

Recommendation

Planning Committee resolve to Delegate to the Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and s106 to secure an Urban Open Space Contribution of 12,330.00 and subject to

- No new material considerations being received within the consultation period;
- The amendment and finalising of conditions;

Proposal

The application proposes the demolition of the existing building and erection of a 3 storey residential development comprising 14 No dwellings (10 1 no. bedroom and 4 no. 2 bedroom) with associated parking and landscaping.

The proposed building will front Elmore Green Road and turn the corner into Alfred Street.

The building would be of a traditional design incorporating a pitched slate roof, bay windows, door and window detailing and red facing bricks. The development would be enclosed along the frontage by a low wall and railings.

14 parking spaces would be provided to the rear utilising the existing vehicle access off Alfred Street. Pedestrian access would be provided to both the street, and the rear parking /amenity space. Communal garden space is provided to the front of the development facing Elmore Green Road, to the side elevation facing Alfred Street and within the site.

The proposals would require a Section 106 Agreement to secure financial contribution towards Public Open Space in order to comply with policy, which the applicant has agreed to.

Site and Surroundings

The site is situated on the north eastern side of Elmore Green Road (B4210) a busy district distributor route, on the corner of Alfred Street. The site is currently occupied by a semi derelict detached two storey building (former Royal Naval Club) and a former open car park to the side. The site is currently hoarded off as a development site. Two BT equipment cabinets are situated at the back of footpath on Elmore Green Road adjacent to the existing open car park.

The site sits approximately 200m to the west of the Bloxwich district centre and just outside the Elmore Green Conservation Area.

Immediately to the north are traditional two storey terraced houses, to the east (rear) three storey 1970's flats off Alfred Street, to the west on the opposite side of Elmore Green Road more two storey terraced houses with Elmore Green primary school to the south west. To the south on the opposite corner of Alfred Street is a Nisa shop which used to be the Tavern public house with a nursery school beyond. The immediate area comprises a variety of ages, design and type of property.

Relevant Planning History

10/1008/FL - demolition of former Royal Naval Club and erection of 10 x flats with associated works (resub of 10/1008/FL), granted subject to conditions and S106 Agreement 06-06-11.

14/0793/FL - Demolition of former Royal Naval Club; erection of 10 no. flats with associated works (resubmission of application 10/1008/FL) Granted subject to conditions 09/11/15.

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 5 – Delivering a sufficient supply of homes**
- **NPPF 6 – Building a strong, competitive economy**
- **NPPF 11 – Making effective use of land**
- **NPPF 12 – Achieving well-designed places**
- **the challenge of climate change, flooding and coastal change**
- **NPPF 15 – Conserving and enhancing the natural environment**
- **NPPF 16 – Conserving and enhancing the historic environment**

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

- 3.13 to 3.15 Building Conservation & Archaeology
- GP2: Environmental Protection
- GP3: Planning Obligations
- ENV10: Pollution
- ENV29: Conservation Areas
- ENV32: Design and Development Proposals
- T7 - Car Parking NOTE for case officer

- 10: Accessibility Standards – General
- T13: Parking Provision for Cars, Cycles and Taxis

Black Country Core Strategy

- Vision, Sustainability Principles and Spatial Objectives
- CSP4: Place Making
- HOU1: Delivering Sustainable Housing Growth
- HOU2: Housing Density, Type and Accessibility
- ENV1: Nature Conservation
- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality
- ENV4: Canals
- 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

HC2: Development of Other Land for Housing

OS1: Open Space, Sport and Recreation

EN3: Flood Risk

T4: The Highway Network

T5: Highway Improvements

Supplementary Planning Document

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

Open space, sport and recreation

- OS1: Qualifying Development
- OS2: Planning Obligations
- OS3: Scale of Contribution
- OS4: Local Standards for New Homes
- OS5: Use of Contributions
- OS6: Quality and Value

- OS7: Minimum Specifications
- OS8: Phasing of On-site Provision for Children and Young People

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

Archaeological officer

No archaeological implications for this proposal

Fire Officer

No objections subject to note for applicant in relation to access and facilities for fire service.

Highways England

No objection

Historic England

No comment

Housing Standards

Support Application

Local Highways Authority

No objections subject to conditions relating to a Construction Environmental Management Statement and parking and hard surfacing areas to be implemented prior to occupation of the development

Natural England

No objection

Network Rail

No comment

Police Architectural Liaison Officer

No objections- secured by design principles recommended

Pollution Control

No objections - conditions regarding noise, air quality, contaminated land and asbestos recommended.

Public Health

No objection

Severn Trent Water

No objections subject to a condition for a foul disposal and surface water drainage scheme

Strategic Planning Policy

No objections – The site is allocated for housing in the SAD, site reference HO307, under policy HC1.

Representations

Three objections have been received by local residents relating to:

- Inadequate parking provision
- Impact upon Highway safety due to increased users of Elmore Green Road
- Plan 1604 22 05/02/21 refers to no. 125 Elmore Green Road as a Public House, it is now a NISA shop
- Overdevelopment of the site due to small plot and large number of properties.
- Design of the development not in keeping with the two storey Victorian properties surrounding the site
- Impact on natural light to adjacent properties due to being three stories
- Loss of privacy to properties adjacent due site due to overlooking
- Potential noise implications during summer months due to relationship between adjacent properties bedrooms and the proposed lounge areas

Determining Issues

- Principle of Development
- Heritage Assessment
- Design, Layout and Character
- Amenity of Neighbours and Amenity of Future Occupiers
- Highways
- Flood Risk / Drainage
- Ground Conditions and Environment
- Planning Obligations
- Local Finance Considerations

Assessment of the Proposal

Principle of Development

The site is allocated for housing in the SAD, site reference HO307, under policy HC1. The allocation suggests that the site has a capacity of 10 dwellings, based on the previous, now lapsed planning permission.

The 14 dwellings now proposed, and the limited amenity space indicated, suggests that the current proposal may be over-development. However, the site lies just outside Bloxwich District Centre and is close to bus and train services therefore within a sustainable location. A higher density is therefore appropriate in principle.

Redevelopment of the site for residential purposes would be considered a sustainable reuse and regeneration of the land in accordance with the NPPF.

Heritage Assessment

The site is adjacent to the boundary of Elmore Green Conservation Area. Whilst the site is not within the Conservation Area it is visible from within the Conservation Area.

The existing building has fallen into a state of disrepair due to vandalism and is of little architectural merit. It is considered the loss of the building would not have an adverse impact upon the character and appearance of the Conservation Area.

The design picks up on key design characteristics of the surrounding buildings and in particular the adjacent conservation area, including: traditional features such as bay windows, window and door cills and headers, window shape and sizing, dwarf walls and railings to the frontage. The vertical emphasis provided by the window design follows the rhythm of the terraced housing adjacent.

On balance, the design of the building respects the character and appearance of the surrounding buildings and would not have an adverse impact on the character and appearance of the adjacent conservation area.

Design and Siting

The proposals would provide an L shaped block that would address both Elmore Green Road and Alfred Street, with entrance doors to both the frontages and the rear. The building would be set close to the back of pavement, reflecting the terraced houses immediately to the north of the site which are set close to back of pavement behind low boundary walls as well as the general character of the area.

The scheme has been amended to reduce the scale and massing of the proposal. It is acknowledged that part of the proposed building would be higher than the existing terraced properties and former Public House within the locality, nevertheless it is considered the amended design which includes a reduced scale 3 storey element would not be unduly dominant or be overbearing and out of character within the streetscene.

On balance it is considered that the site can accommodate the level of development proposed and design and siting of the proposal would result in a proposal that is functional to the occupiers and would not be detrimental to the character of the area.

Amenity of Neighbours and Amenity of Future Occupiers

The amenity areas and landscaping plan indicates 300.9 sqm of amenity space is provided on site which is above the 20 sqm per dwelling (280 sqm in total). Whilst the applicant has indicated the proposal would comply with the amenity space guidelines within Appendix of Designing Walsall SPD, it is considered that the proposal would result in very little usable amenity space. The amenity areas positioned on Elmore Green Road are within the public realm therefore are not private and secure. To add the amenity areas on Alfred Street are not large enough to be useable and would be landscaped features. It is considered that whilst the development would fall short of useable private amenity space for the occupiers the proposal is within a sustainable location in proximity to green spaces including Elmore Green which is approximately 80

metres from the site. In this instance it is considered the proposed shortfall is acceptable and would not have a detrimental impact upon the amenity of future occupiers of the site.

The proposed building would fully comply with separation distances contained within Appendix D of Designing Walsall in relation to the existing three storey flats to the rear and comply with the 45 degree code in relation to No 119 Elmore Green Road. The proposed building depth would be less than the existing club building currently on site. It is considered the proposal would have a limited impact upon the light and outlook enjoyed by occupiers of the flats to the rear of the site and no. 119 Elmore Green Road.

The proposed building would fully comply with separation distances contained within Appendix D of Designing Walsall in relation to the existing two storey terraced properties opposite the site on Elmore Green Road. It is acknowledged that the proposed building on the corner of Elmore Green Road and Alfred Street would be higher than the adjacent properties on Elmore Green Road nevertheless it is considered the separation distances between the two would not result in undue overlooking of habitable room windows. The proposal would not result in overlooking rear amenity areas for these properties. It is considered the proposal would have a limited impact upon the privacy of the occupiers of these properties.

Concerns have been raised by local residents in relation to an impact upon natural light received to properties adjacent to the site on Elmore Green Road due to the building being three storeys in height. It is considered that due to the orientation shading will be within the site to the car park and the amenity areas. It is considered the proposal would have a limited impact upon the natural light received to properties adjacent to the site on Elmore Green Road.

The site of the proposal is adjacent to the heavily trafficked B4210 Elmore Green Road and in order to protect future occupiers of the dwellings from road traffic noise, Pollution Control have advised the applicant will need to install suitable acoustic glazing and acoustic ventilation to all habitable rooms which face Elmore Green Road. A condition is recommended to this affect.

Concerns raised in relation to potential noise issues when windows within the development are open which could impact properties adjacent to the site on Elmore Green Road. It is considered, the separation distance and proximity to the main road would mean that the proposal would not result in undue noise and disturbance to properties on Elmore Green Road or add any additional noise impacts over and above any other residential development.

On balance, it is considered the proposal would not result in an adverse impact upon the amenity of neighbouring properties and future occupiers of the site.

Highways

The development looks to construct 10 no. 1 bedroom flats and 4 no. 2 bedroom flats.

14 communal cycle spaces are provided.

Concerns of local residents in relation to the number of spaces provided and the impact upon highway safety due to increased users of Elmore Green Road. 14 car parking

spaces are proposed, 100% parking is provided. Taking into account the site is on the edge of Bloxwich District Centre with a wide range of community and retail facilities and is close to the railway station, the level of parking is considered acceptable being a highly sustainable location.

The Highway Authority considers the development will not have an unacceptable impact on road safety or have severe cumulative impacts on the operation of the road network and is acceptable in accordance with the NPPF 2019 paragraph 109.

Flood Risk and Drainage

The site is within Flood Zone 1 therefore at very low risk of flooding. A flood risk assessment is not required for the proposal.

Ground Conditions and Environment

As part of this application, the applicant has submitted the findings of a Phase 1 Land Contamination Risk Assessment (*Phase 1 Land Contamination Risk Assessment, Castledine Environmental, 02/02/2021, Reference: 3093D P1 Fastglobe – Bloxwich*), that recommends the site is remediated. Whilst Pollution Control supports these findings, a site investigation, ground contamination survey and assessment of ground gas is required to be undertaken, which is critical for the design and implementation of the necessary remediation works.

A condition is recommended for a site investigations to be carried out prior to commencement of development to assess the extent of any ground contamination at the site and inform of any remedial measures that may be required.

Due to the nature and age of the buildings, a pre demolition site survey to be carried out to identify any potentially hazardous material (e.g. asbestos) and the production of a method statement detailing actions and time scale to be taken to prevent localised contamination. A condition is recommended to this effect.

With regard to the above application and air quality, no concerns have been raised regarding relevant pollutant levels at the proposed site. The adopted Black Country Air Quality Supplementary Planning Document (SPD) defines this as a type 1 application. The applicant therefore needs to install electric vehicle charging points and low NOx boilers in the development. A condition is recommended to this effect.

Planning Obligations

An Urban Open Space contribution of 12,330.00 is required to comply with the Urban Open Space SPD policy and Policy LC1(d) of the UDP. The applicant has agreed this figure and are actively engaged in the process for the completion of a S106 Agreement.

Local Finance Considerations

Section 143 of the Localism Act requires the local planning authority to have regard to 'local finance considerations' when determining planning applications. In Walsall at the present time this means there is need to take account of New Homes Bonus monies that might be received as a result of the construction of new housing.

This application proposes 14 new homes.

The Government has indicated that, for 2019-20, it will award approximately £1,000 per dwelling per year, plus a further £350 for each affordable dwelling, for each net additional dwelling provided. The payment is made each year for a period of 4 years from completion of the dwelling. In 2019-20 the total payments, taking account of completions over the last 4 years, are expected to amount to £2,911,601.

The weight that should be given to this, including in relation to other issues, is a matter for the decision-maker.

Conclusions and Reasons for Decision

In weighing the material planning considerations, taking into account the local and national planning guidance and views of neighbouring occupiers, it is considered and on balance the proposed residential development is acceptable.

Any economic and social benefits in this instance will not have any detrimental impact on the environment.

Taking into account all of the above matters, it is considered the proposals will not be in conflict with the aims and objectives of the National Planning Policy Framework, policies CSP4, ENV2 and ENV3 of the Black Country Core Strategy, policies, HC2, of the Walsall SAD document and policies GP2 and ENV32 of saved Walsall Unitary Development Plan and Supplementary Planning Document Designing Walsall SPD and on balance is considered acceptable.

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

Positive and Proactive Working with the Applicant

Approve

Officers have spoken with the applicant's agent and in response to concerns raised regarding the design of the proposal, amended plans have been submitted which enable full support to be given to the scheme.

Recommendation

Planning Committee resolve to Delegate to the Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and s106 to secure an Urban Open Space Contribution of 12,330.00 and subject to

- No new material considerations being received within the consultation period;
- The amendment and finalising of 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:

Site Location Plan, drawing no. 16/04 22 B submitted 29/10/21
Site Plan proposed, drawing no. 16/04 23 G submitted 09/11/21
Ground and First Floor Plans as Proposed, drawing no. 16/04 24 G submitted 09/11/21
Second Floor and Roof Plan as proposed, drawing no. 16/04 25 F submitted 29/10/21
Elevations as Proposes, drawing no. 16/04 26 F submitted 09/11/21
Street scene Elevation, drawing no. 16/04 27 C submitted 29/10/21
Amenity Area and Landscaping Plan, drawing no. 16/04 28 D submitted 09/11/21
Land Contamination Risk Assessment submitted 03/02/21
Ground Investigation Report Appendix A submitted 03/02/21

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: a) Prior to the commencement of development hereby permitted 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:

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

3: 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 and highway impacts of the development in accordance with saved policies GP2 and ENV32 of Walsall's Unitary Development Plan and TRAN2 of BCCS .

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

4b. 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.

5a. Prior to the commencement of building operations above damp proof course of the development hereby permitted details of the 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 approved 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 a highway.

5b. The development shall not be carried out otherwise than in accordance with the approved schedule and the boundary treatments shall thereafter be retained for the lifetime of the development.

5c. The development hereby permitted shall not be occupied until all boundary treatments have been erected in accordance with the approved schedule.

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.

6a. Prior to the commencement of building operations above damp proof course of the development hereby permitted details of landscaping including both hard and soft landscape works and earthworks shall be submitted in writing to and approved in writing by the Local Planning Authority.

6b. Prior to occupation of the development hereby permitted the approved landscaping details shall be carried out.

6c. If within a period of 5 years from the date of the planting of any trees shrubs or plants, that tree shrub or plant, or any tree shrub or plant planted in replacement for it, is removed, uprooted, destroyed or dies and or becomes seriously damaged or diseased in that period another tree shrub or plant of the same species and size as that originally planted shall be planted at the same place.

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

7a. Prior to the occupation of the development hereby permitted details of electric vehicle charging points, to be provided for the development 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.

- 8.No boilers shall be installed in any of the units hereby permitted, save for
- Gas and liquefied petroleum gas (LPG) boilers with maximum NOx emissions no greater than 56 mg/kWh.
 - Oil-fired boilers with maximum NOx emissions no greater than 120 mg/kWh.

Reason: To conserve and enhance the natural environment in accordance with BCCS policies ENV8 and DEL1.

9.Prior to first 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. Where internal footways cross vehicular routes, 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.

10. Notwithstanding the information shown on submitted plans, the development hereby permitted shall not be carried out otherwise than to meet the following minimum security measures and thereafter the security measures shall be retained;

-All external doors to individual dwellings to be PAS24; 2016

-All shared external doors shall have a door entry phone system and electronic lock release linked to each flat

-All ground floor windows and over accessible roofs to be PAS24; 2016

-All ground floor windows and over accessible roofs including French doors and patio doors to have not less than one pane of 6.4mm laminated glass.

-Dusk until dawn lights (white light source) to be installed adjacent to each external door

-Recycling and refuse areas to be secured at the rear of the properties in a lockable storage facility

-1.8m high closed board fencing with 0.3m trellis topper to be erected around the perimeter (inside of the boundary hedging) of each dwelling.

-All access gates shall be of the same construction of the perimeter fencing, self-closing, facing the street, lockable with a key front and rear, designed to not create any climbing aids

-No Lead or metal shall be used on the ground floor.

-All the dwellings shall be suitably with an intruder alarm by a registered SSAIB or NSI engineer to British Standard (BS EN 50131 Grade 2)

-Mail boxes shall be constructed of a minimum 1.5 metre steel construction, being lockable individual letter boxes, secure anti-theft proof and wall mounted located at the primary entrance/exit lobby point of the building, covered by CCTV

-lighting within internal communal areas shall be PIR activated

-All energy meters shall be placed at the front of the dwellings

Reason: To ensure the safety and security of the development and its occupiers in compliance with NPPF 12 and saved policy ENV32 of Walsall's Unitary Development Plan.

Notes for Applicant

Secured by Design

I would recommend security using the principles of Secured By Design.

Below is a link to secured by design guides, including Housing, police approved crime reduction information.

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

The applicant to refer to crime prevention and home security advice contained within SBD New Homes.

Please see :

https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NE_W_version_2.pdf

Highway Authority

1. 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.
2. The applicant will be expected to enter into an agreement under S38 and S278 of the Highways Act 1980 with the Highway Authority for all adoptable highway works and works within the existing public highway. For further advice please contact Highway Development Control Team at Stephen.Pittaway@Walsall.gov.uk

3. Should the relocation of the existing street lighting column in Alfred Street be required to accommodate the new access then this shall be with the agreement of the Council's Street Lighting partner AMEY.

Severn Trent

Severn Trent Water advise that there may be a public sewer located within the application site. Although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under the Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and contact must be made with Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building.

Please note that there is no guarantee that you will be able to build over or close to any Severn Trent sewers, and where diversion is required there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is vital therefore that you contact us at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent.

Fire Service

Approved Document B, Volume 1, Dwelling-houses, 2019 Requirement B5: Access and facilities for the fire service

Section 13: Vehicle access

Provision and design of access routes and hard-standings

13.1 For dwelling-houses, access for a pumping appliance should be provided to within 45m of all points inside the dwelling-house.

13.2 For flats, either of the following provisions should be made.

a. Provide access for a pumping appliance to within 45m of all points inside each flat of a block, measured along the route of the hose.

b. Provide fire mains in accordance with paragraphs 13.5 and 13.6.

13.3 Access routes and hard-standings should comply with the guidance in Table 13.1.

13.4 Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.

Blocks of flats fitted with fire mains

13.5 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 14.10.

13.6 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

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 1, Table 13.1).

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

Sprinklers

Where sprinklers in accordance with BS 9251:2014 or BS EN 12845:2015 are fitted throughout a house or block of flats:

the distance between a fire appliance and any point within the house (in houses having no floor more than 4.5m above ground level) may be up to 90m:

the distance between the fire and rescue service pumping appliance and any point within the house or flat may be up to 75m (in houses or flats having one floor more than 4.5m above ground level) (BS 9991:2015 50.1.2).

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 7)

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