Walsall Council

**Economy, Environment and Communities, Development Management**

# Planning Committee

Report of Head of Planning and Building Control on 08 September 2022

**Plans List Item Number: 4**

## Reason for bringing to committee

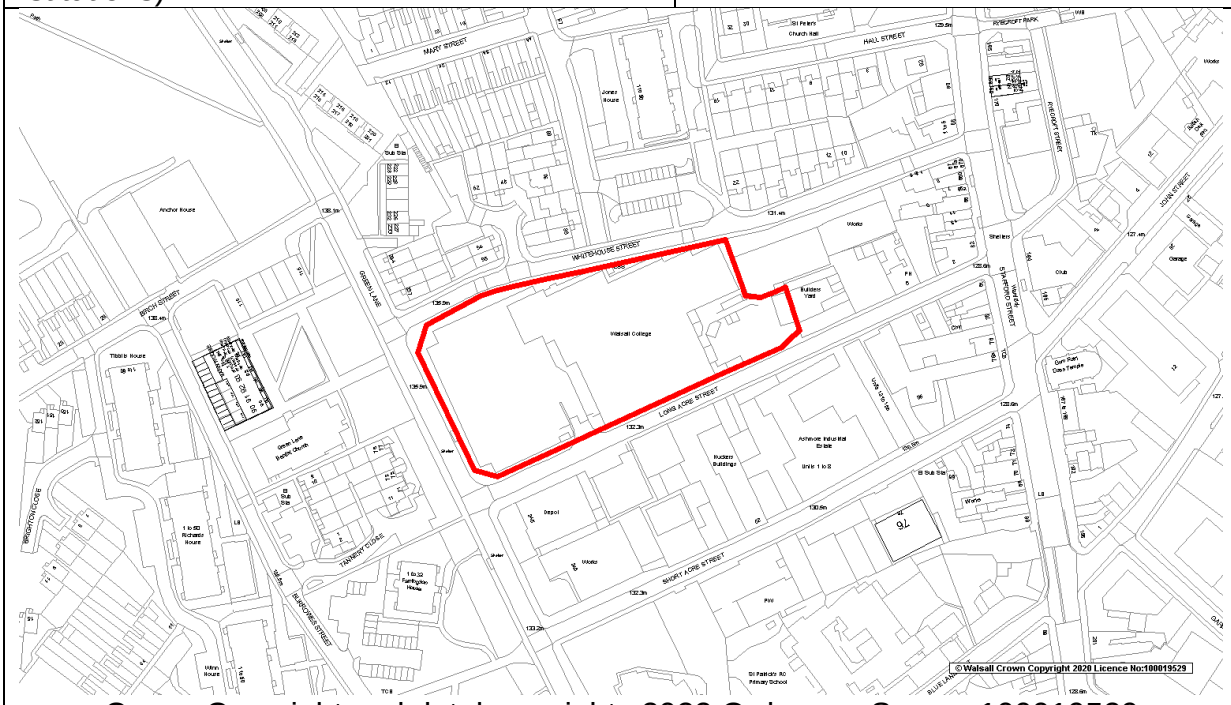
Major Application

## Application Details

**Location:** GREEN LANE CAMPUS, WALSALL COLLEGE, LONG ACRE STREET, WALSALL, WS2 8HX

**Proposal:** FRONT EXTENSION TO EXISTING COLLEGE BUILDING, ON THREE FLOORS.

| | |
|---|---|
| **Application Number:** 22/0388 | **Case Officer:** Sally Wagstaff |
| **Applicant:** Walsall College | **Ward:** Birchills Leamore |
| **Agent:** Pinnegar Hayward Design | **Expired Date:** 14-Jun-2022 |
| **Application Type:** Full Application: Major Use Class F1 (Learning and Non-residential institutions) | **Time Extension Expiry:** 16-Sep-2022 |

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## Recommendation:

1. Planning Committee resolve to Delegate to the Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and subject to
    - The amendment and finalising of conditions; and
    - Overcoming the outstanding Local Highway Authority concerns.

## Proposal

This application proposes an extension to the front of the building facing Green Lane comprising of three storeys to provide an additional 1,970m2 of floorspace for enlarged workshop areas, additional classrooms and a new entrance lobby.

The existing car park entrance from Long Acre Street is also proposed to be re-located 14m closer to Green Lane to accommodate the proposed extension.

## Site and Surroundings

The subject site of this application is Green Lane Campus, Walsall College, sited to the north-western side of Long Acre Street. Access to the site is off Long Acre Street into a large car park fronting onto the main road. There is a secondary access into a delivery area at the rear of the building sited further down the street. The property is not within a conservation area, nor is it a listed building. The property is within the Town Centre Boundary as identified in the Walsall Town Centre Area Action Plan (2019).

The site is within an area of mainly industrial units of varying ages, around half a mile north of the centre of Walsall.

The college comprises an entire block between Long Acre Street and Whitehouse Street, fronting onto Green Lane which is the main A34 route north out of the town centre. The campus has been developed extensively since its former DIY premises 16 years ago.

The surrounding properties are mostly small industrial or commercial premises, comprising of mainly single storey warehouses. To the north and west there are residential properties which comprise of modern terraces and blocks of flats. The Green Lane Campus is the largest building in the immediate area.

## Relevant Planning History

03/1330/FL/W5- Raising roof of existing extract plant room and widening of escape door- Granted

05/0498/AD/H5- Directional signage- Granted

06/1414/AD/W4 - Single sign made up of individual letters fixed to the brickwork- Granted

06/2083/FL/W5- New rear extension and other alterations including new windows & external doors- Granted

07/0856/FL/W7- Proposed Extension for Electrical & Plumbing Departments & Associated Works- Granted

08/1158/FL- Erection of an extension to the Green Lane frontage and entrance together with alterations to the existing car park- Granted

20/1226 - Single storey rear extension to brickwork workshop, new windows to existing buildings, new fencing and alterations to the existing service yard. Granted

## 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 11 – Making effective use of land**
- **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**

**Saved Policies of Walsall Unitary Development Plan**

- GP2: Environmental Protection
- ENV14: Development of Derelict and Previously-Developed Sites
- ENV18: Existing Woodlands, Trees and Hedgerows
- ENV32: Design and Development Proposals
- ENV35: Appearance of Commercial Buildings

- T7 - Car Parking
- T8 – Walking
- T10: Accessibility Standards – General
- T13: Parking Provision for Cars, Cycles and Taxis
- Policy S1: Definition of Town Centre Uses
- Policy S3: Integration of Developments into Centres
- Policy S4: The Town and District Centres: General Principles

**Black Country Core Strategy**

- HOU5: Education and Health Care Facilities
- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality
- CSP4: Place Making
- DEL1: Infrastructure Provision

**Walsall Site Allocation Document 2019**

- T4: The Highway Network

**Walsall Town Centre Area Action Plan 2019**

- Policy AAP1: Walsall Town Centre Boundary
- Policy AAPLV2: Education

**Designing Walsall**
- DW1 Sustainability
- DW3 Character

## Consultation Replies

**Designing Out Crime** – No objection and makes a number of security related recommendations.

**Local Highways Authority –** No objection subject to revised car parking layout, re-location of motor cycle bays, submission of cycle shelter details and continuation of College Travel Plan to promote sustainable travel incentives.

**Environmental Protection –** No objection subject to conditions regarding contaminated land and construction management.

**Severn Trent Water –** No objection subject to condition to secure drainage details.

**Strategic Planning Policy –** Support proposal.

**Fire Authority** – Makes a number of recommendations.

## Representations

None received

## Determining Issues

- Principle of Development
- Design
- Amenity of Neighbours
- Highways
- Drainage
- Ground Conditions and Environment

## Assessment of the Proposal

### Principle of Development

Policy HOU5 of the BCCS states that education is fundamental to achieving the vision for sustainable communities and economic prosperity. It goes on to state that the physical enhancement and expansion of higher and further educational facilities and related business and research will be supported where it helps to realise the educational training and research potential of the Black Country.

The Walsall Town Centre Area Action Plan (WTCAAP) states that the centre should be the main focus of key educational facilities that serve the Borough and surrounding area. The Council recognises the importance of Walsall College as a centre for Higher and Further Education and adult education and will facilitate its expansion, where

appropriate. Policy APPLV2: Education goes on to explain that any further expansion of the College will be expected to support the creation of a high quality education campus, be of a high quality design and have a comprehensive approach to the use of land and buildings, provide strong and safe links to the centre, relate positively with the surrounding Walsall Gigaport development, promote sustainable transport methods and links to public transport, where appropriate provide community access to facilities and consider secured by design principles and create a safe environment.

The Walsall Site Allocation Document (SAD) states that new facilities should be planned and improvements prioritised where they are most accessible to the communities they are intended to serve. Often this will be in town, district or local centres, as is Walsall College.

Improvements to existing facilities will be supported in principle, provided they accord with the other policies of the plans and would not have adverse impacts on local amenity and traffic, nor on the viability of facilities that are important for the vitality of centres or that are required to maintain important assets.

The applicant explains that the works are to provide an improved offer to students, and to update the buildings to cater for future curriculum changes. It is not anticipated that the works will create additional parking demand over and above the current situation. The works would not lead to an increase in the number of pupils at the college, but rather an improvement to the environment for existing / future pupils.

The principle of improving this existing established education facility is supported.

**Design**

Policy HOU5 of the BCCS states that school, further and higher education facilities should be well designed and well related to neighbourhood services and amenities.

The proposed design of modern and functional appearance is considered would enhance the appearance of the current building and provide an improved sense of identity and sense of arrival of a public building. As such it is considered that the extension will be of high quality design in accordance with Policy APPLV2.

The submitted materials palette is generally acceptable in principal and a condition would be included to secure the submission and agreement of specific details of the external materials to ensure satisfactory appearance. Recommendations made on fire and security will be included as notes to applicant.

## Amenity of Neighbours

The nearest residential properties are those on Whitehouse Street sited approximately 18m from the proposed extension on the opposite side of the road. It is considered the proposed extension and resulting improved facilities would not result in any significant additional impacts to the amenities of these neighbouring occupiers in respect of noise and disturbance, loss of privacy, overlooking or loss of light over and above any already arising from the established education use.

A condition would be included to minimise any impacts arising during construction works in line with the recommendation of the Council's Environmental Protection Team.

## Highways

Whilst the proposal seeks to reduce on-site parking spaces by a total of 15 spaces, the site is considered to be in a sustainable location in Walsall Town Centre with good public transport links which helps to reduce reliance on motor vehicles. The applicant has also confirmed that the existing Travel Plan will be updated to promote sustainable travel incentives including public transport and car sharing. The existing Travel Plan is not currently monitored by the Council and this can therefore be secured by condition on the basis that no monitoring is required.

An updated parking plan has been submitted to seek to address highways concerns which is currently under consideration as part of the necessary re-consultation process. Conditions can be included to secure specific details such as cycle shelters. The officer's recommendation reflects this position.

## Drainage

A condition would be included to secure the necessary surface and foul water drainage details in line with the recommendation of Severn Trent Water.

## Ground Conditions and Environment

A condition would be included in relation to potential ground contamination in line with the recommendation of Environmental Protection.

## Conclusions and Reasons for Decision

The proposal is considered to improve and enhance an existing established education facility in a sustainable town centre location and would not result in any significant additional impacts to nearby occupiers over and above the existing position. Subject to satisfactory comments from the Local Highway Authority following the re-consultation it is considered that the application should be recommended for approval subject to the conditions referred to in the report to make the development acceptable in planning terms.

## Positive and Proactive Working with the Applicant

Officers have spoken with the applicant's agent and in response to concerns raised regarding parking layout and parking numbers, additional supporting information and amended plans have been submitted which enable full support to be given to the scheme, subject to satisfactory comments from the Local Highway Authority following the re-consultation.

## Recommendation

Planning Committee resolve to Delegate to the Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and subject to

- The amendment and finalising of conditions; and
- Overcoming the outstanding Local Highway Authority concerns.

## 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:

- Proposed Elevations (41)002. Amended, received 17/06/22
- Proposed First Floor Plan (31)001. Amended, received 17/06/22
- Proposed Ground Floor Plan (30) 001. Amended, received 17/06/22
- Proposed Roof Plan (39) 001. Amended, received 17/06/22
- Proposed Second Floor Plan (32) 001. Amended, received 17/06/22
- Existing Elevations 04. Received 16/03/22
- Existing First Floor Plan 02. Received 16/03/22
- Existing Ground Floor Plan 01. Received 16/03/22
- Existing Second Floor Plan 03. Received 16/03/22
- Site Layout Showing Proposed Works 09. Received 16/03/22
- Location Plan. Received 16/03/22
- Design and Access Statement 2202/10. Received 16/03/22

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 commencement of development hereby permitted drainage plans for the discharge of surface water and disposal of foul sewerage and all existing and proposed underground services and sewers shall be submitted in writing to and approved in writing by the Local Planning Authority.

3b: The development shall not be carried out otherwise than in accordance with the approved details and the approved drainage shall thereafter be retained as installed for the lifetime of the development.

3c: The development hereby permitted shall not be occupied until the approved drainage has been installed in accordance with the approved plans.

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.

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

- Construction working hours
- Parking and turning facilities for vehicles of site operatives and visitors
- Loading and unloading of materials
- Storage of plant and materials used in constructing the development
- A scheme for recycling/disposing of waste resulting from construction works
- Temporary portacabins and welfare facilities for site operatives
- Site security arrangements including hoardings
- Wheel washing facilities and/or other measures to prevent mud or other material emanating from the application site reaching the highway
- Measures to prevent flying debris
- Dust mitigation measures
- Measures to prevent site drag-out (including need for wheel cleaning and use of a road-sweeper)
- Noise and vibration (if piling and/or ground stabilisation is to be conducted) mitigation measures

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

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

5i. Prior to any built development commencing a desk study and site reconnaissance shall be conducted to identify the potential for contaminants and/or ground gases to present a likely risk to proposed structures or future occupants of the development. Results of the desk study and site reconnaissance shall be submitted to and agreed in writing by the Local Planning Authority. (see Note for Applicant CL 4)

5ii. In the event that the desk study and site reconnaissance indicates a potential presence of contamination and/or ground gases on site. Prior to built development commencing a site investigation, ground contamination survey and assessment of ground gas having regard to current best practice shall be undertaken. (see Note for Applicant CL1)

5iii. Prior to built development commencing a copy of the findings of the site investigation, ground contamination survey and ground gas assessment, together with an assessment of the hazards arising from any land contamination and/or ground gas shall be forwarded to the Local Planning Authority. (see Note for Applicant CL2)

5iv. Prior to built development commencing a 'Remediation Statement' setting out details of remedial measures to deal with 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 to and agreed in writing by the Local Planning Authority. (see Note for Applicant CL2)

5v. The remedial measures as set out in the 'Remediation Statement' required by part iii) of this condition shall be implemented in accordance with the agreed timetable.

5vi. If during the undertaking of remedial works or the construction of the approved development 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 iii) of this condition has been amended to address any additional remedial or mitigation works required and agreed in writing by the Local Planning Authority.

5vii. A validation report confirming the details of the measures implemented together with substantiating information and justification of any changes from the agreed remedial arrangements shall be submitted to and accepted in writing by the Local Planning Authority prior to the development being brought into use. (see Note for Applicant CL3)

Reason: To ensure safe development of the site and to protect human health and the environment in accordance with saved policies GP2 and ENV14 of Walsall's Unitary Development Plan and the NPPF.

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, doors, rainwater products shall be submitted in writing to and approved in writing by the Local Planning Authority.

6b: The development shall not be carried out otherwise than in accordance with the approved details and the approved materials shall thereafter be retained for the lifetime of the development.

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

7a: Prior to first occupation of the development hereby permitted a Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority and shall include the commitments, measures and targets to encourage sustainable travel modes to reduce car based trips to the site.

7b: The development shall not be carried out other than in accordance with the agreed Travel Plan Statement.

Reason: To encourage sustainable travel modes in accordance with BCCS policy TRAN2 and saved policy T10 of Walsall Unitary Development Plan.

**Notes to applicant:**

**Contaminated Land**

CL1
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); 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.

CL4
The desk study and site reconnaissance shall have regard to previous unknown filled ground and materials used and processes carried on. A further detail on the matters to be addressed is available in ‘Model Procedures for the Management of Contamination’ (CLR 11, DEFRA/Environment Agency). The results of the desk study and reconnaissance will be used to determine the need for further site investigation and remediation.

**Construction Management Plan**

Where stabilisation/piling works are included in the Construction Management Plan, the level of structure-borne vibration transmitted to occupied buildings within the site from the stabilisation/piling works should not exceed the specified criteria for ‘*low probability of adverse comment’*, as prescribed within British Standard BS6472-1:2008 **‘**Guide to evaluation of human exposure to vibration in buildings – vibration sources other than blasting’ as may be amended or replaced from time to time.

Demolition, construction and engineering works (including land reclamation, stabilisation, preparation, remediation or investigation), should not take place outside the hours of 08:00 to 18.00 weekdays and 08.00 to 14.00 Saturdays and no such works should take place on Sundays, Bank Holidays or Public Holidays. No plant, machinery or equipment associated with such works should be started up or operational on the development site outside of these hours.

Bank and Public holidays for this purpose shall be: Christmas Day; Boxing Day; New Year’s Day; Good Friday; Easter Monday; May Day; Spring Bank Holiday Monday and August Bank Holiday Monday

## Security

Alarm and cctv installers should be approved by NSI, SSAIB or both

See https://www.nsi.org.uk/ and https://ssaib.org/

External LED lights with daylight sensors should be installed to external walls of buildings in particular near entrances.

Recommend security using the principles of Secured By Design. Below is a link to secured by design guides, including Schools, police approved crime reduction information.

https://www.securedbydesign.com/guidance/design-guides

Please see
https://www.securedbydesign.com/images/downloads/New_Schools_2014.pdf

Below is a link to secured by design commercial, police approved crime reduction information guidance.

https://www.securedbydesign.com/images/downloads/SBD_Commercial_2015_V2.pdf

Please see: https://www.securedbydesign.com/guidance/standards-explained

## Fire

***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)

**Section 15: Vehicle access**

**Buildings not fitted with fire mains**

15.1 For small buildings (up to 2000m2, with a top occupied storey that is a maximum of 11m above ground level), vehicle access for a pump appliance should be provided to whichever is the less onerous of the following.
a. 15% of the perimeter.
b. Within 45m of every point of the footprint of the building (see Diagram 15.1).

15.2 For all other buildings, provide vehicle access in accordance with Table 15.1.

15.3 Every elevation to which vehicle access is provided should have a door, a minimum of 750mm wide, to give access into the building. The maximum distance between doors, or between a door and the end of the elevation, is 60m (e.g. a 150m elevation would need a minimum of two doors)

**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.
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.

### 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.

### 3.8.4 General

a) There is no maximum length to a dead end/cul-de sac access route, however, it should accommodate no more than 150 dwellings.

b) A turning circle or hammer head should be provided in any dead end greater than 20 metres in length. It should be provided either at the end or within 25 metres of the end please see Approved Document B – Volume 2.

c) When inspecting plans with regard to access it may be necessary to accept a temporary situation or phased approach until the matter can best be resolved.

### Industrial Estates

a) In order to accommodate very long articulated vehicles carriageways should be 9 metres wide but certainly not less than 7.3 metres.

b) The estate should be designed so that there is adequate off-street parking and there is no loading, unloading or long-term parking on the carriageway.

c) Dead end access routes must not exceed 180 metres in length from a junction which provides two alternative routes out of the industrial estate, unless an emergency vehicle access is provided from the dead end, as described in 3.8.2.

***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 280m2.
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.

**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

## 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 900m2. 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)

### Design and construction of firefighting shafts

17.9 Every firefighting stair and firefighting lift should be approached from the accommodation through a firefighting lobby. Both the stair and lobby of the firefighting shaft should be provided with a means of venting smoke and heat (see clause 27.1 of BS 9999). Only services associated with the firefighting shaft, such as ventilation systems and lighting for the firefighting shaft, should pass through or be contained within the firefighting shaft.

17.10 All firefighting shafts should have fire mains with outlet connections and valves at every storey.

17.11 A firefighting lift installation includes all of the following.

a. Lift car.

b. Lift well.

c. Lift machinery space.

d. Lift control system.

e. Lift communications system.

The lift shaft should be constructed in accordance with Section 6 of BS 9999. Firefighting lift installations should conform to BS EN 81-72 and BS EN 81-20.

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

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

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

**END OF OFFICERS REPORT**