Consultation Response from: KC Environmental Health (Pollution & Noise Control)		
2021/93674 Greenhead College, Greenhead Road, Huddersfield, HD1 4ES		
Partial redevelopment of Greenhead college including demolition and making good, erection of 2 and 4 storey buildings, reconfiguration of parking and access arrangements, reconfiguration of sports provision and other associated external works (Within a Conservation Area)		
Date Responded: **9th November 2021**	**Responding Officer:** **Rebecca Muff – Air Quality** **Natalie Heaney – Contaminated Land**	**Responding Ref:** **WK/202133587**

This application is for the partial redevelopment of Greenhead College which is located in a predominantly urban residential area of Huddersfield. The site is bordered by Park Drive South and Greenhead Park (a grade II listed park) to the north, and Greenhead Road and Park Avenue to the south and east. The proposal is for the demolition of part of the existing central buildings and the erection of a new science block including a dining area and associated kitchen. External works include the reconfiguration of the existing sports pitch to a new all-weather sports pitch and the relocation of the car park and vehicle access. It is proposed that the development will not increase staff or student numbers.

Environmental Health have reviewed the application and supporting information and make the following comments and recommendations.

Air Quality

An Air Quality Investigation Survey by SWECO (ref: 779108-66201561-SWE-ZZ-XX-RP-J-0004) (dated: 10/09/2021) has been submitted in support of the application. The report includes a desk top investigation which was undertaken to determine whether mitigation measures for future users of the site were required as a result of pollutant concentrations exceeding the relevant air quality objectives. The pollutants considered were Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10} and $PM_{2.5}$). Particulate matter is everything in the air that isn't a gas, this includes natural sources like pollen, sea spray and desert dust, and also includes man made sources like smoke, and dust from exhausts, brakes and tyres. Particulate matter is classified according to size. PM_{10} being particulate matter less than 10µm (micrometres) in diameter and $PM_{2.5}$ is particulate matter less than 2.5µm in diameter. Techniques detailed in Defra's Local Air Quality Management (LAQM) Technical Guidance (TG16) and the Institute of Air Quality Management (IAQM) Guidance, were used in the assessment.

The site is located 220m from Kirklees Councils Air Quality Management Area (AQMA 9), which encompasses Huddersfield Town Centre, and was declared due to exceedances of the annual mean air quality objective for nitrogen dioxide (NO_2). The desktop study utilised Kirklees Councils monitoring data and Defra's background pollution concentration maps to review baseline air quality conditions. Review of diffusion tube monitoring data indicates that the closest monitoring site is K14 at Oastler Avenue. This diffusion tube is located approximately 200m from the development site and is classified as urban background. The annual mean NO_2 concentrations measured at this site are well below the national Air Quality Objective (AQO). This was compared against other monitoring locations within 1km of the development site which are located next to busy A roads. Monitoring results indicate that

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COMMENTS
ON NOISE RELATED ITEM

where diffusion tubes are located adjacent to A roads increasing the distance of exposure causes the annual mean NO_2 concentrations to fall rapidly. As the proposed development site is not on an A road this is anticipated to be true for the development site. Other sources of air pollution from industrial emissions were also considered in the study, and these were determined as having a negligible effect. The terms, negligible, slight, moderate, and substantial is terminology defined in Table 6.3 of Land-use Planning & Development Control: Planning for Air Quality Guidance by Environmental Protection UK and the Institute of Air Quality Management January 2017 as seen below.

Table 6.3: Impact descriptors for individual receptors.

Long term average Concentration at receptor in assessment year	% Change in concentration relative to Air Quality Assessment Level (AQAL)			
	1	2-5	6-10	>10
75% or less of AQAL	Negligible	Negligible	Slight	Moderate
76-94% of AQAL	Negligible	Slight	Moderate	Moderate
95-102% of AQAL	Slight	Moderate	Moderate	Substantial
103-109% of AQAL	Moderate	Moderate	Substantial	Substantial
110% or more of AQAL	Moderate	Substantial	Substantial	Substantial

Explanation

1. AQAL = Air Quality Assessment Level, which may be an air quality objective, EU limit or target value, or an Environment Agency 'Environmental Assessment Level (EAL)'.

The report concludes that pollutant concentrations of NO_2 and Particulate Matter will not exceed the national Air Quality objectives across the site and as such no mitigation measures would be required. However, to negate any potential impacts, and in accordance with the West Yorkshire Low Emission Strategy -WYLES)- Technical Planning Guidance, best practice mitigation measures have been proposed. These are listed in Section 9, Page 21, of the report titled Mitigation Measures, and include provision of cycle parking spaces, a travel plan, car share schemes and ground source heat pumps amongst others.

Comment

We accept the content and approach of the desk top assessment and concur with the conclusions and recommend that the proposed best practice mitigation measures are implemented. Environmental Health have no further comments to make regarding air quality.

Odour

An Odour Statement by Cundall (no ref) (no date) has been submitted in support of the application. The proposals for the development include a new 160m^2 kitchen providing meals for the college. The kitchen is to be located on the ground floor of the new teaching block and is to include cooking, food preparation and pot wash and servery areas. A kitchen extract system is proposed via individual cooker/ kitchen hoods with condense panels and filters with ventilation rates based on electric cooking. All kitchen exhaust air is to be ducted to roof level and extracted via a jet cowl termination flue. All vertical ducting will be located within a riser with access points for cleaning. The kitchen extract and supply fans are to be installed on the roof, one on top of the other, within a purpose-built frame to reduce the risk of excessive vibration. Both the intake and extract fans are to be fitted with noise attenuation to reduce any noise reverberation within the ducting. The attenuators are to be selected as appropriate for

kitchen extract systems.

Comments
Our concern is that the proposed development is in a residential area where it is anticipated that a large volume of food will be prepared and cooked, raising concerns regarding odours and noise and the impact this will have on the amenity of neighbouring residential properties. The submitted odour statement by Cundell is very brief and provides a general overview of the proposals for a kitchen extract ventilation scheme. No information has been provided detailing the type of extract ventilation system that will be required, to control odours. This should be based on a risk assessment in accordance with the Environmental Management and Air Quality (EMAQ) guidance on *The Control of Odours and Noise from Commercial Kitchen Exhaust Systems* 2018. Once this has been determined details of the specific components should be provided and ideally shown in a schematic diagram along with a site-specific maintenance programme. In addition, the statement makes reference to a jet cowl termination flue on the roof of the proposed building, however no plans have been submitted showing the location of this in relation to the roofline and other neighbouring properties.

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Apex Noise Impact Report (NIA) dated 14/09/21 for the scheme submitted to planning includes, in Table 5 of the report, plant noise limits based on measured background noise levels, West Yorks noise guidance and BS 4142 (which is the reference standard for noise impact assessment included in the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems guidance).
The NIA Table 5 noise limits shall be applied to all fixed building services plant, including for the Kitchen extract.

Therefore, based on our comments above it will be necessary for a condition requiring the omitted information to be submitted.

Contaminated Land
The following documents have been submitted in support of the application:

(1) Phase I Geo-Environmental Desk Study by EPS dated 24th September 2020, (Ref: UK20.5113)
(2) Coal Mining Risk Assessment by Cundall dated 15 September 2021 (Ref: 1029739.RPT.GL.001)
(3) Phase II Geotechnical and Geoenvironmental Assessment (Ref: NE8659-CDL-ZZ-XX-RP-GE-60200)

The reports include geotechnical information, which is outside the remit of Environmental Health, this consultation response therefore only relates to the land contamination aspects of the reports.

The Phase I report (Ref: UK20.5113) details that the site is currently used as a college. Historical land uses both on-site and off-site from 1893 to 2020 were provided and include but are not limited to, Greenhead Hall, Green Head Park and a water works. Several plausible contaminant linkages were identified, and the report recommended an intrusive investigation. It was also reported in the Phase 1 report that the site is in an area likely to be affected by coal mining activity. This is corroborated in the Coal Mining Risk Assessment (Ref: 1029739.RPT.GL.001).

The Phase II report (Ref: NE8659-CDL-ZZ-XX-RP-GE-60200) details the findings from two phases of fieldwork undertaken by EPS in 2020 and then Dunelm Geotechnical and Environmental Ltd in 2021. Made ground was recorded across most of the site to a maximum depth of 2.00 metres below ground level. Laboratory analysis was confirmed on several soil samples confirmed significantly elevated concentrations of polycyclic aromatic hydrocarbons (benzo(b)fluoranthene, benzo(a)pyrene and dibenzo(a,h)anthracene). Consequently, a clean cover system is proposed to break the pollutant linkages.

In addition to the soil testing, a total of eight ground gas monitoring visits were undertaken (four by EPS and four by Dunelm). The maximum concentration of methane and carbon dioxide detected was 0.9% v/v and 10.7% v/v. The peak flow rate recorded was <0.1 l/h. The report associates the ground gas to be associated with likely mine workings in the underlying bedrock and continues to recommend ground gas protection (CS2 measures) and ground gas detectors in existing buildings due to the infill buildings proposed. It is proposed these are installed before the construction commences and will be maintained and remain in place during the service life of the buildings.

Having read the report, there are several points that we have identified that require additional information and/or clarification.

(1) It appears that no ground gas data has been provided other than the summary sheets provided in the report. Moreover, no groundwater monitoring data is presented. To confirm the validity of the conclusions made in the report, we require this information. This must also include the response zone depths of each borehole and a borehole plan. The reporting of ground gas and groundwater data must be in line with CIRIA C665.

(2) Whilst reference is made to a sampling plan, it does not appear to be in the submitted materials. To ensure the sampling strategy is suitable we also require this information.

We also note the proposals for ongoing carbon dioxide and methane detectors. However, the proposals are unclear. Before the development commences, we require a scheme detailing the type and number of ground gas detectors to be used, a location plan detailing each ground gas monitor, the proposed ongoing maintenance schedule to ensure that the ground gas monitors continue to effectively monitor ground gas ingress into the buildings and a supporting commentary.

Overall, as the necessary information has not been provided and assessed, we cannot accept the Phase II report (Ref: NE8659-CDL-ZZ-XX-RP-GE-60200). However, it is our view that contaminated land is unlikely to prohibit development at the site and for that reason, we have no objection to the proposals subject to contaminated land conditions. These will apply for a revised Phase II report, a remediation strategy, implementing the remediation and validating the site is suitable for use. A further condition is also necessary for the proposed ground gas monitors.

Noise
A Noise Impact Assessment by Apex Acoustics dated 14th September 2021 (ref: NE8659-APX-ZZ-ZZ-RP-YA-0002) has been submitted. The report details the findings from a noise survey undertaken on Monday, 15th March 2021 at several positions between approximately 12:30 and 17:00 hrs. The College site had just reopened after several weeks of Covid-19 related lockdown restrictions. At the time it was noted in the report that the local roads, car park and local area was generally busy with staff and students.

Car Park
The proposals include relocating the car park to the west of the college building. The noise modelling for the car park followed German Guidance RLS 90 and calculated the method of the noise permitting from car parking based on the type of the parking area, i.e. for car

parking, the number of vehicle movements at daytime or night-time, the number of parking spaces; and the ground absorption and barrier shielding effect. It was assumed that 0.3 cars per car parking space per hour will be present between 06:00 hours to 22:00 hours. The calculated noise levels at the noise-sensitive receptors were therefore 54 dB LAeq,1hr which is 1 dB less than the World Health Organisation and BS 8233 assessment criteria of ≤ 55 dB LAeq,1hr. As such no additional mitigation was recommended for the proposed car park.

Sports Pitch

The report acknowledges that the noise levels from the sports pitch is likely to vary depending on the activities underway but indicates that the majority of the noise levels measured at 10 m are between 56 dB and 58 dB LAeq,T. The report considers this consistent with the Sports England recommended noise level limit for use of artificial grass pitches. The sound associated with sporting activities has also been taken into consideration (i.e. a stick hitting a hockey ball, shouting and whistleblowing). The calculated noise levels at the noise-sensitive receptors for the sports pitch were 52 dB LAeq, 1hr and 61 dB LAFmax. These were above the desirable assessment criteria of ≤ 50 dB LAeq,1hr; and ≤ 55 dB LAFmax between 19:00 and 07:00 hrs. Consequently, a ≥ 1.8 metre high noise barrier to the west and south of the sports pitch is proposed as additional mitigation. The report advises that the barrier should have no cracks or gaps, be continuous to the ground, and have a surface density ≥ 12 kg/m2 such as a close boarded timber fence.

Fixed Plant

The report advises that the fixed plant details for the proposed development have not been confirmed but the types of plant are likely to include ventilation, heavy and fume extract and similar. It is proposed that a plant noise limit is imposed, of no higher than '0 dB' below the existing background noise level. However, in Section 9.1, a further assessment of the proposed plant and the associated noise levels during operation will be undertaken once the details are confirmed.

The report continues to also recommend additional mitigation measures for the new teaching block rooftop area to mitigate the noise impact from the fixed plant on the roof of the new teaching plant at the classroom roof turrets. The recommendations are for a 2.4m high solid screen between the main plant and the natural ventilation roof turrets. The report advises tha the barrier should have no cracks or gaps, be continuous to the ground, and have a surface density ≥ 12 kg/m2.

It is also speculated in the report that mitigation will be required to limit the noise impact at th existing college windows that overlook an ASHP type unit. These mitigation measures are described as '*additional acoustic treatments*'.

Comments

Having read the report, we have several points that require clarification:

(1) We note that the noise survey was completed on Monday, 15th March 2021 between approximately 12:30 and 17:00 hrs. It is unclear from the report where measurements were taken from and whether the sports pitches were in use during this time, and if so, what sports activities were underway. As such, it is unclear whether this has been taken into account for the noise impact assessment. Further clarification is required on these points.

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Subject to detailed design.
Since Apex NIA report Rev P04 was issued, a reduction in the number of ASHPs is now proposed compared to that current at the time of the report, with units also being relocated further away from the existing college façade, reducing the risk of adverse noise impact, including at the existing college façade.

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Apex noise survey measurements were supplementary to the survey included within the DfE provided noise assessment report for the scheme, relevant details of which are provided in section 7 and Appendix B of Apex NIA report. Noise due to sports activity at the site has not been measured directly. Apex NIA report is based on Sport England published guidance on noise assessment for all weather pitches including their published noise levels due to sport, as referenced in the report and included in Table 8. Where Sport England doesn't include detailed noise information for LAFmax levels, Apex have supplemented this with our own measurements of a range of sports related noise generating actvities. Additional information is summarised on Apex Acoustics website here: https://www.apexacoustics.co.uk/wp-content/uploads/2018/04/Apex-Acoustics-Poster-2018-IOA-Measurements-of-hockey-ball-impact-noise-on-backboards.pdf
With the full research paper available here: https://www.apexacoustics.co.uk/wp-content/uploads/2020/01/Measurements-of-hockey-ball-noise-IOA-2018-WW-ATC-JHC.pdf

(2) The noise from the car parking area has been modelled following the German guidance RLS 90. For a noise impact assessment, we would expect the sound pressure levels for noises associated with a car to be included in any assessment. We would also expect traffic movements in hourly periods (i.e. arrivals and departures) to be taken into consideration. Whilst these appear to have been considered in the modelling to some extent, a figure of 0.3 cars per car parking space per hour is quoted. It is unclear whether these assumptions have taken into consideration the current use of the sports facilities at the college and whether this is an average or peak number of vehicle movements that are likely to fluctuate due to scheduled sports games. It is also unclear why German Guidance has been utilised. So, further clarification is necessary.

(3) The report reads, '*The details of proposed building services plant including operating mode and noise data are subject to detailed design and were not confirmed at the time of writing. Further assessment will be undertaken when these details are confirmed'.* The report then continues to recommend an acoustic barrier and indicate that '*additional acoustic treatments'* may be necessary.

No finalised information relating to the proposed plant has been received, unit positioning or any features which may influence the acoustic impedance have been noted. Furthermore, no information has been provided relating to the operation times of all the fixed plant units, and the expected combined noise from any existing and proposed units. As such it is unclear wha noise levels will be produced by the units and the noise it will create at nearby noise sensitive locations. Ultimately in the absence of this information, we agree that further assessment is required to confirm whether mitigation measures are necessary.

(4) For the sports pitch noise modelling, the maximum sound power levels utilised presented in Table 9 of the report are:

Event	Event Maximum Sound Power Level
Stick hitting Hockey Ball	105 dB $L_{Amax,F}$
Shouting	102 dB $L_{Amax,F}$
Whistle Blowing	102 dB $L_{Amax,F}$

This appears to be a limited range of assumptions for noises associated with a multi-use games area. For instance, it is unclear what sports have been considered and whether other impacts such as ball strike on the permitter fencing has been considered. It is also unclear whether a penalty has been included to account for the tonality and impulsiveness of the activities associated with the proposed sports pitch (e.g. We require clarification as to whether this has been considered for the sports pitch noise modelling.

Further information is required to confirm that a robust noise impact assessment has been undertaken.

(5) We note the proposals for a close boarded timber fence such as an acoustic barrier around the west and south of the sports pitch. Any fencing to the pitch must be anti-rattle fencing. For the reasons detailed herein, a revised noise assessment and revised proposals for attenuation measures are necessary.

(6) The time of the noise measurements referred to in Section 7.9 of the report i.e. 12:30 to

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0.3 cars per space per hour is based on statistical study of parking space type for "Park and Ride". For a college car park, it is likely that the number of car movements for the majority of the day shall typically be less than 0.3 per space per hour.
The total sound power level is determined based on the product of number of vehicle movements per space per hour and the total number of spaces. As a single car movement is in random route, it is more realistic to consider the car park as a source area with the total sound power level determined by the number of vehicle movement and the total parking spaces.
It should also be noted that the proposed car parking layout for the scheme is based on the total of 157 existing car parking spaces currently at the site being the same with the scheme.

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There is no UK guidance to calculate the noise from a car park. The German guidance is the most relevant and used guidance in the UK. Additionally, it follows the general acoustic principle of noise emitting for such a space, with the total sound power level related to the number of vehicle movements, number of spaces, type of parking spaces, type of cars, etc. The German standard is only used to determine the sound power level of the car park. The sound propagation is calculated based on ISO 9613-2, which is widely used and accepted in the UK

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Plant and attenuator selections shall be based on Apex NIA report Table 5 plant noise limits.
Detailed plant noise impact assessment based on BS 4142 at nearby dwellings shall be carried out once final plant selections have been confirmed.

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Apex NIA report updated to include reference to noise levels due to a hockey ball hitting a resilient material treated backboard.
Where backboards are appropriately treated, based on Apex research, a hockey stick hitting a hockey ball event with a maximum sound power level of 105 dB LAFmax is considered to be a reasonable typical worst case noise event level for the proposed pitch.

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BS 4142:2014:A1+2019, Method for rating and assessing industrial and commercial sound includes the use of penalties, such as for use in building services plant noise impact assessment. However, BS 4142 identifies that it is not intended to be applied to the rating and assessment of sound from recreational activities.
Sport England noise guidance for artificial grass pitches does not make use of penalties and this type of rating would not normally be applied to sports activities.

17:00 hrs appears to contradict the information provided in Appendix B. In Appendix B, it is detailed that background sounds levels were measured between 07:00 and 23:00hrs (daytime) and then 2300hrs to 0700 hrs (nighttime). In order to provide a robust noise assessment, background noise levels must be clearly indicated. Please clarify the actual background noise levels. Without this information we cannot confirm the validity of the report conclusions.

Nevertheless, we have no objection to the proposed development subject to conditions for a revised noise assessment that addresses the uncertainties and points raised herein.

Sports Pitch Flood Lighting
The proposal includes the reorientation of the existing sports pitch and replacement with a new all-weather pitch, with associated flood lighting in line with Sports England guidance. Th all-weather pitch will provide 3 full size netball courts, 4 tennis courts as well as hockey and football, and will be overmarked for other sports as required.

A Plan HLS3095- proposed Flood Lighting by Halliday Lighting (dated 06/09/2021) has been submitted. The annotation on this plan indicates that 6 x 12 m high lighting columns are to be installed each with 1400w lamps giving an illuminance of 298 lux and a maintenance factor o 0.90. The position of the lighting columns is shown on the plan along with what appears to be the contours of the horizontal illuminance around the perimeter of the sports pitch.

Comment
Our concern is with the impact that the overspill light will have on the amenity of the surrounding houses especially as the proposal includes the intensification of use of the sports pitch to include community use. The plan by Halliday Lighting provides details of the surface illuminance (lux) across the proposed sports field, however no information has been provided regarding the vertical illuminance at the facades of neighbouring properties. Therefore, we need robust evidence that the vertical illuminance at the facades of the properties bordering the sports pitch will be <10 lux based on the highest illuminance of 298 lux for environmental zone E3. We also have concerns regarding the high level of luminance (298 lux) and what measures are to be taken to reduce overspill for example will the luminaires be fitted with louvres to concentrate light onto the pitch. Ideally, it would be more acceptable for a system that could be switched for example between 110 lux and 298 lux. Not only would this save money due to less energy wastage, but it will also reduce the carbon footprint. There would also be less chance of overspill if for the majority of the time the floodlights are used at the lower level of illuminance.

Therefore, based on our comments above it will be necessary for a condition requiring a lighting assessment for the all-weather sports pitch.

External Artificial Lighting (Car Parks and Walkways)
A lighting plan by Cundell (drawing no: NE8659-CME-ZZ-ZZ-DR-Z-95003) (dated: 27/08/2021) has been submitted in support of the application. The plan shows the location of the external lighting to car parks, security lighting and external lighting to walkways within the development site. The proposal is for wall mounted luminaires and single and double headed column mounted luminaires that will be 5m / 6m high. The annotation on the drawing includes the specification for each type of external luminaires that is proposed. In addition, the plan shows the horizontal illuminance coverage for all areas requiring external lighting and these

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Noise measurements carried out by Apex Acoustics at the site on 15/03/21 are identified in section 7.8 to 7.12 of the NIA report.
Background noise levels included in Appendix B of the Apex NIA report are taken from the Hepworth noise assessment report and measurement position referenced in section 7.1 to 7.7 of the NIA. A copy of the Hepworth noise assessment report is available on request, as per Apex NIA report section 7.1.
As per section 7.4 of Apex NIA report, since the measurement position used for the Hepworth noise survey, as identified in Apex NIA report figure 2, was set well back from Greenhead Road, Park Avenue and Park Drive South, being carried out during September 2020 when road traffic levels were likely to be below typical levels due to Covid-19, it is felt that the use of these background noise level measurements at dwellings which are typically closer to roads than the measurement position to inform the noise impact assessment is a robust approach.

are as follows:

Car Park
New external coverage: 10 lux average 0.25 uniformity

Perimeter security lighting
Coverage: 5 lux average 0.25 uniformity

New external lighting to walkways
Coverage: 10 lux average 0.25 uniformity

Drawing No: NE8659-CME-ZZ-ZZ-DR-Z-95004 (dated: 27/08/2021) by Cundell titled Combined Services Site Layout External Lighting Levels shows the contours of the horizontal luminesce from the external artificial lighting for the car parks, perimeter lighting and walkways. The contour drawing shows the maximum horizontal overspill to be 5 lux.

Comment
Having reviewed the supporting information, we accept the proposals for the external lighting for the car park, security lighting and walkways and make the following recommendation.

Hours of Use
The proposed development is for a new educational facility on the existing college site and a replacement outdoor all-weather sports pitch and the relocation of onsite parking. It is our understanding from the Design and Access Statement by Ryder Architecture Ltd. (ref: 10487.00) (dated: 17th September 2021) that the proposal encourages and supports community use.

The following hours of operation have been proposed by the college:

College hours (as existing and proposed)
Monday – Friday (Staff) 07:30 to 18:00
Monday – Friday (Students) 08:00 to 16:30

Out of hours for the proposed All-Weather Pitch (AWP)
Monday – Friday 18:00 to 21:00
Weekends 09:00 to 18:00

Proposed Main and Park Avenue car park
Monday – Friday 07:00 to 21:15
Weekends 08:45 to 18:15

Proposed Park Avenue car park
Monday – Friday 07:00 to 18:00

Comment
Whilst we agree with the proposed college hours, we have concerns regarding the hours of use for the all-weather pitch and the impact that this will have on the amenity of nearby residential properties. Therefore, we recommend a condition relating to hours of use which is consistent with other recently permitted developments for community use, all-weather multi-

use sports pitches.

Loss of amenity caused by the construction of the development
Because of the large scale of the development and the close proximity of residential properties to the site boundary there is a significant potential for loss of amenity to the occupiers of nearby properties from noise, vibration, dust and artificial light from the construction phase of the development. Therefore, it will be necessary for a condition requiring a Construction Environmental Management Plan (CEMP) to be submitted.

Electric Vehicle Charging Points
It is our understanding from the application form that there will be no increase in the provision of parking facilities which currently totals 157, including 8 accessible spaces and 2 minibus spaces. According to the Design and Access Statement by Ryder Architecture Ltd. (ref: 10487.00) (dated: 17th September 2021) the proposal is to provide 16 electric vehicle charging points (2 accessible and 14 standard spaces). No information has been submitted regarding the detailed specification of the proposed electric vehicle charging points, however their intended locations are shown on the Site Layout as Proposed-Block Plan by Galliford Try (drawing no: E8659- OOB- ZZ- 00- DR- L- 0001) (dated: February 2021). Therefore, condition requiring details of the electric vehicle charging points is required.

Food Premises Drainage
The proposed development includes the provision of a new 160m^2 kitchen providing meals for the college which is likely to result in fats, oils, and grease entering the drainage network serving this commercial food preparation and dish-washing area. Therefore, it will be necessary for a condition to prevent pollution entering the drainage network.

RECOMMENDED CONDTIONS

OC1 Kitchen Extract Scheme - Condition
Before food cooking commences details of a kitchen extract system shall be submitted to and approved in writing by the Local Planning Authority. The details shall provide the following information:

- A risk assessment for odour which considers amount and type of food that will be cooked together with the proposed dispersion of odours and proximity of receptors likely to be affected by any cooking odours.
- Based on the risk assessment, details of the proposed methods of odour control and dispersion of any extracted odours.
- Details showing the proposed location of all the major components of the extract system.
- The noise mitigation measures that will be incorporated in the extract system and details of the likely resulting noise levels that will be caused by operation of the extract system, in particular how loud it will be at nearby noise sensitive locations.
- The proposed ongoing maintenance schedule that will carried out to ensure that the extract system continues to effectively control odours and not cause excessive noise.

Before food cooking commences the approved extract system shall be installed and thereafter retained and maintained in accordance with the approved details.
Reason: To ensure the proposed development does not cause harmful odour pollution (within either a public area or at neighbouring premises in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12

and 15 of the National Planning Policy Framework.

Footnote
Detailed advice is available in *"Control of Odour and Noise from Commercial Kitchen Exhaust Systems"* by EMAQ Sep 2018 which is an update of "Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems" by DEFRA 2005.

CLC2 Submission of a Revised Phase 2 Intrusive Site Investigation Report - Condition
Groundworks (other than those required for a revised site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

CLC3 Submission of Remediation Strategy - Condition
Where site remediation is recommended in the approved Phase II Intrusive Site Investigation Report approved pursuant to condition (CLC2) further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

CLC4 Implementation of the Remediation Strategy - Condition
Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition (CLC3). In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the approved Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

CLC5 Submission of Validation Report - Condition
Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report by a suitably competent person shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

CLC 7 Contaminated land - Footnote
All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework 2019. Reports must be prepared in accordance with the following guidance:

- *Land Contamination Risk Management (LCRM)*
- BS 10175:2011+ A2:2017 *Investigation of Potentially Contaminated Sites. Code of Practice*
- *Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners & Consultants - (v11.2) June 2020* by the Yorkshire and Lincolnshire Pollution Advisory Group

Ground Gas Detectors Scheme – Condition
Before construction commences details of the ground gas detector scheme system shall be submitted to and approved in writing by the Local Planning Authority. The details shall provide the following information:

- The type of ground gas detector to be installed
- The number of ground gas detectors to be installed
- Details showing the proposed location of all the ground gas detectors (if not in every room) and information about the placement of the ground gas detectors
- The proposed ongoing maintenance schedule that will carried out to ensure that the ground gas detectors continues to effectively monitor ground gas ingress.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 178 and 179 of the National Planning Policy Framework

NC8 Noise Report required for proposed noise generating use close to existing noise sensitive premises - Condition
Before construction work commences a revised noise assessment report by a suitably competent person shall be submitted to and approved in writing by the Local Planning Authority. The report shall include:

a) an assessment of all of the noise emissions from the proposed development
b) details of existing background and predicted future noise levels at the boundary of Park Avenue and Greenhead Road
c) a written scheme of how the occupants of the above-mentioned noise sensitive premises will be protected from noise from the proposed development including details of all necessary noise attenuation.

Where proposals include the use of the acoustic barriers for noise attenuation the details should include:

- A plan showing the location of the barriers
- The minimum height of the barrier relative to the adjacent ground level and roof level
- The construction specification of the barriers including the barriers support structure, the barriers material, the minimum barriers thickness, the minimum density of the barriers material and the details where the barrier meets the ground.

The development shall not be brought into use until all works comprised within the measures specified in the approved report have been carried out in full and such works shall be thereafter retained.

NF4 Competent Person - Footnote
All noise assessments should be carried out by a competent person. Developers may wish to contact the Association of Noise Consultants http://www.association-of-noise-consultants.co.uk/ (020 8253 4518) or the Institute of Acoustics http://www.ioa.org.uk (0300 999 9675) for a list of members.

Noise Management Plan - Condition
Before the proposed sports pitch is first brought into use a robust noise management plan shall be submitted to and approved in writing by the Local Planning Authority. The report shall:

a) outline how the pitch and clubs using the facilities are to be managed
b) include policies for dealing with and managing excessive noise and anti-social behaviour.

The approved scheme shall then be implemented before use and retained thereafter to ensure that the proposed use does not give rise to the loss of amenity to nearby residential properties, by reason of noise or disturbance due to anti-social behaviour.

LC1 External Artificial Lighting – Condition (Flood Lighting for the All-Weather Sports Pitch)
Before the installation of flood lights for the all- weather pitch commences a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:

a) The proposed hours of operation of the lighting
b) The location and specification of all of the luminaires
c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.
d) The predicted vertical illuminance that will be caused by the proposed lighting when measured at windows of any properties in the vicinity.
e) The measures that will be taken to minimise or eliminate glare and stray light arising from the use of the lighting that is caused beyond the boundary of the site
f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

The external artificial lighting shall be installed and operated thereafter in accordance with the approved scheme.
Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with part 2 and 15 of the NPPF and xxxxx of the Local Plan

LF1 Artificial lighting - Footnote
The proposed design levels of illuminance should be shown to be appropriate for the intended use by reference to appropriate guidance. Generally, to minimise problems of glare and stray light from external artificial lighting it should be installed and maintained in accordance with *the "Guidance Notes for the Reduction of Obtrusive Light"* by the Institution of Lighting

Professionals: 2011 www.theilp.org.uk. The predicted levels of stray light must not exceed the recommended maximum levels given in Table 2 of this guidance for an Environmental Zone E3.

LC5 Installation of the Agreed External Artificial Lighting – Condition (Car Parks, Security Lighting and Walkways)
Before the development is brought into use any external artificial lighting shall be installed in accordance with the details provided in the Plan by Cundell (drawing no: NE8659-CME-ZZ-ZZ-DR-Z-95003) (dated: 27/08/2021) – External Lighting Layout.The installed external artificial lighting shall be operated thereafter in accordance with the approved scheme.
Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with part 2 and 15 of the NPPF and xxxxx of the Local Plan.

HUC1 Hours of Use - Condition
College hours
The use hereby permitted shall not be open outside the hours of:
Monday – Friday (Staff) 07:30 to 18:00
Monday – Friday (Students) 08:00 to 16:30

Out of hours for the proposed All-Weather Pitch (AWP)
The use hereby permitted shall not be open outside the hours of:
Monday – Friday 18:00 to 20:30
Weekends – 09:00 to 13:00

Proposed Main and Park Avenue car park
The use hereby permitted shall not be open outside the hours of:
Monday – Friday 07:00 to 20:45
Weekends 09:00 to 13:15

Proposed Park Avenue car park
The use hereby permitted shall not be open outside the hours of:
Monday – Friday 07:00 to 18:00

Reason: To ensure that the proposed use(s) does not give rise to the loss of amenity to nearby residential properties, by reason of noise or disturbance at unsociable hours, to accord with the aims of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

CEMPC Construction Environmental Management Plan - Condition
No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Construction Management Plan shall provide details of:

a) timetable of all works
b) vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas
c) the parking of vehicles of site operatives and visitors
d) details and location of signage

e) loading and unloading of plant and materials
f) storage of plant and materials used in constructing the development
g) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site
h) measures to control and monitor the emission of dust and dirt during construction
i) a Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works
j) mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries)
k) artificial lighting used in connection with all construction related activities and security of the construction site
l) site manager and resident liaison officer contact details (including their remit and responsibilities); and
m) details of engagement with local residents and occupants or their representatives.

The development shall be carried out strictly in accordance with the approved CEMP and no change there from shall take place without the prior written consent of the Local Planning Authority.
Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with part 15 of the NPPF and xxxxx of the Local Plan

CEMPF Construction Environmental Management Plan - Footnote
Noisy construction related activities should not take place outside the hours of:
07.30 to 18.30 hours Mondays to Fridays
08.00 to 13.00 hours, Saturdays
With no noisy activities on Sundays or Public Holidays

Institute of Air Quality Management document *"Guidance on the assessment of dust from demolition and construction"* Version 1.1 2014 provides detailed information regarding dust control.

Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

EVC1 Electric Vehicle Charging Points - Condition
Before the electrical system is installed a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:

- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of non-residential parking spaces

Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.
Reason: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, to comply with the aims and objectives of Policies LP20, LP24 and LP47 of the Kirklees Local Plan and Chapters 2, 9 and 15 of the National Planning Policy Framework.

EVF1 Electric Vehicle Charging Points – Footnote

- A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof
- At non-residential developments, the requirement for one standard electric vehicle charging point for at least 10% of parking spaces may initially be reduced to one charging point for at least 5% of parking spaces with the remainder provided at an agreed trigger point.
- For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.

DR08 Pollution Prevention (for food outlets including take-aways/restaurants)
Development shall not commence until a scheme to prevent fats, oils, and grease entering the drainage network serving commercial food preparation and dish-washing areas has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to first operation of the development and shall be retained throughout the lifetime of the development.
Reason: To ensure the provision of adequate and sustainable systems of drainage are employed, in the interests of amenity, environmental well-being and to accord with Policy BE1(iv) and the NPPF.

FS1 Food Safety- Footnote
It is recommended that prior to development commencing the applicant should contact the Food Safety Team of Environmental Services to arrange an advice visit to discuss food safety and hygiene requirements including an appropriate layout. The Food Safety team can be contacted on 01484 22100 (ask for food safety) or by email at food.safety@kirklees.gov.uk.