authority accepts that the additional traffic generated by the development over and above those to the extant building will not have any significant road safety or operational issues on the local highway network.

A Travel Plan is important to maximise sustainable credentials of the site and encourage sustainable travel amongst staff. An Interim Travel Plan has been submitted which explains potential measures which could be implemented to affect modal choice and a management strategy for producing a full Travel Plan. A full Travel Plan will be secured through a S106 agreement which the applicant has agreed to within an email dated 14/10/21.

The Highway Authority has suggested to the applicant that there is opportunity to improve pedestrian connectivity to the site outside of the redline by widening the footway on Alumwell Close and adding a tactile crossing at the junction of Alumwell Close and Alumwell Road. The applicant acknowledges the observations made by the Highways Officer and works could potentially be undertaken by the Trust at a later date.

The Highway Authority considers the development would not give significantly increase in traffic and pedestrian movements and will not have an unacceptable impact on road safety or have severe cumulative impacts on the operation of the road network, being acceptable in accordance with the NPPF 2021 paragraph 111.

## **Ecology**

An ecological assessment carried out by Naturally Wild dates 18/12/18 has been submitted to determine if any European, UK Biodiversity or other important protected species/habitats are likely to be affected by the development and any mitigation of necessary.

The closest statutory protected site to the proposed development site is Mill Lane Local Nature Reserve, 1.5 km to the north-east of the site. There are 23 non statutory protected sites within 1km of the site, the closest is the Walsall Wildlife Corridor which is 201m to the east of the site.

The assessment concludes that the proposal would not have a significant impact to nearby statutory and non-statutory protected sights due to its limited footprint and location.

The site comprises a former hospital area of landscaping and a vegetated bund along the north and eastern boundary. The proposal has the potential to impact protected species including; Badgers, Bats, Great Crested newts, Reptiles and Nesting Birds. The assessment concludes overall the site was considered to be of low ecology value. The trees and shrubs are considered to be of moderate – high value for nesting birds, with some ground nesting potential. The current building is considered to be of very low bat roost potential. Suitable reptile habitat is located on site, within the mosaic of shrubs and semi-improved grassland, and also along a vegetated acoustic bund that forms the site boundary.

The assessment recommends a number of mitigation measures for site clearance and measures to be taken if protected species are found on site. The assessment considers that compensation measures are necessary in relation to the loss of existing nesting features and low value bat roosting features. There is also the opportunity to enhance biodiversity on the site by planting native species and installing bird and bat boxes.

A condition is recommended that the applicant carries out the measures found in paragraph 5.1- 5.3 of the assessment.

Overall, the proposal is considered acceptable subject to the conditions set out, and accords with Saved Policies GP2 & ENV23 of the Unitary Development Plan, ENV1 of the Black Country Core Strategy, EN1 of the Site Allocation Document, NE2 & NE5 of the Natural Environment SPD and the National Planning Policy Framework.

## **Flooding and Drainage**

The site and immediate bordering areas are located within Flood Zone 1. An area of lowest probability of flooding. Due to the scale of the proposed development at over 1000 sqm, 1.2 ha a Flood Risk Assessment is required to accompany this application along with an appropriate sustainable drainage scheme.

The river Tame is approximately 1km south west of the site. Walsall Canal is located approximately 0.4 km to the east. Sneyd Brook is approximately 0.5km to the west.

A Flood Risk Assessment and Drainage Strategy dated 7th April 2021 along with SuDs Operations and Maintenance Manual and drainage layout dated October 2021 has been submitted in support of the application. The Assessment concludes the development is classified as a 'more vulnerable' development which is considered appropriate for this location and Flood Zone classification. The site is at low risk of flooding.

The proposal includes a new surface and foul water drainage system set out within the documents mentioned above. The Local Lead Flood Authority have assessed the information submitted and confirm that they are satisfied with the proposals.

Overall, the proposal is considered acceptable subject to the conditions set out, in accordance with Saved Policies GP2 & ENV40 of the Unitary Development Plan, ENV5 of the Black Country Core Strategy, EN3 of the Site Allocation Document and the National Planning Policy Framework.

## **Ground Conditions and Stability**

In terms of ground stability, the application site falls within a High Risk coal area. The Coal Authority concur with the recommendations of the submitted Coal Mining Risk Assessment, and do not object to the development subject to conditions to secure an intrusive site investigation, and any necessary remediation scheme to ensure the land is suitable for development. These conditions would be included as recommended to ensure the safety of users of the site.

Pollution Control have reviewed the Site Investigation Report and recommend that precautionary ground gas measures are incorporated into the foundations on the site. Conditions are recommended to secure an additional Ground Gas Assessment and Remediation Statement to ensure the safety of users of the site.

Overall, the proposal is considered acceptable subject to the conditions set out and accords with Saved Policy GP2 of the Unitary Development Plan and the National Planning Policy Framework.

## **Air Quality/ Renewable Energy**

An Energy Assessment has been submitted in support of this application to identify low and zero carbon technologies that are appropriate for the proposed building. An air source heat pump and photovoltaic panels are to be employed at the site. Black Country Core Strategy Policy ENV7 states that at least 10 per cent of energy supply of the development shall be secured from renewable energy. The Energy Assessment confirms the proposal technologies exceed that.

Electric vehicle charging spaces can be secured by condition along with the use of low emission boilers, and a Construction Management Plan as set out in the Air Quality SPD.

Overall, the proposal is considered acceptable subject to the conditions set out and accords with Saved Policies GP2 & ENV10 of the Unitary Development Plan, DEL1, ENV7 & ENV8 of the Black Country Core Strategy, Section 5 of the Air Quality SPD, DW10 of the Designing Walsall SPD and the National Planning Policy Framework.

## **Conclusions and Reasons for Decision**

It has been demonstrated that the proposed development is of an acceptable overall appearance, would not result in harm to the natural or built environment, to the amenity of nearby occupiers, or to the safety or operation of the highway network subject to the conditions and planning obligation as set out. The recommended planning conditions, and planning obligation to secure a full travel plan, are considered necessary to make the application acceptable, and to meet the governments tests contained within the National Planning Policy Framework.

On the above basis, the proposal is considered to meet the requirements of the Development Plan, and the National Planning Policy Framework and it is therefore 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**

**Planning Committee resolve to Delegate to the Interim Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and Section 106 to secure a Full Travel Plan, and subject to:**

- **The amendment and finalising of planning conditions;**



## Conditions and Reasons

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, unless otherwise specified within other conditions attached to this permission:

Coal Mining Risk Assessment prepared by Curtins Consulting Limited dated 08/04/20 submitted 26/05/21

Elevations Sheet 1, drawing no. DPH-GDA-V1-ZZ-DR-A-05-20-8003-REV-P04 submitted 26/05/21

Elevations Sheet 2, drawing no. DPH-GDA-V1-ZZ-DR-A-05-20-8004-REV-P04 submitted 26/05/21

Elevations Sheet 3, drawing no. DPH-GDA-V1-ZZ-DR-A-05-20-8005-REV-P04 submitted 26/05/21

Elevations Sheet 4, drawing no. DPH-GDA-V1-ZZ-DR-A-05-20-8006-REV-P04 submitted 26/05/21

Energy Assessment Information submitted 26/05/21

Environmental Noise Assessment ref. DPH-MAL-XX-XX-RP-Y-9000 prepared by Mach Acoustics Ltd submitted 26/05/21

Flood Risk Assessment and Drainage Strategy prepared by Curtins Consulting Ltd ref. 066109-CUR-00-XX-RP-C-00001 dated 07/04/21 submitted 26/05/21

Ground and Roof void GA Plan, drawing no. DPH-GDA-V1-ZZ-DR-A-05\_20-8001 Rev 5 submitted 26/05/21

Landscape and Ecology Management Plan, DPH-ITE-XX-00-RP-05\_20-3302 P5 Planning dated 20th May 2021 submitted 26/05/21

Landscape Masterplan ref. DPH-ITE-XX-00-DR-L-05 20-3000 REV P8 submitted 26/05/21

Landscape Sections Sheet 1 of 3 ref. DPH-ITE-XX-00-DR-L-05 20-3007- REV P5 submitted 26/05/21

Landscape Sections Sheet 2 of 3 ref. DPH-ITE-XX-00-DR-L-05 20-3008- REV P4 submitted 26/05/21



Landscape Sections Sheet 3 of 3 ref. DPH-ITE-XX-00-DR-L-05 20-3009 -REV P4 submitted 26/05/21

Planning, Design and Access Statement prepared by Gilling Dod Architects date May 2021 submitted 26/05/21

Plant Schedule ref. DPH\_ITE\_XX\_00\_SC\_L\_05\_20-3301 P2 submitted 26/05/21

Planting Strategy Plan ref. DPH-ITE-XX-00-DR-L-0520-3010 REV P5 – submitted 26/05/21

Preliminary Ecological Appraisal submitted 26/05/21

Proposed Block Plan ref. DPH-GDA-V1-XX-DR-A-05 20-8002 REV P03 submitted 26/05/21

Proposed Site Plan ref. DPH-GDA-V1-XX-DR-A-05 20-8006 REV P04 submitted 26/05/21

Proposed Site Sections ref. DPH-GDA-V1-XX-DR-A-05 20-8007 REV P05 submitted 26/05/21

Roof Plan ref. DPH-GDA-V1-ZZ-DR-A-05 20-8002 REV P04 submitted 26/05/21

Site Location Plan - DPH-GDA-V1-XX-DR-A-05 20-8001 REV P03 submitted 26/05/21

Transport Assessment prepared by Curtins Consulting Ltd dated 01/04/21 submitted 26/05/21

Tree Constraints Plan ref. TWC1232-D-001 submitted 26/05/21

Tree Impact Plan ref. TWC1232-D-002 submitted 26/05/21

Tree Survey Schedule submitted 26/05/21

Vegetation Removal and Retention Plan ref. DPH-ITE-XX-00-DR-L-05 20-3011 REV P2 26/05/21

Waste Delivery Management Plan ref. DPH-GDA-V1-XX-DR-A-05 20-8004 REV P04 submitted 26/05/21

Phase 2 Site Investigation Report prepared by Curtins Consulting Ltd ref. 066109-CUR-00-XX-RP-GE-0000212-07-21 dated 16/05/2019 submitted 12/07/21 and email submitted 12/07/21

Grouting Treatment Specification prepared by Curtins Consulting Ltd ref. 066109-CUR-00-XX-RP-GE-00004 dated 25/03/21 submitted 06/08/21

SuDS Operations and Maintenance Manual prepared by Curtins Consulting Ltd ref. 066109-CUR-00-XX-RP-C-00002 dated 19/10/2 submitted 20/10/21

Interim Travel Plan prepared by Curtins Consulting Ltd ref. TPBI70789-CUR-XX-RP-TP-002 dated 01/04/21 issue 03 submitted 20/10/21

Attenuation volume and hydraulic calculations updated submitted 20/10/21.

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 the commencement of the development hereby permitted until 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 (particularly as the contaminated land investigation has indicated that land is contaminated)
11. Measures to prevent site drag-out (including need for wheel cleaning and use of a road-sweeper)
12. Noise and vibration (if piling and/or ground stabilisation is to be conducted) mitigation measures

b. 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.

4a. Prior to commencement of development hereby permitted (excluding the demolition of existing structures) until;

- i. scheme of further intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and
- ii. any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.
- iii. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

b. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

5a. Prior to commencement of the development hereby permitted a copy of the findings of the additional ground gas assessment, together with an assessment of identified and/or potential hazards arising from any land contamination and/or ground gas shall be submitted in writing to and agreed in writing by the Local Planning Authority. (see Note for Applicant CL2)

b. Prior to commencement of the development hereby permitted a 'Remediation Statement' setting out details of remedial measures to deal with the identified and potential hazards of any land contamination and/or ground gas present on the site and a timetable for their implementation shall be submitted in writing to and agreed in writing by the Local Planning Authority. (see Note for Applicant CL2)

c. The remedial measures as set out in the 'Remediation Statement' required by part b of this condition shall be implemented in accordance with the agreed timetable.

d. If during the undertaking of the approved remedial works or during the construction of the development hereby permitted unexpected ground contamination not identified by the site investigation required by part ii) of this condition is encountered, development shall cease until the 'Remediation Statement' required by part iv) of this condition has been amended to address any additional remedial or mitigation works required and has been submitted in writing to and agreed in writing by the Local Planning Authority.

e. Prior to the occupation of the development hereby permitted a validation report setting out full confirming the details of the remedial measures implemented and cross referencing those measures to the approved Remediation Statement together with substantiating information and justification of any changes from the agreed

remedial arrangements shall be submitted in writing to and agreed in writing by the Local Planning Authority. (see Note for Applicant CL3)

f. The development shall not be carried out otherwise than in accordance with the approved Remediation Statement.

6a. 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, windows and doors shall be submitted in writing to and agreed in writing by the Local Planning Authority.

b. 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, to comply with saved policies GP2 and ENV32 Walsall's Unitary Development Plan and the National Planning Policy Framework.

7a. Prior to the commencement of building operations above damp proof course of the development hereby permitted details of any proposed boundary treatment of the site, including heights, positions and extents, materials and finishes of all walls, fences, gates or other means of enclosure, shall be submitted in writing to and agreed in writing by the Local Planning Authority. The submitted details shall include all internal site divisions in addition to the perimeter boundary treatments and all gates shall be designed and installed so they cannot open outwards onto any public highway.

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

Reason: To ensure the satisfactory appearance and functioning of the development in accordance with the saved policies GP2 and ENV32 of the Walsall Unitary Development Plan and in the interest of highway and pedestrian safety in accordance with the saved UDP policies T7 and T13 of the Walsall Unitary Development Plan, and the National Planning Policy Framework.

8a. Prior to the commencement of building operations above damp proof course of the development hereby permitted details electric-vehicle charging points shall be submitted in writing to and agreed in writing by the Local Planning Authority.

b. Prior to first occupation of the development the approved electric vehicle charging points shall be installed in accordance with the approved details and shall be retained and maintained for the lifetime of the development.

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 and DEL1 of the Black Country Core Strategy.

9. The development hereby permitted shall not be carried out otherwise than in accordance with the hereby approved drainage scheme as shown on Drainage Strategy dated 7/4/21 and shall thereafter be retained as installed for the lifetime of the development.

Reason: To ensure the development is provided with a satisfactory means of drainage and/or to reduce the risk of creating or exacerbating a flooding problem and/or to minimise the risk of pollution and/or to safeguard water quality from fuels, oils and other chemicals from the site in accordance with NPPF10, BCCS Policy ENV5 and saved Walsall's Unitary Development Plan policy GP2 and ENV40.

10. The development shall not be carried out otherwise than in accordance with the measures set out within of the submitted Preliminary Ecological Appraisal dated 26/5/21 and shall thereafter be retained as installed for the lifetime of the development.

Reason: To safeguard important and protected species and provide net biodiversity gains in accordance with Policy ENV1 of the Black Country Core Strategy, Saved Policy ENV23 of the unitary Development Plan, NE1 to NE6 of the Natural Environment SPD and the National Planning Policy Framework.

11. The development hereby permitted shall not be carried out otherwise than in accordance with the hereby approved Flood Risk Assessment and SuDs operations and maintenance manual, plus the Attenuation volume and hydraulic calculations note and the following mitigation measures detailed within the FRA:

To be updated in the supplementary

To be updated in the supplementary

To be updated in the supplementary

To be updated in the supplementary

-and shall thereafter be retained for the lifetime of the development.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to accord with Policy ENV5 of the Black Country Core Strategy, EN3 of the Site Allocation Document and the National Planning Policy Framework.

12a. Prior to the occupation of the development hereby permitted, until details of all cycle shelters, which shall be covered and illuminated shall be submitted in writing to and agreed in writing by the Local Planning Authority.

12b. The development hereby permitted shall not be carried out otherwise than in accordance with the approved details and the approved details shall thereafter be retained for the lifetime of the development 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.

13. Prior to the occupation of the development hereby permitted, all parking, access ways and vehicle manoeuvring areas shall be consolidated, hard surfaced and drained so that surface water run-off from these areas does not discharge onto the public highway or into any public highway drain, including the clear demarcation of all parking bays. Where internal footways cross vehicular routes cross vehicular, appropriate dropped kerbs and tactile paving shall be provided. These areas 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.

14a. To avoid the risk to nesting birds, no trees/hedgerows/scrub/vegetation shall be disturbed or removed until an inspection has been carried out by the supervising ecologist who shall be a person qualified in ecology and/or nature conservancy confirming that there are no nesting birds.

14b. If nesting birds are discovered at any point during the construction period then works shall cease until a report prepared by the supervising ecologist has been submitted in writing to and approved in writing by the Local Planning Authority.

14c. Works shall not continue otherwise than in accordance with the measures in the approved ecologist report.

Reason: To protect local bird populations and to comply with NPPF 15, policy ENV1 of the Black Country Core Strategy, policy EN1 of the Walsall Site Allocation Document and saved policies ENV18 and ENV23 of the Walsall Unitary Development Plan and Conserving Walsall's Natural Environment SPD.

15. Notwithstanding the details as submitted and prior to the occupation of the development hereby permitted three bird boxes shall be incorporated into the development and shall thereafter be retained as such. The bird boxes shall be located at a point not lower than 2.5m from the natural ground level and shall not be positioned directly above any doors or windows and shall be spaced as far apart from one another as possible. The entrance to the bird boxes shall be kept clear from obstructions at all times.

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.

16a. Notwithstanding the details as submitted and prior to the occupation of the development hereby permitted four brick bat box shall be incorporated into the development and shall thereafter be retained as such. The bat boxes shall be located at a point not lower than 2.5m from ground level and shall not be positioned directly above any doors or windows and not exposed to artificial light. The entrance to the brick bat box shall be kept clear from obstructions at all times. Each brick bat box shall be located in a sunny southerly or south westerly position.

16b. Prior to the first occupation of the development hereby permitted, a written validation statement by the supervising ecologist who shall be a person qualified in ecology and/or nature conservancy shall be submitted in writing to and approved in writing by the Local Planning Authority demonstrating that four bat boxes have been installed in accordance with part a of this condition.

16c. The bat boxes shall be retained for the lifetime of the development hereby approved and the access points shall not be blocked to prevent their use.

Reason: To conserve local bat populations and to comply with NPPF15, BCCS Policy ENV1, saved UDP Policy ENV23 and policies NE1 to NE6 of the Natural Environment SPD.

### **Notes for Applicant**

#### **Nesting Birds**

All bird species are protected at their nest under the Wildlife and Countryside Act 1981. Due to the suitable habitat (buildings, introduced shrub, scattered trees and scrub) on site for breeding birds it is recommended that site works takes place outside the peak bird breeding season.

If site works to these habitats are to be undertaken within the nesting season, then an appropriately qualified ecologist will be required to undertake a site walkover to visually assess potentially suitable nesting habitat for active nests. If active nests are discovered, then site works must cease until the nest is deemed inactive.

#### **Fire Officer**

**Approved Document B, Volume 2, Buildings other than Dwellings, 2019 edition incorporating 2020 amendments – for use in England**

Requirement B5: Access and facilities for the fire service



These sections deal with the following requirement from Part B of Schedule 1 to the Building Regulations 2010.

## **Requirement**

Limits on application Access and facilities for the fire service B5.

(1) The building shall be designed and constructed so as to provide reasonable facilities to assist fire fighters in the protection of life.

(2) Reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.

## **Intention**

Provisions covering access and facilities for the fire service are to safeguard the health and safety of people in and around the building. Their extent depends on the size and use of the building. Most firefighting is carried out within the building. In the Secretary of State's view, requirement B5 is met by achieving all of the following.

- a. External access enabling fire appliances to be used near the building.
- b. Access into and within the building for firefighting personnel to both:
  - i. search for and rescue people
  - ii. fight fire.
- c. Provision for internal fire facilities for firefighters to complete their tasks.
- d. Ventilation of heat and smoke from a fire in a basement.

If an alternative approach is taken to providing the means of escape, outside the scope of this approved document, additional provisions for firefighting access may be required. Where deviating from the general guidance, it is advisable to seek advice from the fire and rescue service as early as possible (even if there is no statutory duty to consult) This document has been classified as OFFICIAL. It should therefore be handled in a secure manner and in line with appropriate handling instructions, as defined by WMFS Management of Information Policy

OFFICIAL

## **Section 15: Vehicle access**

### **Buildings not fitted with fire mains**

15.1 For small buildings (up to 2000m<sup>2</sup>, 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)

### **Buildings fitted with fire mains**

15.4 For buildings fitted with dry fire mains, both of the following apply.

a. Access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building.

b. The fire main inlet connection point should be visible from the parking position of the appliance, and satisfy paragraph 16.10.

15.5 For buildings fitted with wet fire mains, access for a pumping appliance should comply with both of the following.

a. Within 18m, and within sight of, an entrance giving access to the fire main.

b. Within sight of the inlet to replenish the suction tank for the fire main in an emergency.

15.6 Where fire mains are provided in buildings for which Sections 16 and 17 make no provision, vehicle access may be as described in paragraphs 15.4 and 15.5, rather than Table 15.1.

### **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. This document has been classified as OFFICIAL. It should therefore be handled in a secure manner and in line with appropriate handling instructions, as defined by WMFS Management of Information Policy

## OFFICIAL

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)

### **Dead Ends including cul-de sacs**

Dead ends including cul-de sacs should be avoided but where not possible the following should be applied.

The main problem with dead ends and cul-de sacs is access in an emergency and the issue of obstructions such as parking. In these circumstances fire service personnel are committed to approach on foot carrying equipment to deal with the situation. 225 to 250 metres carrying equipment is considered a maximum for efficient fire-fighting operations.

Dead ends/cul-de sacs roadways should be a minimum of 5.5 metres in width.

### **Vehicle Access**

Dead end/cul de sac access routes must not exceed 180 metres in length unless.

- a) an emergency vehicle access is provided which complies with item 3.8.2, or
- b) the carriageway width is increased to 7.3 metres and complies with the requirements of item 3.8.3. The provision of an emergency vehicle access is preferred to the alternative of increasing the carriage width to 7.3 metres.

### **3.8.2 Emergency Vehicle Access**

- a) A suitable means of preventing the use by other vehicles must be provided at the time of construction.
- b) The height of 4.1 metres minimum, width 3.7 metres minimum and the construction of the access road are sufficient to allow the free passage of fire appliances.
- c) Neither end is obstructed by parked cars.
- d) The emergency vehicle access may incorporate a pedestrian route but must not be used by statutory undertakers to accommodate underground services or public sewers. This document has been classified as OFFICIAL. It should therefore be

handled in a secure manner and in line with appropriate handling instructions, as defined by WMFS Management of Information Policy

OFFICIAL

### **3.8.3 Increased Carriageway Widths**

- a) The carriageway width is increased to 7.3 metres from the entrance to the dead-end route to the point where it is 180 metres to the end of the dead end in accordance with 3.8.3b immediately below.
- b) The subsequent reduction in the width from 7.3 to 5.5 metres must occur at a road junction, at which point parking for the fire appliance at the end of the dead end must be within vision and a fire hydrant is on the pavement or ground alongside the parking space.

## **Section 16: Fire mains and hydrants**

### **Provision of fire mains**

16.2 Buildings with firefighting shafts should have fire mains in both of the following.

- a. The firefighting shafts.
- b. Where necessary, in protected escape stairs. The criteria for providing firefighting shafts and fire mains are given in Section 17.

16.3 Buildings without firefighting shafts should be provided with fire mains where fire service vehicle access is not provided in accordance with Table 15.1. In these cases, outlets from fire mains should be located as described in paragraph

16.4, with a maximum hose distance of 45m from the fire main outlet to the furthest point, measured on a route suitable for laying a hose. Stairs do not need to be designed as firefighting shafts.

### **Provision of private hydrants**

16.8 A building requires additional fire hydrants if both of the following apply.

- a. It has a compartment with an area more than 280m<sup>2</sup>.
- b. It is being erected more than 100m from an existing fire hydrant.

16.9 If additional hydrants are required, these should be provided in accordance with the following.

- a. For buildings provided with fire mains – within 90m of dry fire main inlets.
- b. For buildings not provided with fire mains – hydrants should be both of the following.
  - i. Within 90m of an entrance to the building.

ii. A maximum of 90m apart.

16.10 Each fire hydrant should be clearly indicated by a plate, fixed nearby in a conspicuous position, in accordance with BS 3251. 16.11 Guidance on aspects of provision and siting of private fire hydrants is given in BS 9990. This document has been classified as OFFICIAL. It should therefore be handled in a secure manner and in line with appropriate handling instructions, as defined by WMFS Management of Information Policy

OFFICIAL

## **Water Supplies**

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://www.water.org.uk/wp-content/uploads/2018/11/national-guidance-document-on-water-for-ffg-final.pdf>

For further information please contact the WMFS Water Office at the address given above or by email on [Water.Officer@wmfs.net](mailto:Water.Officer@wmfs.net)

## **Section 17: Access to buildings for firefighting personnel**

### **Provision of firefighting shafts**

17.2 A building with a storey more than 18m above the fire and rescue service vehicle access level should have one or more firefighting shafts containing a firefighting lift. The number and location of firefighting shafts should comply with paragraphs 17.4 to 17.7. Firefighting shafts are not required to serve a basement that is not large or deep enough to need one (see paragraph 17.3 and Diagram 17.2).

17.3 A building with basement storeys should have firefighting shafts in accordance with the following.

a. There is a basement more than 10m below the fire and rescue service vehicle access level. The firefighting shafts should contain firefighting lifts.

b. There are two or more basement storeys, each with a minimum area of 900m<sup>2</sup>. The firefighting shafts do not need to include firefighting lifts.

The building's height and size determine whether firefighting shafts also serve upper storeys.

17.8 In any building, the hose laying distance should meet all of the following conditions.

a. A maximum of 60m from the fire main outlet in a firefighting shaft (see Diagram 17.3).

b. Additionally, where sprinklers have not been provided in accordance with Appendix E, the hose laying distance should be a maximum of 45m from a fire main outlet in a protected shaft (although this does not imply that the protected shaft needs to be designed as a firefighting shaft (see Diagram 17.3) This

## **Pollution Control Notes**

### **L1**

*Ground investigation surveys should have regard to current 'Best Practice' and the advice and guidance contained in the National Planning Policy Framework 2018; British Standard BS10175: 2011+A2:2017 'Investigation of potentially contaminated sites – Code of Practice'; British Standard BS5930: 1999 'Code of practice for site investigations'; Construction Industry Research and Information Association 'Assessing risks posed by hazardous ground gasses to buildings (Revised)' (CIRIA C665); Land contamination risk management (LCRM) or any relevant successors of such guidance. You are strongly advised to consult with the Local Planning Authority on the construction, location and potential retention of any boreholes installed for the purposes of ground gas and or groundwater before installation of same.*

### **CL2**

*When making assessments of any contaminants identified as being present upon and within the land considering their potential to affect the proposed land use and deciding appropriate remediation targets regard should be had to the advice given in CLR 11 'Model Procedures for the Management of Land Contamination', The Contaminated Land Exposure Assessment (CLEA) model (Latest Version), Science Report – SC050021/SR3 'Updated technical background to the CLEA model' and Science Report – SC050021/SR2 'Human health toxicological assessment of contaminants in soil' or any relevant successors of such guidance. This list is not exhaustive. Assessment should also be made of the potential for contaminants contained in, on or under the land to impact upon ground water. Advice on this aspect can be obtained from the Environment Agency.*

### **CL3**

*Validation reports will need to contain details of the 'as installed' remediation or mitigation works agreed with the Local Planning Authority. For example photographs of earth works, capping systems, ground gas membranes, and structure details should be provided. Copies of laboratory analysis reports for imported 'clean cover' materials, manufacturer's specification sheets for any materials or systems employed together with certification of their successful installation should also be submitted. Where appropriate records and results of any post remediation ground gas testing should be included in validation reports. This note is not prescriptive and any validation report must be relevant to specific remedial measures agreed with the Local Planning Authority.*

## **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.

**END OF OFFICERS REPORT**