

Update on WGAA Legacy Scheme

21st April 2020

Summary:

- Meeting with Highways England, AECOM and Skanska on 22nd November 2019 – See Appendix C for copy of Minutes.
- No further discussions on boundary works or mitigation to Four Winds since the Examination Hearings.
- WGAA Option drawings - See Appendix F - were submitted to Highways England on 5th December 2019 to be costed and the environmental impact of each option assessed against Highways England Option A. Some costs were provided by Jonathan Pizzey for 'similar' Skanska options on 11th December 2019 and the cost for a 'Four Winds Option' were provided on 11th February 2020 – See Appendix G for email chain. Unfortunately, the costs provided were incorrect and Highways England have declined repeated requests to update the costs as necessary. No information on the environmental impact of any of the options was provided.
- Six Freedom of Information requests were submitted to Highways England between 21st February 2020 and 4th March 2020 for the release of information relevant to the WGAA Scheme – See Appendix D for details of the wording of each request and the released documents. Also note, a complaint has been raised with Highways England for each of the six FOI requests as Highways England have not released all of the information they hold, and they have redacted documents without sufficient reason for doing so.
- The documents released following the Freedom of Information requests include statements from three sports clubs and a school in support of a WGAA Legacy Scheme, submitted by Jonathan Stott (representing the WGAA) – see Appendix D. No letters of support have been provided by the local community living near the proposed road scheme or by the local Parish Council.
- All of the supporting statements from sports clubs state a requirement for midweek winter training in the evenings which would require floodlighting.
- The supporting statement from a school states a specific requirement for day time use during the school week.
- It is noted that the current WGAA is rarely used in the evenings (not at all during the winter months), and is never used in the day time during the week. This intensified usage will have a significant detrimental impact on my property over and above that suggested in the DCO application, but this does not appear to have been considered by Highways England.
- It is also noted that the 'Designated Funds Project Summary Form' dated 3rd February 2020, released by Highways England in response to the Freedom of Information Requests, confirms on page 4 of 19 that the proposed 'Legacy Scheme' does not meet the criteria for receiving funding from the Highways England 'Environment and Wellbeing Fund' or from the 'Users and Communities Fund', but could be funded by 'Major Projects'.
- With regard to funding the 'Legacy Scheme', the released document 'Meeting Summary from Designated Funds Investment Decisions Committee' (3rd February 2020) states that "if approval was awarded in principle and Designated Funds were no longer able to afford the investment that

the balance would need to be captured from the core project itself” and “using core scheme funding on this proposal would benefit the GAA beyond the DCO obligations.”

- In the event that the Highways England contribution to an enhanced WGAA Scheme is not solely funded by a Legacy Fund, but is actually entirely funded by the Road Scheme, the WGAA Scheme must surely revert to a scheme that only satisfies the DCO obligations and nothing more.
- Furthermore, if the WGAA Scheme is funded by the Road Scheme, rather than a Legacy Fund, then it should be considered by the Planning Inspectorate, as part of the DCO, rather than being subject to a separate planning application.
- It was clear from the ‘Warwickshire Gaelic Athletic Association Relocation Site Assessment Technical Note May 2018’ submitted for Deadline 9 that Highways England carried out a limited and flawed assessment of alternative relocation sites / reconfiguration options for the WGAA.
- It is noted that Highways England ignored the fact that an option requiring my property, Option 3B, scored the highest in their assessment
- Also, items 5.4, 5.5 and 5.6 of the summary section of the Technical Note dismissed all of the options in turn as non-viable but did not mention Option 3B. However, when Highways England submitted the document for Deadline 9 they redacted item 5.7 in the summary section of the Technical Note, as that was most likely the item that stated the case for Option 3B as a viable option. It is the only redaction in the entire document.
- The released documents (in particular the Highways England Designated Funds Project Summary Form dated 19th July 2019, the Highways England Designated Funds Project Summary Form dated 3rd February 2020 and the Peter Mumford Minutes from meeting with WGAA dated 11th October 2018) confirm that Highways England overcommitted to the greenfield site option near Woodhouse Farm. As a result they have been on the defensive with the WGAA ever since and rather than say no to the WGAA, and doing the right thing by local residents, they are pursuing a ‘Legacy Scheme’ that seems to grow bigger by the day in the hope that it will somehow enhance their reputation. A cynic would probably suggest it is rather late in the day to be worrying about that.

**Record of engagement with HE, AECOM & Skanska
(20th November 2019 - 20th April 2020)**

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
M42 J6 - Appendix to document 8.93	2019.11.20			
<p>Philip O'Reilly <[REDACTED]> November 2019 12:33 To: "Barnstable, Lydia" <lydia.barnstable@aecom.com> Cc: "Chris.Harris@highwaysengland.co.uk" <Chris.Harris@highwaysengland.co.uk>, "King, Phil" <Phil.King@aecom.com>, M42J6 <M42J6@aecom.com>, "M42 Junction 6 (M42Junction6@highwaysengland.co.uk)" <M42Junction6@highwaysengland.co.uk> Lydia, As discussed, please see attached. Kind regards, Philip</p> <p>Attachments: WGAA Proposal (Reconfiguration Option 1)</p>	2019.11.20	Email	WGAA Proposal drawing (Reconfiguration Option 1), produced by Philip O'Reilly, previously issued to Jonathan Pizzey (HE) and Chris Harris (HE) in July 2019 for costing, re-issued to Lydia Barnstable (AECOM) as she had not seen the drawing and was not aware of its existence.	See Appendix A for WGAA Proposal (Reconfiguration Option 1).
<p>Barnstable, Lydia <lydia.barnstable@aecom.com> 20 November 2019 at 14:33 To: Philip O'Reilly <[REDACTED]> Cc: "Chris.Harris@highwaysengland.co.uk" <Chris.Harris@highwaysengland.co.uk>, "King, Phil" <Phil.King@aecom.com>, M42J6 <M42J6@aecom.com>, "M42 Junction6 (M42Junction6@highwaysengland.co.uk)" <M42Junction6@highwaysengland.co.uk> Hi Thanks for this – we are sitting down at 3pm to review all Deadline 10 documents and will ring you as soon afterwards as possible. Regards Lydia</p>	2019.11.20	Email		
M42 Junction 6	2019.11.21			
<p>Barnstable, Lydia <lydia.barnstable@aecom.com> 21 November 2019 15:36 To: Philip <[REDACTED]> Cc: M42Junction 6 M42Junction6@highwaysengland.co.uk Hi Thank you for forwarding the plan. As discussed, Chris has confirmed that your proposal for the WGAA as set out in the plan handed to Jonathan and Chris at the Examination has been considered and the following noted: 1. Your suggested approach is outside the Scheme Order Limits and therefore outside the powers being sought by Highways England 2. Highways England can satisfactorily mitigate their impacts on the WGAA and this has been set out within the dDCO submissions Highways England therefore feels that there is therefore no justification for the purchase of Four Winds to mitigate the scheme impacts on the WGAA. As promised, I have asked Craig Howard from Highways England's Property Team regarding your rights as someone whose land interest (under ad medium filum) may be affected. He has responded stating that Highways England will consider the reasonable agent fees in relation to the advice in regards to Ad medium filum rule element of any claim submitted or meetings we have instigated. It should be noted however that they will not pay for fees incurred in objecting to the Scheme. Any further queries you may have in relation to this should be directed to the M42 Junction 6 inbox (cc'd to this email) in the first instance. Regards Lydia</p>	2019.11.21	Email	Email from LB (AECOM) confirming: - HE had not costed the WGAA Proposal drawing (Reconfiguration Option 1), produced by Philip O'Reilly - reasonable fees for professional advice would be paid by HE	<p>WGAA Proposal (Reconfiguration Option 1) drawing was given to Jonathan Pizzey (HE) and Chris Harris (HE) in July 2019 as they agreed to cost it as an option.</p> <p>Despite that agreement in July 2019 they did not provide any costs but given the Option that HE are pursuing, the reasons stated by HE for not costing WGAA Proposal (Reconfiguration Option 1) make little sense.</p> <p>Reason 1 contradicts the fact that HE have entered into an agreement to purchase land from outside the Scheme Order Limits from Mr Moosa, required for HE Option A.</p> <p>Reason 2 contradicts the fact that HE are pursuing a "Legacy Scheme" option as they have been unable to reach an agreement on mitigation for the impact of their scheme on the WGAA through the DCO to the satisfaction of the WGAA.</p> <p>Jonathan Pizzey (HE) and Nick Evans of BDB Pitmans both maintained throughout the consultation period and the hearings that I was not entitled to reasonable fees for professional advice.</p> <p>A timely coincidence that on the day following the end of the examination, Craig Howard from Highways England's Property Team confirms that I am entitled to reasonable fees for professional advice, when for the duration of the consultation period and the examination HE maintained that I was not entitled to reasonable fees for professional advice.</p>
<p>Philip O'Reilly <[REDACTED]> 22 November 2019 12:18 To: Jonathon.Pizzey@highwaysengland.co.uk Jonathan, FYI Kind regards, Philip</p>	2019.11.22	Email	Email to JP (HE) forwarding a copy of email received from Lydia Barnstable which confirmed reasonable fees for professional advice would be paid by HE.	<p>This email was sent to Jonathan Pizzey during the meeting with him and Lydia Barnstable as he said he was unaware that any discussions regarding the payment of reasonable fees for professional advice had taken place or that the advice had changed.</p> <p>Jonathan Pizzey, as Project Manager for the scheme, appears to have no knowledge of the discussions taking place involving his project or matters relating to those impacted by the project.</p>
<p>Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 22 November 2019 17:28 To: Philip O'Reilly <[REDACTED]> Philip Thanks for the meeting earlier today; I have spoken with Craig to confirm the final paragraph from Lydia's e-mail', and he has confirmed that as we are stopping up the local highway outside of your house which you have an interest over; this would be a compensation issue, so we would consider reasonable fees and any claim brought as a consequence if there is a compensable loss. As you are aware we will not pay for fees incurred in objecting to the Scheme. As per Lydia's e-mail, any further queries you may have in relation to this should be directed to the M42 Junction 6 inbox' and the project team will forward to the appropriate individual. I have also asked AECOM to provide you with a plan showing the element of the Catherine de Barnes Road that you have an interest in, which we are having an impact on. Yours Jonathan</p>	2019.11.22	Email	Email from JP (HE) confirming reasonable fees for professional advice would be paid by HE as the local highway outside Four Winds was being stopped up.	<p>The project has always required the stopping up of Catherine de Barnes Lane outside my property. That has not changed.</p> <p>Jonathan Pizzey (HE) and Nick Evans of BDB Pitmans both maintained throughout the consultation period and the hearings that I was not entitled to reasonable fees for professional advice.</p> <p>A timely coincidence that on the day following the end of the examination, Craig Howard from Highways England's Property Team confirms that I am entitled to reasonable fees for professional advice, when for the duration of the consultation period and the examination HE maintained that I was not entitled to reasonable fees for professional advice.</p>

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<p>Philip O'Reilly <[REDACTED]> > 29 November 2019 16:02 To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk>, M42 Junction 6 <m42junction6@highwaysengland.co.uk> Jonathan, Thanks for your email. Can you please provide an explanation for the change in advice as it has always been the case that Catherine de Barnes Lane was being stopped up? Also, what is meant by 'reasonable fees'? Unfortunately I have not received the drawing you mention. When is this likely to be issued? At the meeting on 22nd November 2019 I requested the WGAA proposals in AutoCAD format but have not received them yet. Can this please be actioned asap? Kind regards, Philip</p>	2019.11.29	Email	<p>Email to JP (HE) requesting: - an explanation for the change in advice regarding the provision of reasonable fees as the impact on Four Winds has not changed - further details on the provision of reasonable fees</p>	<p>Explanation for the change regarding the payment of professional fees subsequently provided by Jonathan Pizzey in email dated 11th December 2019.</p> <p>"I have attached a plan showing the latest understanding of ownership rights over Catherine de Barnes Road – adjacent to your property, which I understand you already have. The change in our understanding has come about following AECOM's final update of the land interest plans in October/ November, which informed the final version of the schemes orders, presented to the examination at the end of November 2019."</p> <p>Unfortunately, the drawing provided by Jonathan Pizzey does not reflect the drawing issued to Lydia Barnstable (AECOM) and Jonathan Pizzey (HE) on 1st April 2019 which resulted from discussions with Jonathan Pizzey at our Meeting on 28th March 2019. At that meeting Jonathan Pizzey outlined the area of land that would revert to my ownership under the Ad Medium Filum Rule and I agreed to provide an AutoCAD sketch to confirm the extent of land agreed in principle along with my preferred boundary treatment. At no time did HE provide any comment on the drawing or suggest it was not a true reflection of what Jonathan Pizzey had proposed in those discussions.</p> <p>The drawing was issued in AutoCAD format but a pdf copy of the area in question around Four Winds is provided in Appendix B - Four Winds Boundary Proposal Discussed and Agreed in Principle with Jonathan Pizzey at Meeting on 28th March 2019. Issued to Lydia Barnstable (AECOM) and Jonathan Pizzey (HE) on 1st April 2019.</p>
MEETING	2019.11.22			
<p><u>Highways England</u> <u>Jonathan Pizzey (JP)</u> <u>AECOM</u> <u>Lydia Barnstable (LB)</u> <u>Skanska</u> <u>Sam Linley (SL)</u> <u>Hampton in Arden Parish Council</u> <u>Dave Cuthbert (DC)</u> <u>Giles Cook (GC)</u> <u>Stakeholders</u> <u>Philip O'Reilly (POR)</u></p> <p>JP (HE) confirmed that: - no agreement had been reached with the WGAA. - Option A was the preferred option. - Highways England are seeking a contribution from the WGAA towards the costs of a " Legacy Scheme" as required to meet criteria for funding from HE Designated Funds.</p> <p>POR: - expressed strong concerns that the impact on his property due to the provision of an all weather pitch would be much greater than a grass pitch as it would be used 7 days a week, all year round. - enquired as to whether a Four Winds option should be explored further as the HE Document 'Warwickshire Gaelic Athletic Associate [sic] Relocation Site Assessment Technical Note May 2018' (the Technical Note) - which was included in HE Deadline 9 submissionTR010027-000891-Highways England M42J6_8.93(a)_Actions_Arising_out_of_ISH_on_Compulsory_Aquisition_and_Temporary_Possession_on_22_Oct_for_Deadline_8 - included a spreadsheet outlining a comparison of options for the WGAA Relocation which contained a number of errors and a Four Winds option was not as cost prohibitive as JP (HE) had maintained.</p> <p>DC: - suggested HE undertake a costing exercise to show the comparison between a number of Four Winds options and the options currently being explored by HE.</p> <p>POR: - requested an environmental comparison be included in the costing exercise as the HE options all made use of solely greenfield land, losing hedgerows in the process, whereas a Four Winds option would include a brownfield site.</p> <p>DC & GC: - expressed concern on behalf of the Parish Council that the configuration of Option A would encourage further development interest in the area and threaten the green belt.</p> <p>JP (HE) - confirmed it would be a good idea to attend the next Parish Council meeting to engage with the Parish Council regarding the WGAA " Legacy Scheme" proposals. - confirmed funding from HE designated funds for a " Legacy Scheme" required consultation and engagement with those locally affected by the road scheme. - confirmed that a condition of the " Legacy Scheme" would be for the facilities to be open for use by the local community and this could be discussed further at the Parish Council meeting. - advised that he needs to check on why the advice regarding the payment of reasonable fees for professional advice has changed.</p>	2019.11.22	Meeting	<p>Actions: - Skanska to provide JP (HE) with CAD drawings of the legacy Options A and B. JP to send these to POR . - POR to provide a drawing showing his favoured option that encompasses Four Winds, together with a bullet point list of his ideas for the Four Winds costing and design option. - JP / SL to raise the issue of the Four Winds option with WGAA in the forthcoming meeting (anticipated to be held early December). JP to also establish what the WGAA mean by 'community access' and what the scope and content would be of the community access agreement. - JP to provide advice to POR on the payment of fees for the ad medium filum ruling and the need for Highways England to purchase some of that land. - JP to attend the Parish Council meeting in January 2020 (preferably prior to the Parish Planning Committee Meeting on 14 January 2020).</p>	<p>The documents released by Highways England in response to the Freedom of Information Requests submitted by POR included a Designated Funds Project Summary Form dated 3rd February 2020 which states that: "The costs of the overall WGAA enhancement will be split between the M42 Junction 6 scheme mitigation proposals and the DF" Legacy Scheme"."</p> <p>Contrary to what Jonathan Pizzey confirmed in the meeting, the reality is that the 'Legacy Scheme' is being entirely funded by public money with no contribution from the WGAA.</p> <p>This Designated Funds Project Summary Form also confirms that a feasibility study of the " Legacy Scheme" was undertaken between August 2019 and November 2019. Page 6 of 19 states that "As part of the feasibility work we have produced and agreed a community use agreement, which will be signed if the scheme proceeds to detailed design." The Summary terms of that Community Use Agreement are provided in Annex E of the same document.</p> <p>It seems rather odd that Jonathan Pizzey (HE) not only appeared to have no knowledge of that agreement at the time of this meeting but that he suggested community use of the facilities could be discussed at a later Parish Council meeting when it appears that a community use agreement, for a " Legacy Scheme" that is supposed to benefit the local community living near the road project, had already been drafted without any input from the local community living near the road project.</p> <p>Further information on the provision of reasonable fees remains outstanding.</p> <p>JP (HE) declined to attend the Parish Council meeting in January 2020 and to date there has been no consultation with local residents regarding any proposed 'Legacy Scheme'.</p> <p>See Appendix C for Minutes from Meeting with Highways England, AECOM and Skanska on 22nd November 2019.</p> <p>See Appendix D for Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly.</p>

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EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
M42 Junction 6 Improvement - WGAA Reconfiguration Proposals	2019.12.05			
<p>Philip O'Reilly <[REDACTED]> 5 December 2019 12:41</p> <p>To: "Barrington, Tina" <Tina.Barrington@highwaysengland.co.uk></p> <p>Cc: [REDACTED]</p> <p>Hi Tina,</p> <p>Apologies for bothering you again but unfortunately it is proving difficult to obtain reliable information with regard to the legacy funding proposals for the Warwickshire Gaelic Athletic Association (WGAA) grounds.</p> <p>As such, I would be grateful if you could please advise on the following:</p> <p>1) Will all information regarding an application and/or proposal for legacy funding be in the public domain?</p> <p>2) Given it is public money that is being spent, will any proposal for legacy funding be publicly examinable / subject to public consultation?</p> <p>Also, in accordance with the Freedom of Information Act can you please provide me with electronic copies of all the information HE hold regarding the legacy funding proposals for the Warwickshire Gaelic Athletic Association (WGAA) grounds?</p> <p>Email copied to Councillor Dave Cuthbert and Councillor Giles Cook, both from Hampton in Arden Parish Council.</p> <p>Kind regards,</p> <p>Philip</p>	2019.12.05	Email	Email to TB (HE) requesting further information on the use of public money and the consultation process for Legacy funding.	
<p>Philip O'Reilly <[REDACTED]> 14 January 2020 13:28</p> <p>To: Barrington, Tina <Tina.Barrington@highwaysengland.co.uk></p> <p>[REDACTED]</p> <p>Hi Tina,</p> <p>I do not appear to have received a response to my last email which was sent almost 6 weeks ago. As your team is responsible for the correct allocation of this public money, can you please provide a response to the questions raised, namely:</p> <p>1) Will all information regarding an application and/or proposal for legacy funding be in the public domain?</p> <p>2) Given it is public money that is being spent, will any proposal for legacy funding be publicly examinable / subject to public consultation?</p> <p>Just to make you aware, the same questions were put to Jonathan Pizzey, and he is of the opinion that the submission of a planning application is sufficient to meet Highways England's own essential criteria to secure funding i.e. that the proposal must be fully supported and promoted in partnership with key stakeholders.</p> <p>Kind regards,</p> <p>Philip</p>	2020.01.14	Email	Email to TB (HE) chasing a response to previous email.	

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<p>Barrington, Tina <Tina.Barrington@highwaysengland.co.uk> 15 January 2020 17:27</p> <p>To: [REDACTED]</p> <p>[REDACTED]</p> <p>Dear Philip</p> <p>Thank you for your email, following up on previous correspondence. I was aware that you had directed a similar request to the Project Team for the M42 J6 and that's why we combined both your letters and Freedom of Information (FOI) requests into one response. Jonathan Pizzey and I discussed your queries and agreed our joint reply, and in his letter to you of 20 December (attached), Jonathan answered both your queries below. The response contained within the attached letter should not be seen as either Jonathan's or any other individual's response, but as Highways England's response to your questions. I am sorry we didn't make it clear that Jonathon was replying on behalf of both of us and that you've needed to follow up with me again. I hope I've now clarified the situation for you. The Project Team will also provide our combined response in relation to your FOI requests in due course.</p> <p>Best wishes.</p> <p>Tina Barrington</p> <p>Designated Funds Programme Manager - Environment</p> <p>Attachments:</p> <p><i>Mr_Phillip_O_Reilly_M42_Junction_6_Improvement_Freedom_of_informaton_letter_for_extension</i></p>	2020.01.15	Email	Email from TB (HE) confirming that Jonathan Pizzey has provided a joint response by letter.	<p>The letter from Jonathan Pizzey confirms that rather than conducting a consultation exercise involving the local community living near the proposed road project to determine local need, HE have identified and decided what the local community need, and the local community will only have an opportunity to express their opinion, on what they apparently need, when the planning application for the 'Legacy Scheme' is submitted.</p> <p>The documents released by Highways England in response to the Freedom of Information Requests submitted by POR included the Highways England Designated Funds Project Summary Form dated 3rd February 2020 which states:</p> <p>"The costs of the overall WGAA enhancement will be split between the M42 Junction 6 scheme mitigation proposals and the DF 'Legacy Scheme'."</p> <p>Given that the proposed 'Legacy Scheme' is being funded solely by public money, it surely should be open to more public scrutiny than a planning application?</p> <p>See Appendix D for Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly.</p> <p>See Appendix E for Mr_Phillip_O_Reilly_M42_Junction_6_Improvement_Freedom_of_informaton_letter_for_extension.</p>
<p>M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four Winds 'Legacy' options</p>	2019.12.05			
<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Jonathan,</p> <p>Please find attached proposals for a Four Winds 'Legacy' option.</p> <p>Can these please be costed and the information made available by the middle of next week?</p> <p>I would also like a meeting before 20th December 2019 to discuss the proposals and costs.</p> <p>I also note I have not received a response to the points raised in my previous email (2019.11.29) nor had any drawings provided. Can these please be actioned asap?</p> <p>Also, in accordance with the Freedom of Information Act can you please provide me with electronic copies of all the information HE hold regarding the 'Legacy Scheme' proposals and legacy funding for the Warwickshire Gaelic Athletic Association (WGAA) grounds, including all discussions involving Peter Mumford and the WGAA?</p> <p>Kind regards,</p> <p>Philip</p> <p>Attachments:</p> <p><i>Four Winds Proposal - WGAA Option 2</i></p> <p><i>Four Winds Proposal - WGAA Option 3</i></p> <p><i>Four Winds Proposal - WGAA Option 4</i></p>	2019.12.05	Email	Email to JP (HE) with proposals for Four Winds options for HE to cost, as discussed and agreed at meeting on 22nd November 2019.	<p>See Appendix F for Four Winds Proposal - WGAA Option 2 , Four Winds Proposal - WGAA Option 3 and Four Winds Proposal - WGAA Option 4</p>

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<p>Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 11 December 2019 18:11 To: Philip O'Reilly <[REDACTED]> [REDACTED]</p> <p>Philip Thank you for the plans you have provided re the WGAA proposals – they are similar to the outline proposals identified at the meeting we had on the 22nd November. Sam will send you the CAD files for the 'Legacy Scheme' Proposals tomorrow. Please see attached the plans which Sam at Skanska has produced for your proposals, which are sufficient to understand the land and other impacts would have on the 'Legacy Scheme' costs. Assuming everything else remains the same in terms of what is being provided to the WGAA, the difference between the WGAA legacy A scheme and your proposals is effectively around the land costs; as follows: Option 1 – is effectively the Legacy Option B – with the discretionary purchase of your property. The cost to the scheme would be approx. £673k, however if HE were to re-sell Four Winds at say £650k the nett cost to HE would be approx. £23,000. Please find attached for your information the HE publication ‘Yours property and Discretionary Purchase’ again, as this is the 3rd time I have sent you this information in the last 18 months. https://www.gov.uk/government/publications/your-property-and-discretionary-purchase Option B – is similar to the plans you produced , and assumes that the western most WGAA pitch is relocated over Four Winds Though the cost to the scheme is slightly less, the cost to HE is significantly more as the value of Four Winds would be lost. It is extremely unlikely that HE would consider this additional cost a suitable use of the designated funds. Catherine de Barnes Road. I have attached a plan showing the latest understanding of ownership rights over Catherine de Barnes Road – adjacent to your property, which I understand you already have. The change in our understanding has come about following AECOM’s final update of the land interest plans in October/ November, which informed the final version of the schemes orders, presented to the examination at the end of November 2019. The area marked as red, is the elements of the road you have a potential claim under the Ad Medium Filum Rule, this land will be required permanently, as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this area as part of 2/10h, which is currently owned and occupied by SMBC, as it is a highway. The scheme will turn this area of road into a wide verge, which will still be owned and maintained by SMBC as part of the Highway. You would have rights to get the half width in front of your property back – if it stops being part of the road. It is the loss of this right we would potentially be buying – rather than any actual land. The area marked as purple, is elements of the verge where there is limited detail on land ownership, and you may have rights under the ad Medium Filum Rule. The land will be acquired permanently as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this as part of the wider plot 2/10j, which is owned by SMBC, The Gooch Estate and Hall Farm, occupied by SMBC, Zayo and WPD. However as above, if the land remains part of the Highway – then SMBC will be responsible for its maintenance in the future. The area marked as pale blue, is an area where there is limited detail on land ownership, and you have access rights which will be affected. This area of lands will only need to be used temporarily to re-align the rear access to Four Winds and install the drainage outfall for the attenuation tank at Barbers Coppice Roundabout. A permanent right will also need to be granted for the long-term maintenance of said outfall for SMBC. The original Orders showed this as part of the wider plot 2/71, which is unregistered land, occupied by SMBC, Zayo and WPD, with rights of access to Four Winds. I will forward the minutes form our meeting and an update regarding the WGAA to yourself and the other attendees by separate e-mail Yours Jonathan</p> <p>Attachments: O'Riley Option 001 O'Riley Option 002 HE551485-ACM-GEN-ZZ_SW_DCO_ZZ-DR-DC-0056</p>	2019.12.11	Email	<p>Email from JP (HE) advising that drawings previously produced by Skanska are sufficiently similar to the proposals submitted with my email dated 5th December 2019 for the costs to be transferable.</p> <p>Suggested referring to information on Discretionary Purchase.</p> <p>Provided drawings of HE Option 001and HE Option 002.</p> <p>Provided plan showing details of land ownership adjacent to Four Winds.</p>	<p>Unfortunately the costs provided by Jonathan Pizzey were not correct - the land cost per acre was not accurate, the quantity of land required for each option was not correct and costs that should have been included had been omitted. It is unclear whether this was due to human error, or whether it was a deliberate attempt to misrepresent the legitimate case for an alternative scheme to Option A being pursued by Highways England.</p> <p>The documents released by Highways England in response to the Freedom of Information Requests submitted by POR included an Email from Skanska, likely to have been sent to Jonathan Pizzey, with a cost analysis of WGAA options 001 and 002 compared against Option A, dated 26th November 2019. All of the costs have been redacted but that document does state the following: - Very loose estimates for Four Winds sale and resale used. - I’ve attached the excel in case you want to fiddle with the figures to improve the accuracy. Given those statements, it would be hard to suggest the costs were accurate or could be relied on.</p> <p>Fortunately, Jonathan Pizzey (HE) had previously provided Legacy Option Costs for these options, and a Four Winds option, in an email dated 11th February 2020 - See Appendix G.</p> <p>I have entered the Highways England figures for HE Option A, HE Option 001 , HE Option 002 and a Four Winds Option into a single table which can be found in Appendix H - see Table 1. Costs provided by Highways England / Skanska.</p> <p>I have also provided a table which confirms the differences in land required from Mr Cattell for each option - see Table 2. Difference in greenfield land required from Mr Cattell for each scheme option.</p> <p>Also, a revised version of the Highways England table with the correct costs and land areas - see Table 3. Revised costs incorporating relevant major costs to 'Legacy Scheme', correct land areas and correct cost per acre of £20,000.</p> <p>Appendix I contains drawings for HE Option A, HE Option 001 , HE Option 002 and a Four Winds Option and they illustrate the area of land required from Mr Cattell for each option.</p> <p>Throughout the Examination, the WGAA maintained that a 4G pitch was required as a grass pitch would not be playable for 2 years. HE said at the CPO hearing on 20th August 2019 that they were confident they could have a grass pitch playable within 1 year. In my Deadline 4 Submission - Open Floor Hearing (22.08.2019) - Statement & Questions - Richard Hayden from Hayden Turfcare (http://www.haydenturfcare.com/), specialists in the design and installation of sports pitches and have completed numerous projects for the GAA in Ireland, confirmed that a new grass pitch would be playable in 20 weeks but, as the works were weather dependant, 6 months should be allowed as a worst-case scenario. The timescale argument being suggested by the WGAA for a 4G pitch was therefore not valid. If further proof were needed, the documents released by Highways England in response to the Freedom of Information Requests submitted by POR included a Budget Estimate and Construction Programme – Early Order WGAA Legacy Funded Scheme document produced by Skanska on 21st October 2019. The works programme within that document indicates that the earthworks for an 'All Weather Pitch' (4G) are scheduled to commence on 2nd September 2020 and complete on 5th January 2021, a period of 18 weeks, just 2- 8 weeks less than a grass pitch.</p> <p>When the timescale argument was refuted, HE began spinning a 'Community Use' and 'Legacy' argument to justify the cost of a 4G pitch, when it really benefits just the WGAA and helps HE by removing their objection. HE already know that if they were to conduct a public consultation on the WGAA schem it is highly likely there would be little to no support for their proposal from those living near the proposed road scheme, and as that would leave them unable to effectively pay off the WGAA to remove their objection to their road scheme, they have taken it out of the hands of those locally impacted and made the decision for them.</p> <p>With regard to the land ownership drawing provided by HE, this can be found in Appendix J. Unfortunately, despite my numerous requests, HE have still not confirmed the area of land that reverts to my ownership under the Ad Medium Filum Rule.</p> <p>Jonathan Pizzey has again suggested a Discretionary Purchase claim for my property should be submitted. However despite my requests, Highways England have yet to confirm the impact on my property due to their road scheme or the proposed mitigation to my property or the impact from the WGAA scheme or the extent of land reverting to my ownership due to the stopping up of Catherine de Barnes Lane. My family have lived in this property since 1981, it is the family home, and we have no desire to leave it and will only do so if that impact means the property cannot be lived in and enjoyed and a similar property to move to can be found.</p> <p>With regard to the drainage outfall for the attenuation tank, it was previously agreed with Highways England that this would be relocated closer to the tank, removing the need for SMBC to have any access rights once my rear access is enclosed.</p> <p>See Appendix D for Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly.</p> <p>See Appendix G for Email of Legacy Option Costs from Jonathan Pizzey (HE) dated 11th February 2020.</p> <p>See Appendix H for Scheme Costs and Land Required from Mr Cattell for HE Option A, HE Option 001 , HE Option 002 and a Four Winds Option.</p> <p>See Appendix I for Drawings Illustrating Land Required from Mr Cattell for HE Option A, HE Option 001 , HE Option 002 and a Four Winds Option</p> <p>See Appendix J for: O'Riley Option 001, O'Riley Option 002 and HE551485-ACM-GEN-ZZ_SW_DCO_ZZ-DR-DC-0056</p>

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
<p>12 December 2019 10:57</p> <p>To: Philip O'Reilly <[REDACTED]> Cc: "Harris, Chris" <Chris.Harris@highwaysengland.co.uk>, [REDACTED]</p> <p>[REDACTED]</p> <p>Philip, CAD files attached as requested. Regards, Sam Linley</p>	2019.12.12	Email	Email from SL (Skanska) with CAD drawings of HE 'Legacy Scheme' attached	
<p>December 2019 14:55</p> <p>To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk></p> <p>[REDACTED]</p> <p>Jonathan, Thanks for your email. As I took the trouble to draft 3 options, all of which were forwarded to you for costing (which you agreed would be provided when we met on 22nd November 2019), can you please provide the costs for the third option (see attached). Kind regards, Philip</p>	2019.12.12	Email	Email to JP (HE) requesting costs for all of the options submitted to HE for costing, as agreed in HE meeting on 22nd November 2019.	Costs should have been provided for all of the drawings sent to Jonathan Pizzey on 5th December 2020, namely the following: Four Winds Proposal - WGAA Option 2 Four Winds Proposal - WGAA Option 3 Four Winds Proposal - WGAA Option 4
<p>> 15 January 2020 11:00</p> <p>To: Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk></p> <p>[REDACTED]</p> <p>Jonathon, I do not appear to have received a response to my previous email, dated 12th December 2019. Can you please provide a response which includes the information requested, as agreed at our last meeting. Kind regards, Philip</p>	2020.01.15	Email	Email to JP (HE) chasing a response to my previous email.	
<p>Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 15 January 2020 18:02</p> <p>To: Philip O'Reilly <[REDACTED]></p> <p>[REDACTED]</p> <p>Philip</p> <p>Sorry for the delay in getting back to you, As discussed – the options you provided would have the same lands costs as in option B (email of 11th December), and would require HE to build a third pitch to ‘relocate’ all of the WGAA into Mr Cattel’s field. Consequently they would be more expensive than option B, and not a good use of funds. However as stated in the para below option A, if we were to buy your property through discretionary purchase, and then re-sell it – the delta is comparatively small. For your information we have formally engaged Skanska as the main contractor for the works, and their contract is written to reward efficient working to make savings to the scheme. They have identified an opportunity to make use of your property if it was available, and I would like to organise a meeting with you and the PM from Skanska (Mark Sutton) to discuss this opportunity for a mutually agreeable way forward. When would you be available, and where would you like to meet? Yours Jonathan</p>	2020.01.15	Email	<p>Email from JP (HE) explaining why the proposals submitted on 5th December 2020 were not costed and Skanska costs for similar proposals were provided instead.</p> <p>Advised that a cost saving opportunity to make use of Four Winds had been identified by Skanska and suggested a meeting to discuss.</p>	<p>Refer to previous comments on the costs provided by Jonathan Pizzey.</p> <p>No information on the cost saving opportunity identified by Skanska has been provided.</p>
<p>Philip O'Reilly <[REDACTED]> 20 January 2020 19:20</p> <p>To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk> Cc: [REDACTED]</p> <p>[REDACTED]</p> <p>Jonathan, We agreed at the meeting that costs would be provided for all the options to enable us to then review the pros and cons of each option (such as the environmental impact, building over the pipeline, use of green belt land, proximity to the flight path, future planning issues, etc) against its' respective cost. With regard to the proposal from Skanska, I would suggest driving over to Hampton for what could be a very short meeting, would not be the best use of Mark’s time, and could be a waste of mine. As such, perhaps Mark could kindly outline his proposal in an email and if it is of interest, we can then arrange a meeting? Kind regards, Philip</p>	2020.01.20	Email	<p>Email to JP (HE) requesting the environmental assessment of the proposals submitted on 5th December 2020, as had been agreed at the HE meeting on 22nd November 2019.</p> <p>Requested the details of the cost saving opportunity to make use of Four Winds, as identified by Skanska, be forwarded for review before arranging a meeting.</p>	<p>No Environmental Assessment of the proposals submitted on 5th December 2020 has been received.</p> <p>Given that the HE proposal, Option A, makes use solely of greenfield land and dismisses the opportunity to use a brownfield site it is quite obvious why no assessment has been provided.</p>

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
<p>Philip O'Reilly <[REDACTED]> 11 February 2020 11:14 To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk> Cc: [REDACTED]</p> <p>Jonathan, I do not appear to have received a response to my previous email? Also, there has been no correspondence from Skanska? Kind regards, Philip</p>	2020.02.11	Email	Email to JP (HE) chasing a response to my previous email.	
<p>Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 11 February 2020 18:24 To: Philip O'Reilly [REDACTED]</p> <p>Philip As my previous e-mail, the detailed alternatives you produced would have similar costs to one of the outline alternative Skanska has already produced (Option 2). Skanska's Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch (From the potential" Legacy Scheme" option A) is relocated over Four Winds – also missing the ESSO fuel line . Though the cost of option 2 is slightly less than the Option A (Likely" Legacy Scheme"), the cost to HE is significantly more as the value of Four Winds would be lost. NB both of the options 001/002 would not impact the ESSO pipeline, and maintain the access between Mr Cattel's southern field and the field to the west of the WGAA. In addition to this your proposals would relocate the wga from their current location into the entirety of Mr Cattel's Field, so the reduction in cost for the saving 8.5 acre's would not apply and we would need to buy the rest of the field as well (ie the area around 4 Winds. The remaining existing WGAA land could be sold – potentially for horse pasture, and assuming a similar size to the land we are purchasing from Mr Moosa , would have a similar cost. I know these are ball park figures, however they do demonstrate the principle, that buying your house and relocating the WGAA into Mr Cattells field is not a viable option to take forward, and consequently I see no benefit to have the detailed plans you produced costed up; as though they provide an option – this option is more expensive than the most expensive option Skanska costed – and we are unlikely to take this forward. It is unfortunate that you decided not meet Skanska; however we will be starting enabling works soon, and if you change your mind it would be worth meeting to discuss options. Yours Jonathan</p>	2020.02.11	Email	<p>Email from JP (HE) advising that drawings previously produced by Skanska are sufficiently similar to the proposals submitted with my email dated 5th December 2019 for the costs to be transferable.</p> <p>Suggested that POR refused to meet Skanska to discuss the cost saving opportunity to make use of Four Winds, identified by Skanska.</p>	<p>The documents released by Highways England in response to the Freedom of Information Requests submitted by POR included Highways England internal email correspondence from Jonathan Pizzey regarding funding of the 'Legacy Scheme' dated 8th July 2019.</p> <p>In that email, he states the following: "The 'Legacy Scheme' will not provide a monetary benefit, and so there is no vfm statement. However, it will protect HE's reputation and leave an enduring +ve legacy in the area, enhancing the provisions included in the DCO schemes mitigation. NB. Following the high level 'in principle' agreement, there is considerable expectation within the WGAA of what we are planning to undertake, which if reneged upon (again), will have a significant negative impact on HE's reputation; which could impact our relationship with DfT and ORR."</p> <p>The Highways England Designated Funds Project Summary Form dated 19th July 2019 states: "This proposal would . . . enhance HE's reputation"</p> <p>and (again) "The 'Legacy Scheme' will not provide a monetary benefit . . . The benefit to Highways England would leave a lasting legacy and enhance HEs reputation among the local community where large infrastructure projects improve the delivery of a scheme that is shown to accommodate the concerns of locally affected residents."</p> <p>and (again) "Following the high level 'in principle' agreement, there is considerable expectation within the WGAA of what we are planning to undertake, which if reneged upon, will have a significant negative impact on HE's reputation; which could impact our relationship with DfT and ORR."</p> <p>The Highways England Designated Funds Project Summary Form dated 3rd February 2020 states: "The project will support Highways England's KPI's as it would support our customer interface in the area; improving our relationship with the WGAA and the local community."</p> <p>and "We will be working closely with the WGAA, and potentially there will be opportunities for good media coverage and press opportunities to enhance HE's reputation."</p> <p>In the Peter Mumford Minutes from meeting with WGAA dated 11th October 2018 it states: "Looking back at the written correspondence between GAA and ourselves a year ago, within which we strongly committed to the relocation option, it would seem to me that we may have compromised our own position on this."</p> <p>In short, Highways England are pursuing the 'Legacy Scheme' because they made a mistake with the proposed relocation of the WGAA, committed to a proposal without being fully aware of the facts so the WGAA now have them over a barrel and they are throwing tax payers money at a 'Legacy Scheme' as a way to save face, arrogantly believing it will "enhance their reputation", whilst ignoring the local community living near the proposed road scheme. They are obviously correct in their assumption as that does sound very much like a story the media would be interested in.</p> <p>Despite making it clear in my email that I requested the details of the cost saving opportunity to make use of Four Winds, as identified by Skanska, to be forwarded for review before arranging a meeting with Skanska, Jonathan Pizzey has unsurprisingly decided not to forward the information and instead claims that I have refused to meet Skanska. To date, no information has been provided.</p> <p>See Appendix D for Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly.</p> <p>See Appendix G for Email of Legacy Option Costs from Jonathan Pizzey (HE) dated 11th February 2020.</p>

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
<p>Philip O'Reilly <[REDACTED]> February 2020 20:20 To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk> Cc: "[REDACTED]" <[REDACTED]> [REDACTED] nd [REDACTED]</p> <p>Jonathan, In my previous email I clearly stated the following: <i>"With regard to the proposal from Skanska, I would suggest driving over to Hampton for what could be a very short meeting, would not be the best use of Mark's time, and could be a waste of mine. As such, perhaps Mark could kindly outline his proposal in an email and if it is of interest, we can then arrange a meeting?"</i> Needless to say, there is no mention of a refusal to meet Skanska, contrary to what you state in your email. As such, can you kindly ask Mark to action the request - underlined for clarity? With regard to the costs you have sent I can only assume that HE does not have any checking procedures in place as the costs appear incorrect (given that 1 hectare is 2.48 acres): Point 1 @ £20k per acre: 1 hectare = £49,600 2 hectares = £99,200 8.5 hectares = £421,600 Point 2 Mr Moosa's land = 23,581m² 23,581m² = 5.8 acres 5.8 acres @ 20k per acre = £116,000 Point 3 Remaining GAA pitch and land to north = approx. 29,000m² 29,000m² = 7.2 acres 7.2 acres @ 20k per acre = £144,000 (resale value) Point 4 If Four Winds is purchased and then sold, one would at least expect an equivalent resale figure to be entered into the costings. For whatever reason, the costings provided do not include a resale figure.</p> <p>I also note, the Four Winds site is a designated Brownfield site and can therefore be developed. Can you kindly insert the correct figures into the costings and provide them as an Excel document as they are difficult to understand when inserted into an email? Kind regards, Philip Philip O'Reilly <[REDACTED]></p>	2020.02.11	Email	<p>Email to JP (HE) again requesting the details of the cost saving opportunity to make use of Four Winds, as identified by Skanska, be forwarded for review before arranging a meeting.</p> <p>Advised that the costs provided by JP (HE) are incorrect and requested updated costs for the WGAA options.</p> <p>Suggested a cost for developing the Four Winds site as a Brownfield site should have been included in the costs.</p>	<p>Refer to previous comments on the costs provided by Jonathan Pizzey.</p> <p>No information on the cost saving opportunity identified by Skanska has been provided.</p>
<p>Philip O'Reilly <[REDACTED]> [REDACTED] [REDACTED] [REDACTED] [REDACTED] Jonathan, I do not appear to have received a response to my previous email sent 3 weeks ago? Also, still awaiting correspondence from Skanska? Kind regards, Philip Philip O'Reilly <[REDACTED]> 25 March 2020 17:22 To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk> [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Jonathan, I do not appear to have received a response to my email sent on 11th February 2020 (or the reminder sent over 3 weeks ago)? Needless to say, I would have thought that as any 'Legacy Scheme' requires the allocation of public money HE would at least ensure that their costs and figures for all options were correct before making decisions, or am I to assume that HE are so consumed with protecting their reputation, that accurate costs and figures for all options would simply get in the way at this stage? Also, still awaiting correspondence from Skanska on their proposal? Kind regards, Philip</p>	2020.03.02	Email	<p>Email to JP (HE) chasing a response to my previous email.</p>	
	2020.03.25	Email	<p>Email to JP (HE) chasing a response to my previous email.</p>	<p>Refer to previous comments on the costs provided by Jonathan Pizzey.</p> <p>No information on the cost saving opportunity identified by Skanska has been provided.</p>

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
<p>Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 27 March 2020 11:47 To: Philip O'Reilly <[REDACTED]> Philip Part of the reason for not responding is that there is no further news. Buying your house; in order to demolish it to relocate/ or re-configure the WGAA in line with your proposals is not appropriate, especially as we can reconfigure the WGAA onto farmland; which is significantly cheaper to buy than your property. Consequently, a full cost breakdown of your option is not required – as it should be obvious that the increased cost of buying your property only to demolish it, would make your proposals significantly more expensive than the options we are currently considering. In light of current events a meeting with Skanska will need to be delayed, however I will check with them to see if they still think it would be useful. If so, we could consider undertaking the meeting electronically via Skype, if you have access to it. Yours Jonathan</p>	2020.03.27	Email	<p>Email from JP (HE) confirming that the WGAA Option A is being pursued because building on greenbelt farm land is cheaper than building on a Brownfield site.</p> <p>Suggested that a meeting with Skanska could be arranged via Skype.</p>	<p>li is my understanding that greenbelt farmland should only be developed as a last resort and not if there is a viable alternative which incorporates Brownfield land. This principle appears to be lost on Highways England.</p> <p>Given that the road scheme will result in the loss of a significant area of greenbelt farmland, one would have assumed that Highways England would be seeking opportunities to minimise that loss, rather than pursuing a 'Legacy Scheme' that results in the maximum loss of greenbelt farmland.</p> <p>Despite repeatedly making it clear in my emails that the details of the cost saving opportunity to make use of Four Winds, as identified by Skanska, should be forwarded for review before arranging a meeting with Skanska, Jonathan Pizzey has unsurprisingly decided to ignore my request once again and suggest a meeting be arranged.</p> <p>No information on the cost saving opportunity identified by Skanska has been provided.</p>
<p>Philip O'Reilly <[REDACTED]> March 2020 14:02 To: "Pizzey, Jonathon" <Jonathon.Pizzey@highwaysengland.co.uk> Cc: "[REDACTED]" [REDACTED] [REDACTED</p>				

Mr O'Reilly - Record of Engagement				POR Comments
EMAIL / PHONE CALL / MEETING	DATE	FORM	SUMMARY OF EMAIL / PHONE CALL / EVENT	COMMENTS REGARDING CORRESPONDENCE FROM HIGHWAYS ENGLAND
WGAA	2020.01.14			
Dave Cuthbert <[REDACTED]> 14 January 2020 16:13 To: Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> Cc: "Philip O'Reilly" <[REDACTED]> Hi Jonathon Could you let me know what the current situation is with HE and the WGAA . Have you reached a final agreement on the re located site? if so is it possible to let me have details please many thanks Dave Cuthbert	2020.01.14	Email	Email from DC dequesting an update on the HE / WGAA scheme.	
Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> 15 January 2020 17:19 To: Dave Cuthbert <[REDACTED]> Dave/ Phillip The short answer is no change from the last time we met before xmas. Their preferred option is Option A – including additional land from Mr Moosa. However there are a number of details which need to be agreed before we can say this is the agreed solution. Once we have resolved these issues, I would be happy to discuss the detail with you. Yours Jonathan	2020.01.15	Email	Email from JP (HE) advising that there is no change since the HE meeting on 22nd November 2019.	Jonathan Pizzey has advised that there is no change since the meeting on 22nd November 2019. At the meeting on 22nd November 2019 JP (HE) confirmed that it would be a good idea to attend the next Parish Council meeting to engage with the Parish Council regarding the WGAA 'Legacy Scheme' proposals as: - funding from HE designated funds for a 'Legacy Scheme' required consultation and engagement with those locally affected by the road scheme. - a condition of the 'Legacy Scheme' would be for the facilities to be open for use by the local community and this could be discussed further at the Parish Council meeting. The documents released by Highways England in response to the Freedom of Information Requests submitted by POR included a Designated Funds Project Summary Form dated 3rd February 2020 which confirms that a feasibility study of the 'Legacy Scheme' was undertaken between August 2019 and November 2019. Page 6 of 19 states that "As part of the feasibility work we have produced and agreed a community use agreement, which will be signed if the scheme proceeds to detailed design." The Summary terms of that Community Use Agreement are provided in Annex E of the same document. It appears that a community use agreement, for a 'Legacy Scheme' that is supposed to benefit the local community living near the road project, had already been drafted without any input from the local community living near the road project, or the Parish Council, and was in existence at the time of the November meeting. Given the above, JP (HE) had an opportunity to make the Parish Council aware of that agreement but chose not to and despite stating at the November that he would meet with the Parish Council to discuss a 'Legacy Scheme', and use by the local community, there has been no consultation with them or with local residents. See Appendix C for Minutes from Meeting with Highways England, AECOM and Skanska on 22nd November 2019. See Appendix D for Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly.

Appendix A:

WGAA Proposal (Reconfiguration Option 1)

CLUBHOUSE & PARKING PLAN
Scale 1:1000



SITE PLAN
Scale 1:2000



Note:
This drawing is copyright and must not be reproduced or
disclosed to third parties without prior permission.

Do not scale from this drawing.

Any discrepancies in dimensions or details on these
drawings must be drawn to our attention.

All dimensions in millimetres unless noted otherwise.

- LEGEND:
- LIMITS OF LAND TO BE ACQUIRED OR
RETURNED PERMANENTLY OR TEMPORARILY
(THE ORDER LIMITS)
 - LAND NOT INCLUDED WITHIN THE
ORDER LIMITS
 - CENTRAL RESERVES, SPLITTER
ISLANDS & OTHER PAVED AREAS
 - CARRIAGEWAYS
 - PRIVATE MEANS OF ACCESS (PMA)
 - SURFACED CYCLEWAYS & FOOTWAYS
 - PROPOSED FOOTWAY
 - UNDERGROUND STORAGE TANK FOR
DRAINAGE
 - ENVIRONMENTAL MITIGATION
 - EMBANKMENT
 - VERGES, CUTTINGS
 - MAINTENANCE LAY-BY

6M WIDE PIPELINE PROTECTION
ZONE CONTAINED WITHIN GRASSED
ISLANDS TO CAR PARK

PITCHES
3NR. @ 90M X 145M

CLUBHOUSE
25M X 40M

HURLING WALL
50M X 30M

CHILDRENS PLAY AREA
25M X 15M

CAR PARK
252 SPACES (INCL. 12 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date

Client:

Location:
Catherine de Barnes Lane
Solinull

Project:
WGAA Reconfiguration
M42 Junction 6 Improvement Scheme

Drawing Title:
Reconfiguration Option 1

Date:	Scale:	Drawn:
April 2019	As shown@A3	

Drawing No:	Revision:
001	A

Appendix B:

Four Winds Boundary Proposal Discussed and Agreed in Principle

with Jonathan Pizzey at Meeting on 28th March 2019

Issued to Lydia Barnstable (AECOM) and Jonathan Pizzey (HE) on 1st April 2019

FOUR
WINDS

NEW GATED
ACCESS FOR
MAINTENANCE

SHRUBS
BUSHES

ACOUSTIC FENCE
TREES
HEDGE

GROUND
LEVELLED

SHRUBS /
BUSHES

NEW GATED
ACCESS FOR
MAINTENANCE

NEW GATED
ACCESS FOR
MAINTENANCE

SHRUBS /
BUSHES

ACOUSTIC FENCE
TREES
HEDGE

TREES

GROUND
LEVELLED

BUND MAY BE REQUIRED DUE TO
DIFFERENCE IN LEVELS

SHRUBS /
BUSHES

TREES

SHRUBS /
BUSHES

ACOUSTIC FENCE
TREES
HEDGE

TREES

SECURE GATED
ACCESS - MAINTAIN
ACCESS FOR 26
TONNE FUEL
TANKER

Appendix C:

Minutes from Meeting with Highways England, AECOM and Skanska on 22nd November 2019

Notes

Meeting name Stakeholder Meeting Mr O'Reilly (Four Winds)	Subject Scheme and GAA mitigation update	Attendees AECOM Lydia Barnstable (LB) Skanska Sam Linley (SL) Highways England Jonathan Pizzey (JP) Stakeholders Phillip O'Reilly (PR) Hampton in Arden Parish Council Dave Cuthbert (DC) Giles Cook (GC)	Circulation list – Attendees plus AECOM James Hemingway (JCH) Phil King (PK) Highways England Chris Harris (CH)
Meeting Date 22/11/2019	Time 10:30-12:30		
Location Hampton in Arden Parish Council Offices	Project name M42 J6 Improvement		
Project number HE514485	AECOM project number 60543032		
Prepared by Lydia Barnstable			

Topic	Discussion
Warwickshire Gaelic Athletic Association (WGAA)	<p>DC asked if an agreement has yet been reached with the WGAA for a legacy scheme.</p> <p>JP replied that there is not yet an agreement but that discussion is now focused on 2 reconfiguration options (Options A and B) for a legacy scheme. He confirmed that an Options Agreement has now been reached with one of the landowners of the additional land located outside the DCO Order limits required for the legacy scheme.</p> <p>JP table the plans showing options A and B at the meeting and it was noted that these options impact on Four Winds differently in that Option A is approximately 120m away from the boundary of the property and Option B is 150m away.</p> <p>It was confirmed that the GAA would have a new access from Catherine de Barnes Lane and that the legacy scheme would require a diversion of the stream and would require a pitch to be built over the Esso pipeline. POR noted that the WGAA had objected to a pitch being located over the pipeline in the Examination. However, it was also noted in the Examination that their position may change if there were greater benefits overall.</p> <p>JP confirmed that overall Option A was favoured but that further work was required to address technical issues and that there is ongoing discussion with the WGAA..</p> <p>POR noted that the impacts on his family would be greater if the legacy scheme includes an all-weather pitch as sports activities would be intensified. The case for flood-lighting of the pitches may also be enhanced.</p> <p>JP confirmed that figure 8.21, as submitted at the Examination, is the DCO reconfiguration scheme that mitigates the impacts the Scheme has on the GAA facilities in a proportionate. This would therefore be the scheme constructed should the legacy scheme fail for some reason.</p> <p>JP restated that there are still funding questions and technical issues with the legacy scheme options but that it was hoped to iron these out by Christmas. He confirmed that Highways England is seeking a contribution from the WGAA towards the legacy scheme.</p> <p>JP also confirmed that a condition for the legacy scheme would be that the WGAA open their facilities up to the wider community and for non-Irish games. It was agreed that this has some challenges in terms of pitch design and specification but that these are not insurmountable.</p>
Four Winds	<p>POR asked whether Four Winds could be purchased now as part of a legacy scheme? He noted that the only existing feature left in the legacy options is the one northern pitch. Therefore, why not relocate the remaining facilities to the Four Winds site. In support of this suggestion POR noted that the technical analyses undertaken in May 2018 would indicate that this option taking Four Winds could be a less expensive option than others being considered and less expensive than the relocation option proposed at statutory consultation.</p> <p>DC asked if Highways England would undertake a costing exercise for the Four Winds option and to undertake a comparison with the other options? DC asked that this analysis should be on the same basis as Option A in terms of pitch sizes and internal floorspace of the clubhouse. POR also asked if an environmental assessment could also be undertaken, comparing the Four Winds option with other options on environmental grounds. He also questioned which option would be most attractive to the WGAA and attract the most match-funding?</p>

Topic	Discussion
	<p>POR noted that Four Winds is not in the Green Belt but is designated as Brownfield Land in SMBC's Local Plan.</p> <p>DC and GC noted that the Parish Council have concerns that the configuration of development in this area would encourage further development interest / pressures and threaten the Green Belt designation here.</p>
Consultation and Engagement	JP offered to attend the Parish Council meeting in January 2020 to engage with the Parish Council regarding the planning application for the WGAA legacy option. He noted that engagement is a requirement of the designated funds application process.
Other scheme matters	<p>Taxi Parking – POR noted that Bickenhill is the focus for taxi parking problems in the Examination but that this has ignored the issues experienced at Four Winds.</p> <p>Payment of fees – JP needs to understand why the advice has appeared to have changed. He will also provide advice to POR on the payment of fees for the ad medium filum ruling and the need to purchase some of that land.</p>

Ref	Action	Initial
01	Skanska to provide JP with CAD drawings of the legacy Options A and B. JP to send these to POR .	SL /Jp
02	POR to provide a drawing showing his favoured option that encompasses Four Winds, together with a bullet point list of his ideas for the Four Winds costing and design option.	POR
03	JP / SL to raise the issue of the Four Winds option with WGAA in the forthcoming meeting (anticipated to be held early December). JP to also establish what the WGAA mean by 'community access' and what the scope and content would be of the community access agreement.	JP/SL
04	JP to provide advice to POR on the payment of fees for the ad medium filum ruling and the need for Highways England to purchase some of that land.	JP
05	JP to attend the Parish Council meeting in January 2020 (preferably prior to the Parish Planning Committee Meeting on 14 January 2020).	JP

Appendix D:

Documents Released by Highways England in Response to the Freedom of Information Requests Submitted by Philip O'Reilly

The following Freedom of Information Requests were submitted to Highways England:

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 1 (Four Winds)
(submitted on 21st February 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 2(Legacy)
(submitted on 21st February 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 3 (Peter Mumford)
(submitted on 21st February 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 4 (Legacy Funding)
(submitted on 24th February 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 5 (Four Winds - Cost Saving Opportunity)
(submitted on 4th March 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 6 (Legacy Scheme - Consultation)
(submitted on 13th March 2020)

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 1 (Four Winds)

In accordance with the Freedom of Information Act, please provide me with electronic copies of all the information HE and Skanska hold regarding the Four Winds 'Legacy' options for Warwickshire Gaelic Athletic Association Reconfiguration Proposals. For clarity this is to include, but is not limited to, all costings and drawings used to determine the feasibility of a 'Four Winds Option'.

WGAA – Reconfiguration Option 2 Drawing – Produced by Philip O'Reilly

WGAA – Alternative Option 001 Drawing – Produced by Skanska

WGAA – Alternative Option 002 Drawing – Produced by Skanska

Email correspondence from Skanska with cost analysis of WGAA options (26th November 2019)

Email correspondence requesting costs for WGAA option (19th December 2019)

Email correspondence between Dave Cuthbert (Hampton in Arden Parish Council) and Jonathan Pizzey requesting update on the WGAA situation (14th January 2020)

Email correspondence from Highways England to Philip O'Reilly with cost analysis of WGAA option (11th February 2020)

WGAA options cost analysis - Produced by Skanska

WGAA – Reconfiguration Option 2 Drawing – Produced by Philip O'Reilly

OPTION 2
CLUBHOUSE & PARKING PLAN
Scale 1:1000



OPTION 2
SITE PLAN
Scale 1:2000



Note:
This drawing is copyright and must not be reproduced or
disclosed to third parties without prior permission.

Do not scale from this drawing.

Any discrepancies in dimensions or details on these
drawings must be drawn to our attention.

All dimensions in millimetres unless noted otherwise.

- LEGEND:
- LIMITS OF LAND TO BE ACQUIRED OR USED PERMANENTLY OR TEMPORARILY (THE ORDER LIMITS)
 - LAND NOT INCLUDED WITHIN THE ORDER LIMITS
 - CENTRAL RESERVES, SPLITTER ISLANDS & OTHER PAVED AREAS
 - CARRIAGEWAYS
 - PRIVATE MEANS OF ACCESS (PMA)
 - SURFACED CYCLEWAYS & FOOTWAYS
 - PFP - PROPOSED FOOTWAY
 - UNDERGROUND STORAGE TANK FOR DRAINAGE
 - ENVIRONMENTAL MITIGATION
 - EMBANKMENT
 - VERGES, CUTTINGS
 - MAINTENANCE LAY-BY

NEW PITCHES
2NR. @ 90M X 145M
1NR. @ 85M X 135M

CLUBHOUSE
33M X 26M

CHILDREN'S PLAY AREA
25M X 15M

CAR PARK
150 SPACES (INCL. 7 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date
A	First issue	11/19

Client:

Location:
Catherine de Barnes Lane
Solihiull

Project:
WGAA Reconfiguration
M42 Junction 6 Improvement Scheme
Drawing Title:
Reconfiguration Option 2

Date:
Nov 2019

Scale:
As shown@A3

Drawn:

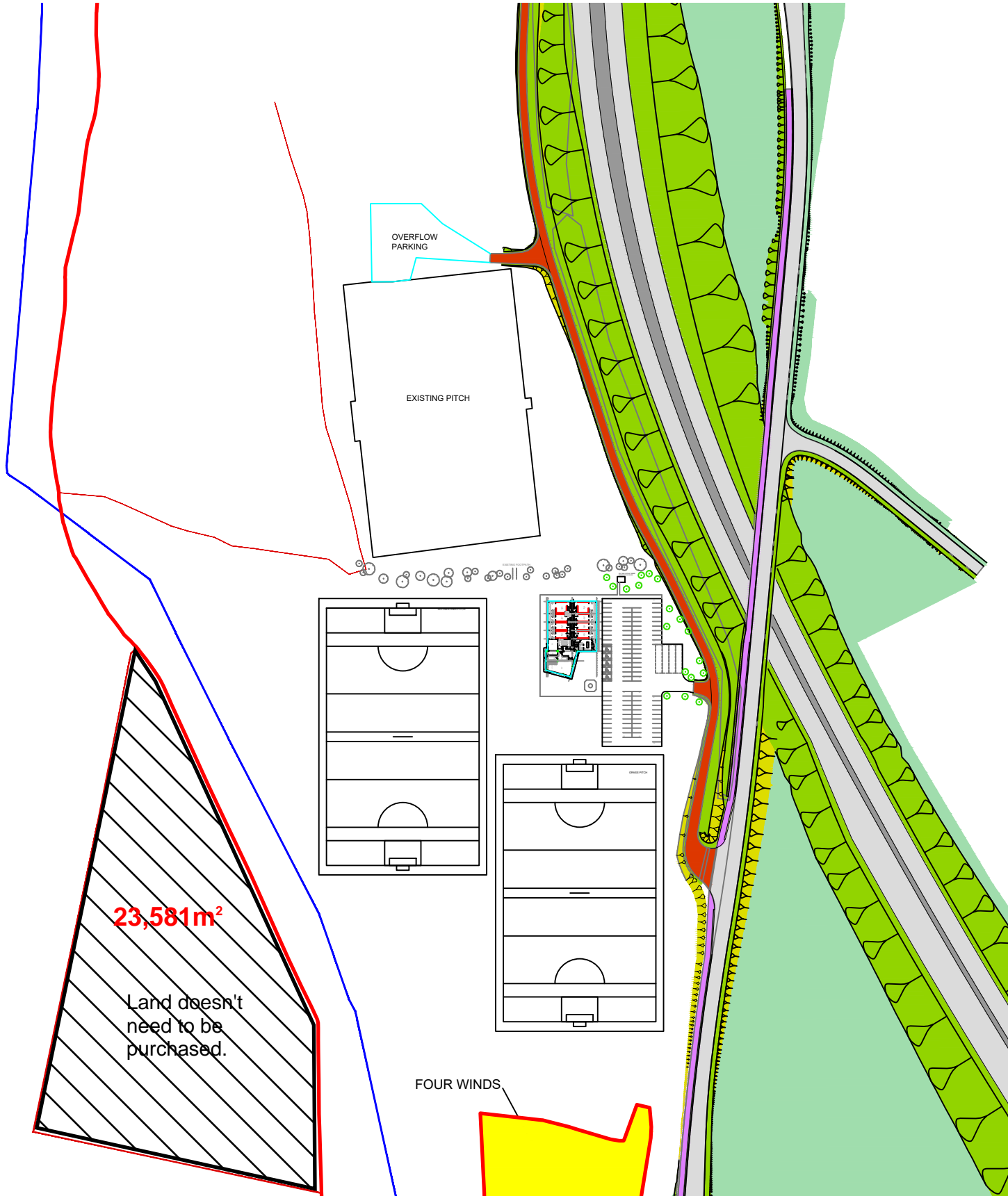
Drawing No:
002

Revision:
A

WGAA – Alternative Option 001 Drawing – Produced by Skanska

Alternative Option 001:

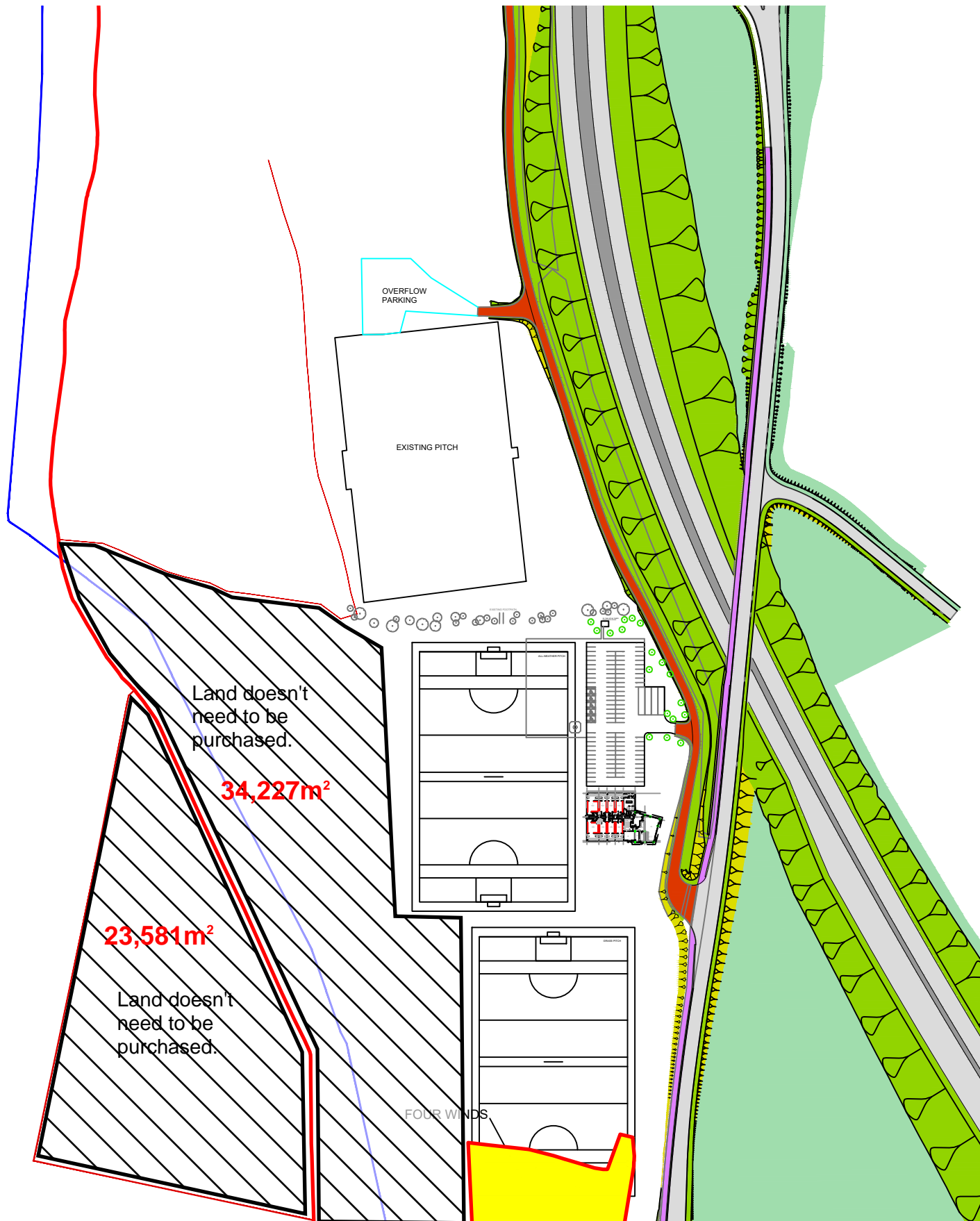
This option is similar to option B however moves one of the pitches closer to Four Winds. It could include buying Four Winds and then selling the property once construction work around the property is complete. It wouldn't require the purchase of Mr Moosa's land and would prevent the need to move the tree line and ditch to the west of the pitches.



WGAA – Alternative Option 002 Drawing – Produced by Skanska

Alternative Option 002:

This option includes buying and constructing a pitch over Four Winds. Less of the farm land to the west of the pitches is required and doesn't need to be purchased.



Email correspondence from Skanska with cost analysis of WGAA options (26th November 2019)

██████ to ██████ 26/11/2019 16:44

CC: ██████

Afternoon ██████

Please see attached drawings showing a couple of options we were discussing in the meeting with ██████

I've done a very quick cost analysis, based on the following criteria and assumptions:

- Both options are compared against option A that we have provided a budget estimate for
- Assumed it's possible to recuperate costs for the land not used to the west of the pitches (Option 002)
- Farm / agricultural land costs ██████ an acre
- Very loose estimates for Four Winds sale and resale used
- Estimate for ██████ was based on a size of 23,581m² and ██████ an acre
- I haven't taken into consideration what the WGAA might say about these options

I've attached the excel in case you want to fiddle with the figures to improve the accuracy.

My analysis is as follows:

	Option 001 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	██████	██████
Reduction in ██████ Land	██████	██████
Increase in ██████ Land to the South	██████	██████
Buying Four Winds	██████	██████
Resale of Four Winds	██████	██████
	██████	██████
Total Cost Increase:	██████	

	Option 002 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	██████	██████
Reduction in ██████ Land	██████	██████
Increase in ██████ Land to the South	██████	██████
Reduction in land required to the west	██████	██████
Buying Four Winds	██████	██████
Demolition of Four Winds	██████	██████
	██████	██████
Total Cost Increase:	██████	

Another question, if the scheme budget was used to purchase Four Winds, would the resale value be reflected in the budget? Or des it go back into a central HE pot?

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Skanska UK

[skanska.co.uk](https://www.skanska.co.uk)

Maple Cross House, Denham Way, Maple Cross, Herts, WD3 9SW

[REDACTED]
[REDACTED]

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Email correspondence requesting costs for WGAA option (19th December 2019)

Email from [REDACTED] to [REDACTED] re WGAA Reconfiguration Proposals - Four Winds 'Legacy' options 19/12/19

[REDACTED]

Please could you put together a cost for [REDACTED] option
Based on the plans he has provided.

I don't think there will be much difference from the costs you have already supplied for the option taking 4 winds, though potentially more land take from [REDACTED] field will also need to be required.

I will go back to him in January.
Thanks

[REDACTED]

Email correspondence between Dave Cuthbert (Hampton in Arden Parish Council) and Jonathan Pizzey requesting update on the WGAA situation (14th January 2020)

Email correspondence from Highways England to Philip O'Reilly with cost analysis of WGAA option
(11th February 2020)

11/02/2020 18:25

Email from [REDACTED] to [REDACTED], [REDACTED]

As my previous e-mail, the detailed alternatives you produced would have similar costs to one of the outline alternative Skanska has already produced (Option 2). Skanska's Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch (From the potential legacy scheme option A) is relocated over Four Winds – also missing the ESSO fuel line .

	Option 002 vs Option A		4 winds proposal		Notes
	Cost		Cost		
	Increase	Decrease	Increase	Decrease	
Reduction in Earthworks and Site Clearance	£0	£60,000		£30,000	Still requires earthworks to level site
Reduction in [REDACTED] Land	£0	£60,000		£60,000	Mr [REDACTED] Land not required
Increase in [REDACTED] Land to the South (2Ha)	£40,000	£0	£40,000		All of [REDACTED] filed required (addnl 18,200sqm) (area around 4 winds)
Reduction in [REDACTED] land required to the west (8.5Ha)	£0	£170,000		£60,000	Sale of remaining WGAA pitch and land for pasture (remaining area similar size to land [REDACTED])
Buying Four Winds	£750,000	£0	£750,000		Buying 4 winds
Demolition of Four Winds	£50,000	£0	£50,000		Demolition
	£840,000	£290,000	£200,000		Cost of 3rd grass pitch
Total Cost Increase:	£550,000				
			£1,040,000	£150,000	
			£890,000		

Though the cost of option 2 is slightly less than the Option A (Likely Legacy Scheme), the cost to HE is significantly more as the value of Four Winds would be lost. NB both of the options 001/002 would not impact the ESSO pipeline, and maintain the access between [REDACTED] southern field and the field to the west of the WGAA.

In addition to this your proposals would relocate the wgaa from their current location into the entirety of [REDACTED] Field, so the reduction in cost for the saving 8.5 acre's would not apply and we would need to buy the rest of the field as well (ie the area around 4 Winds. The remaining existing WGAA land could be sold – potentially for horse pasture, and assuming a similar size to the land we are purchasing from [REDACTED] , would have a similar cost.

I know these are ball park figures, however they do demonstrate the principle, that buying your house and relocating the WGAA into [REDACTED] field is not a viable option to take forward, and consequently I see no benefit to have the detailed plans you produced costed up; as though they provide an option – this option is more expensive than the most expensive option Skanska costed – and we are unlikely to take this forward.

It is unfortunate that you decided not meet Skanska; however we will be starting enabling works soon, and if you change your mind it would be worth meeting to discuss options.

Yours

[REDACTED]

WGAA options cost analysis - Produced by Skanska

		Option 001 vs Option A	
		Cost	
		Increase	Decrease
Reduction in Earthworks and Site Clearance		■	■
Reduction in ■		■	■
Increase in ■ Land to the South		■	■
Buying Four Winds		■	■
Resale of Four Winds		■	■
		■	■
Total Cost Increase:		■	■

		Option 002 vs Option A	
		Cost	
		Increase	Decrease
Reduction in Earthworks and Site Clearance		■	■
Reduction in ■		■	■
Increase in ■ Land to the South		■	■
Reduction in land required to the west		■	■
Buying Four Winds		■	■
Demolition of Four Winds		■	■
		■	■
Total Cost Increase:		■	■

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 2 (Legacy)

In accordance with the Freedom of Information Act, with regard to the reconfiguration of the Warwickshire Gaelic Athletic Association grounds, please provide me with electronic copies of all the information HE hold regarding the legacy scheme proposals. For clarity this is to include, but is not limited to, all costings and drawings used to determine the feasibility of providing any 'Legacy Option' and how any legacy proposal will meet the very specific criteria for legacy funding.

Highways England internal email correspondence to Jonathan Pizzey regarding funding of the legacy scheme (3rd July 2019)

Highways England internal email correspondence from Jonathan Pizzey regarding funding of the legacy scheme (8th July 2019)

Highways England Designated Funds Project Summary Form (19th July 2019)

Budget Estimate and Construction Programme – Early Order WGAA Legacy Funded Scheme – Produced by Skanska (21st October 2019)

Highways England Designated Funds Project Summary Form (3rd February 2020)

Meeting Summary from Designated Funds Investment Decisions Committee (3rd February 2020)

Highways England internal email correspondence to Jonathan Pizzey regarding funding of the legacy scheme (3rd July 2019)

From: [REDACTED]
Sent: 03 July 2019 08:28

To: [REDACTED]

Cc: [REDACTED]

Subject: DF IDC - Change Request MP-0235 - DF- M42 Junction 6 Legacy Scheme

Hi [REDACTED]

The DF IDC discussed the MP-0235 – DF - M42 Junction 6 Legacy Scheme change request at their meeting on Monday. They were broadly supportive of the proposal but felt that they needed some more detail to support the request for [REDACTED] and have asked that a new PSF be completed. When you go back to the team please can you ask them to include some detail about what the previous funding was used for and the outcomes that it funded, a statement about the vfm of the project and identify which (if any) KPI and PRP targets this next phase will contribute to. Once we receive the form we will seek DFIDC approval offline as Peter Mumford asked that we progress it as quickly as possible. Also as an aside we are really struggling with the fact project teams are changing the name of their projects (its causing a lot of confusion) so please could you ask the team to reference the original project title and DFIDC number in the PSF?

Best wishes

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED].

[REDACTED]

Highways England internal email correspondence from Jonathan Pizzey regarding funding of the legacy scheme (8th July 2019)

From: [REDACTED]

Sent: 08 July 2019 13:58

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: DF IDC - PSF - MP-0235 DF M42 Junction 6 Legacy Scheme

[REDACTED]

The PM for the legacy scheme – [REDACTED], is on leave this week, and the rest of the M42 Jn 6 team is working to the DCO hearing Deadline 3 (which is Monday 15th). Please could we delay completion of your new form until Friday 19th?

Otherwise I could do a quick cut and paste from the designated funds IDC paper presented in March this year – hopefully by the end of the week.

In response to your 3 points below:

- 1) The previous funding of approx. [REDACTED] was used to fund the WGAA's specialist advisors in agreeing 'in principle' what the outline of what the legacy scheme would provide. The Outcome – was an 'in principle' agreement with the WGAA.

These discussions and agreement were held at high level in HE (Peter Munford/ Iftikhar Mir), following the WGAA's significant public objection to what the DCO scheme can do to mitigate their site.

- 2) The Legacy scheme will not provide a monetary benefit, and so there is no vfm statement.
However, it will protect HE's reputation and leave an enduring +ve legacy in the area, enhancing the provisions included in the DCO schemes mitigation.

NB. Following the high level 'in principle' agreement, there is considerable expectation within the WGAA of what we are planning to undertake, which if reneged upon (again), will have a significant negative impact on HE's reputation; which could impact our relationship with DfT and ORR.

- 3) The next phase of the M42 Jn 6 Legacy scheme; is to enable agreement of the detailed outcome with the WGAA, undertake the detailed design and understand the actual benefits on HE KPI's and PRP targets including the benefits to the local community and WGAA, and potentially apply for and get planning permission from the local authority to proceed.
The final phase would be to construct the legacy scheme (Hopefully in 2020/2021), at which point the benefits would be realised.

Yours

Jonathan

Highways England Designated Funds Project Summary Form (19th July 2019)

DESIGNATED FUNDS PROJECT SUMMARY FORM

Fund Name	Environment	Paper No.	DFIDC939
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Summary			
Proposed By	██████████	Date Proposed	19/07/19
SRO	David Haimes	Version no.	1.0
Directorate/Team	Major Projects – Regional Investment Programme (RIP) Midlands		
Title	MP-0235 DF M42 Junction 6 Legacy Scheme		

Summary Description

An application for designated funds was submitted in February 2019 for a total of ██████████ where ██████████ was approved to pursue the feasibility of providing enhanced mitigation over and above that required in the DCO for the M42 Junction 6 scheme at the site of the Warwickshire Gaelic Athletics Association (WGAA) to leave a lasting legacy to the local community. This funding was used to fund the WGAA's specialist advisors in agreeing 'in principle' what the outline proposal of such a legacy scheme would provide.

The agreement 'in principle' includes for the rebuilding of the GAA clubhouse so that it is fit for purpose as a modern-day facility to improve the use of the club for the local community, the West Midlands Region and the wider national members with the potential to enhance and provide a long lasting recreational facility with increase societal benefits in the vicinity of the project. In addition, replacement of one of the pitches to an all-weather pitch will enable the WGAA to use the facility all year round without deterioration to the pitch surface. This would also enable other sports to play on the pitch throughout the winter thus increasing the attendance at the facility and enhancing use by the local community.

On Friday 24 May 2019, DF IDC agreed the revised MP DF programme for 2019/20 allocating funding of ██████████ for the M42 Junction 6 legacy scheme for 2019/2020.

This funding is required now to:

- Employ a sports architect to undertake further design to determine what the final layout and footprint of the facility might look like including design and layout of clubhouse, pitches, hedging, screening requirements etc.; and
- Undertake the planning process (subject to agreement between WGAA and HE).
- Secure options agreement over any land required

Once an agreement with the WGAA has been secured against the detailed outcome, we will return to IDC to request the remainder of funds originally requested ██████████

Description and Strategic Rationale

Pairc na hEireann (GAA) is located near Bickenhill, Solihull, West Midlands near Birmingham International Airport and is the principal Gaelic games sports facility in the West Midlands being the most strategically important GAA ground in Great Britain and the National Centre for all GAA activities.

The current facility is made up of three pitches, eight changing rooms, bar area, car park, and a shrine.

See Annex 1 for aerial view of current set-up.

It has a national membership of c12,000 members and a local membership of c3,000 members. Users of Parc Na hEireann also include the Provincial Council of Great Britain for Inter County games, University Competitions, National League Fixtures, Provincial Underage Fixtures etc.

As a local amenity, it provides facilities for the 3000 members at local club level within Warwickshire. The main catchment area consists of Birmingham and Solihull, in addition to the outlying areas of Rugby, Coventry, Northampton and Wolverhampton. It has hosted numerous Gaelic football and hurling matches including National League matches where Warwickshire compete against top County teams from Ireland.

The facility has been serving the members of Warwickshire community for 28 years. There is also a memorial to the East of the ground which has a strong emotional attachment for the families and colleagues of deceased members.

Given the length of time the facility has been in place and the GAA having charity status, the clubhouse has not been upgraded. Given the projected economic growth in the area and the increased needs of the local community the facility will not be fit for purpose and will not meet the modern needs of an expanding community. In addition, there will be a need to upgrade the changing rooms to cope with the additional demand, and using designated funds to leave a lasting legacy will continue to support and maintain the long-term heritage sports within the region.

The M42 Junction 6 scheme impacts 2 of the pitches, the access off the local road network and parking facilities, which will be replaced by the scheme as part of the compensation package.

The aim of this proposal is to:

1. Purchase additional land (by agreement) to improve the orientation of two of the three existing pitches);
2. Rebuild the clubhouse with modern facilities, additional car parking and provide a new changing room facility for the reasons stated above; and
3. Replace one of the existing pitches with an all-weather surface.

See Annex 1 for proposed set up (this is subject to further review with WGAA).

A number of proposed benefits are deduced as a result this proposal, in the first instance upgrading to an all-weather pitch will allow the facility to be used to play all year round and without deterioration thus increasing membership capability and reducing maintenance costs. This would also enable other sports to play on the pitch throughout the winter thus increasing the attendance at the facility. Further provision of a perimeter track and playground etc, which would also provide a benefit to the local community.

GAA are committed to opening up their facilities to the wider community and to signing up to a community use agreement, and this is perceived as having a long term positive impact on the club both in terms of maintaining the club's success and raising their profile further. In addition, an all-weather pitch is also quicker to install (allowing for immediate use once constructed) than a traditional turf pitch which requires times to establish itself within the natural environment.

The definition in the Environmental Designated Funds Plan, sets out that Legacy projects should be ***“Activities and initiatives that support better design, enhanced environmental outcomes and contribute to an improved quality of life for those living near our network”***

This proposal supports this definition as it will:

1. Design and construct a modern architectural building making it more energy efficient and environmentally friendly with the potential to have a lower carbon footprint: and
2. Significantly improve the quality of life for people living nearby by providing a facility that can be used by the local and wider community, attracting the next generation of sports people, attracting more spectators thus further promoting and maintaining the long-term heritage of sport within the region.

This proposal goes above and beyond what would be required to mitigate the scheme and the requirements of the planning process for the M42 Junction 6 project.

This proposal would:

- leave a positive legacy;
- provide a valuable and long term visible and meaningful improvement to the local community;
- enhance and/or maximize environmental and societal benefits along and adjacent to the project; and
- enhance HE's reputation.

Therefore, it would be appropriate in this case, due to the significant impact on the local community to go beyond what would be expected from routine assessment and design practices.

Strategic Fit

RIS	1
Fund Plan Area	Environmental Designated Funds Legacy. These proposals fit well with the Highway England's EDF Plan's overarching aims, particularly relating to the Legacy Topic Area. This proposal is considered beyond 'business as usual'
Any other relevant Strategic Fit	Highways England Delivery Plan
Relevant public bodies providing support or having strategic remit in project area	Solihull Metropolitan Borough Council – will require planning permission to relocate clubhouse/pitches.

Safety Risk Assessment Activity Categorisation (GG104)

Safety risk type (please mark x)

A		B		C	
----------	--	----------	--	----------	--

Key Project Development Milestones/Outputs/Deliverables (including contribution to KPI, PI and PRP targets)

Description	Est. Date
Finalise agreement 'in principle' with WGAA	Summer 19
Option to buy land by agreement	Summer 19
Planning permission to re-locate clubhouse	Autumn 19
Start construction	End of 19

Planned Duration

Feasibility Phase	From	Feb 19	To	June 19
Detailed Design	From	July 19	To	Dec 19
Implementation	From	Dec 19/Jan 20	To	June 20

Where appropriate state any time pressures on this proposal

Planning permission via SMBC needs to be granted prior to start of construction. However, SMBC are in favour of the main project and gaining planning permission is deemed to be very low risk

Estimated Costs (including VAT where appropriate)

Organisation	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Highways England						
finalise the agreements, employ sports architect to undertake further design to determine what the final layout and footprint of the facility might look like including clubhouse, pitches, screening requirements etc. and undertake the planning process						
Total	£	£	£		£	£

Has the procurement route been identified? Yes – EWO with Skanska

VfM Assessment

The Legacy scheme will not provide a monetary benefit, and so there is no vfm statement. However, although the benefits cannot be monetised, the proposals would benefit the wellbeing of the local population and make a significant contribution to gaining their support for the scheme and enhance and/or maximize environmental and societal benefits along and adjacent to the project. The benefit to Highways England would leave a lasting legacy and enhance HE's reputation among the local community where large infrastructure projects improve the delivery of a scheme that is shown to accommodate the concerns of locally affected residents.

The next phase of the M42 Junction 6 Legacy scheme is to enable agreement of the detailed outcome with the WGAA, undertake the detailed design and understand the actual benefits on HE KPI's and PRP targets including the benefits to the local community and WGAA.

NB. Following the high level 'in principle' agreement, there is considerable expectation within the WGAA of what we are planning to undertake, which if reneged upon, will have a significant negative impact on HE's reputation; which could impact our relationship with DfT and ORR.

People Resources and Management Arrangements

Role	Name (if identified)	Duration
SRO	David Haimes	Whole project
		Whole project
Senior Project Manager		Whole project

Additional supporting comments on project management arrangements

There will be a number of governance arrangements that are carried out internally and externally to assure the SRO of project control. Internally this will be via the existing Major Projects governance framework – financial management and reporting will be discussed at the monthly management review meeting and risk, programme, customer and health and safety issues will be raised at project committee. Externally close liaison will be required with SMBC and GAA to limit the impact of construction on their operation.

Dependencies/Interfaces
State any relevant relationships with other activity in the organisation and/or partners both existing and to be investigated
The proposal 'in principle' has been agreed with the WGAA.
The proposal would need detailed planning permission from SMBC, however this should not be a problem if the new building is designed appropriately/ sensitively to its surroundings.
The proposal would need to be integrated with the proposed project design.
What are the wider environmental benefits / impacts associated with the project?
The project will have a positive impact on the local environment through a modernised building which will have the benefit of making it more energy efficient with the potential to have a lower carbon footprint

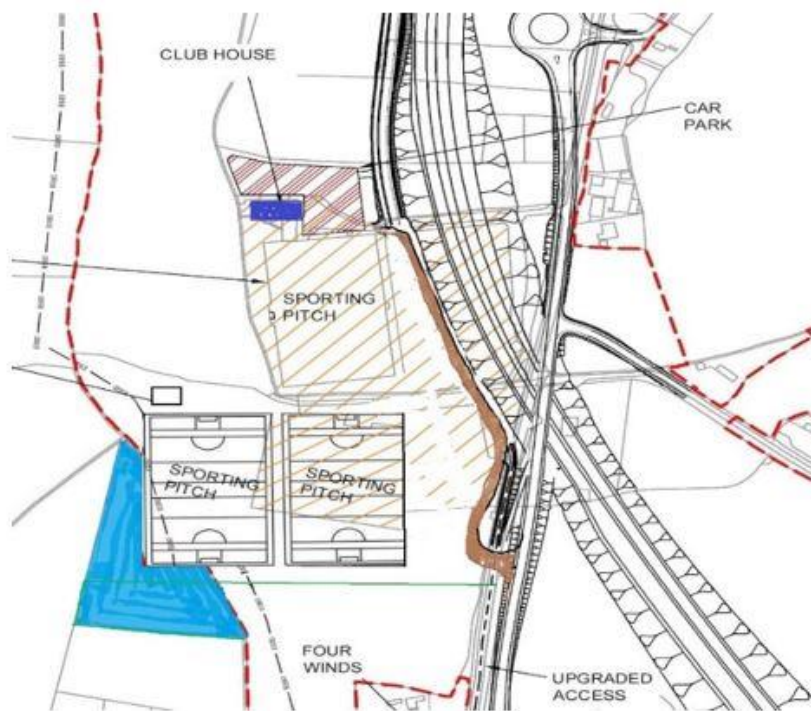
Confirmation of recommendation to DF IDC		
Endorsement	Name	Date
██████████ ■	██████████	29/07/2019
██████████ ■	██████████	01/08/2019
Other comments		
<p>Technical Lead: The original request for ██████ feasibility was noted as high and I understand IDC approved ██████. I am not sure what this money has been used for and have seen nothing new here from the original proposal. It would be helpful to have a feasibility report to set out what options have been explored. My original view was that match funding opportunities be investigated however this bid asks for a further ██████ design money with the intention of another ██████ bid for delivery. Agreement in principle has been sought and whilst this may be a good legacy initiative there is no documentation to evidence what has been discussed and proposed nor a detailed breakdown of how ██████ is to be spent. At this point in time I don't think the proposal is sufficiently robust to be able to clearly understand what will or can be delivered as part of the scheme mitigation, what will be extra-over and why having mitigated our impacts we should contribute in full to the proposals that have been proposed.</p> <p>Programme Manager: There is funding available in 19/20 for the design stage, however, there's no clear business case or vfm assessment and it would be hard to evaluate the outcomes to justify the spend to stakeholders/regulator/client/public. MP is still over-programmed in EDF, so – if IDC is also uncomfortable with the cost benefit analysis - taking this project out would help to balance the books.</p>		

Send completed form to [Designated Funds](#)

Annex 1 – Current set up



Annex 1 – Proposed set up



Budget Estimate and Construction Programme – Early Order WGAA Legacy Funded Scheme – Produced by Skanska (21st October 2019)

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21st October 2019

Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey GU1 4LZ

For the Attention of [REDACTED]

Lot 5, Package B3

Budget Estimate and Construction Programme – Early Order WGAA Legacy Funded Scheme

Dear [REDACTED]

We refer to your early works order issued on the 09th July 2019 and enclosed is our findings.

The information contained in this submission is based on the option that requires the purchase of the [REDACTED] land and we are referring to this as option A.

Our response to the EWO following a period of providing technical support and liason with the WGAA is in the form of a design report and contains the following information:

- I. Architectural Drawings and Specification
- II. Building Services Strategy
- III. Structural Strategy
- IV. Drainage Strategy
- V. Earthworks Strategy
- VI. Budget Estimate Summary
- VII. Programme
- VIII. Risk Register

The approach we have taken is to provide a like for like replacement to the existing WGAA clubhouse but brought in line with the Sport England specification and current building regulations. In addition to this and as agreed during the design meeting between Skanska, Highways England and WGAA the changing room sizes were also increased to cater for GAA squad sizes, including two county squad sized changing rooms. This approach has resulted in a new clubhouse with a gross internal area of 811m² and a 100 space car park. Also included in our submission is a new natural sand based grass pitch and an all-weather artificial pitch built to GAA specification.

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During the design meetings it was agreed that to provide the level of detail WGAA would require and to enable an accurate budget estimate to be produced the architectural design information would be progressed to RIBA stage 3 and the building services, structural and drainage design information would be progressed to RIBA stage 2.

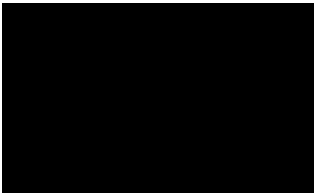
The cost summary we have provided is an estimate of the cost to design and build the M42 Legacy Project based on the information we have been provided and the various design meetings we have attended. The estimate has been broken down into direct works, indirect works, risk, fee and clients costs. Accompanying the budget estimate we have also provided a list of assumptions to be clear about what we have priced.

As this is an estimate based on an outline design the facility would require further development to establish a final solution and design. As the works will impact the progress of the Link Road for our scheme we would look to work with Highways England to achieve this outcome.

We trust our proposal has met your needs and we look forward to discussing our submissions with you.

Should you have any queries please contact [REDACTED]

Yours faithfully,





M42 Legacy Project

Warwickshire GAA Pavilion

21 October 2019

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M42 Legacy Project

Warwickshire GAA Pavilion

21 October 2019

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	27/09/19	Various	E Scott	R Cusworth	Draft issue, excluding appendices
B	04/10/19	Various	E Scott	R Cusworth	Draft issue for costing purposes
C	21/10/19	Various	E Scott	R Cusworth	Draft for HE issue

Document reference: 413858 | | C

Information class: Standard

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1 Introduction

Mott MacDonald has been commissioned by Skanska to develop a RIBA Stage 2/3 design for outline specification and costing of a new Clubhouse for the Warwickshire Gaelic Athletic Association at Bickenhill.

The proposal, which forms part of the M42 Junction 6 improvement works, is to relocate the club house approx. 200m south of the existing location and to provide a new all-weather pitch and a grass pitch west of the new clubhouse pavilion. An extract from the proposed site plan illustrating the location of the new clubhouse and pitches can be found in Figure 1.2.

The pavilion building comprises of 8no changing rooms, changing room for officials, club lounge, servery, kitchen and associated storage, WC and plant facilities. See Architects impression of the pavilion in the figure below.

Figure 1.1: Architects Impression of the Stage 3 Design



Source: AFL Architects

Meetings have been held between Highways England, the Warwickshire Gaelic Athletic Association, Mott Macdonald, SSA and AFL on multiple occasions through this process and as a result of this we have identified and outlined in this report the key assumptions, existing conditions and the outline requirements of the facilities for the purpose of estimating the cost of the works. No engineering calculations have been undertaken as part of this exercise other than those outlined in this report. The proposal is to be developed further in conjunction with additional survey work to confirm assumptions made in this report and develop the design further.

For Architects drawings, specification and Room Data Sheets (RDS) refer to Appendix A.

Figure 1.2: Proposed Site Plan



Source: AFL Architects

A list of architectural drawings appended to this report is presented in Table 1.1 below.

Table 1.1: Architectural Drawings

Title	Drawing Number	Revision
Proposed Ground Floor Plan	191517-AFL-00-00-DR-A-20101	P4
Proposed Roof Plan	191517-AFL-00-00-DR-A-20102	P1
Proposed Elevations	191517-AFL-00-00-DR-A-20201	P2
Proposed Sections AA and BB	191517-AFL-00-00-DR-A-20301	P2
Indicative Images	191517-AFL-00-XX-VS-A-20601	P2
Strip Sections 1	191517-AFL-00-XX-DR-A-21301	P1
Strip Sections 2	191517-AFL-00-00-DR-A-21302	P1
Internal Walls Ground Floor	191517-AFL-00-00-DR-A-22101	P1
Ceiling Arrangement GA Ground Floor	191517-AFL-00-00-DR-A-35101	P1
Wall Finishes GA Ground Floor	191517-AFL-00-00-DR-A-42101	P1
Floor Finishes GA Ground Floor	191517-AFL-00-00-DR-A-43101	P1
Indicative Bar Details	191517-AFL-00-00-DR-A-20301	P1
Proposed Site Plan	191517-AFL-00-00-DR-A-90101	P3

2 Building Services Strategy

This section of the report provides and outline specification for the building services, as well as assumptions and requirement which were discussed with [REDACTED] from SSA in meetings on the 30.07.2019 and 19.09.2019.

A list of M&E drawings appended to this report is presented in Table 2.1 below.

Table 2.1: M&E Drawings

Title	Drawing Number	Revision
Heating and Cooling Strategy	413858-MMD-XX-00-DR-01-0001	P1
Ventilation Strategy	413858-MMD-XX-00-DR-01-0002	P1
Lighting Layout	413858-MMD-XX-00-DR-01-0003	P1
Lighting Control Strategy	413858-MMD-XX-00-DR-01-0004	P1
Oil Boiler Plantroom	413858-MMD-XX-00-DR-01-0005	P1

2.1 Sustainability

This section sets out possible sustainability requirements, for costing purposes only.

An in-depth sustainability report would be required to substantiate any assumptions made in this section.

2.1.1 Building Regulations

The building will need to comply with building regulations, most notably with Part L2a Conservation of Fuel and Power.

Part L sets a minimum allowable standard for the energy performance of a building and is defined by the annual CO₂ emissions. The requirement is to compare a notional building CO₂ emissions (TER) with the actual Building Emission Rate (BER), using dynamic simulation software using local weather files. The actual BER must be lower than the notional TER in order for the building to be deemed to pass Part L. A Building Regulation UK Part L (BRUKL) report will be issued to building control, by a qualified assessor, to demonstrate compliance.

Part L also includes minimum limits on thermal insulation, air leakage and plant efficiency.

At the end of the project the building will be air leakage tested to prove it meets design standards and an Energy Performance Certificate (EPC) will be issued.

The BRUKL does not account for unregulated energy supplies such as:

- External lighting i.e. lighting pitches, car park, drive, etc.
- Security lighting
- Plug in loads (computers, screens, fridges, etc)
- IT loads

2.1.2 Planning Conditions

Local planning conditions may impose more stringent energy requirements.

Further development would be required to work with the architect to submit plans for planning, which include suitable MEP requirements.

2.1.3 BREEAM

There may be a requirement to meet a BREEAM target. For cost purposes it should be assumed that this would be BREEAM 'Excellent'.

2.1.4 Light pollution

A light pollution report may be required for planning.

2.1.5 Lean, Clean, Green

The be lean, clean and green principles apply to the energy reduction strategy to limit emissions and limit the cost of Low and Zero Carbon (LZC) Technology.

Lean

- Thermal U values to be lower than building regulation limits
- Building air leakage to be designed to be lower than building regulation limits
- Utilise solar shading to reduce cooling requirements

Clean

- Higher Lighting efficacy than building regulation limits i.e. using LED lighting, etc.
- Higher boiler and ventilation plant efficiency than building regulations

Green

Once the building emissions have been reduced using cost effective solutions, the additional reduction to meet BREEAM and potentially building regulations energy and carbon emissions limits would be via the use of LZC technologies.

2.1.6 Low and Zero Carbon Technology

The use of LZC technologies or carbon reduction technology such as CHP must take account of times during which the building has a lower occupancy.

The energy usage will predominately be for heating the building and the domestic hot water load for the showers.

Suitable options may include:

- Solar hot water heating
- Bio fuel storage tank to serve boilers
- Photovoltaic cells
- Air/ground source heat pump – limited ability to match hot water load

Further discussion would be required along with capital, running & maintenance costs and simple payback.

For the purposes of this cost report, allow 100m² of Photovoltaic (PV) cells to be sited on the flat roof. Note that this is an estimate for cost purposes only, and a more detailed BRUKL calculation will need to be done at a later stage to ascertain whether PVs are necessary, and if so how many would be required to allow the building to pass building regulations.

2.1.7 Rain water Harvesting

Allow for a large buried rain water harvesting tank to collect rainwater from the roof of the building. The system will include filtration and submersible pump to transfer water to an internal tank.

The internal tank shall be complete with a booster pump which serves the WC cisterns and urinal cisterns only. The internal tank shall have mains water as a backup system to ensure there is always water available for flushing toilets.

An alternative may be to collect water from car parking areas and use this collected water for irrigation of the pitches only.

Note that this should be considered as an option and is not a requirement under building regulations.

2.2 Utilities

2.2.1 Incoming Gas

We are assuming there is no available gas supply available to the site.

2.2.2 Incoming Water

A new incoming mains water supply shall be required with a new connection to the Severn Trent Water (STW) Main.

A new water meter within an access chamber will be required at the site boundary. The buried water main should be Polyethylene (PE) complete with hydrocarbon barrier.

2.2.3 Incoming Electrical Supply

The existing supply currently serving the facility to be demolished will be isolated and disconnected to allow safe demolition.

A new supply will be required to serve the new relocated building. The new supply will be sized to serve the proposed building load.

Photo Voltaic (PV) cells are proposed to assist in complying with energy / carbon emission regulations. The energy produced by this system may either be utilised to support the building load or exported to the national grid. How this supply is to be utilised will be dependent upon building usage and the export tariff agreed with the energy provider.

Surge suppression shall be provided to the incoming electrical supply (and all external cabling) in accordance with the IET Wiring Regulations, BS 7671.

2.2.4 Incoming Telephony Supply

An incoming telephone supply will be required within the new building to support telephone and data services. The exact type and number of lines will need to be confirmed with the client, this will be dependent upon the services required which could be a combination of the following:

- Analogue red care line for connection to remote monitoring centre (for fire and security)
- ISDN for secure cash payments
- Data connection for VioP (voice over IP) and fixed commuter workstations
- Wi-Fi

The requirement for data / Wi-Fi within the building will need to be confirmed at a later design stage.

Secure analogue lines may also be required for payments and connection of fire alarm / security systems to a remote monitoring facility.

2.3 Mechanical

2.3.1 General

It is assumed that a false ceiling void can be provided to contain ductwork, pipework and fans.

The required ceiling void to accommodate services should be approximately 900mm. This would account for approximately 250mm ducts, lights, pipes/electrical distribution and steelwork.

The plantroom would contain boilers and hot water generation. The plantroom would include suitable louvres for air requirements. The plantroom would be tanked to prevent flooding and be provided with floor gulleys.

An access ladder and hatch would be required to access roof mounted plant, providing a safe means of access. This will require a parapet wall, handrail or man safe system.

2.3.2 Oil Tank

It has been assumed that there is no gas network in the area.

It is proposed that an oil delivery tank is provided to serve the oil-fired boilers.

It has been assumed that cooking equipment will be electric. There may be an option to provide an Liquid Petroleum Gas (LPG) tank instead to serve cooking equipment and boilers.

An LPG tank could be considered as an option. There would be less risk of oil leaks in the plantroom, and it would offer some carbon emission savings over heating oil.

2.3.3 Heating

As discussed with Shane on 19.09.2019 the building would be heated using oil fired boilers, located within the plantroom. There would be approximately 2 No. 250 kW boilers, each sized at 66% load.

The boiler sizing would be selected to meet the high hot water load from the changing room showers, utilising Hot Water Service (HWS) storage.

The floor mounted oil-fired boilers would be complete with a shunt pump and integral controls. Pipework to the header would be complete with dirt/air separator and dosing pot. All pumps would be duty/standby to allow for redundancy.

The Low Temperature Hot Water (LTHW) heating system should include for a wall mounted pressurisation unit and expansion vessel.

All pipework would be heavy weight mild steel with rockwool type mineral thermal insulation.

From the header, there would be three heating circuits, complete with valves, pumps, etc. serving the following:

1. Variable Temperature underfloor heating circuit
2. Constant temperature heating circuit
3. HWS heating Circuit

2.3.3.1 Underfloor heating

The underfloor heating would be provided to changing room areas. Each room would be a separate zone served by the nearest underfloor heating manifold with flow and return pipework run within the screed.

2.3.3.2 Constant heating Circuit

A separate LTHW heating circuit would serve small heater batteries within each changing room and the lounge.

2.3.3.3 HWS heating circuit

A separate LTHW heating circuit would be used to serve rapid recovery hot water calorifier plate heat exchangers. These would be sized to maintain the domestic hot water demand from the showers. The heating system would be hot water led so other circuits would be deenergised under high hot water demand.

The domestic hot water demand will require further consultation/calculation.

2.3.4 Ventilation

Natural ventilation would be provided where applicable. The openable windows would be operated manually to allow summer heat relief.

All mechanical ventilation would be via galvanised ductwork with attenuators provided to meet room noise level requirements.

2.3.4.1 Changing rooms

Mechanical ventilation with heat recovery would serve each changing room. Each Heat Recovery Unit (HRU) would be complete with fans, metal heat exchanger, filters and integral controls. The unit would operate 'on demand' to operate when occupancy is detected. The unit would operate on trickle ventilation during the non-occupied period.

The HRUs would be located within the ceiling void and galvanised steel ductwork would run to supply and extract grilles. Supply ductwork to include a heater battery, if necessary. The extract grilles would be located over the toilet and shower areas.

The minimum ventilation would be 10 air change per hour to the toilet & shower area.

- Approx. 300 l/s per changing room

2.3.4.2 Lounge

The lounge would have natural ventilation with openable windows, designed to meet building regulations Part F requirements.

A small amount of fresh air and extract would be supplied over the servery area.

2.3.4.3 Kitchen

The kitchen would be provided with a dedicated kitchen extract system serving the exhaust hood. The ductwork would rise to a roof mounted extract fan with vertical discharge. The kitchen extract system would be manually switched on and be designed for the removal of grease.

An air make up system would be provided to supply filtered and tempered air to the kitchen, once the extract fan is on.

2.3.4.4 Main Toilets

Mechanical ventilation with heat recovery would serve the toilets. Each HRU would operate to provide trickle ventilation under time clock control with a boost 'on demand' mode to increase ventilation for a set period when occupancy is detected.

2.3.4.5 Small rooms

Small rooms such as cleaners' rooms, small toilets, first aid, stores, etc would have dedicated small extract fans to operate under light switch or time clock control.

2.3.5 Cooling

The lounge area would be provided with DX heat pump units.

These would be cassette units and sized to offset heat gains in the summer and provide a highly responsive system in the winter, that can operate independently of the changing rooms.

- Approx. 3 No. 4.5 kW units.

The condensers could be externally mounted at floor level or on the roof to reduce the risk of vandalism.

A condensate drainage system would be provided.

If DX heat pump units are not used, then alternative systems for heating only would be wall mounted radiators or fan convactor heaters.

2.3.6 Domestic Hot & Cold Water services

The GRP sectional water tank would be located within a dedicated external GRP enclosure, away from heat sources such as boiler plant.

The water storage tank would be sized to limit the incoming Severn Trent cold water flowrate requirement, whilst providing sufficient water for the showers and maintaining adequate turn over during periods of low demand.

- Approx. 2000 Litres water storage
- c/w division

The water tank room would include a packaged cold water booster pump set with 3 No. inverter driven pumps (n+1 redundancy) to provide sufficient pressure for the showers, etc.

- Approx. 7.5 l/s

All domestic water services would be soldered copper pipework with foil faced thermal insulation.

The boosted cold water service (BCWS) would enter the plantroom, and a branch to provide to serve the hot water calorifiers would be provided.

The hot water service (HWS) would be generated to meet the hot water demand from the showers. The hot generation would be via 2 No. semi storage rapid recovery hot water calorifiers (50% duty each).

- Approx. 150 kW Plate Heat exchanger with 500 litres storage
- 2 No. storage tanks

A pumped hot water return system would be provided, with thermal balancing valves.

The BCWS, HWS flow and HWS return pipework would be distributed within the ceiling void and drop within integrated plumbing system (IPS) panels to serve sanitaryware.

Isolation valves would be provided to isolate each changing room/area and each sanitaryware item. Thermostatic Mixing Valves (TMVs) would be provided to provide blended hot water to WHBs and showers.

Water sub meters would be provided for irrigation, incoming water, domestic water and hot water.

Water leak detection system and high usage alarm and isolation would be provided.

2.3.7 Irrigation Water

It is assumed that a GRP sectional water tank would be located outside to provide water for irrigation, served from the incoming water main.

The water storage tank would be sized to meet irrigation requirements and serve irrigation outlets close to pitches.

The system would include pumps, filters, below ground PE pipework, etc.

The suitability of a rain water recovery system to serve irrigation and WCs could be investigated.

This system should be considered as an option for costing purposes, rather than a requirement.

2.3.8 Natural Gas

No natural gas supply is proposed.

2.3.9 Oil Tank

An above ground Oil tank will be provided with a segregated fenced off compound.

The oil tank will be a steel double wall bunded tank with oil fill point positioned to suit deliveries.

The tank will include automatic shut off to prevent over filling and leak alarms.

The oil pipe into the building will be a buried flexible double wall pipe with leak detection.

A small enclosure would be provided for the oil transfer pump set.

2.3.10 Automatic Controls

A Building Management System (BMS) would be provided using Trend products or similar.

A control panel with an LCD display would be provided in the boiler house to provide control of the heating plant, pumps, control valves, time clock controls, etc.

The BMS would pick up all plant status, duty rotate lead plant, collect meter readings and log plant fault conditions.

The panel would be complete with indicator plants and on/off/auto switches.

The system would split plant fault conditions into critical and non-critical. Critical alarms such as unexpected water usage (indicating a leak), water pump failure, loss of heating, would be relayed to mobile phones.

Remote indication would be provided to a website address.

2.3.11 Above Ground Foul Drainage

Above ground drainage would be uPVC and MuPVC pipework concealed within IPS and suitably vented.

2.4 Electrical

2.4.1 Incoming electrical supply

A new incoming electrical supply will be provided to support the new building and is proposed to be located within the plant room.

The proposed supply capacity shall be approximately 80kVA, based upon an estimated load assessment to serve the mechanical services, kitchen, small power, general and emergency lighting installations.

The supply characteristics will be 400V, 3 Phase, and a 4 wire system. The service head cut-out fuse and CT chamber will require a minimum rating of 128A TP&N. The system arrangement is TN-C-S.

It will need to be confirmed if PV is required to off-set the emitted carbon, to comply with the requirements of the Building Regulations. Bi-directional metering will be required for exporting electricity to the grid. Consideration will be given to battery storage, should PV be required, at the next stage.

2.4.2 Primary Distribution and Circuit Protection

A new main distribution board will be provided within the plant room from where all final circuits shall derive their supply. The distribution board shall serve the following:

- Supplies associated with the mechanical services installation
- External and internal general and emergency lighting
- Small power supplies (socket outlets)
- Supplies to support the specialist services installations (security and fire alarm)
- Passive provision for future sport pitch lighting
- 20% spare capacity for future expansion

The distribution board shall be the split load type B type with separately metered lighting and power sections.

Arc flash detection devices and RCD protection will be provided in accordance with BS 7671 IET Wiring Regulations. Where RCD protection is not suitable (due to the risk of loss of supply which may occur due to nuisance tripping) a risk assessment will be required to comply with the Wiring Regulations.

The distribution board will be provided with dual earth bars to facilitate the connection of high integrity earthing associated with information technology equipment. Circuits serving IT equipment shall be arranged to protect against nuisance tripping.

All distribution boards serving external supplies will be provided with surge suppression devices in accordance with BS 7671 and the lightning protection risk assessment. These devices are to be mounted externally, adjacent to the distribution board to facilitate future maintenance.

2.4.3 Cable Containment

The cable containment system is to be provided, installed and connected in accordance with the recommendations of The Wiring Regulations BS 7671.

Generally, all internal cabling will be installed within metallic containment. Where ceiling voids are available containment will be concealed, in all other areas the containment will be surface mounted.

External cables (serving the proposed new car park lighting) will be installed within soft dig as far as possible and ducting under vehicular areas.

Containment will be arranged to ensure separation of dissimilar cable categories power and ELV (extra low voltage) (data) to minimise any electromagnetic interference.

2.4.4 Small Power

Double switched socket outlets shall be provided throughout the building for cleaning purposes.

Supplies will be provided within the office to support computer workstations. All sockets outlets associated with equipment which has high earth leakage current shall be complete with dual earthing terminals in order to satisfy a high integrity earthing installation and meet the requirements of the IET Wiring Regulations.

Supplies will be provided within the kitchen for the equipment will be determined in conjunction with the kitchen designer/supplier.

The means of final connection to each item of fixed equipment shall generally be provided in the form of either 13A fused connection units or suitably rated isolators mounted adjacent to the equipment it is intended to serve.

2.4.5 Wiring

In general, the small power provision shall be wired in LSZH insulated single core copper type cables (Ref: 6491B) supplied from the local distribution boards. All final circuit cabling associated with the small power installation shall be carried out in full accordance with the IET Wiring regulations.

The wiring shall be contained within metallic trunking and conduit. Where wiring is installed in underground ducting this shall be XLPE/SWA/LSZH, the armouring being provided for cable protection.

Socket outlets shall be generally be wired in the form of ring main circuits protected by combined 32A/30mA MCB/RCD (RCBO) devices within the local distribution boards.

Socket outlets installed within the plantroom shall be wired as radial circuits protected by a combined 20A/30mA (RCBO).

2.4.6 Lighting

New lighting shall be designed to comply with the requirements of the CIBSE guidelines and SLL lighting guide.

New lighting to the accessible route shall be provided in accordance with the recommendations of BS EN 12464, BS 8300 which will provide a minimum of 20lux to the defined accessible route from the car park to the entrance of the building.

Lighting to the sports pitches is to be provided by others. A supply may be provided within a new external feeder pillar for ease of connection. Lighting requirements will be determined at the next stage. An obtrusive lighting assessment may be required as part of the planning process.

All new lighting shall be provided with LED light sources.

The proposed lighting shall comprise of the following:

- Within the shower area the lighting shall comprise recessed IP65 down lights.
- Within the changing rooms, kitchen and servery the lighting shall comprise surface mounted IP65 linear LED luminaires.

- Within the office area the lighting shall comprise low brightness/ anti-glare luminaires suitable for visual display unit (VDU) usage.

Luminaires provided to the car park shall be column mounted with low level lighting around the building entrance. Building mounted perimeter lighting will be provided and consideration will be given to any external seating areas.

Emergency lighting shall generally be provided in accordance with BS 5266. to ensure safe navigation in the event of mains failure of the normal supply. Emergency lighting shall be integral within the general lighting luminaires. Emergency lighting batteries shall provide 3 hours duration.

2.4.7 Lighting Controls

To maximise energy conservation, it is proposed that all luminaires in areas subject to daylight are provided with intelligent luminaires which provide daylight sensing. These luminaires will automatically adjust their output dependent upon on how much daylight is entering the space.

In all other area the lighting shall be PIR controlled to ensure the lighting in not inadvertently left on.

In all areas the lighting shall be provided with manual override.

The exact lighting control requirements shall be determined during the next stage.

2.4.8 Data and Telecoms

Incoming telephone and internet cabling will be provided to the clubhouse. This will serve any cashless payment systems, office and bar area IT systems, wireless internet (if required) and connections to building services systems. Duct provision will be provided for the telecom's provider incoming cables. Outlets in the building will be wired using Category 6 cabling. These cables will be brought to a central cabinet and terminated into patch panels inside the data cabinet. Active equipment will be provided by the client.

2.4.9 Security Systems

It will need to be confirmed/ determined what level of security is required to protect the building. The systems which are proposed are:

- Intruder detection
- CCTV
- Access Control

CCTV may be provided to monitor the car park and any area where cash (or other) payments are transacted. The CCTV system may also be provided with a secure link to a remote monitoring centre. The CCTV could also be utilised to verify trespassers or fire if monitored by one control centre.

An intruder alarm will be provided to protect the building entry points and perimeter using door contacts and PIR dual technology detectors.

2.4.10 Fire Alarm

A new fire alarm system shall be provided to the building based upon the requirements of the Fire Strategy or Fire Alarm risk assessment. The new system shall be designed in accordance with the recommendations of BS 5839. The new system shall comprise of the following:

- Main panel
- Detection devices

- Visual and Audible indication devices
- Interfaces to the specialist systems

It will need to be confirmed if a “RED CARE” or other secure analogue line is required to allow connection of the main panel to a remote monitoring facility.

2.4.11 Surge Suppression Devices

Surge suppression shall be provided to all services penetrations from inside to outside which could introduce potential internally during a lightning strike in accordance with the recommendations of BS EN 62305.

2.4.12 Lightning Protection

A risk assessment will be required to determine if a lightning protection system is required in accordance with BS EN 62305.

3 Structural Strategy

The proposed building will comprise of a single storey load-bearing masonry structure. Due to the open-plan floor area required in the Lounge area, a structural steelwork frame will be provided to the Entrance Lobby, Kitchen, Bar Served and Lounge.

A height of 3150mm. from floor to underside of roof slab has been assumed throughout the Changing Room block, with a raised, 4° mono-pitch roof over the Kitchen, Served, Lounge and Entrance Lobby following discussions with Shane Santry in the design review meeting on the 19.09.2019.

This section provides an outline specification of the building structure requirements.

3.1 Roof Construction

The roof construction will comprise of 150mm. thick hollow-core precast pre-stressed concrete units spanning between load-bearing masonry walls in the Changing Rooms, and a profiled structural metal roof deck, (RoofDek 100), spanning between structural steel beams over the Served, Entrance Lobby, Kitchen and Lounge. After installation, the joints between the precast concrete units will be grouted in-situ to form a completed roof slab.

The units will be designed by a specialist manufacturer and supplier in accordance with BS EN 1992-1-1 and 1-2:2004 Eurocode 2: Design of concrete structures, and the UK National Annex Documents, and installed in strict accordance with the manufacturer's recommendations.

Minimum bearing lengths for the concrete units will be 100mm. on masonry and 75mm. on steelwork.

Trimming for rooflight openings will be formed by metal straps within the overall depth of the roof slab.

In addition to the self-weight of the units, and the ceiling, insulation and roof covering specified by the Architect, the roof is to be designed for a permanent action, (dead load), of 0.15 kN/m². for services, together with a variable action, (live load), of 0.6 kN/m².

3.2 Superstructure

Stability of the building will be provided by a combination of portal action of the steel frame and diaphragm action of the roof acting in conjunction with the buttressing action of the walls in transferring horizontal loads to the foundations.

The external walls of the building will be of cavity wall construction, comprising of external facing brickwork with concrete blockwork inner leaf. Proprietary steel wind posts and/or masonry bed-joint reinforcement will be required where the lateral load capacity of the wall panels is exceeded.

All load-bearing concrete blockwork units are to have a minimum compressive strength of 7.0 N/mm². and are to be bedded in a 1:4 cement:sand mortar, (Compressive strength class M6).

Blockwork walls greater than 100mm in thickness, (division walls between Changing Rooms), will be constructed as double-leaf (collar jointed) walls tied together with ties at 450mm. vertical and 900mm. horizontal centres, (staggered), conforming to BS EN 845-1.

Movement joints are to be provided in all masonry walls at 6.0m. maximum centres in blockwork, and 12.0m. maximum centres in brickwork.

30mm. x 5mm. stainless steel straps are to be provided at all perimeter and division wall to roof slab junctions securely fixed at 1.2m. centres.

The structural frame to the Entrance Lobby, Kitchen, Served and Lounge will comprise hot-rolled structural steelwork designed according to BS EN 1993-1-1:2005 Eurocode 3: Design of steel structures, and the UK National Annex Documents, to support all dead, wind and imposed loads.

The total weight of the structural steel frame and ancillary elements, e.g. steel wind-posts, is estimated to be 19.20 tonnes. The following items are included in this allowance:

- Complete structural steel frame to Lounge area including beams, columns and bracings.
- Steel wind-posts to external cavity walls of Changing Rooms.
- Structural steel beams in Changing Rooms to support concrete roof over large openings in Changing Room walls. Proprietary lintels over standard door openings are excluded.
- Steelwork support to external cantilever canopy over Entrance Lobby.
- Cantilever roof around the perimeter of the raised, pitched roof to the Lounge area.

Subject to further detailed ground investigation, it is assumed that the ground floor slab construction will be ground-bearing in-situ reinforced concrete with a minimum thickness of 150mm., reinforced with A393 mesh. The slab will be cast on a 2000g. polythene DPM on a compacted and blinded D.o.T. Type 1 hardcore sub-base on a suitable formation that has been proof-rolled to remove all soft spots and is free of all deleterious material. The damp proof membrane beneath the slab is to be continuous with the external wall damp proof course.

3.3 Foundations

Subject to further detailed ground investigation, it is assumed that the building will be founded on Cohesive Glacial Fluvial Deposits comprising of soft clays.

Foundations have therefore been designed for an assumed ground bearing capacity of 75 kN/m². at a minimum depth of 1.0m. below ground level and will comprise of traditional pad-base and strip/trench-fill footings.

It is assumed that all sub-structure concrete will be designed for a Design Sulphate Class of DS-1 and an ACEC classification of AC-1s in accordance BRE Special Digest 1, 2005.

4 Drainage Strategy

This section outlines key assumptions made for the drainage strategy and sets out existing conditions and requirements of the facilities for the purposes of estimating the cost of the works for the relocation. No engineering calculations have been undertaken as part of this design except those detailed below. The proposed design, (including levels and the layout), is to be developed further in conjunction with additional survey work to confirm assumptions made in this report and develop the design further.

4.1 Assumptions

Key assumptions made to carry out the drainage assessment are as follows:

- The existing drainage on the site is not being modified as part of the works.
- The ditch adjacent to the south west boundary is an ordinary watercourse.
- There is not a requirement to manage any runoff from land adjacent to the site.
- The Severn Trent foul sewer is a trunk sewer at significant depth that a connection into it for the proposed foul drainage is not possible.
- The Esso pipeline and Severn Trent sewer run parallel to the existing land boundary along the whole length of the site.
- Infiltration is not feasible on this site.
- There are no ecological constraints on the development within the site.
- The site will be primarily used during the weekend with only minor usage during the week.
- All attenuation volumes and levels are an approximation which is to be reviewed at the next design stage once more information is known about the topography of the site and more detailed hydraulic modelling can be completed.

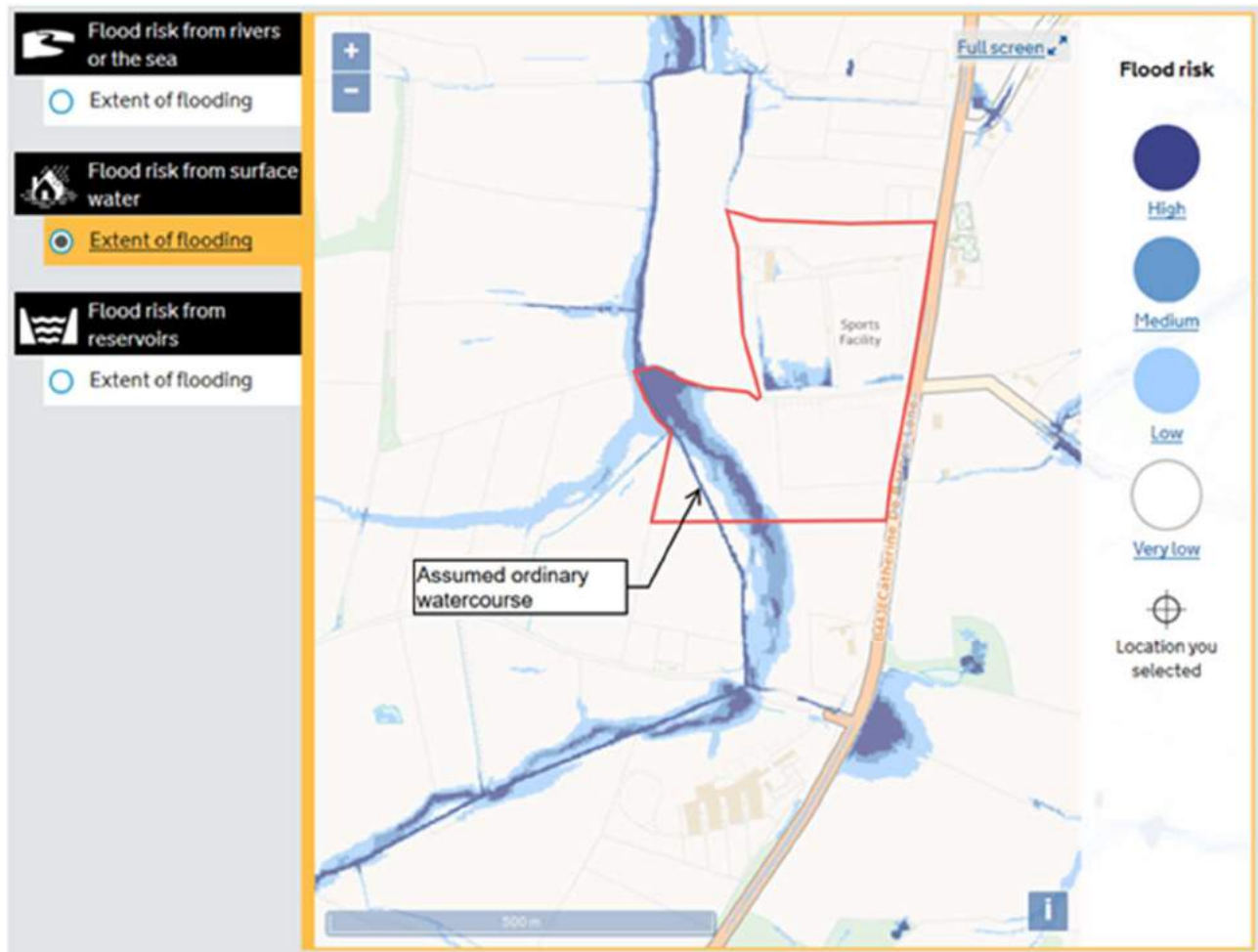
4.2 Existing Conditions

The Severn Trent Water sewer records are included in Appendix D and show a 750mm diameter foul sewer running along the south west corner of the site. This sewer includes several chambers within the location of the proposed grass pitch. An option is to reduce the cover level of the chambers and put a plate over the chamber to allow the top level of the pitch construction to be built above. Clear markings on the edge of the pitch would be used to allow the chambers to be located. This would need to be agreed with Severn Trent as part of the development enquiry at the next design stage. There are no public surface water sewers shown near to the site. An Esso pipeline is shown running adjacent to the Severn Trent foul sewer.

It is understood that the existing club house does not have a foul drainage connection to the public sewer. However it is not clear whether it uses a septic tank to store foul water before being tanked off site or if there is an alternative method of disposal. It is also not known whether the existing grass pitches include any below ground drainage to manage the water on the pitches.

It is believed that an ordinary watercourse is located along the existing land boundary on the south west of the site which is visible in the surface water flood risk maps produced by the Environment Agency, an extract is shown in Figure 4.1.

Figure 4.1: Extract from the Environment Agency Long Term Flood Risk Maps



Source: Environment Agency, <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>

Borehole logs shown on the British Geological Survey website show that the areas adjacent to the site are made up of clay several metres thick. Clay has a very low permeability so is not considered suitable for infiltration. For the purposes of this document no infiltration features have been proposed however as infiltration is a preferred method of managing surface water runoff the permeability of the ground should be confirmed as part of the future ground investigations.

4.3 Watercourse Diversions

An existing ordinary watercourse is thought to be located along the existing land boundary at the south west of the site. The proposed grass pitch is located on top of the existing watercourse and it would need to be diverted along the new site boundary and re-connected to the existing ditch at either end. Works likely to be required as part of this diversion include:

- Ecological surveys of the existing watercourse and hedge rows,
- Survey of the upstream catchment and hydraulic design of the proposed ditch,
- Discussions and agreement with the Lead Local Flood Authority (Solihull Metropolitan Borough Council) on the proposed diversion.

- Earthworks (refer to Section 5 for requirements).

4.4 Foul Water Drainage

It is currently assumed that the Severn Trent foul sewer on the south west of the site is a main trunk sewer and it is considered unlikely that a new connection will be approved. As a connection to the public sewer is judged not to be possible at this stage a cesspit (cesspool) will be required to store the foul water before being removed by tanker offsite.

A package treatment plant has been ruled out as the ditch adjacent to the site is not expected to have flow during dry weather, therefore the Environment Agency will not approve the discharge permit.

A septic tank which allows water to leave the tank would not be acceptable for discharge into the ditch for the same reason as the treatment plant. Due to the clay on the site it is not possible to discharge the water into the ground, so a drainage field is also not possible. Therefore, a completely sealed tank is proposed.

Based on initial assumptions on the number of users a minimum storage capacity of 60m³ is required to allow for monthly emptying of the cesspit. More information is required before the capacity of the cesspit can be confirmed.

An initial assessment of the expected peak flow rate is 9.09l/s which can be carried using a 150mm dia. pipe running from the building to the sewer with chambers at 45m spacing. The proposed foul drain can be constructed using uPVC or vitrified clay pipes and the inspection chambers can be proprietary plastic chambers with a concrete surround.

4.5 Surface Water Drainage

An overview of the proposed drainage strategy is included in Figure 4.3.

4.5.1 Building Drainage

Linear surface channels will collect water from the paved areas adjacent to the building. Underground carrier pipes located adjacent to the proposed building will collect water from the building downpipes and linear surface channels. These carrier pipes can be twin-wall HDPE connected to proprietary plastic inspection chambers with a concrete surround.

4.5.2 Car Park Drainage

The proposed car parking bays should be constructed with permeable asphalt to provide drainage for the bays and the adjacent road surfaces. The design of the pavement structure should be completed at a later design stage once ground conditions are known. For the purposes of this drainage strategy 500mm of sub-base is assumed to be provided to act as storage. Due to the ground conditions, infiltration is assumed not to take place so filter drains will be required to collect the water from the permeable asphalt bays. The road is expected to be of a typical non-permeable asphalt pavement design and will drain towards the permeable bays.

4.5.3 Sports Pitch Drainage

4.5.3.1 Artificial Pitch

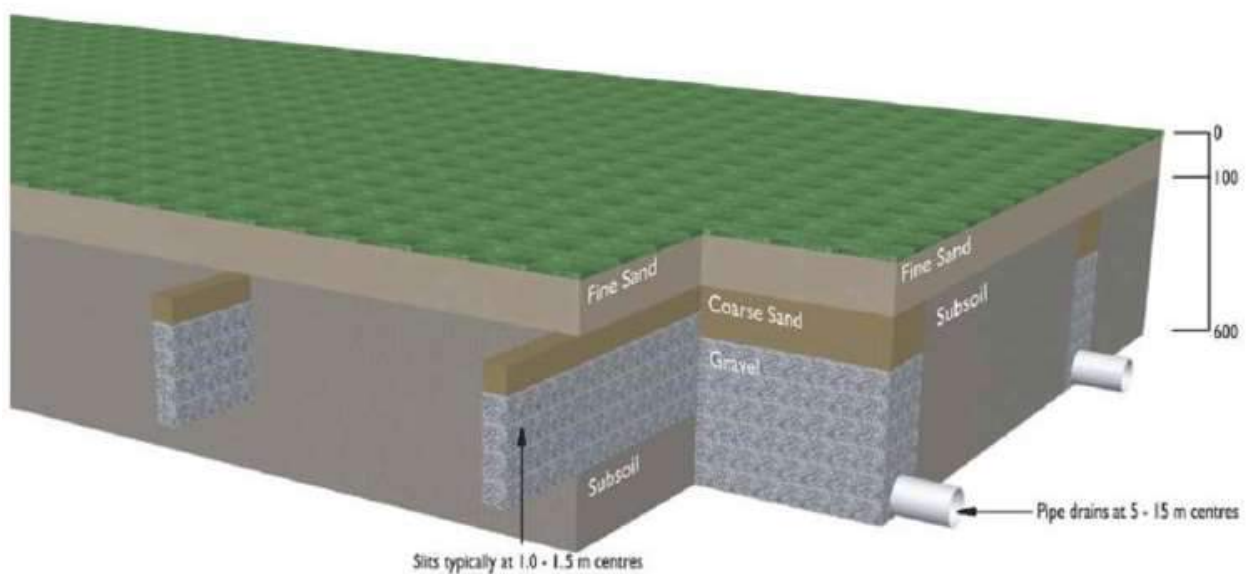
It is proposed that the all-weather pitch includes drainage to remove rainfall from the pitch formation. Lateral filter drains at 10m centres will be included below the pitch and a carrier pipe will be included along the boundary of the pitch. Each lateral filter drain will include a rodding eye at the western end and fall east towards the carrier pipe. The carrier pipe will include a manhole with a sump unit before connecting into the detention basin.

4.5.3.2 Turf ('sand carpet') Pitch

The proposed turf pitch will be designed as a 'sand carpet' pitch which includes a 100mm layer of fine sand on top of lateral trenches which include layers of coarse sand and gravel with a 100mm dia. filter pipe at the base. These lateral drains will be 0.6m deep, 0.3m wide at 10m centres. These are crossed perpendicularly by slits, 300mm deep and 50mm wide, filled with coarse sand and gravel at 1m centres. Refer to

It should be noted that should Severn Trent or Esso require access to their assets below pitch there will be damage to the sub-surface structure it should be discussed with both stakeholders who will be responsible for reinstating the pitch following work on the utilities.

Figure 4.2: Turf Pitch Build-up



Source: SSA Architects

The drainage conditions of the existing grass pitch are not going to be modified as part of these works.

4.5.4 Attenuation and Site Discharge Control

It is assumed that the existing drainage on the site will not be modified and only new paved areas will be positively drained and attenuated. The total new area to be positively drained is approximately 3.18ha. It has been assumed that the proposed pitches will include filter drains below each pitch and that all rainfall onto the pitch will be captured by the positive drainage system.

Using the UK SuDS webtool the greenfield runoff rate (Q_{bar}) for the area being positively drained is 15.1l/s. This would require approximately 2090m³ of storage to attenuate the runoff to the existing greenfield runoff rates up to a 100 year + 40% allowance for climate change event.

Due to the proposed terracing on the site, with the proposed grass pitch being lower than the all-weather pitch and car park areas, two storage locations are required each with a flow control to allow for a tiered storage solution. As the proposed all weather pitch is being constructed with a granular sub-base this can be used to provide attenuation storage using the same principal as a permeable car park design. To provide the required 1120m³ of storage for the proposed building, car park and all weather pitch the sub-base depth required for storage would be 300mm. To provide ecological benefit, as well as attenuation, a detention

basin should be included north of the proposed grass pitch to provide approximately 840m³ of storage. The storage volume for each location is split proportionally by drained area. The remaining 130m³ of storage can be provided in the 0.5m deep sub-base used for the construction of the permeable asphalt in the car parking bays.

In line with Airport Operators Association 'Advice Note 6: Potential Bird Hazards from Sustainable Urban Drainage Systems', basins are less likely to attract hazardous birds, especially if vegetation is regularly managed e.g. grass cutting. Netting can be provided to further reduce the risk. Care should be taken in the detailed design of the basin to minimise the attractiveness of this feature to birds.

The drainage from the proposed building and car park will be connected into the all-weather pitch located at the higher level and the grass pitch will connect into the lower level detention basin. The detention basin will be unlined and has been assumed to be 1.3m deep with a 1 in 3 slope. The maximum storage depth is 1m with 0.3m freeboard.

4.5.5 Discharge

The proposed discharge location for the new drainage system should follow the sustainable drainage hierarchy. An initial review of historic borehole logs adjacent to the site indicate that the ground is predominately clay and so is unlikely to allow for infiltration though this should be confirmed as part of the future ground investigation works.

The next preferred discharge option is to an open watercourse, the ditch running along the west of the site is the likely drainage point of the existing fields and could be used as the outfall location of the proposed drainage provided that suitable discharge controls are used to limit the peak discharge rate.

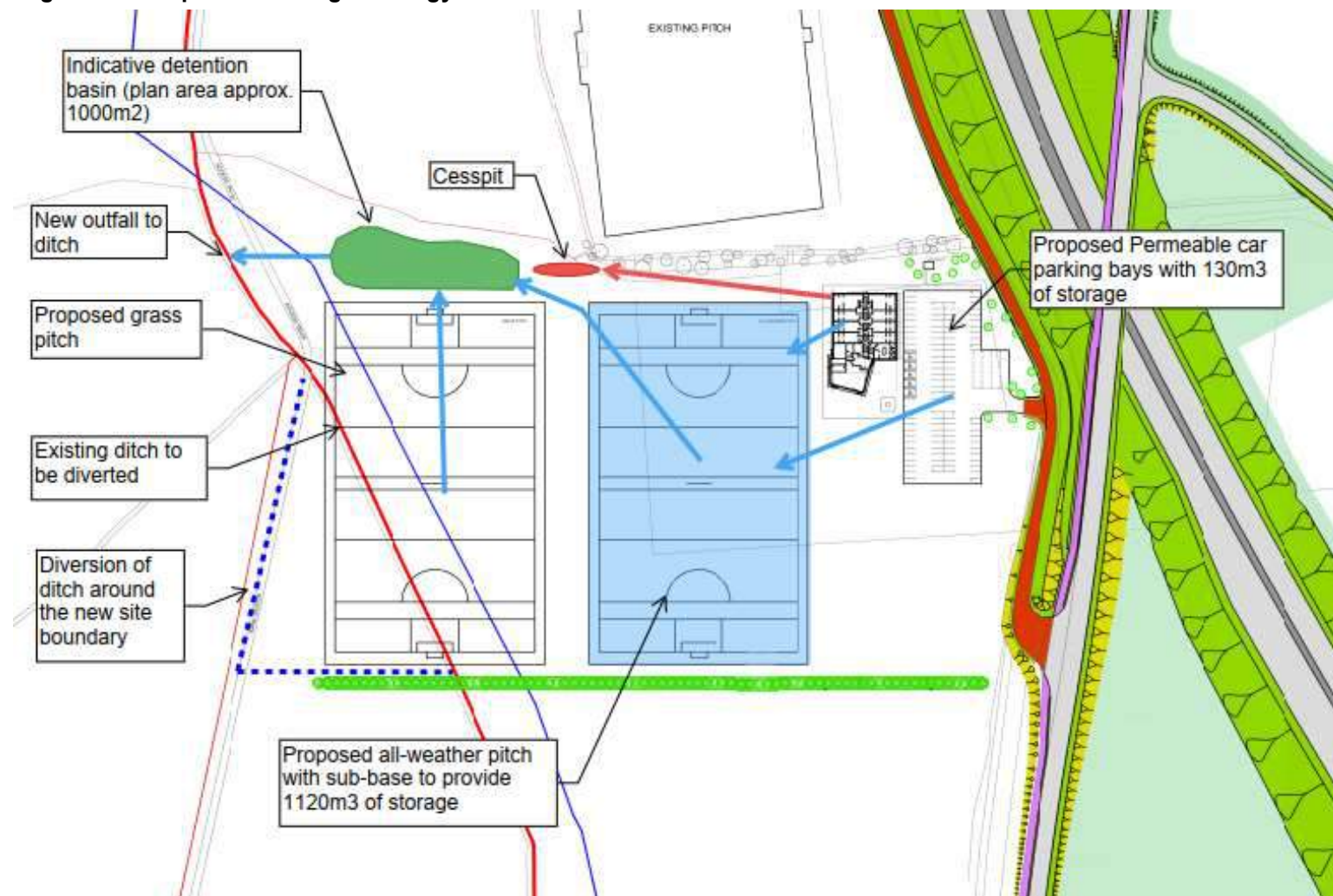
A flow control chamber with a vortex flow control device should be used to restrict the discharge rate from the lower level detention basin to the greenfield runoff rate of the site, (15.1l/s). A flow control chamber will also be required to restrict the flow to from the higher basin into the lower basin. This approach will need to be agreed with the Lead Local Flood Authority.

4.6 Stakeholders

There are various stakeholders that need to be consulted at a later stage of the design. These include:

- The Lead Local Flood Authority to agree the watercourse diversion and the proposed discharge rate from the proposed drainage system.
- The Lead Local Flood Authority to confirm what, if any, impact the surface water flood risk has on the proposed site layout.
- Severn Trent Water to determine whether a connection into the foul sewer on the west of the site is possible.
- Severn Trent Water and Esso to confirm whether the proposed pitch can be constructed over their assets and the wayleave requirements. It should also be confirmed who is responsible for reinstating the pitch should either company need to access their asset.
- The planning authority will require a flood risk assessment for the site as it is larger than 1ha and there are areas of surface water flood risk located on the site.
- Birmingham Airport to agree the use of detention basins and on any additional requirements to minimise the risk from hazardous birds.

Figure 4.3: Proposed Drainage Strategy for the site



5 Earthworks Strategy

This section of the report sets out the assumption made and requirements which form the earthworks strategy for the proposed works. A number of considerations which should be considered are outlined below:

- The preliminary cut and fill earthworks required to prepare the site for the two sports pitches requires cutting of natural ground, expected to be a cover of superficial material (sandy clay) over weathered Sidmouth Mudstone. Topsoil will need to be removed and set aside for re-use elsewhere. Topsoil will not be suitable as a fill material and so calculations for required filling of ground should take this into account.
- It may be advantageous to reduce the currently proposed ground levels of both pitches in order to reduce the amount of fill required in the western part of the site.
- Clay materials (superficial deposits and weathered Sidmouth Mudstone) may be suitable for re-use on site for general filling. (Bedrock is not anticipated to be at shallow depth, but if encountered may not be suitable for re-use as fill on site).
- It is likely that insufficient material will be won from site for filling, so it is anticipated that an import of material will be required. On the basis that the construction of the relief road takes place after the construction of the sports pitches, it is unlikely to be considered as a source for fill material.
- Ground investigation (such as trial pits) is recommended to confirm the ground conditions in the zone of the alluvial channel that underlies the western pitch and a small part of the eastern pitch.
- A starter layer should be anticipated across soft ground, such as the alluvial channel.

5.1 Existing Ground Conditions

Based on information available at the time of writing this report, the existing ground conditions are assumed to be as follow:

- Alluvium is firm sandy clay or loose to medium dense gravelly sand.
- Weathered Sidmouth Mudstone is of a minimum firm consistency clay.

5.2 Artificial pitch

The artificial pitch build-up is assumed to be as follows:

- 3G pitch construction (unknown)
- 600mm compacted stone sub-base starter layer (if 3G pitch construction plant are anticipated to rut/damage subgrade)
- Geotextile separator (if 3G pitch construction plant are anticipated to rut/damage subgrade)
- [Subgrade - natural ground that will be uncovered following strip/excavation of surface material]

5.3 Turf ('sand carpet') pitch

The turf pitch build-up is assumed to be as follows:

- 100-150mm 'firmed topsoil'/sand (as per Sports England Spec)

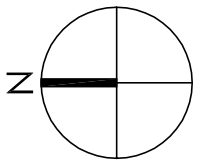
- 500mm subsoil with gravel slits with drainage carrier pipes (as per Sports England Spec)
- Provisional 300mm compacted stone sub-base starter layer (if pitch construction plant are anticipated to rut/damage subgrade)
- Geotextile separator (if pitch construction plant are anticipated to rut/damage subgrade)
- [Subgrade - natural ground that will be uncovered following strip/excavation of surface material]

For both types of pitch, localised soft spots (eg. Alluvium), where undrained shear strength is less than 40kN/m^2 , the material shall be replaced with a suitable granular fill (typically 0.5 to 1.0m thickness).

Appendices

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A. Architect Drawings, Outline Specification and Room Data Sheets



NOTES

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GROSS INTERNAL AREA: 811 SQM

BUILDING FOOTPRINT (SUBJECT TO WALL BUILD-UP): 852 SQM

ALL FIGURES APPROXIMATE AND SUBJECT TO CHANGE FOLLOWING DETAIL DESIGN AND INPUT FROM M+E AND STRUCTURAL CONSULTANTS

INDICATES LOCATION OF ROOF LIGHTS

- P4 26.09.2019 Updated Following End-user Comments HT
- P3 12.09.2019 Changing Rooms 1 and 2 Enlarged HT
- P2 20.08.2019 Changing Room Areas Added HT
- P1 19.08.2019 Initial Issue HT

rev	date/initials	description
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project

M42 Legacy Project

location

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drawing title

Proposed Ground Floor Plan

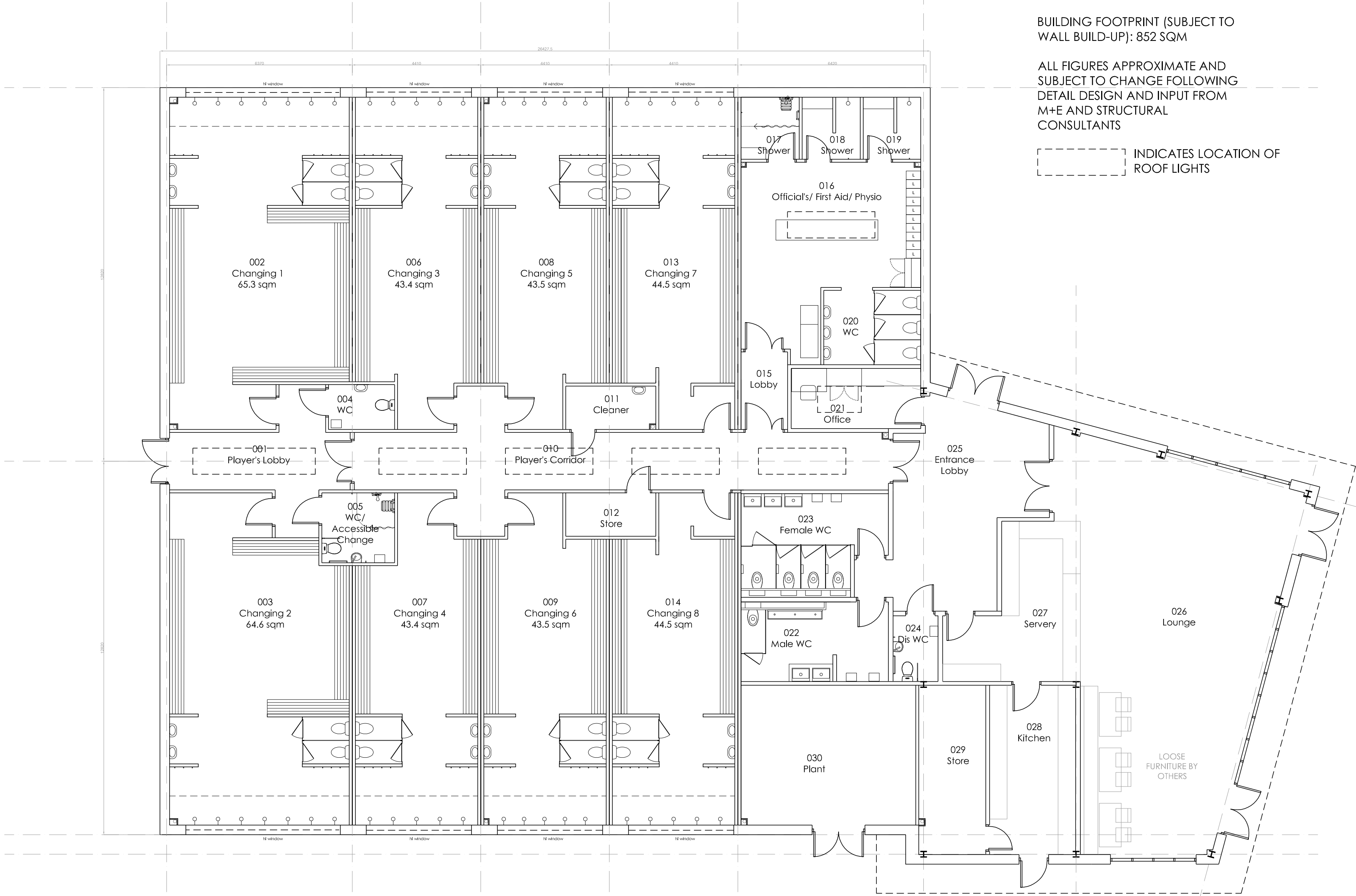
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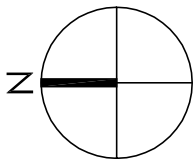
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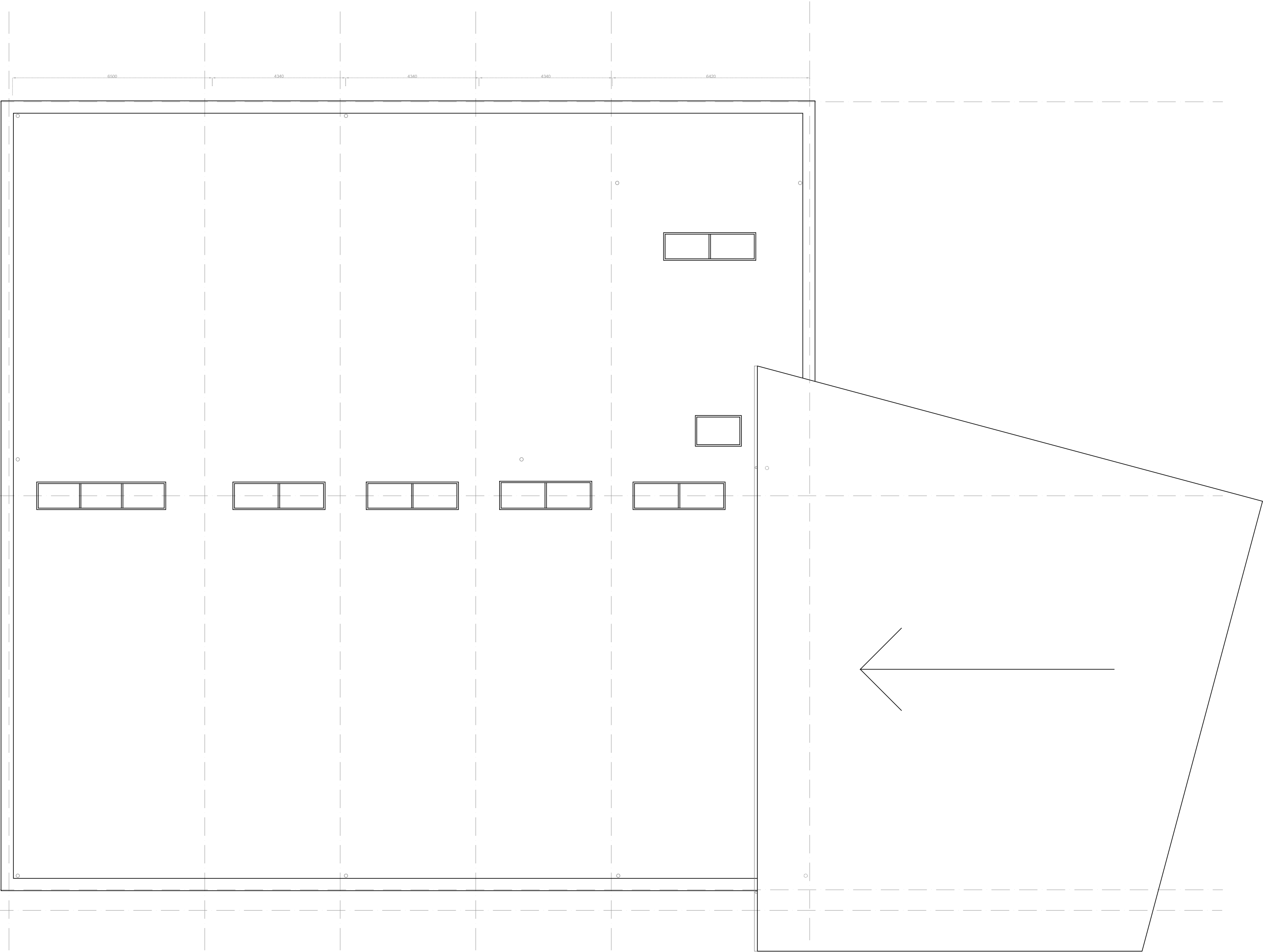
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1 ROOF PLAN
1:100

P1 26.09.2019 Initial Issue
HT

rev date/initials description

project
M42 Legacy Project

location
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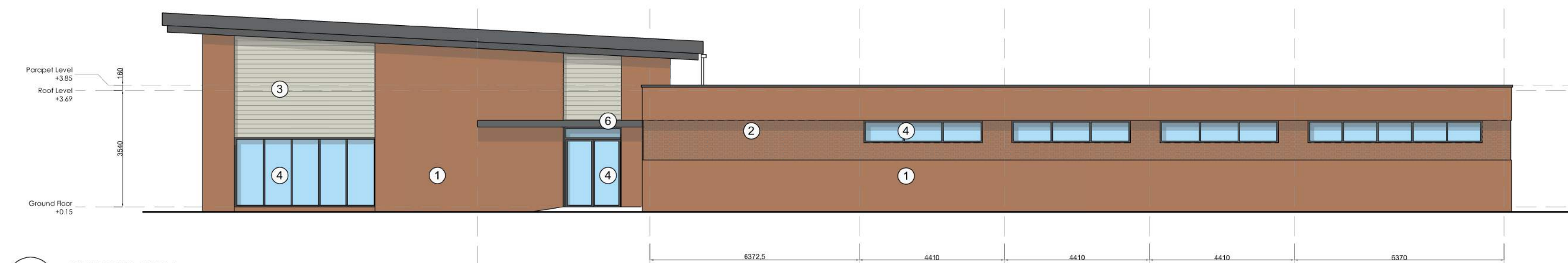


drawing title
Proposed Roof Plan

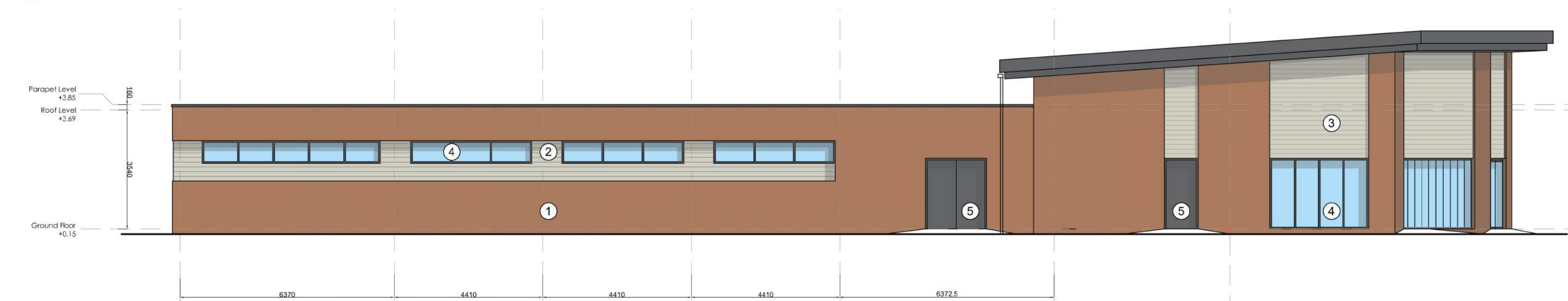
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job number drawing number revision



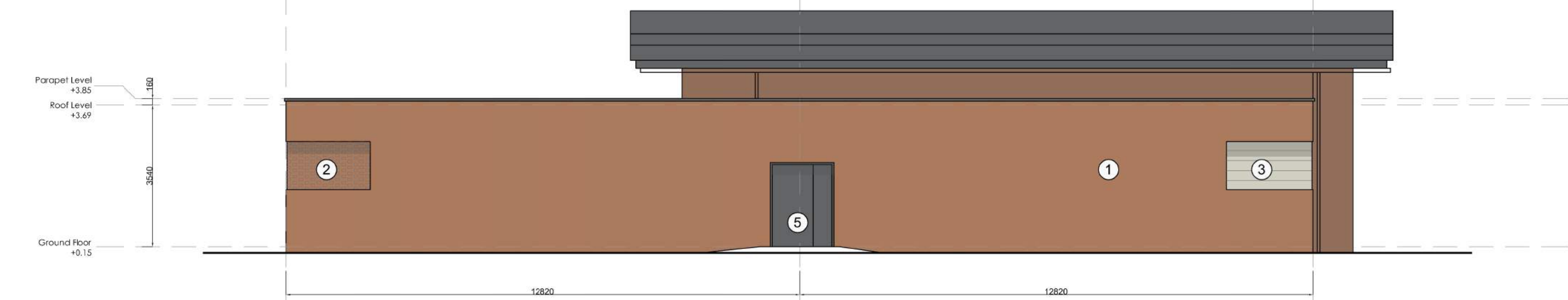
1 EAST ELEVATION
1:100



2 WEST ELEVATION
1:100



3 SOUTH ELEVATION
1:100



4 NORTH ELEVATION
1:100

KEY TO MATERIALS

- ① FACING BRICK IN STRETCHER BOND
- ② FACING BRICK IN FLEMISH BOND WITH RECESSED HEADER BRICKS
- ③ SCOTTISH LARCH TIMBER
- ④ PPC ALUMINIUM FRAMES TO GLAZING RAL 7012 GREY
- ⑤ PPC ALUMINIUM DOOR RAL 7012 GREY
- ⑥ PPC ALUMINIUM ENTRANCE CANOPY RAL 7012 GREY

NOTES

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rev	date/intls	description
P2	26.08.2019	Updated to reflect design development HT
P1	19.08.2019	Initial Issue HT
project		
M42 Legacy Project		
location		
Páirc na hÉireann, Bickenhill		
client		
Highways England		

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drawing title
Proposed Elevations

dwg purpose
INFORMATION

scale	1:100	drawn HT	checked JR
@ sheet size	A2	rev date	26.09.19
191517	AFL-00-XX-DR-A-20201	P2	
job number	drawing number	revision	

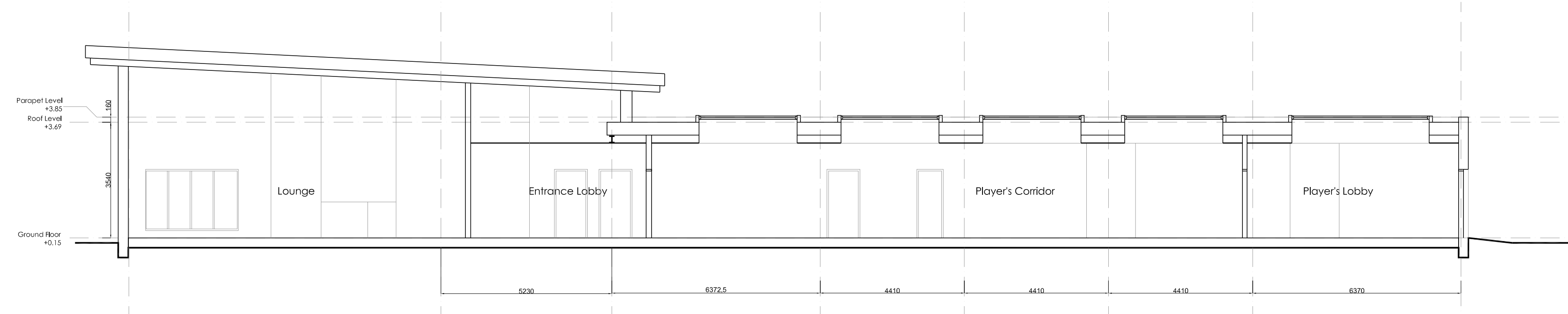
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ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE

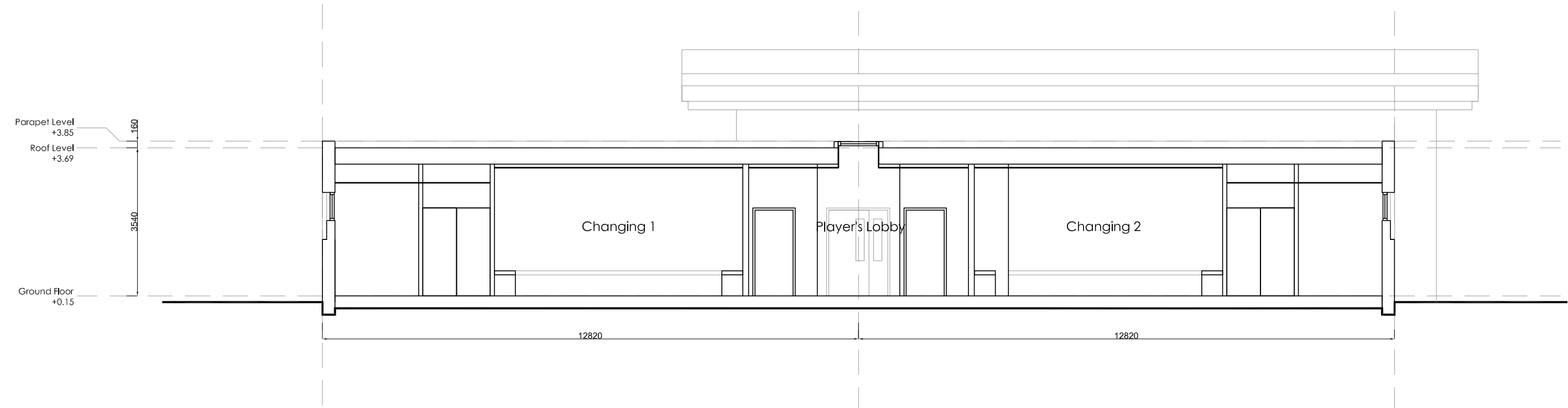
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1 SECTION AA
1:100



P1 26.09.2019 Updated to reflect design development
HT

P1 19.08.2019 Initial Issue
HT

rev	date/initials	description
-----	---------------	-------------

project	M42 Legacy Project
---------	--------------------

location	Páirc na hÉireann, Bickenhill
----------	-------------------------------

client	Highways England
--------	------------------

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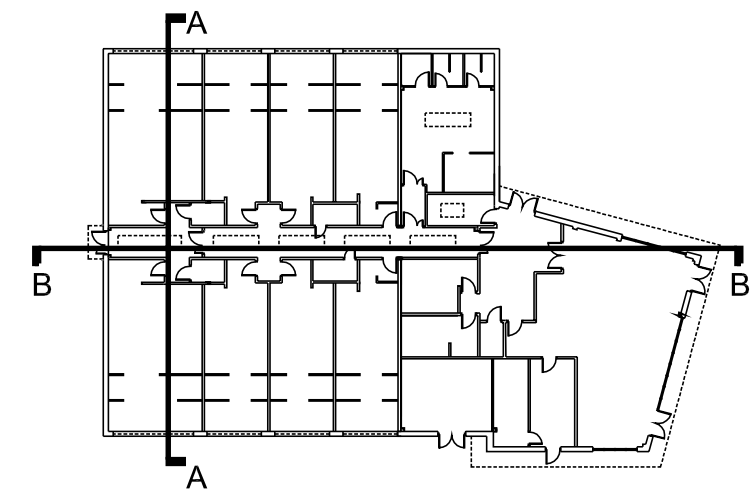


drawing title	Proposed Sections AA and BB
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INFORMATION

scale	1:100	drawn HT	checked JR
@ sheet size	A2	rev date	26.09.19

191517	AFL-00-00-DR-A-20301	P2
job number	drawing number	revision



3 KEYPLAN
1:500



NOTES

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P2 26.09.2019 Revised to reflect design development
HT

P1 19.08.2019 Initial Issue
HT

rev	date/intls	description
-----	------------	-------------

project	M42 Legacy Project	
---------	--------------------	--

location	Páirc na hÉireann, Bickenhill	
----------	-------------------------------	--

client	Highways England	
--------	------------------	--

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key plan

drawing title	Indicative Images		
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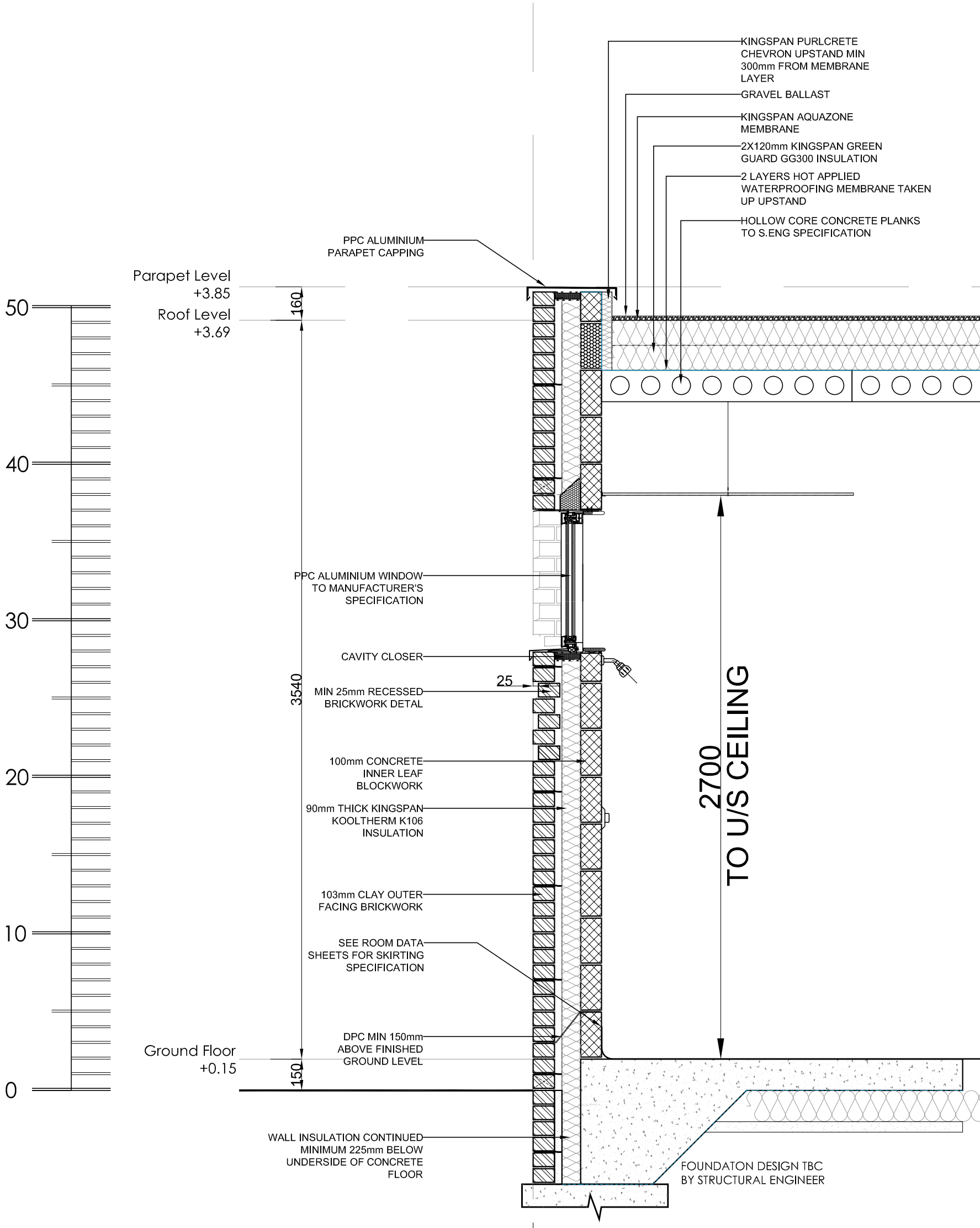
dwg purpose	INFORMATION		
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scale	NTS	drawn HT	checked JR
@ sheet size	A3	rev date	26.09.2019

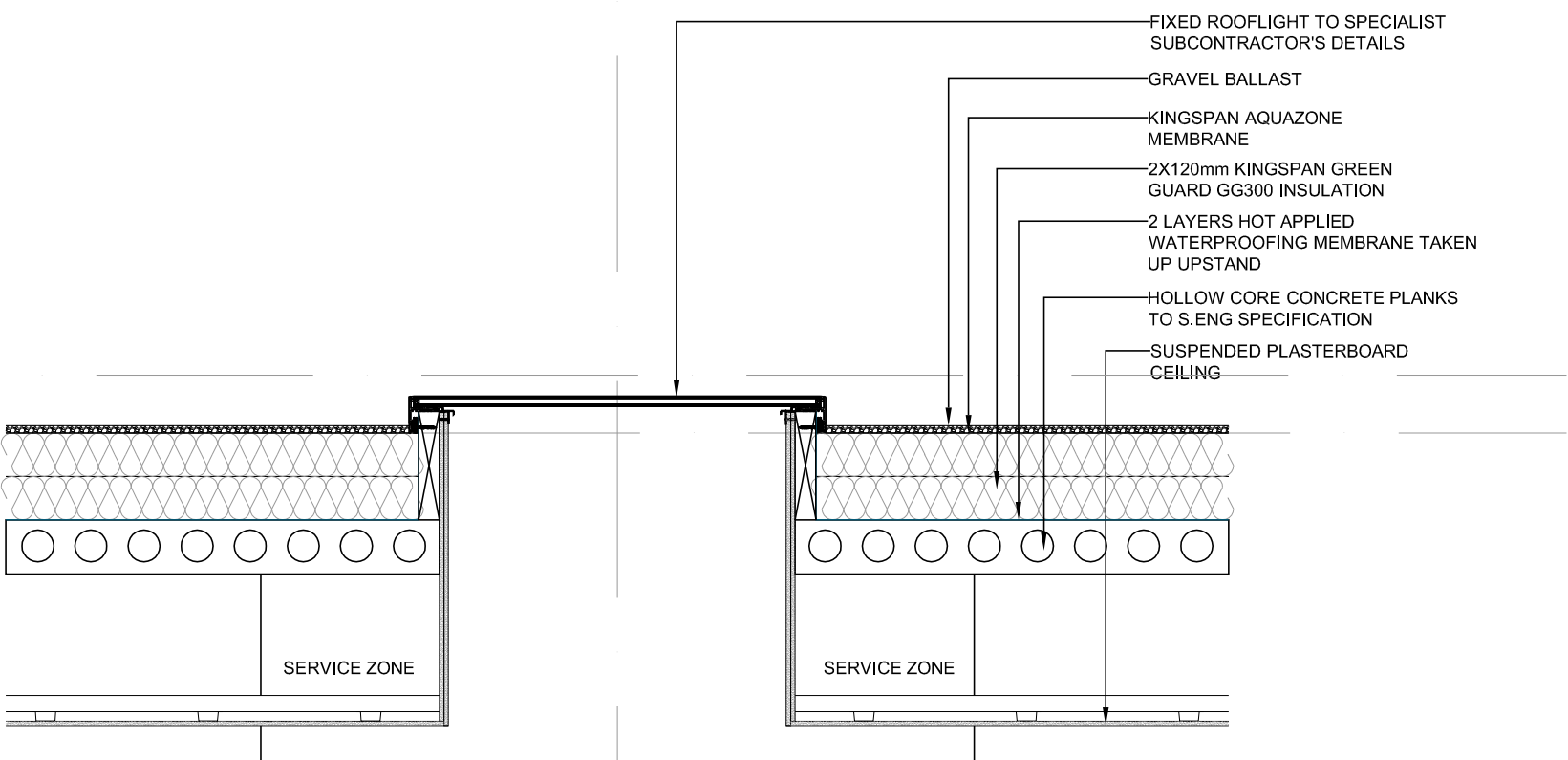
191517	AFL-00-XX-VS-A-20601	P2
job number	drawing number	revision

ALL WALL BUILD-UPS TO ACHIEVE U-VALUES
REQUIRED TO MEET BUILDING REGULATIONS PART L
REQUIREMENTS

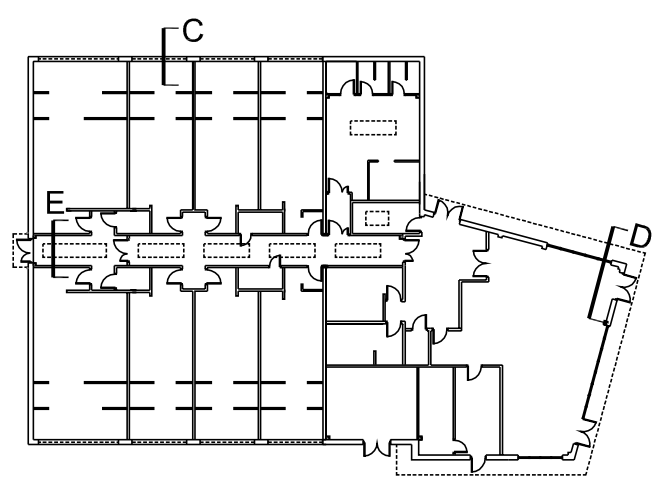
ENVELOPE SPECIFICATION TO MEET NECESSARY
SECURITY REQUIREMENTS



1 STRIP SECTION CC
1:20



2 DETAIL SECTION EE
1:20



3 KEYPLAN
1:500

NOTES

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P1	26.09.19	Initial Issue
rev	date/intls	description
project		
M42 Legacy Project		
location		
Páirc na hÉireann, Bickenhill		
client		
Highways England		

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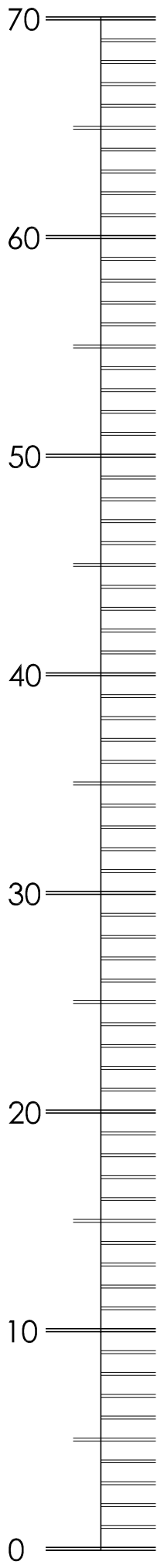


drawing title
Strip Sections 1

dwg purpose			
INFORMATION			
scale	1:20	drawn HT	checked JR
@ sheet size	A2	rev date	26.09.19
191517	AFL-00-XX-DR-A-21301	P1	
job number	drawing number	revision	

ALL WALL BUILD-UPS TO ACHIEVE U-VALUES
REQUIRED TO MEET BUILDING REGULATIONS PART L
REQUIREMENTS

ENVELOPE SPECIFICATION TO MEET NECESSARY
SECURITY REQUIREMENTS



Parapet Level
+3.85
Roof Level
+3.69

160

3540

150

Ground Floor
+0.15

STEEL FRAME TO S.ENG DETAILS
100mm METSEC STUDS @ 450mm CENTRES
CEMENTICIOUS BOARD
140mm THICK KINGSPAN KOOTHERM K15 INSULATION
BREATHER MEMBRANE
25mm HORIZONTAL TIMBER BATTENS
25mm VERTICAL TIMBER BATTENS
INSECT MESH
150mm WIDE SCOTTISH LARCH
TIMBER CLADDING

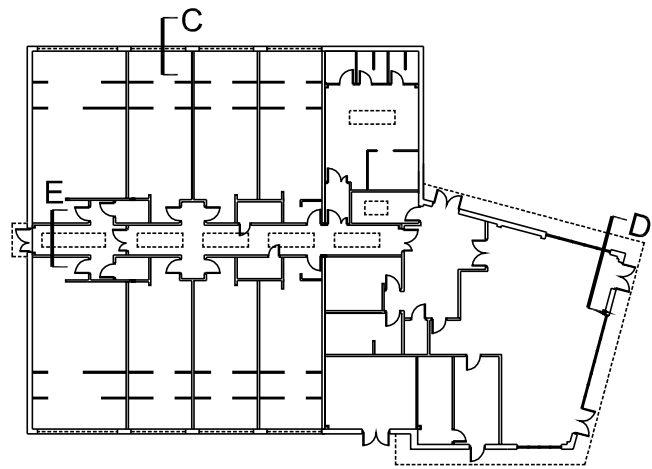
PPC ALUMINIUM WINDOW TO
MANUFACTURER'S
SPECIFICATION

DPC MIN 150mm ABOVE FINISHED
GROUND LEVEL

103mm CLAY OUTER FACING BRICKWORK

PPC METAL EAVES FLASHING COLOUR
TO MATCH WINDOW FRAMES
STANDING SEAM TOP SHEET
E CLIPS FIXED THROUGH STEEL BEARER
PLATES TO CROWN OF METAL DECK
MINERAL FIBRE INSULATION
RIGID INSULATION
VAPOUR BARRIER
STRUCTURAL METAL DECK TO S.ENG
SPECIFICATION

FOUNDATON DESIGN TBC
BY STRUCTURAL ENGINEER



1

STRIP SECTION DD

1:20

2

KEYPLAN

1:500

NOTES

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P1 Initial Issue
HT

rev date/ints description

project
M42 Legacy Project

location
Páirc na hÉireann, Bickenhill

client
Highways England

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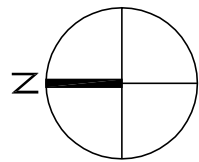


drawing title
Strip Sections 2

INFORMATION

scale 1:20 drawn HT checked JR
@ sheet size A2 rev date 26.09.19

191517 AFL-00-XX-DR-A-21302 P1
job number drawing number revision



KEY TO INTERNAL WALL TYPES

- TYPE A (6.1)
- TYPE B (6.2)
- TYPE C (6.3)
- TYPE D (6.4)

REFER TO SPECIFICATION FOR
DETAILS OF INTERNAL WALLS

REFER TO AFL 42 SERIES
DRAWINGS FOR WALL FINISHES

NOTES

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P1 26.09.19 INITIAL ISSUE
HT

rev date/initials description

project
M42 Legacy Project

location
Páirc na hÉireann, Bickenhill

client
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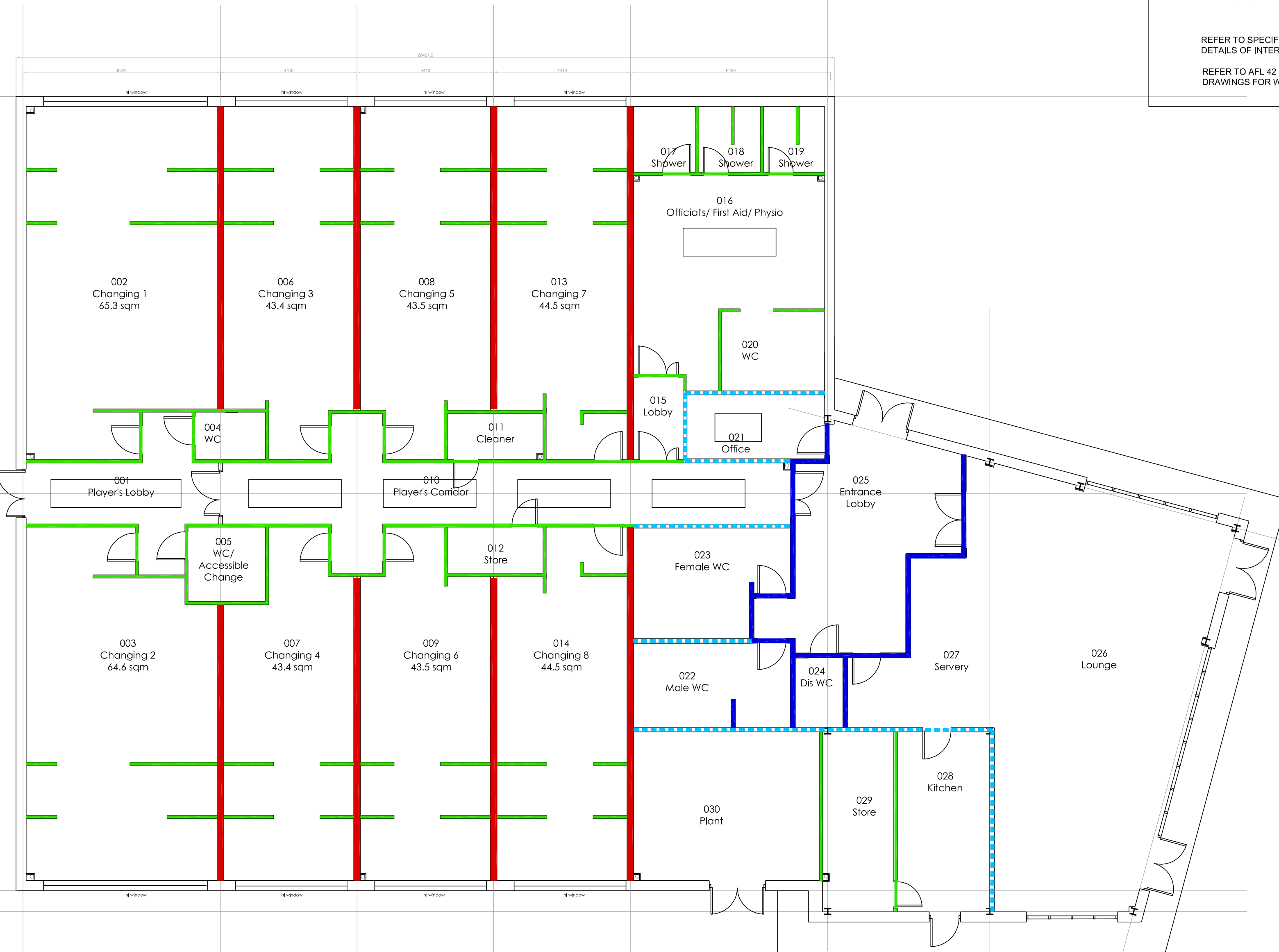


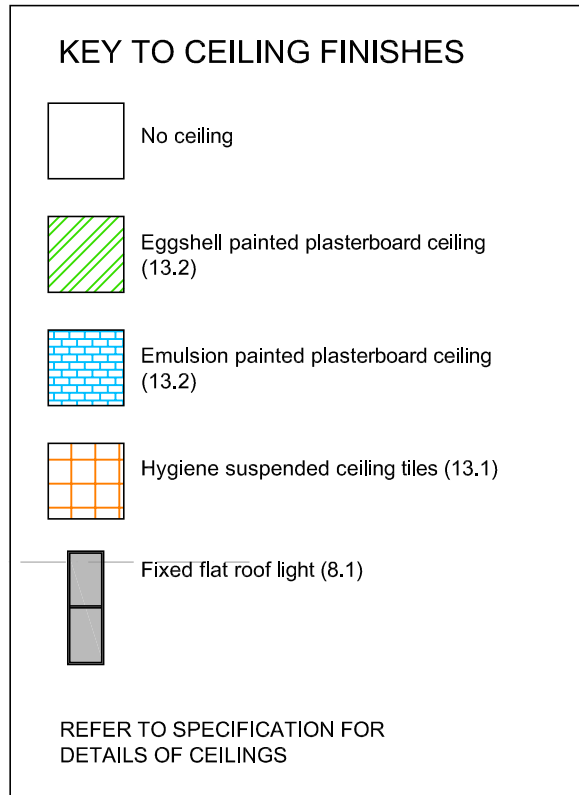
drawing title
**INTERNAL WALLS
GROUND FLOOR**

dwg purpose
INFORMATION

scale	1:100	drawn HT	checked JR
@ sheet size	A2	rev date	26.09.19

191517	AFL-00-00-DR-A-22101	P1
job number	drawing number	revision





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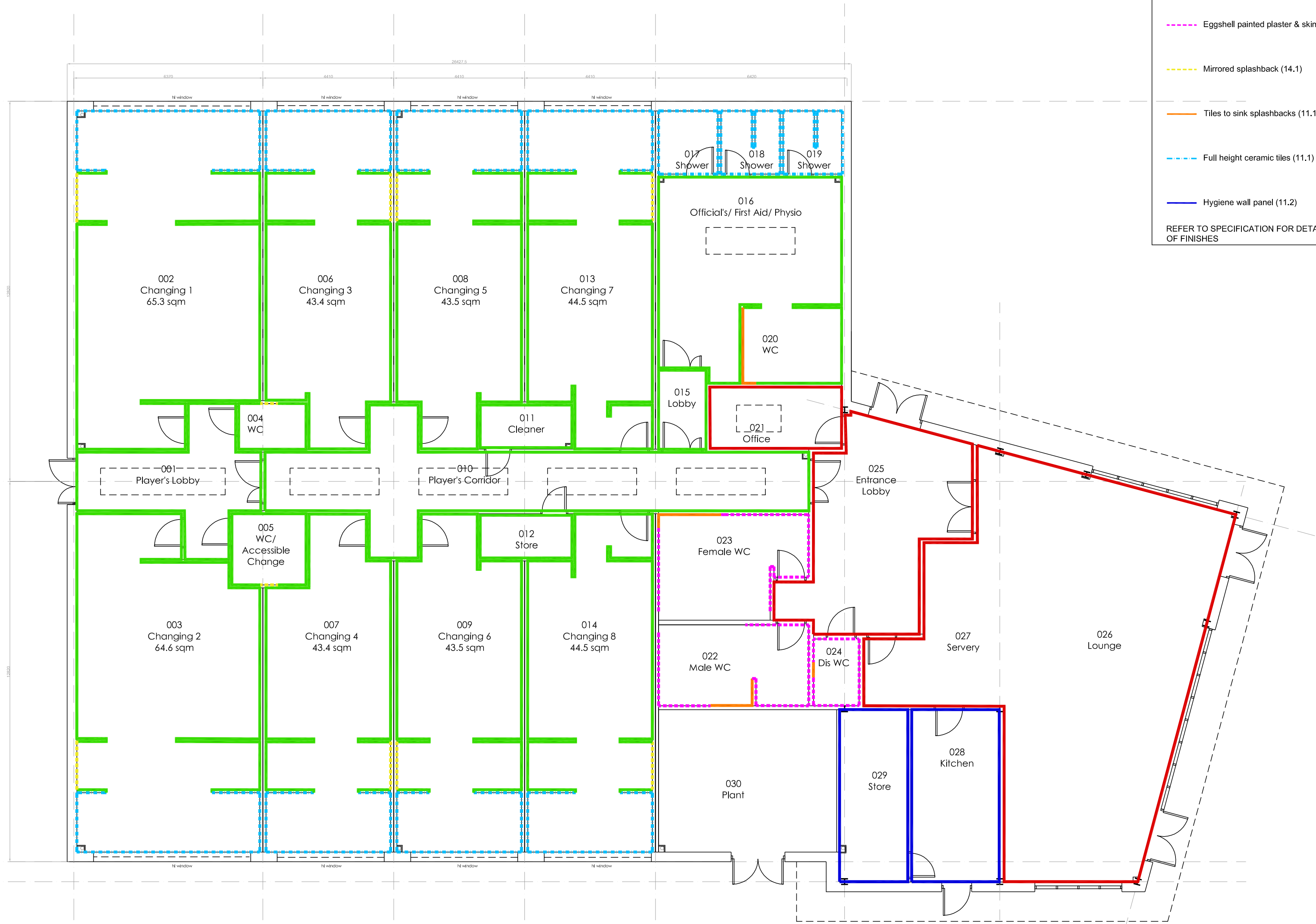
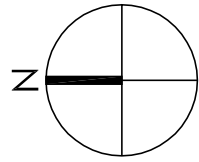
Highways England

CEILING FINISHES GA
GROUND FLOOR

INFORMATION

191517	AFL-00-00-DR-A-35101	P1
job number	drawing number	revision





KEY TO WALL FINISHES

- Eggshell painted blockwork
- Emulsion painted plaster & skim
- Eggshell painted plaster & skim
- Mirrored splashback (14.1)
- Tiles to sink splashbacks (11.1)
- Full height ceramic tiles (11.1)
- Hygiene wall panel (11.2)

REFER TO SPECIFICATION FOR DETAILS OF FINISHES

NOTES

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P1 26.09.19 INITIAL ISSUE
HT

rev date/initials description

project
M42 Legacy Project

location
Páirc na hÉireann, Bickenhill

client
Highways England

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drawing title
WALL FINISHES GA
GROUND FLOOR

dwg purpose
INFORMATION

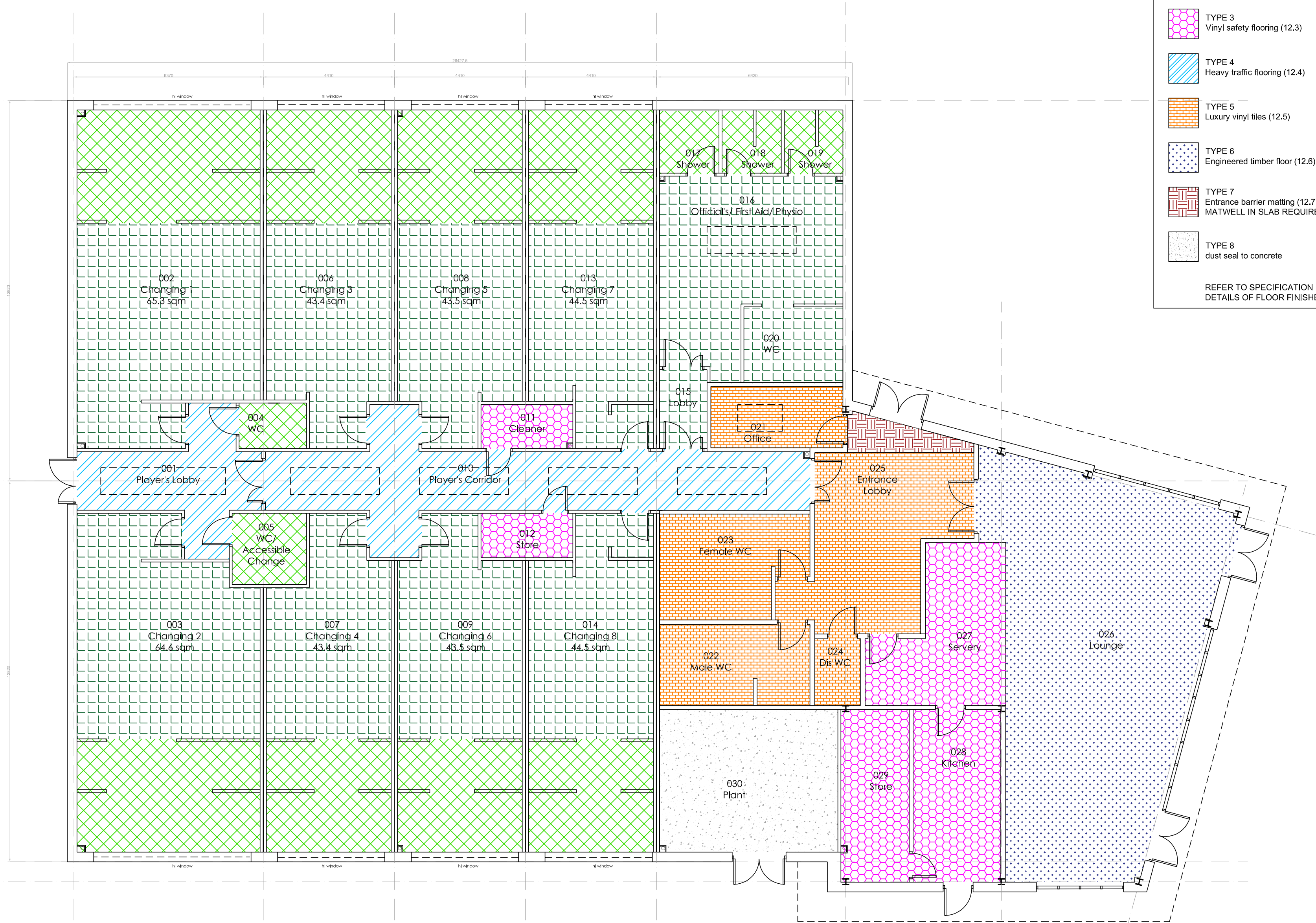
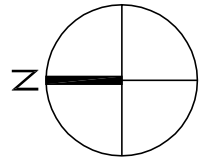
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@ sheet size A2 rev date 26.09.19

191517 AFL-00-00-DR-A-42101 P1
job number drawing number revision









GROUND FLOOR PLAN

1:100

1



KEY TO FLOOR FINISHES

-  TYPE 1
Vinyl safety flooring colour 1 (12.1)
-  TYPE 2
Vinyl safety flooring colour 2 (12.2)
-  TYPE 3
Vinyl safety flooring (12.3)
-  TYPE 4
Heavy traffic flooring (12.4)
-  TYPE 5
Luxury vinyl tiles (12.5)
-  TYPE 6
Engineered timber floor (12.6)
-  TYPE 7
Entrance barrier matting (12.7)
MATWELL IN SLAB REQUIRED
-  TYPE 8
dust seal to concrete

REFER TO SPECIFICATION FOR
DETAILS OF FLOOR FINISHES

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P1 26.09.19 INITIAL ISSUE
HT

rev date/initials description

project
M42 Legacy Project

location
Páirc na hÉireann, Bickenhill

client
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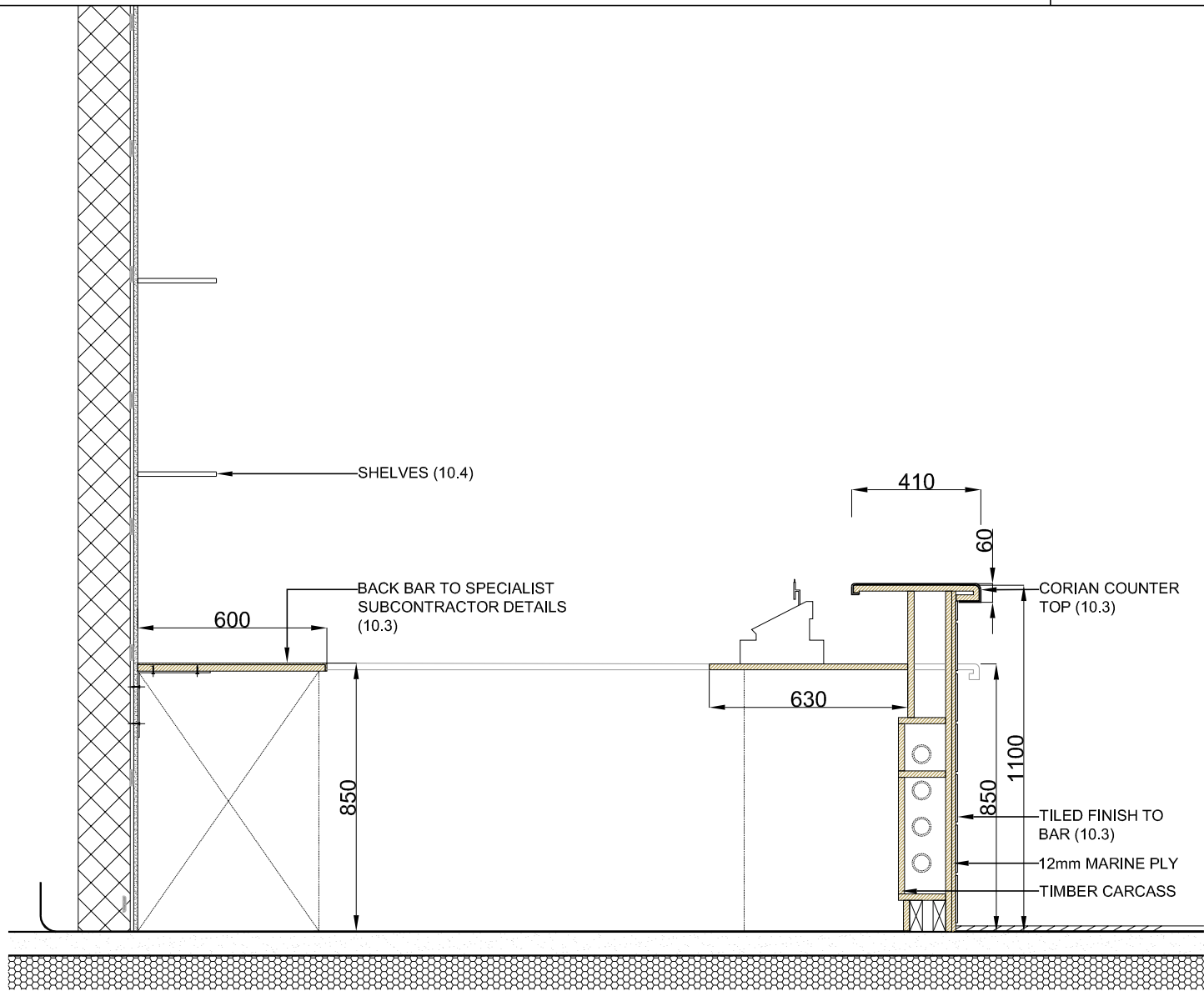


drawing title
FLOOR FINISHES GA
GROUND FLOOR

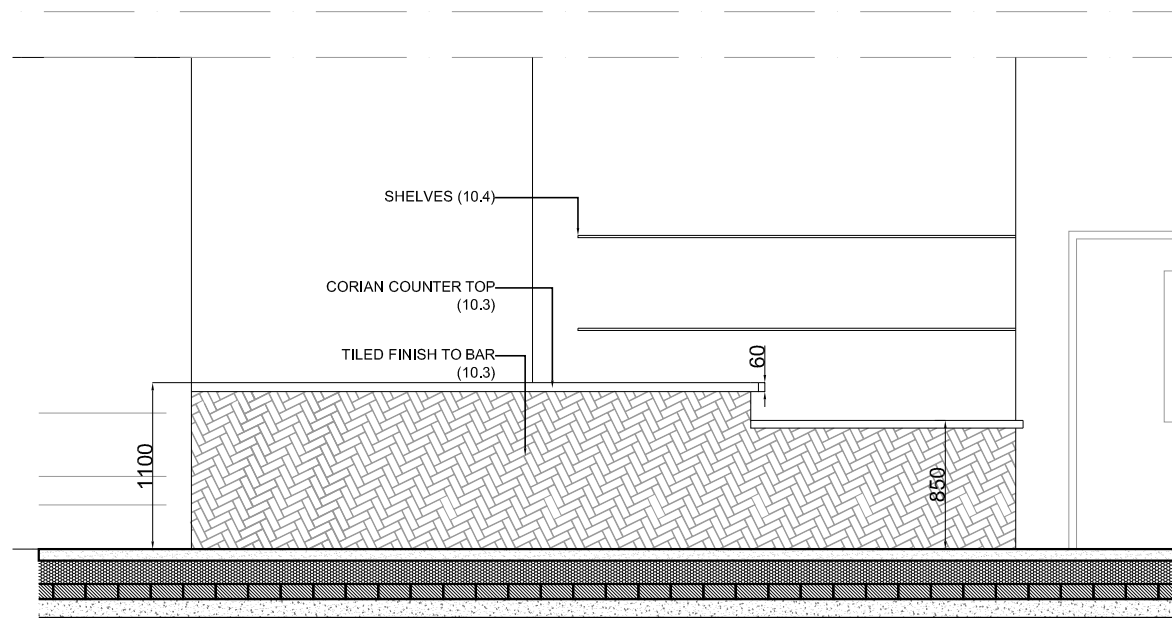
dwg purpose
INFORMATION

scale 1:100 drawn HT checked JR
@ sheet size A2 rev date 26.09.19

191517 AFL-00-00-DR-A-43101 P1
job number drawing number revision



1 SECTION THROUGH BAR
1:20



2 ELEVATION THROUGH BAR
1:50



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P1 29.09.19 Initial Issue
HT

rev date/intls description

project
M42 Legacy Project

location
Páirc na hÉireann, Bickenhill

client
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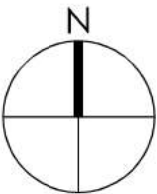
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key plan

drawing title
Indicative Bar Details

dwg purpose
INFORMATION

scale	VARIES	drawn HT	checked JR
@ sheet size	A3	rev date	26.09.19
191517	AFL-00-XX-DR-A-20301	P1	
job number	drawing number	revision	



NOTES

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P3 03.10.2019 Revised to reflect client comments
HT

P2 26.09.2019 Revised to suit pitch terracing.
HT

P1 19.08.2019 Initial Issue
HT

rev date/ints description

project

M42 Legacy Project

location

Páirc na hÉireann, Bickenhill

client

Highways England

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key plan

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drawing title

Proposed Site Plan
Option A - Moosa Land Acquisition

dwg purpose

INFORMATION

scale 1:2000 drawn HT checked JR

@ sheet size A3 rev date 03.10.2019

191517 AFL-00-00-DR-A-90101 P3
job number drawing number revision



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STAGE 3 ROOM DATA SHEETS – M42 LEGACY PROJECT

Rev P1 HT 26.09.2019 INITIAL ISSUE

All fire fighting equipment / statutory signage to be agreed & supplied by client

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: PLAYER'S LOBBY NO: 001	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – Type 2 (9.1.2) Internal – Type E (9.3.5)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White		N/A		Fire fighting equipment.
Ironmongery: Manufacturers standard door ironmongery including floor spring sc device to external door. Kick plates, shoot bolts and half height protection panel to internal door		Ceiling: Suspended plasterboard ceiling (13.2) Finish: 2no coat matt eggshell on 1no coat primer. Colour: White. refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: Fixed roof light (8.1) Refer to AFL 21 series drawings for details		Signage: TBC		REVISIONS:		
Floor: Type 4 (12.4) Refer to AFL 43 series drawings for details		Special features: N/A				
				CLIENT SIGN OFF:		

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 1 NO: 002	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 35no s/s coat hooks 7no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor): N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 1'				
				REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer		CLIENT SIGN OFF:		

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 2 NO: 003	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 35no s/s coat hooks 7no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 2'		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: WC NO: 004	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Mirror splashback to handbasin (14.1) Refer to AFL 42 series drawings for details		1no WC 1no toilet paper dispenser 1no wash hand basin 1no hand wash dispenser 1no hand dryer		Sanitary bin
Ironmongery: Manufacturers standard door ironmongery DDA compliant doorset Kick plates and half height protection panel		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: s/s door plate reading 'WC'		REVISIONS:		
Floor: Type 1 (12.1) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: ACCESSIBLE CHANGE NO: 005	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Mirror splashback to handbasin (14.1) Refer to AFL 42 series drawings for details		1no DDA compliant WC 1no Doc M Pack 1no toilet paper dispensers 1no DDA compliant hand basin 1no hand wash dispensers 1no hand dryer 2no s/s coat hooks 1no shower with lever-operated thermostatic controls 1no padded tip-up shower seat Horizontal and vertical grab rails 1no Colostomy changing shelf		Sanitary bin
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: N/A				
Windows: N/A		Signage: s/s door plate reading 'WC'				
Floor: Type 1 (12.1) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				
				REVISIONS:		

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 3 NO: 006	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 3'		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 4 NO: 007	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 4'		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 5 NO: 008	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 5'		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 6 NO: 009	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
				REVISIONS:		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.				
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 6'				
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: PLAYER'S CORRIDOR NO: 010	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type E (9.3.5)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White		N/A		Fire fighting equipment.
Ironmongery: Manufacturers standard door ironmongery Kick plates, shoot bolts and half height protection panel to internal door		Ceiling: Suspended plasterboard ceiling (13.2) Finish: 2no coat matt eggshell on 1no coat primer. Colour: White. refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: Fixed roof light (8.1) Refer to AFL 21 series drawings for details		Signage: TBC		REVISIONS:		
Floor: Type 4 (12.4) Refer to AFL 43 series drawings for details		Special features: N/A				
				CLIENT SIGN OFF:		

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann		ROOM: CLEANER NO: 011		
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type D (9.3.4)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Refer to AFL 42 series drawings for details		Cleaner's sink		Shelving/ racking
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: N/A.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: s/s door plate reading 'Keep Locked Shut)		REVISIONS:		
Floor: Type 3 (12.3) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: STORE NO: 012	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type D (9.3.4)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Refer to AFL 42 series drawings for details		N/A		Shelving/ racking
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: N/A.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: s/s door plate reading ‘Keep Locked Shut)		REVISIONS:		
Floor: Type 3 (12.3) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 7 NO: 013	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
				REVISIONS:		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.				
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 7'				
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: CHANGING ROOM 8 NO: 014	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Changing area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Mirror splashback to handbasins (14.1) Refer to AFL 42 series drawings for details		Timber slatted benches to perimeter of changing area (10.2) Refer to AFL 20 series drawings for location and extent of benches 25no s/s coat hooks 5no fixed shower heads with percussion valves 2no wall mounted WC on IPS panel 2no toilet paper dispensers 2no wash hand basins 2no hand wash dispensers 1no hand dryer		Fire fighting equipment. Sanitary bins
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles to shower and WC area (13.1) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: High level windows (8.1) Refer to AFL 21 series drawings for details Painted h/w lipped MDF cill board. (10.1)		Signage: s/s door plate reading 'Changing Room 8'		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Shower and WC area: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM LOBBY NO: 015	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type F (9.3.6)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Refer to AFL 42 series drawings for details		N/A		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: s/s door plate, content TBC		REVISIONS:		
Floor: Changing area: Type 1 (12.1) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: OFFICIAL'S CHANGE NO: 016	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type F (9.3.6)		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Refer to AFL 42 series drawings for details		Timber slatted bench (10.2) Refer to AFL 20 series drawings for location and extent of benches 22no s/s coat hooks		Fire fighting equipment. Lockers First Aid cupboard First Aid bench
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: Roof light (8.1) Refer to AFL 21 series drawings for details		Signage: TBC		REVISIONS:		
Floor: Type 1 (12.1) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: SHOWER NO: 017	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type A (9.3.1)		Walls: Bench area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Refer to AFL 42 series drawings for details		Timber slatted bench (10.2) Refer to AFL 20 series drawings for location and extent of benches 2no s/s coat hook 1no shower with lever-operated thermostatic controls 1no padded tip-up shower seat 1no shower curtain with rail		
				GROUP II (Client supply, fixed by Contractor): N/A		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.				
Windows: N/A		Signage: TBC				
Floor: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: SHOWER NO: 018	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type D (9.3.4)		Walls: Bench area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Refer to AFL 42 series drawings for details		Timber slatted bench (10.2) Refer to AFL 20 series drawings for location and extent of benches 1no s/s coat hook 1no fixed shower head with percussion valve		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC				
				REVISIONS:		
Floor: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: SHOWER NO: 019	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type D (9.3.4)		Walls: Bench area: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Shower area: Full height tiles (11.1) Refer to AFL 42 series drawings for details		Timber slatted bench (10.2) Refer to AFL 20 series drawings for location and extent of benches 1no s/s coat hook1 1no fixed shower head with percussion valve		
				GROUP II (Client supply, fixed by Contractor): N/A		
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection panel		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.				
Windows: N/A		Signage: TBC				
Floor: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: WC NO: 020	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – N/A		Walls: 2no coat matt eggshell on 1no coat primer. Colour Brilliant White Splashback to hand basins (14.1) Refer to AFL 42 series drawings for details		3no WC 3no cubicles 3no wash hand basin 3no paper dispensers 1no hand dryer 3no soap dispensers		Sanitary bins
Ironmongery: N/A		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC				
				REVISIONS:		
Floor: Type 2 (12.2) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: OFFICE NO: 021	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type B (9.3.2)		Walls: 2no coat matt emulsion on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Refer to AFL 42 series drawings for details		N/A		Office furniture and equipment
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: Suspended plasterboard ceiling (13.2) – refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: Roof light (8.1) Refer to AFL 21 series drawings for details		Signage: TBC				
				REVISIONS:		
Floor: Type 5 (12.5) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: MALE WC NO: 022	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type B (9.3.2)		Walls: 2no coat matt eggshell on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Tiled splashback (11.1) Refer to AFL 42 series drawings for details		Trough urinal on IPS panel 1no wall mounted WC on IPS panel 1no cubicle 2no hand wash basin on vanity unit 1no toilet paper dispenser 2no soap dispensers 2no hand dryer		
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
				REVISIONS:		
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.				
Windows: N/A		Signage: TBC				
Floor: Type 5 (12.5) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: FEMALE WC NO: 023	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type B (9.3.2)		Walls: 2no coat matt eggshell on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Tiled splashback (11.1) Refer to AFL 42 series drawings for details		4no wall mounted WC on IPS panel 4no cubicle 3no hand wash basin on vanity unit 4no toilet paper dispenser 3no soap dispensers 2no hand dryer		Sanitary bins
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
				REVISIONS:		
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.				
Windows: N/A		Signage: TBC				
Floor: Type 5 (12.5) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: DISABLED WC NO: 024	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type B (9.3.2)		Walls: 2no coat matt eggshell on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Tiled splashback (11.1) Refer to AFL 42 series drawings for details		1no DDA compliant WC 1no Doc M bathroom pack 1no hand wash basin 1no toilet paper dispenser 1no soap dispenser 1no hand dryer		Sanitary bin
				GROUP II (Client supply, fixed by Contractor):		
				N/A		
				REVISIONS:		
Ironmongery: Manufacturers standard door ironmongery DDA compliant doorset Kick plates		Ceiling: Demountable suspended ceiling tiles (13.1) refer to AFL 35 series drawings for details.				
Windows: N/A		Signage: TBC				
Floor: Type 5 (12.5) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: ENTRANCE LOBBY NO: 025	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – Type 1 (9.1.1) Internal – N/A		Walls: 2no coat matt emulsion on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Refer to AFL 42 series drawings for details		N/A		Trophy cabinet
Ironmongery: Manufacturers standard door ironmongery		Ceiling: Suspended plasterboard ceiling (13.2) refer to AFL 35 series drawings for details.		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC				
				REVISIONS:		
Floor: Type 5 (12.5) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: LOUNGE NO: 026	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – Type 1 (9.1.1) Internal – Type G (9.3.7)		Walls: 2no coat matt emulsion on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Refer to AFL 42 series drawings for details		Banquette Seating (TBC by specialist subcontractor)		Loose furniture
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: Suspended plasterboard ceiling (13.2)		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: Full height glazing (8.1)		Signage: TBC				
				REVISIONS:		
Floor: Type 6 (12.6) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: SERVERY NO: 027	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type C (9.3.3)		Walls: 2no coat matt emulsion on 1no coat primer on 1no skim plaster coat. Colour Brilliant White Refer to AFL 42 series drawings for details		Bar (10.3) Shelving (10.4)		Bar equipment
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC		REVISIONS:		
Floor: Type 3 (12.3) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: KITCHEN NO: 028	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – Type 3 (9.1.3) Internal – Type C (9.3.3)		Walls: Hygiene wall panel (11.2) Refer to AFL 42 series drawings for details		Kitchen units and worktops by specialist subcontractor		Kitchen equipment and appliances
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: Demountable suspended ceiling tiles (13.1) Refer to AFL 35 series drawings for details		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC				
				REVISIONS:		
Floor: Type 3 (12.3) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: KITCHEN STORE NO: 029	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – N/A Internal – Type D (9.3.4)		Walls: Hygiene wall panel (11.2) Refer to AFL 42 series drawings for details		N/A		Shelving/ racking
Ironmongery: Manufacturers standard door ironmongery Kick plates and half height protection		Ceiling: Demountable suspended ceiling tiles (13.1) Refer to AFL 35 series drawings for details		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC		REVISIONS:		
Floor: Type 3 (12.3) Refer to AFL 43 series drawings for details		Lighting: TBC by M&E engineer				

ROOM DATA SHEET (PREPARED BY AFL)		PROJECT: M42 Legacy Project Pavilion, Páirc na hÉireann			ROOM: PLANT ROOM NO: 030	
BUILDING STRUCTURE ELEMENTS	NBS ref	BUILDING STRUCTURE ELEMENTS	NBS ref	GROUP I EQUIPMENT (fixed and built-in):	NBS ref	GROUP III (loose – client supplied)
Doors: External – Type 4 (9.1.4) Internal – Type D (9.3.4)		Walls: N/A		N/A		
Ironmongery: Manufacturers standard door ironmongery Kick plates		Ceiling: N/A		GROUP II (Client supply, fixed by Contractor):		
				N/A		
Windows: N/A		Signage: TBC		REVISIONS:		
Floor: Dust seal to concrete		Lighting: TBC by M&E engineer				

CONSTRUCTION NOTES

191517-AFL-00-00-SP-A-70001

Construction Notes and Outline Specification

Stage 3 Design



M42 Legacy Project

Páirc na hÉireann

Bickenhill, UK

CONSTRUCTION NOTES

Alternative specification items acceptable subject to approval. Must be of equal or similar minimum standard

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CONSTRUCTION NOTES

1 PROJECT DESCRIPTION

The scheme proposes a replacement clubhouse pavilion for the Warwickshire GAA. In addition to a new pavilion the scheme also includes the addition of 2 new pitches and car parking facilities.

The pavilion building comprises of 8no changing rooms, changing room for officials, club lounge, servery, kitchen and associated storage, WC and plant facilities.

2 GENERAL REQUIREMENTS

2.1 Scope of works

Redevelopment of existing WGAA facilities comprising of the following:

Pavilion

- Changing rooms
- Office
- Lounge
- Kitchen
- Storage rooms
- WCs
- Plant room

External

- Approx. 150no car parking spaces
- External works and landscaping, including neighbour's access track to western boundary
- 1no grass pitch
- 1no all-weather pitch

CONSTRUCTION NOTES

3 DESIGN STANDARDS

3.1 Building Regulations 2010 Approved Documents

3.1.1 AD A - Structure (2004 edition incorporating 2010 and 2013 amendments)

The Structural Engineer, in-situ concrete floor slab manufacturer, steel fabricator, Metsec SFS & roof joist manufacturer are to submit their designs to LABC for approval.

3.1.2 AD B: (Fire Safety) Volume 2 – Buildings other than dwelling houses (2019 Edition)

Fire alarm and detection – TBC by M&E Engineer

Two means of escape are provided. Maximum travel distance 45m.

3.1.3 AD C - Site preparation and resistance to contaminates and moisture (2004 edition incorporating 2010 and 2013 amendments)

3.1.4 AD D - Toxic substances (1992 edition incorporating 2010 and 2013 amendments)

Urea formaldehyde foam insulation is not to be used.

3.1.5 AD E - Resistance to the passage of sound (2003 edition incorporating 2010, 2013 and 2015 amendments)

Internal partitions will have appropriate acoustic insulation to suit separation between different functions. Refer to architect's drawings and partition layouts for details.

3.1.6 AD F - Ventilation (2010 edition incorporating 2013 amendments)

TBC by M&E Engineer

3.1.7 AD G - Sanitation, hot water safety and water efficiency (2015 edition incorporating 2016 amendments)

TBC by M&E Engineer.

All works above to be installed by Competent Persons Self-Certification Scheme relevant to each part.

3.1.8 AD H - Drainage and waste disposal (2015 edition)

Foul drainage via. SVP to underground foul drains. Surface water to underground surface water drains - underground drainage to Engineers design.

3.1.9 AD J - Combustion appliances and fuel storage systems (2010 edition incorporating 2010 and 2013 amendments)

TBC by M&E Engineer

3.1.10 AD K - Protection from falling collision and impact (2013 edition)

3.1.11 AD L2A: Conservation of fuel and power in new buildings other than dwellings (2013 edition incorporating 2016 amendments)

Target U-Values and other key SAP features to be confirmed by M&E Engineer. All envelope specifications will be subject to change once target U-Values are confirmed. For purposes of outline Stage 3 design, the following U-Values have been used as an indicative starting point:

CONSTRUCTION NOTES

- Ground floor slab: 0.12 W/m²K
- External walls: 0.22 W/m²K
- Roof: 0.15 W/m²K
- Windows: 1.6 W/m²K
- Doors: 1.4 W/m²K;
- Accredited details MCI are to apply ($\gamma=0.08$)
- Air tightness: 5m³/m²hr
- Separating wall: 0.0 W/m²K

Accredited Construction Details (ACDs) have been developed to assist the construction industry achieve the performance standards required to demonstrate compliance with the energy efficiency requirements (Part L) of the Building Regulations. The details and introductory section focus on the issues of insulation continuity (minimising cold bridging) and air-tightness. They are not intended to provide any detailed guidance on other performance aspects such as vapour control, ventilation, etc which must also be considered by the design and construction team. The details contain checklists that should be used by the Designer, Constructor and Building Control Body to demonstrate compliance.

3.1.12 AD M - Access to and Use of Buildings Volume 2 (2015 edition)

Level thresholds are to be provided to all entrances with ramped paving to suit. 1000mm clear opening to main entrance doors and 800mm clear opening to dwelling entrance doors. Internal entrance doors are to be 826mm leaf in 910mm structural opening o.n.o. on drawings.

3.1.13 AD P - Electrical safety (2013 edition)

All areas are to be wired to the 17th Edition of the Wiring Regulations. The Contractor is to provide certification.

3.1.14 Approved Document to support Regulation 7 (2013 edition incorporating 2018 amendments)

All workmanship and materials are to comply with Regulation 7 of the Building Regulations and to British Standards BS 8000 Parts 1 - 16. All work generally should comply with the guidance given in the Building Regulation Approved Documents and all the Standards and Codes of Practice referred to in those documents.

3.2 Secure by Design – TBC by client

3.3 Robust Details – No - The contractor will be required to test these acoustically to demonstrate compliance, providing evidence of compliance using industry standard methodology and techniques.

3.4 Fire Strategy – A fire certificate is required as Building Regulations. The recommendations of Approved Document B (ADB) Volume 2 – Buildings Other Than Dwelling Houses and BS 7974:2001 - fire safety engineering principles to the design of buildings is to be applied to achieve a satisfactory level of fire safety.

Fire resistance of structure and escape distances within the building are to be in accordance with Approved Document B (ADB) Volume 2 – Buildings Other Than Dwelling Houses and Local Authority requirements.

CONSTRUCTION NOTES

This specification is to be read in conjunction with the Architect's design drawings and the drawings will take precedence over the specification.

Materials

The term "and equal approved by the Employer" is deemed to be implied where all proprietary products are specifically mentioned by name.

Finishes

Colour schedule for floor, wall and/or ceiling finishes are to be pre-agreed with the Employer from standard colour ranges.

Colour, finish and other options on fittings and fixtures are to be pre-agreed with the Employer from the specified range.

CONSTRUCTION NOTES

4 FOUNDATIONS, SUBSTRUCTURES AND GROUND FLOOR CONSTRUCTION

4.1 Foundations

AD A: Foundations to be mass concrete pad foundations to steel frame and strip foundations to perimeter walls – locations TBC by Engineer.

Foundations and substructures are to be in accordance with the Structural Engineer's designs, which are to be submitted to the Examining authority for approval. Foundation formations are to be inspected and approved by the Structural Engineer and Building Control Officer prior to concreting.

4.2 Ground Floor Construction

AD A: Ground floor slab to be solid in-situ concrete floor slab - Structural Engineer and Specialist manufacturer to provide design for approval.

AD L1A: Construction to achieve U-values to be confirmed by M&E Engineer. Perimeter to slab area ratio (P/A) = varies.

AD C: Resistance to moisture. Gas monitoring and presence of gas to be confirmed – TBC following Engineers site investigation report.

The ground floor slab will be protected from moisture and gas from the ground by providing a DPC and DPM to be laid below the slab and fully lapped with the wall cavity tray and DPC to provide a continuous barrier.

Construction to comprise of:

- Min. 3mm latex levelling screed on
- 150mm thick solid in-situ reinforced concrete floor slab with power float finish to Structural Engineers approval, over
- 1200g damp proof membrane on
- 150mm thick PIR insulation ($k=0.022W/mK$) on
- All over minimum 150mm Sand blinded hardcore mechanically compacted (TBC by Struct Eng.)

4.3 General Notes

- In-situ concrete work to be in accordance with BS 8500-2 and precast concrete to be in accordance with BS8110.
- Damp proof courses to comply with the guidance given in BS 8215 and to be placed under all concrete beams, turned up beam ends and lapped 100mm onto top of beam

CONSTRUCTION NOTES

5 EXTERNAL WALL CONSTRUCTION

AD A: External walls to be masonry cavity wall construction.

AD C: External walls to be masonry partially-filled cavity wall construction.

AD L1A to achieve U-values stated in Section 3.1.11 above.

5.1 Loadbearing masonry partial fill cavity wall with brick facing

Construction to comprise of:

- 102.5mm Clay outer facing brickwork in stretcher bond with feature band of flemish bond with recessed brick detailing at window level.
- 35mm clear cavity (125mm total cavity)
- 90mm thick rigid thermoset phenolic (foil faced) insulation ($k=0.018W/mK$) (stainless steel fixings to brick-tie-channels - Ancon 25/14 channel restraint system over insulation with Ancon SD25 stainless steel wall ties.
- 100mm concrete blockwork
- 2x15mm Gyproc Wallboard (see 42 series drawings for locations)
- 3mm plaster skim finish or joint taped. (see 42 series for locations)

5.2 Metsec Metframe partial fill cavity wall with timber and brick facing

Construction to comprise of:

- 140mm wide 25mm Scottish Larch timber cladding boards laid horizontally
- Black fiberglass insect mesh OR 102.5mm outer facing brickwork (refer to 20 series elevations for locations)
- 25mm treated black vertical softwood timber battens
- 25mm treated black horizontal softwood timber battens
- Breather membrane, taped joints
- 140mm thick rigid thermoset phenolic (foil faced) insulation ($k=0.020W/mK$)
- Aluminium rails fixed back to SFS framing system to support cladding system
- 12mm cementitious sheathing board. Joints to be mastic sealed and 150mm silver taped.
- 100mm Metsec Metframe studs @ 450 centres (TBC by specialist).
- 2x15mm Gyproc Wallboard
- 3mm plaster skim finish or joint taped.

5.3 General Notes

- Horizontal DPC's placed in accordance with BS8215: 1991 to be continuous on full even bed of fresh mortar with 100mm laps at joints. Edges of DPC not to be covered with mortar or project into cavity. DPC to be immediately covered with full even bed of mortar to receive next masonry course. Inner leaf ground level DPC to be continuously jointed with damp proof membrane and effectively sealed. External DPC's to be placed 150mm above finished ground level and stepped to suit external levels. Secondary outer DPC set at 150mm AFFL for full perimeter of building to accommodate level access.

CONSTRUCTION NOTES

- F2S2 quality facing brick to be provided below DPC and to be taken down minimum 2 courses below external ground level.
- Extend cavity a minimum 225mm below lowest DPC or provide cavity tray min 150mm below DPC with weep holes at 900mm centres in accordance with Part C of the Building Regulations.
- Mortar to facing brickwork to be designation (iii) with pointing to approval; all brick types and colours to be subject of sample panels for approval.
- Ancon 25/14 channel restraint system over insulation at 1200mm max. horizontal centres to tie brickwork to Metsec steel frame. Self-drilling screws fix through the channel and the rigid insulation board into the steel studding. Ancon SD25 stainless steel wall tie fixed at 225mm vertical centres. Wall ties achieve a minimum embedment of 62.5mm in the outer leaf of brickwork. Additional ties at jambs and movement joints to be at 300mm centres vertically and be within 225mm of edge. All in accordance with Part A and E of the Building Regulations and Engineers design.
- Movement joints are to be agreed with Engineer. Joints are to be backed with compressible cellular foam material BS 5628, part 3 1985 and sealed with a mastic sealant. De-bonded tie bars are to be provided across joints.
- Cavity trays to be incorporated at all abutments and bridges in cavity (e.g. above and below window / door openings). Stop ends and weep holes at 900mm centres along full length to be included. Min 2no. per opening set centrally.
- Proprietary galvanised steel lintels to Engineers approval, all lintels to be checked with Manufacturer for suitability, to take loading over span required. All lintels in external walls are to be insulated (CFC/HFC free). DPCs, with pre-formed stop end cavity trays, are to be provided above all lintels. All lintels are to have a min 150mm end bearing and bedded in mortar. Lintels with continuous steel base plates should have soffit lined with insulation with U-value of 0.34 W/m²K.
- Lintels for external openings to be insulated as detailed by the Engineer. Lintels to have an under cloak to outer flange to allow for a min 185mm window set back.
- All air bricks and vents to be square hole pattern to match facing brick.
- All openings through external walls are to be closed and to incorporate insulated, 30minute fire resistant closer with minimum thermal resistance of R=0.45m² K/W.
- For window and door frames and brickwork expansion joints, sealants should be by Adshead Radcliffe Arbokol 1000 or equal. All joints are to be a min. of 10mm deep, and backed using polyethylene compressible foam. Brickwork should be primed using Arbo Primer 925.
- Cavities to external walls to be fire stopped at junctions with internal separating walls and floors with Rockwool cavity fire stops or similar.
- Insulation mechanically fixed at panel head to reduce flanking sound.
- Any voids which pass across an element of structure should be sealed with a cavity barrier
- All external steelwork is to be galvanised and then treated prior to paint finish.

CONSTRUCTION NOTES

6 INTERNAL WALL CONSTRUCTION

Refer to AFL 22 series drawings for details of internal wall types

6.1 Internal wall type A

Construction to comprise of:

- 100mm concrete blockwork
- 2no coat paint on 1no coat primer
- Refer to AFL 42 series drawings for details of finishes

6.2 Internal wall type B

Construction to comprise of:

- 2no 100mm concrete blockwork separated by
- 10mm cavity
- 2no coat paint on 1no coat primer to external faces
- Refer to AFL 42 series drawings for details of finishes

6.3 Internal wall type C

Construction to comprise of:

- 100mm concrete blockwork
- 2x15mm Gyproc Wallboard to both sides of wall
- 3mm plaster skim finish or joint taped.
- Refer to AFL 42 series drawings for details of finishes

6.4 Internal wall type D

Construction to comprise of:

- 100mm concrete blockwork
- 2x15mm Gyproc Wallboard to one side of wall only
- 3mm plaster skim finish or joint taped to plasterboard side
- Refer to AFL 42 series drawings for details of finishes

6.4 General Notes

- Cavities at external flanking wall junctions to be closed with insulation and vertical DPC as Robust Details.
- DPCS to be included below all ground floor internal partitions.
- Separating walls to be carried up within roof space to provide necessary fire compartmentation. Ensure compartmentation is continuous across the eaves. Fire stopping shall be carried up to underside of roof coverings, above and below sarking felt and full thickness of party wall.
- The contractor will be required to test these acoustically to demonstrate compliance, providing evidence of compliance using industry standard methodology and techniques. The Contractor is to incorporate costs for testing and any consultant fees necessary to undertake this requirement at no cost to Employer.

CONSTRUCTION NOTES

7 ROOF CONSTRUCTION

7.1 Main Roof Construction

AD A: Roof to be inverted ballasted roof on concrete planks.

AD C: Roof to be of warm roof construction.

AD L:1 to achieve a U-value stated in Section 3.1.11 above

Construction to comprise of

- Gravel ballast on
- Kingspan aquazone membrane laid on
- 2 layers of 120mm thick Kingspan Green Guard GG300 Insulation
- 2 Layers hot applied waterproofing membrane
- Hollow core concrete planks to Structural Engineer's specification

7.2 Lounge Roof

A AD A: Roof to be metal deck construction with a 3 degree pitch

AD C: Roof to be of warm roof construction.

AD L:1 to achieve a U-value stated in Section 3.1.11 above

Construction to comprise of

- Kalzip low U-value deck roof system:
 - Kalzip top sheet
 - 180mm Kalzip Plus mineral fibre insulation
 - E clips fixed through steel bearer plates to crown of metal deck
 - 35mm Kalzip K35 rigid insulation
 - Clear vapour control layer on
- Metal profile deck to structural engineer's specification
- PPC metal flashing to eaves, colour to match window frames.

7.3 Entrance canopy

- PPC aluminium cantilevered canopy to specialist subcontractor's details
- Colour to match window frames

7.4 General Notes

- Party / separating walls to be carried up to underside of roof to provide necessary fire and acoustic compartmentation.

CONSTRUCTION NOTES

- Main contractor to submit profiles & calculations to the examining authority prior to delivery of PC units to site.
- Kalzip roof to manufacturer's specification.
- Main roof: Rainwater to drain towards roof outlets (shown on roof plan detail).
- Lounge roof: Rainwater to drain to aluminium gutter. Gutter to be tapered slightly to direct water towards roof outlets.
- Internal aluminium downpipes. Refer to architects drawing for locations and details. Size of roof outlets and downpipes to be determined by roof drainage calculations.
- Overflow outlets to be provided to prevent a build up of water in the event of an outlet becoming blocked.
- PPC aluminium parapet cap, RAL to match window frames, as indicated on architect's details.

CONSTRUCTION NOTES

8 WINDOWS AND GLAZING

8.1 Windows

Construction to comprise of

- All windows to be of PPC aluminum and manufactured to BS 4873:2009 from PPC aluminium profiles, colour RAL 7012 Grey. All casements to be top hung and outward opening. To be double glazed with factory sealed units, with 16mm min air gap, to be argon filled. Glass specification to meet necessary security requirements.
- All rooflights to be of PPC aluminum and manufactured to BS 4873:2009 from PPC aluminium profiles, colour TBC from standard palette. 1 rooflight to incorporate opening light to allow roof access. Glass specification to meet necessary security requirements.

BUILDING REGULATION REQUIREMENTS:

AD F: Opening lights for purge ventilation to be provided, as indicated on Architect's details. All opening lights to be fitted with 100mm opening restrictors.

AD K: Safety glass to BS 6262-4:2005 (toughened glass unless noted otherwise – please see SBD requirements below) shall be incorporated to satisfy AD K of the Building Regulations and be clearly kite-marked. All windows acting as guarding should be designed to BS 6180:1995 and capable of withstanding at least the horizontal force given in BS6399-1:1996.

AD L1: Windows are to achieve a minimum OVERALL U-value as stated in 3.1.12 above. There is to be a low emissivity coating to the cavity face of the inner leaf, except where there is to be obscured patterned glass where the coating is to be on the cavity face of the outer leaf. Glazed units are to be manufactured to BS EN 1279.

SECURED BY DESIGN REQUIREMENTS (TBC):

- Ground floor windows and doors are to be manufactured and fixed to the Secured by Design standard BS PAS 24: 2012 'Enhanced security performance requirements for doorsets and windows in the UK. External doorsets and windows intended to offer a level of security suitable for dwellings and other buildings exposed to comparable risk'.
- Notwithstanding the requirements of AD K, above, ground floor windows and doors are to have the inner pane of 6.4mm laminated glass certified to BS EN 356 2000 rating P1A – the outer pane is to be toughened glass.
- All windows must incorporate key lockable hardware unless designated as emergency egress routes, and have lockable opening restrictors (not releasable from the outside) limited to 100mm. When the restrictor has been released and the window then closed, the restrictor must automatically re-engage.
- All SBD windows are to be supplied with proof of compliance to the satisfaction of the Crime Prevention Design Adviser (CPDA).
- All windows are to be securely fixed in accordance to the manufacturer's specifications.

CONSTRUCTION NOTES

8.2 General Notes

- Windows generally to be manufactured to BS 6375-1:2009 'Performance of windows and doors'.
- Windows to include friction hinges in austenitic stainless steel. Handles must be push button type with a metal push button and catch.
- Glazing to incorporate opening lights and insulated louvred panels – refer to Architect's details for locations.
- All windows to be set back min. 75mm from the building face and sealed to 215mm reveals with polysulphide mastic with polyethylene backing rods (refer to construction details). Colour to be approved.
- PCC aluminium soffit cover to hide perforated steel lintel, colour to RAL 7012 Grey to match windows.
- Extended PPC aluminium cills to project min. 40mm beyond the face of brickwork, colour to RAL 7012 to match windows.
- It is required that the end user will have to adopt a window cleaning strategy for cleaning the rooflights. One rooflight should incorporate opening light to allow roof access for cleaning roof lights, if alternative cleaning proposal is not adopted.

CONSTRUCTION NOTES

9 DOORS

9.1 External Doors

9.1.1 External Door Type 1- Glazed Double Door

- 1810 x 2110mm structural opening
- PPC aluminium profiles colour to RAL 7012 Grey to match windows. The door is to be fully double glazed with security glazing. Glazing to be laminated glass to both panes and be feature etched/or with manifestations, and be tested to PAS 24 to meet secure by design requirements.
- The locking mechanism shall comprise a mortice deadlock with internal thumb-turn release. Self-closing mechanism required.

9.1.2 External Door Type 2- Steel 1.5 Leaf Door

- 1565 x 2110mm structural opening
- PPC steel doors and frames, colour RAL 7012 Grey to match windows.
- The locking mechanism shall comprise a mortice deadlock with internal thumb-turn release.

9.1.3 External Door Type 3- Steel Single Door

- 910 x 2110mm structural opening
- PPC steel doors and frames, colour RAL 7012 Grey to match windows. The locking mechanism shall comprise a mortice deadlock. Restrictor stays required.

9.1.4 External Door Type 4- Louvred Double Door

- 1810 x 2110mm structural opening
- PPC louvred steel doors and frames, colour RAL 7012 Grey to match windows. The locking mechanism shall comprise a mortice deadlock. Restrictor stays required.

BUILDING REGULATION REQUIREMENTS:

AD B: All fire resistance doors must have the appropriate performance and integrity given in Table B1 (ADB) Volume 2 when tested to BS 476-22. All fire rated doors are to include intumescent strips, smoke seals and statutory signs as required to meet statutory control. Intumescent seals to be within the frame, not the door. Refer to Fire strategy drawings, for details of fire resistance performance of and locations of door-sets.

AD K: Safety glass to BS 6262-4:2005 (toughened glass unless noted otherwise – please see SBD requirements below) shall be incorporated to satisfy AD K of the Building Regulations and be clearly

CONSTRUCTION NOTES

kite-marked. All windows acting as guarding should be designed to BS 6180:1995 and capable of withstanding at least the horizontal force given in BS6399-1:1996.

AD L1: Doors are to achieve a minimum OVERALL U-value as stated in section 3.1.12 above. Glazing is to have a low-emissivity coating to the cavity face of the inner leaf, except where there is to be obscured patterned glass where the coating is to be on the cavity face of the outer leaf. Glazed units are to be manufactured to BS EN 1279

AD M: External doors must have a minimum clear opening width of 1000mm measured from the face of the door stop on the latch side to the nearest obstruction on the hinge side when open at 90 degrees or more. Level thresholds are to be provided with maximum 15mm upstand to all entrances with ramped paving to suit

SECURED BY DESIGN REQUIREMENTS:

- All external doorsets are to be manufactured and fixed to the Secured by Design standard BS PAS 24: 2012 'Enhanced security performance requirements for doorsets and windows in the UK. External doorsets and windows intended to offer a level of security suitable for dwellings and other buildings exposed to comparable risk'.
- Doorsets to be certified to PAS 23-1:1999 'General performance requirements for door assemblies. Single leaf, external door assemblies to dwellings'
- All doors must include locks or locking mechanisms with one or both of the following attributes:
 - *A cylinder certificated to BS EN 1303 grade 5 key security and grade 0 attack resistance (minimum requirement), including resistance to attack by drill to grade 2. In addition the certification scheme must include an assessment against the General Vulnerability Assessment contained within BS 3621.*
 - *A lock certificated to BS 3621:2007, BS 8621:2007 or BS 10621: 2007*
- All SBD doors are to be supplied with proof of compliance to the satisfaction of the Crime Prevention Design Adviser (CPDA).
- All doors are to be securely fixed in accordance to the manufacturer's specifications.
- All glazing in and adjacent to doors are to have the inner pane of 6.4mm laminated glass certified to BS EN 356 2000 rating P2A – the outer pane is to be toughened glass.
- The letter plate aperture must be no larger than 260mm x 40mm

9.2 General Notes

- Doors generally to be manufactured to BS 6375-1:2009 'Performance of windows and doors'.
- External doors to comply with the requirements for windows where appropriate and be fully weather stripped.
- Door handles positioned at 900-1200mm from FFL to be agreed on site.
- All ironmongery to be brushed stainless steel finish and all to be to the Employer's approval. Durability of ironmongery to be compatible with category of duty of each door leaf – Generally DD 171:1987 Medium Duty, or Heavy Duty to Common Areas. Fire Door ironmongery to be successfully tested to BS 476-22 or BS EN 1634-1 on door assemblies similar to those proposed.
- Main entrance to incorporate integral photocell operated external lighting.

CONSTRUCTION NOTES**9.3 Internal Doors****9.3.1 Internal Door Type A – Changing Room Doors**

- 1010 x 2110 structural opening
- Single leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Wood veneer finish
- Ironmongery TBC but should include:
 - mortice lock with internal thumb-turn release
 - Push plate and D pull handle
 - Kick plates
 - s/s sign plate for changing room doors
 - DDA compliant doorset for player's corridor WCs
- Half height vinyl door protection to both sides of changing room doors

9.3.2 Internal Door Type B – Spectator WC Doors

- 1010 x 2110 structural opening
- Single leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Wood veneer finish
- FD 30 fire rating
- Ironmongery TBC but should include:
 - Push plate and D pull handle
 - Kick plates
 - s/s sign plate
 - DDA compliant doorset for Disabled WC

9.3.3 Internal Door Type C – Catering Doors

- 1010 x 2110 structural opening
- Single leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Vision panel
- Wood veneer finish
- FD 30 fire rating
- Ironmongery TBC but should include:
 - Digilock to servery door, mortice lock to kitchen door
 - Push plate and pull handle
 - Kick plates

CONSTRUCTION NOTES**9.3.4 Internal Door Type D – Store Doors**

- 910 x 2110 structural opening
- Single leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Wood veneer finish
- Ironmongery TBC but should include:
 - mortice deadlock
 - Kick plates
- Half height vinyl door protection to both sides

9.3.5 Internal Door Type E – Corridor Doors

- 1510 x 2110 structural opening
- 1.5 leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Wood veneer finish
- Vision panel to main door leaf
- FD 30 fire rating
- Ironmongery TBC but should include:
 - Push plate and D pull handle
 - Kick plates
 - Shoot bolts
- Half height vinyl door protection to both sides

9.3.6 Internal Door Type F – First Aid Room Door

- 1510 x 2110 structural opening
- 1.5 leaf door
- Solid core, flush door with painted h/w frame and architrave.
- Wood veneer finish
- Ironmongery TBC but should include:
 - Mortice lock
 - Push plate and D pull handle
 - Kick plates
 - Shoot bolts
 - s/s sign plate
- Half height vinyl door protection to both sides

9.3.7 Internal Door Type G – Lounge Door

CONSTRUCTION NOTES

- 1810 x 2110 structural opening
- Double door
- Solid core, flush doors with painted h/w frame and architrave.
- Wood veneer finish
- Vision panels to both doors
- Ironmongery TBC but should include:
 - Mortice lock
 - Push plate and D pull handle
 - Kick plates

9.3.8 General Notes

- Doors requiring 30 minutes fire resistance are to be 44mm solid type, incorporating intumescent seals, door closers and signage. Vision panels within these doors are to receive 10mm Pilkington Pyrodur glazing (or to suit fire test certification). Glass to be clear, not wired
- Doors requiring no fire resistance are to be 44mm solid type.
- All fire rated doors are to include intumescent strips, smoke seals and statutory signs as required to meet statutory control. Intumescent seals to be within the frame, not the door (or to suit fire test certification).
- All corridor doors that are part of glazed combination frames and are to be manufactured to meet AD B requirements for fire doors, to be of construction to BS 476-22 or BS EN 1634-1.
- Glazing beads by Lorient or equal with no screws visible (or to suit fire test certification).
- Glazing to be designed to BS 6262-2, 3 & 4 and glass generally to BS 952. Glass to be toughened to satisfy AD N. Fire integrity and insulation qualities to satisfy AD B and be provided by clear (NOT WIRED) fire glass. The thickness of glass to be proven to be appropriate to the unit size to minimise deflection. All glass to be Kitemarked.
- Manifestations to be allowed for.
- Doors to have self-closing devices and to be linked with the fire alarm via a hold-open device.
- Kick plates and push plates and 'D' pull handles to be allowed for.
- Hinges to be appropriate to the weight and size of door and comply with fire certification.

CONSTRUCTION NOTES

10 JOINERY

10.1 Wood trim

- Refer to internal fit out drawings and specification for skirting and architrave details, which vary according to room function.
- Window Boards: 25 x 150mm moisture resistant MDF board, pencil arris to exposed edges.

10.2 Changing room benches

Construction to comprise of:

- Triple lacquered 70mm x 32mm hardwood ash timber slats with radiused edges
- Fitted to PPC steel seat support frame, colour grey
- Frames to come complete with floor fixing bracket on each leg
- Bench to be 500mm deep in changing rooms and 800mm deep in Official's change

- Refer to Architect's drawings for location and extent of benches

10.3 Bar

Front bar construction to comprise of:

- Solus Ceramics Metropolis tiles in colour Dishley, 50x150mm format fixed in a herringbone pattern to
- 12mm marine ply on
- Timber carcass to subcontractor design.
- Bar top to consist of 9mm Corian in colour Antarctica to 12mm marine ply on timber frame.

- Back bar to specialist subcontractor design
- Refer to AFL 76 series drawings for full details

10.4 Bar shelving

- Floating timber shelves to specialist subcontractor design.
- Thickness: 40mm
- Finish: Timber to match Lounge floor.
- Refer to AFL 76 series drawings for extent and location of shelving

10.5 General Notes

- Joinery items must comply with the following:
 - BS EN 942:2007 'Timber in joinery. General requirements'.
 - BS 1186-2:1988 'Timber for and workmanship in joinery. Specification for workmanship'
 - BS 1186-3:1990 'Timber for and workmanship in joinery. Specification for wood trim and its fixing'

CONSTRUCTION NOTES

- BS 8000-5:1990 'Workmanship on building sites. Code of practice for carpentry, joinery and general fixings'.
- Moisture content of timber at time of fixing: 9-13%.

CONSTRUCTION NOTES**11 WALL LININGS****11.1 Ceramic Tiles**

- Manufacturer: Johnson Tiles
- Range: Prismatics
- 150mm x 150mm format
- Colours: Shark Gloss and Storm Grey Gloss to be randomly mixed
- Tiles to be taken up to underside of ceiling in shower areas

11.2 Hygiene Wall Panel

- Manufacturer: Altro
- Range: Whiterock
- Colour: white

11.3 General Notes

- Refer to AFL 42 series drawings for details
- All wall finishes to be installed to manufacturer's specification.
- Refer to manufacturer for details of adhesives and fixings required for product installation.

CONSTRUCTION NOTES**12 FLOOR FINISHES**

- Refer to AFL 43 series drawings for details of all floor finishes

12.1 Vinyl Safety Flooring to Changing Rooms

- Manufacturer: Forbo
- Range: Surestep Laguna
- Colour: 181862 Silver Grey

12.2 Vinyl Safety Flooring to Changing Room Shower/WC Areas

- Manufacturer: Forbo
- Range: Surestep Laguna
- Colour: 181882 Emerald

12.3 Vinyl Safety Flooring to Stores/ Catering areas

- Manufacturer: Forbo
- Range: Safestep R12
- Colour: 175752 Slate Grey

12.4 Heavy Traffic Flooring

- Manufacturer: Nora
- Range: Norament 926/ 825
- Colour: 0884 Grey

12.5 Luxury Vinyl Tiles

- Manufacturer: Polyflor
- Range: Expona Commercial
- Colour: 5079 Fossil Stone

CONSTRUCTION NOTES**12.6 Engineered Timber Floor**

- Manufacturer: Havwoods
- Product: HW3892 Arena 13 Rustic Engineered Oak Timber Boards
- Dimensions: 13mm (thickness) x 180mm (width) x random lengths

12.7 Barrier Matting

- Manufacturer: Forbo
- Product: Coral Classic
- Colour: 4701 Anthracite
- Note: Matwell required in structural slab

12.8 General Notes

- All floor finishes to be installed to manufacturer's specification.
- Refer to manufacturer for details of adhesives and fixings required for product installation.

CONSTRUCTION NOTES**13 CEILINGS****13.1 Demountable Suspended Ceiling Tiles**

Construction to comprise of:

- British Gypsum Gyprex Bio vinyl faced plasterboard tiles (600mm x 600mm format) on
- British Gypsum Casoline Quick-lock Grid T15 grid and hangers
- Colour: white

13.2 Plasterboard Ceiling

Construction to comprise of:

- 1no British Gypsum 12.5mm Gyproc Wallboard on
- British Gypsum Casoline MF concealed monolithic metal frame suspended ceiling system
- Refer to AFL 35 series drawings for details of plasterboard finish

CONSTRUCTION NOTES

14 GENERAL FIXTURES/ FURNISHINGS/ EQUIPMENT

14.1 Full Height Mirrors/ Mirrored Splashbacks

- Material: Float glass with smoothed edges and silvered to give maximum reflection, free from tarnishing, discoloration, scratches and other defects visible in the designed viewing conditions. Lead foil backing. Rounded edges
- Size: as per drawings, Thickness 6mm.
- Fixing: Dome top screws with polythene sleeves and washers, screws to suit background

14.2 Banquette Seating

- Bespoke Banquette seat to specialist subcontractor design
- Length: 5700mm
- Seat height: 450mm
- Backrest height: 900mm from floor
- Depth: 600mm
- Design, frame and fabric materials: TBC following design development with end-user.

14.3 Kitchen Units and Worktops

- To Specialist subcontractor's specification following operational discussions with end-user
- Metal counter tops

CONSTRUCTION NOTES

15 SANITARY APPLIANCES AND FITTINGS

- All mid-range products including:
 - Closed coupled WC DDA compliant
 - Wall mounted WC on IPS panel
 - Trough Urinal
 - General hand basin
 - DDA Compliant hand basin
 - Doc M bathroom pack
 - Cleaner's sink
 - Wall mounted shower with percussion valve
 - WC cubicles
 - Hand dryer
 - Soap dispenser
 - Toilet paper dispenser
 - Accessible changing room equipment including
 - Vertical and horizontal grab rails
 - Colostomy changing shelf
 - Padded tip-up shower seat
 - Lever-operated thermostatic shower controls
 - Shower curtain and rail
- Refer to AFL 20 series drawings for locations of sanitary appliances

CONSTRUCTION NOTES

16 VENTILATION

AD F1: Refer to Mott Macdonald M&E specification for details of ventilation strategy.

- Generally, all ventilation is mechanical, though additional purge ventilation is accommodated by opening lights in some areas.
- All ventilation systems shall have appropriate boost facility.
- All ventilation systems will have appropriate attenuation to limit noise levels and reduce cross talk in accordance with the Acoustic specification.

17 DRAINAGE

AD H: Drainage and Waste Disposal

- Drainage construction to comply with Building Regulations Approved Document Part H and satisfy the requirements of the Local Authority and United Utilities Water.
- Layouts to be provided by Engineer / Contractor designer prior to commencement on site.

17.1 Underground Drainage

- Below ground drainage to be in accordance with Structural Engineers specification and details and to be in accordance with BS EN 752:2008 and submitted to Examining Authority for approval.
- Recessed manhole covers of steel pan type to incorporate paving finishes.
- Drainage channels and covers to medium duty to pedestrian areas, and heavy duty to access roads and car park areas.

17.2 Soil and Waste System

- All internal SVP's to have intumescent fire collars where passing through party floors.
- Soil stacks to be in black 100mm PVC-U, positioned as shown on plans.
- Kitchen sink and WHB's to have 75mm deep seal traps and discharge to stack via 40mm dia. (sink & shower) and 32mm dia. (WHB) waste pipe.
- Rodding access to be provided to all soil and vent pipes and wastes.
- Ventilating pipes which open to outside air must finish at least 900mm above opening into the building within 3000mm, and must be finished with a cage or other perforated cover, which does not restrict the flow of air. All stacks that pass through roof covering are to be fitted with appropriate weatherproof sleeve and weather terminal.
- Internal pipes before they pass through the external wall should be arranged neatly at low level. Internal vertical stacks should be boxed in.
- Waste pipe design to BS EN 12056-2:2000 'Gravity drainage systems inside buildings. Sanitary pipework, layout and calculation'.

17.3 Rainwater System

- Rainwater to drain towards roof outlets.
- Internal aluminium downpipes. Refer to architects drawing for locations and details. Size of roof outlets and downpipes to be determined by roof drainage calculations.

CONSTRUCTION NOTES

- Overflow outlets to be provided to prevent a build up of water in the event of an outlet becoming blocked.

18 SERVICES

AD G: Sanitation, Hot water safety and water efficiency.

AD J: Combustion appliances and fuel storage systems.

AD P: Electrical safety.

- Layouts to be provided by Engineer / Contractor designer prior to commencement on site.
- Services to be installed as per the M&E services engineer's drawings, specifications and in accordance with all codes of practice, applicable regulations, requirements of water authority, Building Regulations and fire officer or other service supply.
- Include all cutting, chases and forming holes and making good on completion. All penetrations through separating walls and floors to be suitably fire stopped.
- Fire dampers to be provided where ducts / pipes pass through fire compartment walls, floors and ceilings.
- The Mechanical & Electrical Services within the ceiling void shall be fully co-ordinated ensuring that a 110mm clear horizontal void is maintained to allow flexible positioning of the luminaires within the suspended ceiling.

18.1 Gas Services

- All works to gas appliances and fittings shall be carried out by a competent and suitably qualified Corgi registered engineer.
- External risers shall be secured to the outside of the building and hidden within a dummy downpipe. The cover or enclosure must be sealed from entry to the building and open to the outside air with suitable ventilation at the top and bottom of the riser. Refer to architects drawings for locations and details of gas risers and M&E Engineer's details and specification.

18.2 Space and Hot Water Heating

- Refer to M&E engineer's specification and details.
- Layouts to be provided by Engineer / Contractor designer prior to commencement on site.
- Pipework layouts and radiator sizing to be provided by Mechanical Engineer / Contractor designer prior to commencement on site.
- All hot and cold water pipework to be in copper and insulated where necessary to comply with Part L1 of the Building Regulations. Pipework to be able to be drained down in sections with easily accessible labelled drain cocks.
- Encase all internal SVPs and rainwater pipes in duct of 12.5mm Gyproc Duplex wallboard or MDF and skim on 50 x 50mm tanalised sw framing. Access panels must be provided to all junctions and rodding points. Wrap pipes with 75mm fibreglass quilt in ducts.
- Thermostatic control valves will be fitted to all shower units to limit maximum water temperature. Lowflow shower heads to be provided.
- Shower heads to be operated via percussion valve

18.3 Plumbing

- All sanitary fixtures as per the Employers Requirements document.

CONSTRUCTION NOTES

- Pipe runs in roof spaces and pipes in walls, around pods and in floor chases to be suitably insulated.

18.4 Electrical power and Lighting

- Refer to M&E engineer's specification and details; and also architect's drawings and room data sheets.
- Electrical layouts to be provided by Electrical Engineer/Contractor design based on employers requirements and Architects drawings
- Electrical installation: - to comply with the recommendations of the current I.E.T. Wiring Regulations, Health and Safety at Work act, Electricity supply recommendations and British Standards as appropriate.
- Positions of equipment to be as shown on M&E layout drawings. Specification to be as contractors proposals.
- Standard electrical services to each area which will include lighting and power. Sufficient power for cleaning in common areas. Switch plates fitted at 1000mm above floor level. Sockets to be 450mm from finished floor level to underside of socket and over desk/worktop where relevant. Sockets will not be installed back to back to limit the risk associated with noise transmission.

18.4.1 Electrical Provision

- Refer to M&E engineer's specification and details; and also architect's drawings and room data sheets.

18.5 Lighting

- Refer to TACE M&E engineer's specification and details; and also architect's drawings and room data sheets.
- The lighting installation will be in accordance with good practice, CIBSE Guidelines, Building Bulletin recommendations all relevant British Standards and to comply with Part L1 of the current Building Regulations.
- All luminaires shall be supplied as detailed on the Luminaire Schedule (detailed on the drawings).
- LED lighting shall be used throughout all areas.
- All luminaires shall be supported independently of the ceiling grid using four in number threaded rod suspensions for each luminaire, or wire suspension back to the soffits, these being supplied and installed by the Electrical Contractor.
- The emergency and escape lighting will be designed and installed in accordance with BS 5266 and to the approval of Building Control and the Fire Officer.

18.6 External Lighting

- The Contractor shall provide a complete external lighting installation in accordance with the design intent drawings for comment by the architect/client.
- Exterior lighting will be provided to illuminate the building perimeter, courtyards and entry/exits. All lighting will be designed to minimise energy consumption, be 'dark sky compliant'.
- The Contractor shall allow for liaison with the Local Crime Prevention Officer and appropriate Council Department Representative to determine a suitable security lighting scheme, which will also be in line with the secure by design requirements.

CONSTRUCTION NOTES

- The external lighting scheme shall generally provide minimum lux levels to courtyards, footpaths, entrance areas, roadways and facades as required by both the CIBSE Lighting Guide, British Standard for Security of Carparks, BS5489 and BS8220. Pillar type low energy lighting to be provided to all pathways and car park areas.
- Minimum illumination levels will be provided to suit the requirements of the external CCTV system.
- Generally a minimum illumination level of 20 lux at floor level shall be maintained to all external areas, except where a higher level is prescribed by the aforementioned reference documents.
- Each block entry will be provided with an external light over, photocell operated, which will be incorporated into the canopy soffit, or adjacent to door and provide a minimum illuminance of 100 lux at floor level.

18.7 ICT

- Refer to M&E engineer's specification and details.
- Incoming fibres and copper cables to the development and all active equipment, UPS and wireless routers shall be provided by the ICT Network Provider.
- The new incoming ICT cabling shall be external graded cables and run underground in ducts.

18.8 Fire detection

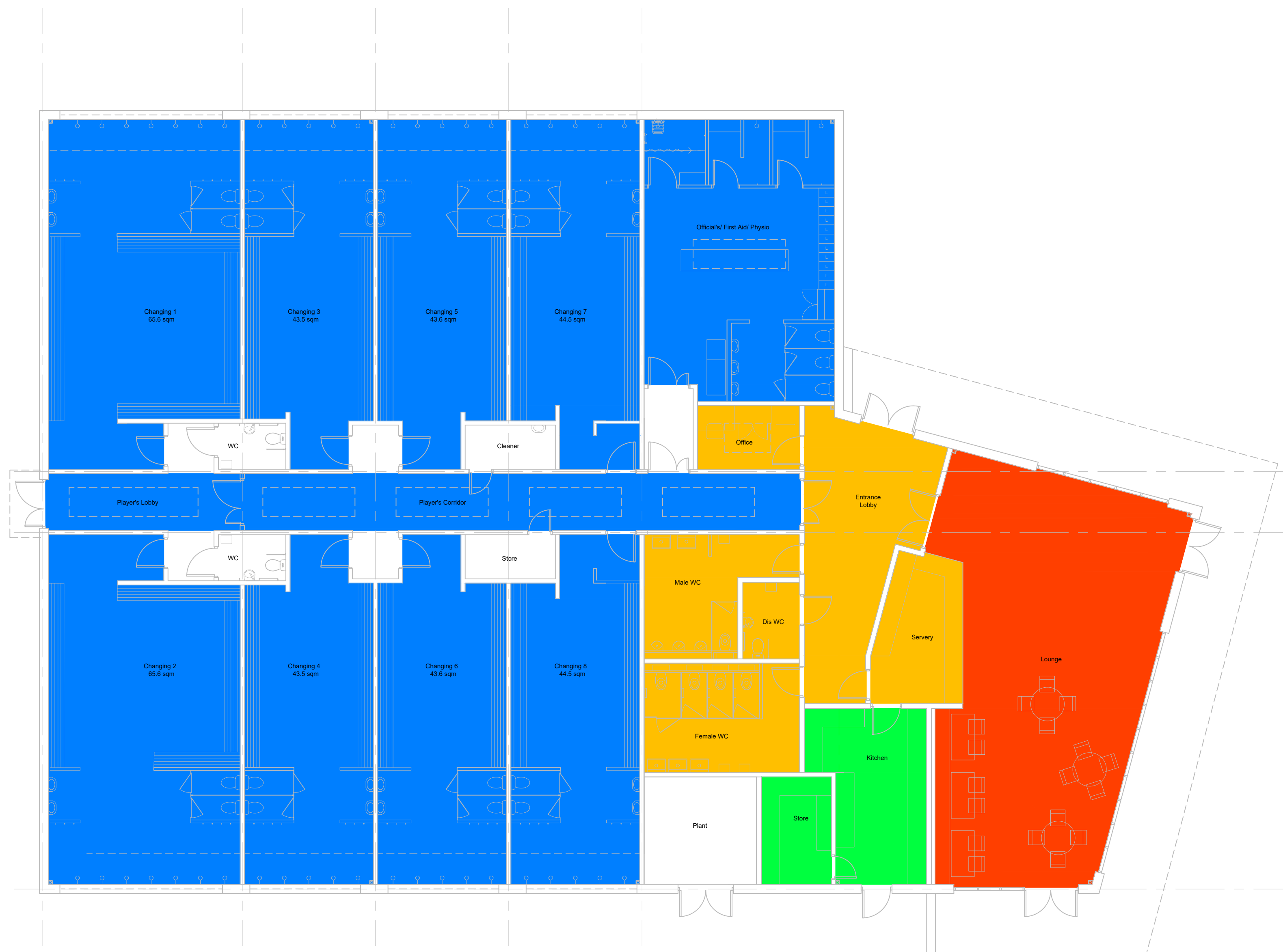
- Refer to architect's fire strategy drawings. The recommendations of Approved Document B (ADB) Volume 2 – Buildings Other Than Dwelling Houses or BS 7974:2001 - fire safety engineering principles to the design of buildings are to be applied to achieve a satisfactory level of fire safety.
- The design will provide a fire detection and alarm system, including a disabled refuge alarm call system, for the protection of life and property. The system will raise an alarm on detection of smoke or excessive heat to signal evacuation of all occupants of the building and to summon the firefighting services.
- The fire detection and alarm system should be designed in accordance with BS 5839-1 to a category L1 standard, comprising of detectors installed throughout all escape routes, all rooms located directly off escape routes and any other area considered to represent a high fire risk. This will be interfaced with building elements, such as protected lobby's automatic smoke vents, as required. The system shall be addressable and capable of phased evacuation if required as part of the overall fire strategy.
- The type of detector chosen will be determined based on the speed of response required, the nature of the fire hazard and the need to minimise false alarms.
- The smoke detectors and alarms should be inter-linked, mains-operated and permanently wired to a separately fused circuit at the distribution board, with a standby power supply and conform to BS EN 14604:2005 - Smoke alarm devices.
- Heat detectors are proposed to be used in the kitchen. Detectors are to be ceiling mounted and not less than 300mm from walls and light fittings.
- All wiring shall be in fire rated enhanced type cable and installed in accordance with BS5839.
- Fire hydrants as required by the local Fire Officer and Building Standards to external areas of the building

18.9 Lightning Protection

CONSTRUCTION NOTES

- Lightning protection to be provided to BSEN62305. High conductivity bare copper tape is used on both lightning protection and earthing applications. All locations of lightning conductivity tape to be confirmed by Architects prior to installation.

B. Building Services Drawings



Notes

1. All dimensions are in millimetres and levels in metres unless otherwise stated.
2. Do not scale from drawings.

Key to symbols

- Radiators
- Underfloor heating
- Radiant panel
- DX Units

Reference drawings

P1	27.09.19	PK	For costing purposes	JM	RF
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

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Client

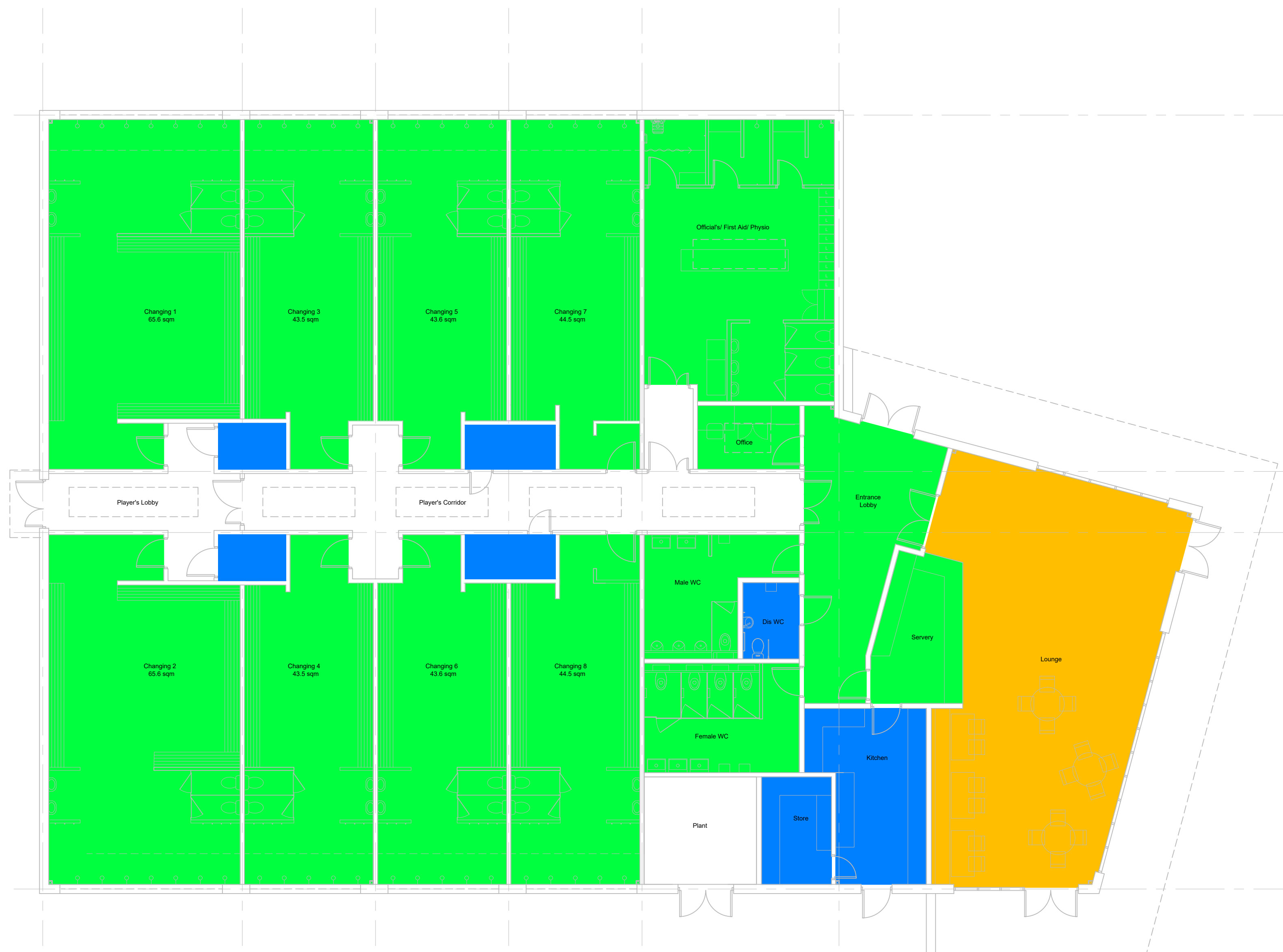
Skanska UK
Maple Cross House
Rickmansworth
Hertfordshire
WD3 9SW

Title	M42 Legacy Project Warwickshire GAA Pavilion Heating and Cooling Strategy
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Designed	A.McLelland	AML	Eng check	J.Musson	JM
Drawn	P.Kenney	PK	Coordination	J.Musson	JM
Dwg check	J.Musson	JM	Approved	R.Fry	RF

Scale at A1	Status	Rev	Security
1:100	PRE	P1	STD

Drawing Number	413858-MMD-XX-00-DR-01-0001
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Notes

1. All dimensions are in millimetres and levels in metres unless otherwise stated.
2. Do not scale from drawings.

Key to symbols

- Heat recovery unit
- Extract fan
- Natural ventilation

Reference drawings

P1	27.09.19	PK	For costing purposes	JM	RF
Rev	Date	Drawn	Description	Ch'k'd	App'd

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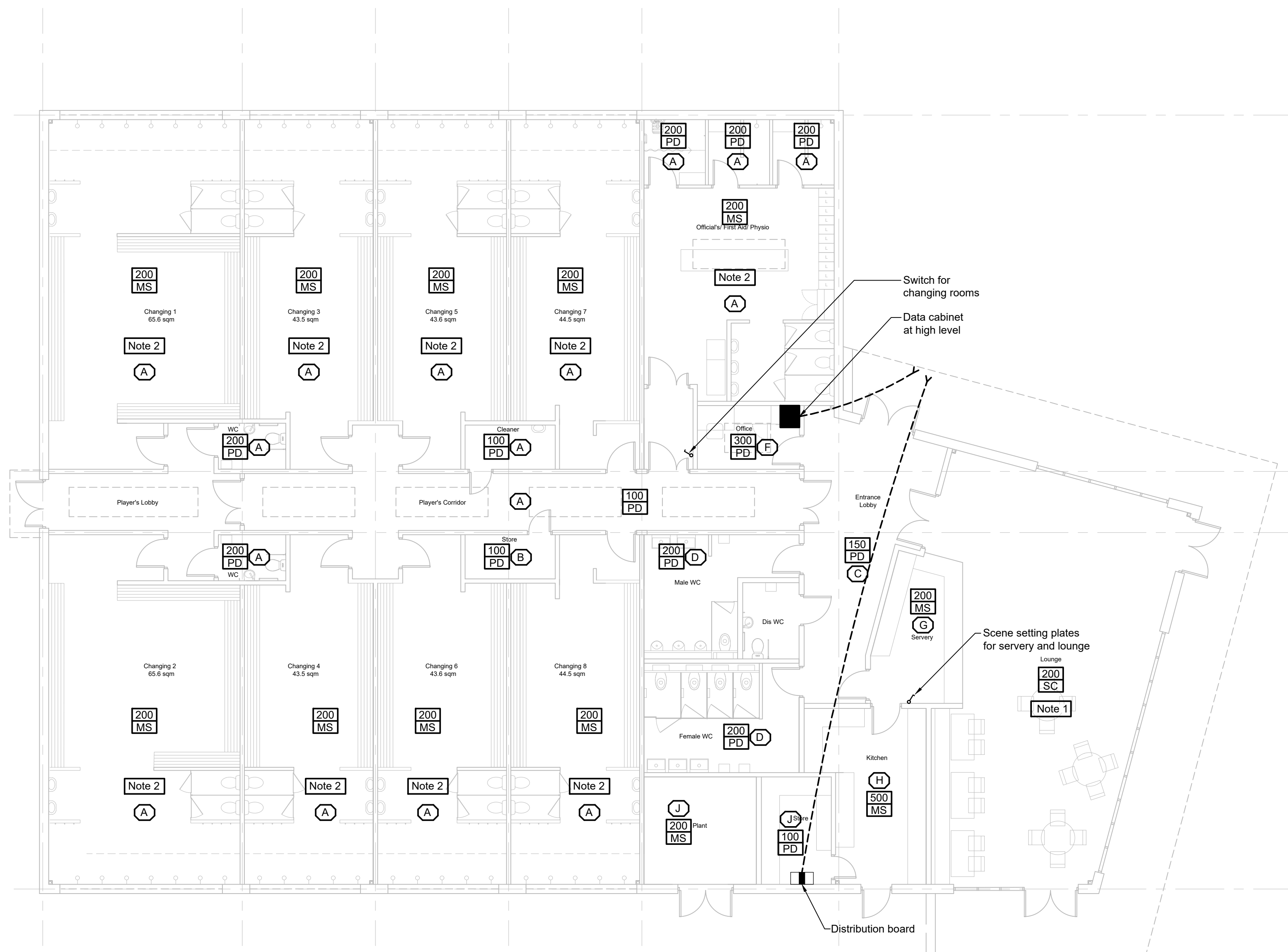
Client

Skanska UK
Maple Cross House
Rickmansworth
Hertfordshire
WD3 9SW

Title	M42 Legacy Project Warwickshire GAA Pavilion Ventilation Strategy
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Designed	A.McLelland	AML	Eng check	J.Musson	JM
Drawn	P.Kenney	PK	Coordination	J.Musson	JM
Dwg check	J.Musson	JM	Approved	R.Fry	RF
Scale at A1 1:100	Status PRE	Rev P1	Security STD		

Drawing Number	413858 -MMD-XX-00-DR-01-0002
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Notes





1. All dimensions are in millimetres and levels in metres unless otherwise stated.
2. Do not scale from drawings.
3. For all design parameters to BSEN12464 and CIBSE lighting guides.
4. All luminaires switchable from installed location.
5. Bar and lounge area luminaires to be selected with Architect.
6. External perimeter lighting required.
7. Emergency lighting to BS5266 and BSEN 1838.

Key to symbols

Luminaire Types

- A. Recessed LED IP65 down light
- B. Surface LED circular bulkhead
- C. Decorative LED recessed luminaire and spotlights mounted to recessed track system to light trophies, photographs etc
- D. Circular LED downlight
- F. 600x600 LED recessed low glare luminaire
- G. Recessed LED circular downlight
- H. 600x600 LED recessed IP65 luminaire
- J. Surface linear LED IP65 luminaire

Legend

-  Data cabinet indicative location
 Distribution board indicative location
 Average maintained luminance (lux)
 Abbreviation as
 AD - Absence detection with demand switch
 PD - Presence detection
 MS - Manual switching
 SC - Scene setting digital type located at the bar with dimming and on/off functions

- | | |
|----|----------------|
| xx | Luminaire type |
|----|----------------|

Note 1 - Scene setting located at bar position

Note 2 - Manually switched from office C/W indicative lamp for each switch

Reference drawings

P1	27.09.19	PK	For costing purposes	RC	RF
Rev	Date	Drawn	Description	Ch'k'd	App'd



35 Newhall Street
Birmingham
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United Kingdom

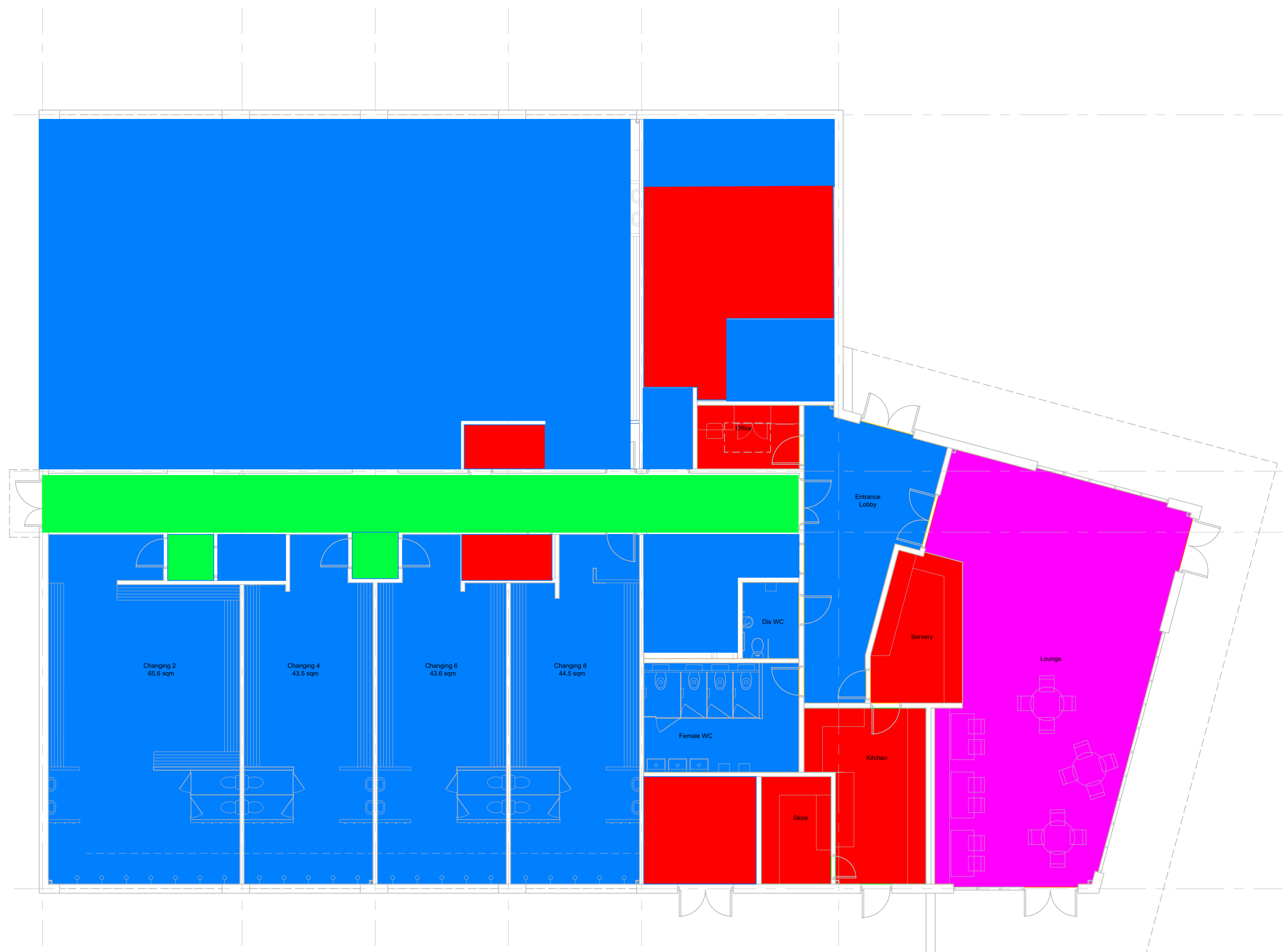
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Rickmansworth
Hertfordshire
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Title	M42 Legacy Project Warwickshire GAA Pavilion Lighting Layout
-------	--

Designed	R.Colomby	RC	Eng check	R.Colomby	RC
Drawn	P.Kenney	PK	Coordination	R.Colomby	RC
Dwg check	J.Musson	JM	Approved	R.Fry	RF
Scale at A1 1:100	Status PRE	Rev P1	Security STD		

Drawing Number	413858-MMD-XX-00-DR-01-0003
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Notes

1. All dimensions are in millimetres and levels in metres unless otherwise stated.
2. Do not scale from drawings.

Key to symbols

- PIR (Passive Infrared Detector)
- PIR with photocell (daylight sensing)
- Scene setting control plate
- Lighting control switches (reactive dimmer switch)

Note: External lighting provided to the perimeter of the building and to the carpark is to be photocell/ PIR controlled complete with time clock to ensure luminaires are switched off at a pre determined time. This will also be provided with manual override.

Reference drawings

P1	27.09.19	PK	For costing purposes	JM	RF
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

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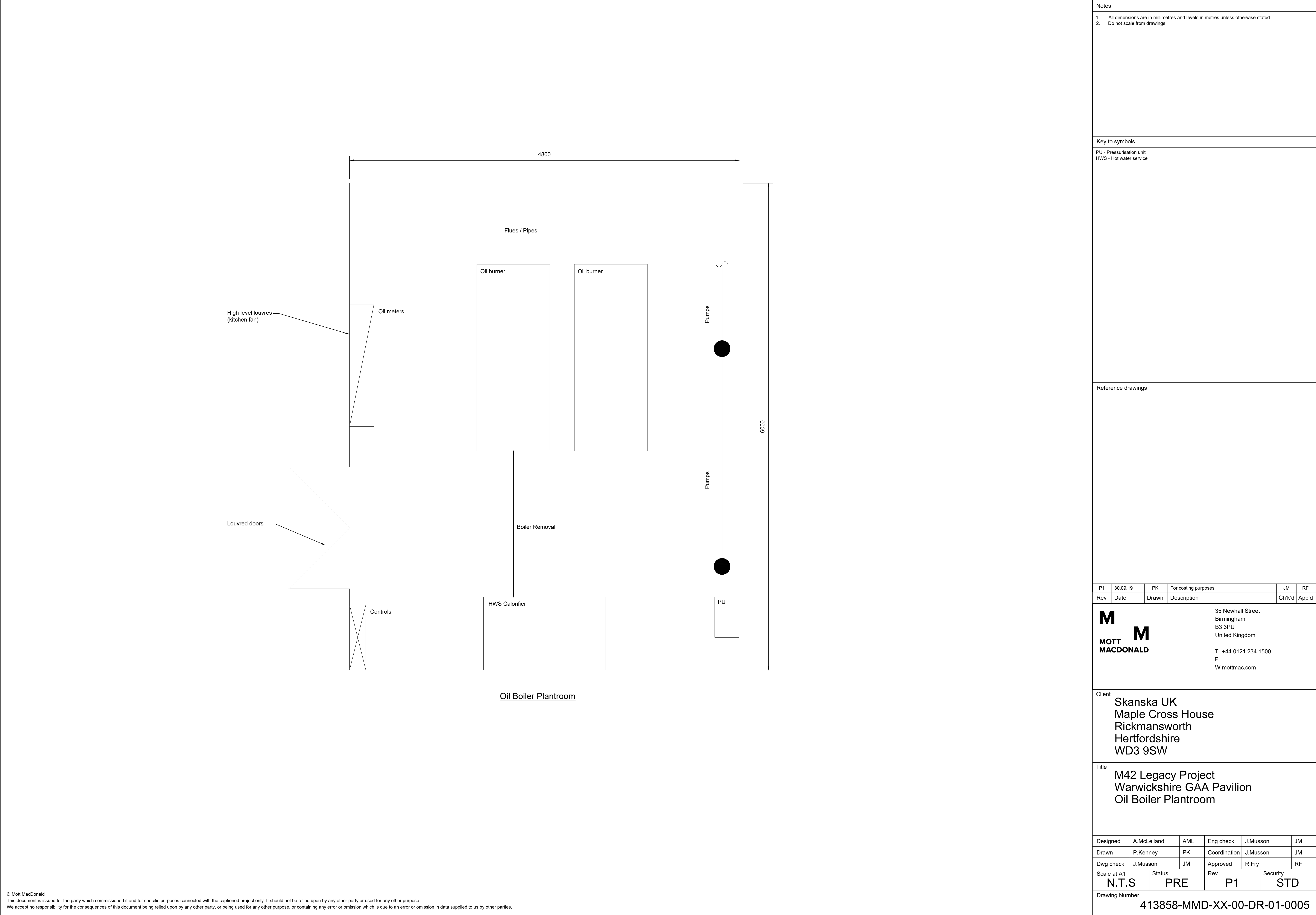
Client

Skanska UK
Maple Cross House
Rickmansworth
Hertfordshire
WD3 9SW

Title	M42 Legacy Project Warwickshire GAA Pavilion Lighting Control Strategy Internal
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Designed	A.McLelland	AML	Eng check	J.Musson	JM
Drawn	P.Kenney	PK	Coordination	J.Musson	JM
Dwg check	J.Musson	JM	Approved	R.Fry	RF
Scale at A1 1:100	Status PRE	Rev P1	Security STD		

Drawing Number	413858-MMD-XX-00-DR-01-0004
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C. Western Power Distribution Response

D. Severn Trent Water Sewer Records



SEVERN TRENT
Asset Data Management
GISmapping Team
PO Box 5344
Coventry
CV3 9FT

Tel: 0345 601 6616 opt.1

Our Ref: 78676

27 September 2019

Apparatus Location Enquiry

Further to your enquiry re: [REDACTED],
Bickenhill, Solihull [REDACTED]
(Your ref: WGAA)

Enclosed is a copy of the plans showing the approximate positions of the **public sewers and water mains** situated within the vicinity of the land/property which is the subject of your enquiry.

There are no sewer assets situated within tiles: SP1881NE & SP1881SE.
There are no water assets situated within tile: SP1881SW.

Asset Data Management can only provide plans of the location of the Company's underground assets. Therefore service pipes and drains are the responsibility of the property owner and should be anticipated during any excavation.

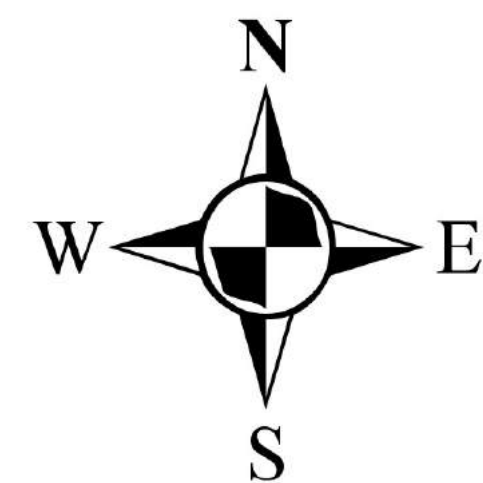
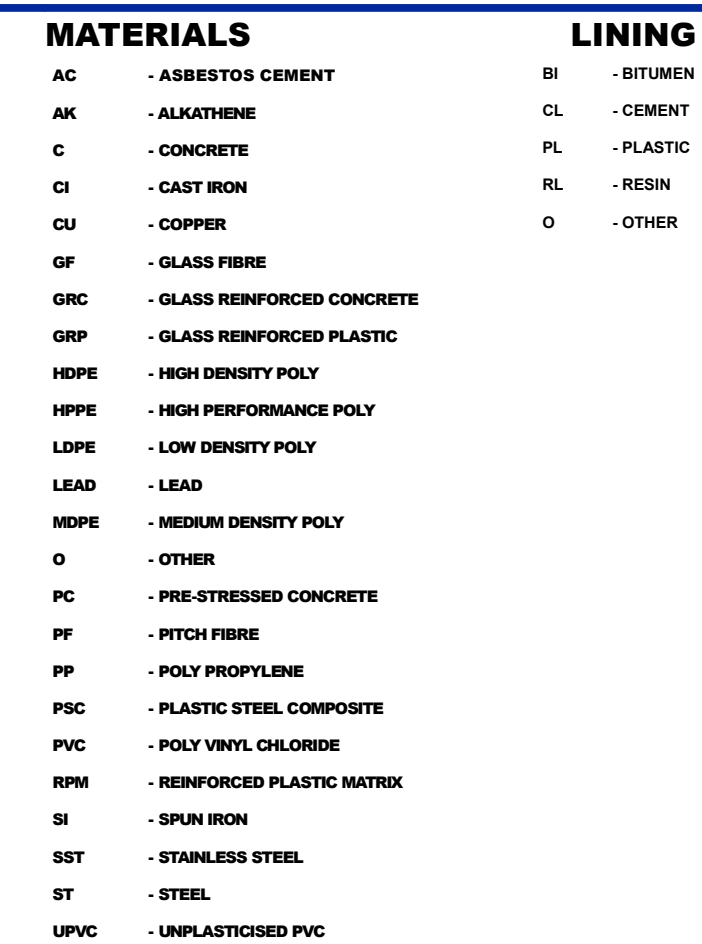
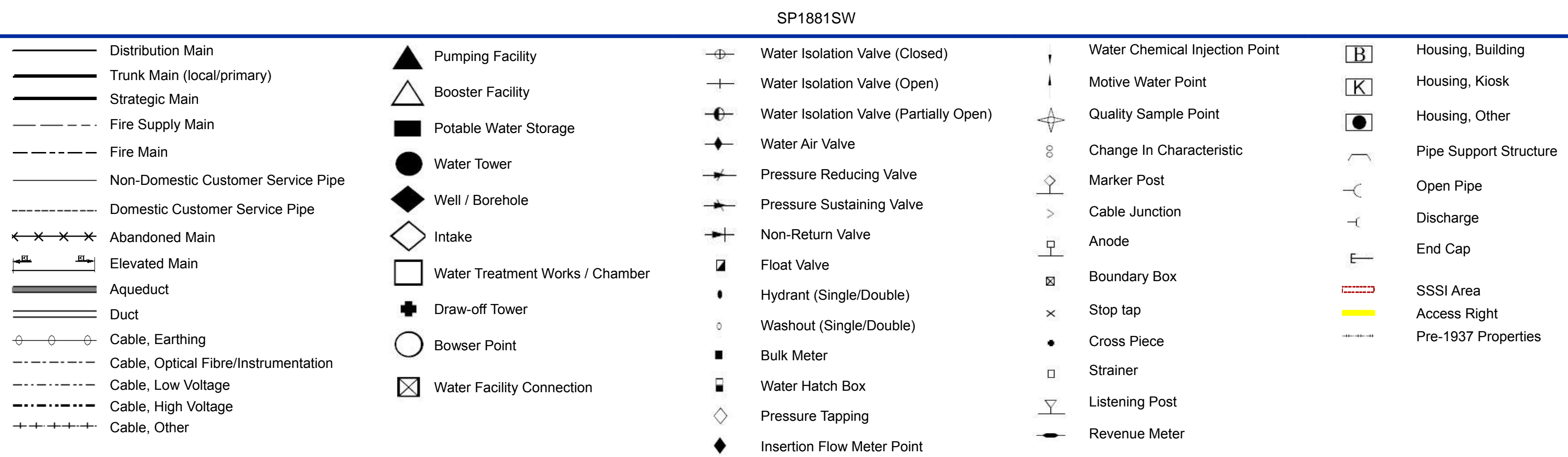
However, we wish to inform you that although most private lateral drains and sewers were transferred to Severn Trent Water's ownership on 1st October 2011, the Company does not possess complete records of these assets and therefore they may not be shown on these maps.


Please also find enclosed a copy of Severn Trent Water's General Conditions and Precautions for your information.

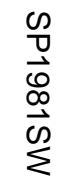
Kind Regards

GISmapping Team

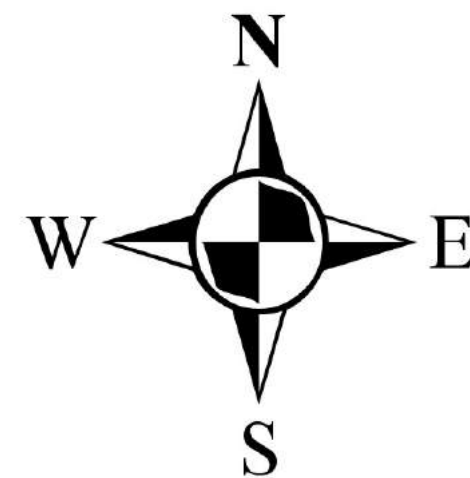
Enquiry received GISmapping: 27 September 2019
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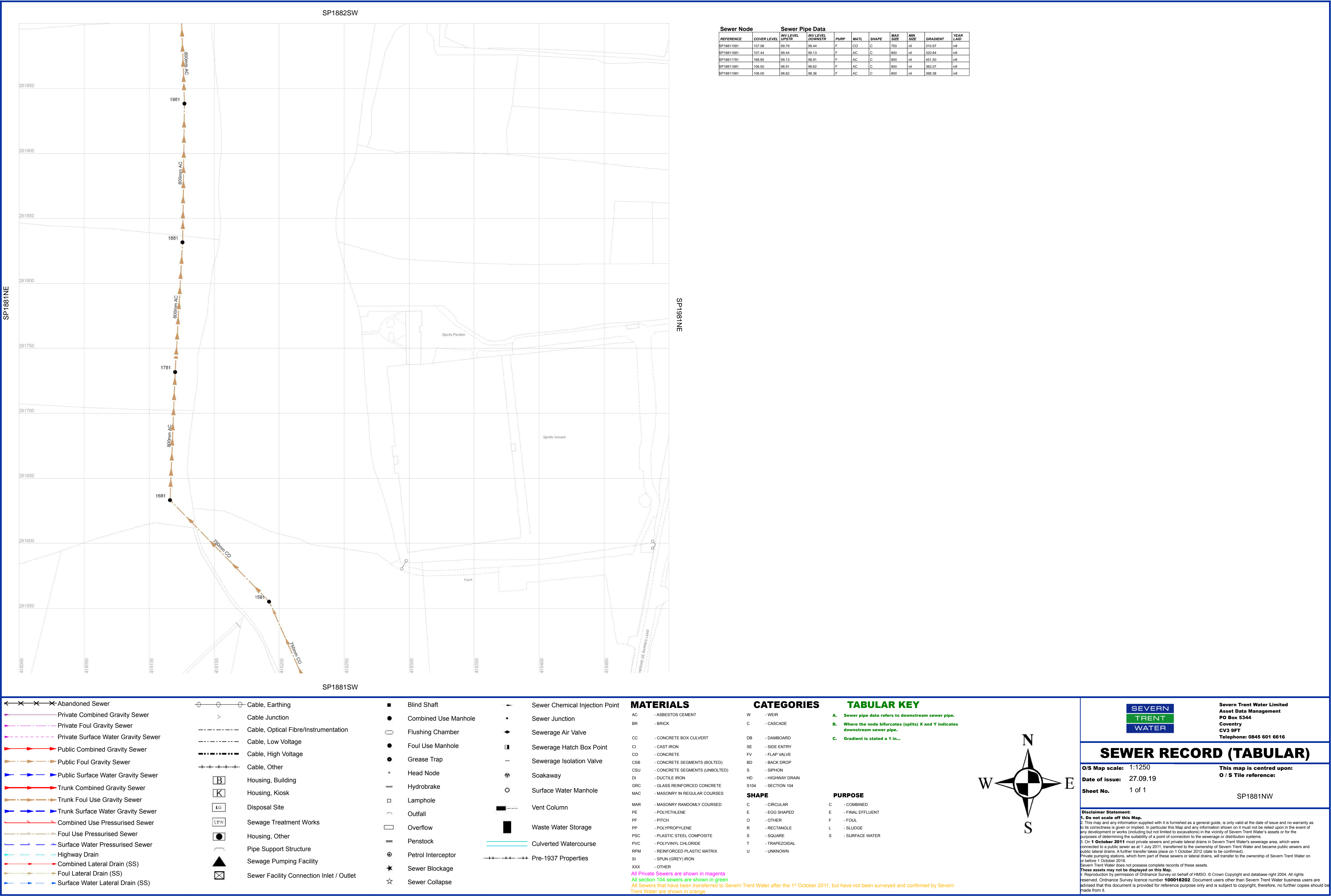
	SEVERN TRENT WATER	Sewern Trent Water Limited Asset Data Management PO Box 5344 Coventry CV3 9FT Telephone: 0845 601 6616
	<h1 style="text-align: center;">WATER MAINS RECORD (TILE)</h1>	
	O/S Map scale: 1:12500	This map is centred upon:
	Date of issue: 27.09.19	O / S Tile reference: <div style="text-align: center; font-size: 1.2em;">SP1881NW</div>
Disclaimer Statement		
<ol style="list-style-type: none"> Do not scale off this Map: This plan and any information supplied with it is furnished as a general guide, is only valid at the date of issue and no warranty as to its correctness is given or implied. In particular this plan and any information shown on it must not be relied upon in the event of any development or works (including but not limited to excavations) in the vicinity of SEVERN TRENT WATER assets or for the purposes of determining the suitability of a point of connection to the sewerage or distribution systems. Reproduction by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2004. All rights reserved. Ordnance Survey licence number 100018202. Document users other than SEVERN TRENT WATER business users are advised that this document is provided for reference purpose only and is subject to copyright, therefore, no further copies should be made from it. 		



MATERIALS		LINING	
AC	- ASBESTOS CEMENT	BI	- BITUMEN
AK	- ALKATHENE	CL	- CEMENT
C	- CONCRETE	PL	- PLASTIC
CI	- CAST IRON	RL	- RESIN
CU	- COPPER	O	- OTHER
GF	- GLASS FIBRE		
GRC	- GLASS REINFORCED CONCRETE		
GRP	- GLASS REINFORCED PLASTIC		
HDPE	- HIGH DENSITY POLY		
HPPE	- HIGH PERFORMANCE POLY		
LDPE	- LOW DENSITY POLY		
LEAD	- LEAD		
MDPE	- MEDIUM DENSITY POLY		
O	- OTHER		
PC	- PRE-STRESSED CONCRETE		
PF	- PITCH FIBRE		
PP	- POLY PROPYLENE		
PSC	- PLASTIC STEEL COMPOSITE		
PVC	- POLY VINYL CHLORIDE		
RPM	- REINFORCED PLASTIC MATRIX		
SI	- SPUN IRON		
SST	- STAINLESS STEEL		
ST	- STEEL		
UPVC	- UNPLASTICISED PVC		



	Severn Trent Water Limited Asset Data Management PO Box 5344 Coventry CV3 9FT Telephone: 0845 601 6616
	<h1 style="text-align: center;">WATER MAINS RECORD (TILE)</h1>
O/S Map scale: 1:1250 Date of issue: 27.09.19	This map is centred upon: O / S Tile reference: <div style="text-align: center; font-size: 1.2em;">SP1881SE</div>
Disclaimer Statement <ol style="list-style-type: none"> Do not scale off this Map: This plan and any information supplied which is furnished as a general guide, is only valid at the date of issue and no warranty as to its correctness is given or implied. In particular this plan and any information shown on it must not be relied upon in the event of any development or works (including but not limited to excavations) in the vicinity of SEVERN TRENT WATER assets or for the purposes of determining the suitability of a point of connection to the sewerage or distribution systems. Reproduction by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2004. All rights reserved. Ordnance Survey licence number 100018202 Document users other than SEVERN TRENT WATER business users are advised that this document is provided for reference purpose only and is subject to copyright, therefore, no further copies should be made from it. 	



GENERAL CONDITIONS AND PRECAUTIONS TO BE TAKEN WHEN CARRYING OUT WORK ADJACENT TO SEVERN TRENT WATER'S APPARATUS

Please ensure that a copy of these conditions is passed to your representative and/or your Contractor on site. If any damage is caused to STW apparatus, the person, Contractor or Subcontractor responsible must inform STW immediately on:

0800 783 4444 (24 hours)

These general conditions and precautions apply to the public sewerage, water distribution and telemetry systems. The conditions include sewers which are the subject of an Agreement under Section 104 of the Water Industry Act 1991 and mains installed in accordance with the Agreement for the self-construction of water mains. Please be aware that due to The Private Sewers Transfer Regulations June 2011, the number of public sewers has increased, but many of these are not shown on the public sewer record. However, some idea of their positions may be obtained from the position of inspection covers and their existence must be anticipated.

On request, STW will issue a copy of the plan showing the approximate locations of STW apparatus although in certain instances a charge will be made. The position of private drains, private sewers and water service pipes to properties are not normally shown but their presence must be anticipated. This plan is furnished as a general guide only and no warranty as to its accuracy is given or implied. The plan must not be relied upon in the event of excavations or other works in the vicinity of STW apparatus. No person or Company shall be relieved from liability for damage caused by reason of the actual position and/or depths of STW apparatus being different from those shown on the plan.

In order to achieve safe working conditions adjacent to any apparatus the following should be observed:

1. All STW apparatus should be located by hand digging prior to the use of mechanical excavators.
2. All information set out in any plans received from us, or given by our staff at the site of the works, about the position and depth of the mains, is approximate. Every possible precaution should be taken to avoid damage to our apparatus. You or your contractor must ensure the safety of our equipment and will be responsible for the cost of repairing any damage caused.
3. Water mains are normally laid at a depth of 900mm. No records are kept of customer service pipes which are normally laid at a depth of 750mm; but some idea of their positions may be obtained from the position of stop tap covers and their existence must be anticipated.
4. During construction work, where heavy plant will cross the line of STW apparatus, specific crossing points must be agreed with the Company and suitably reinforced where required. These crossing points should be clearly marked and crossing of the line of STW apparatus at other locations must be prevented.

5. Where it is proposed to carry out piling or boring within 20 metres of any STW apparatus, STW should be consulted to enable any affected STW apparatus to be surveyed prior to the works commencing.
 6. Where excavation of trenches adjacent to any STW apparatus affects its support, the STW apparatus must be supported to the satisfaction of STW. Water mains and some sewers are pressurised and can fail if excavation removes support to thrust blocks to bends and other fittings.
 7. Where a trench is excavated crossing or parallel to the line of any STW apparatus, the backfill should be adequately compacted to prevent any settlement which could subsequently cause damage to the STW apparatus. In special cases, it may be necessary to provide permanent support to STW apparatus which has been exposed over a length of the excavation before backfilling and reinstatement is carried out. There should be no concrete backfill in contact with the STW apparatus.
 8. No apparatus should be laid along the line of STW apparatus irrespective of clearance. Above ground apparatus must not be located within a minimum of 3 metres either side of the centre line of STW apparatus for smaller sized pipes and 6 metres either side for larger sized pipes without prior approval. No manhole or chamber shall be built over or around any STW apparatus.
 9. A minimum radial clearance of 300 millimetres should be allowed between any plant being installed and existing STW apparatus. - We reserve the right to increase this distance where strategic assets are affected.
 10. Where any STW apparatus coated with a special wrapping is damaged, even to a minor extent, STW must be notified and the trench left open until the damage has been inspected and the necessary repairs have been carried out. In the case of any material damage to any STW apparatus causing leakage, weakening of the mechanical strength of the pipe or corrosion-protection damage, the necessary remedial work will be recharged.
 11. It may be necessary to adjust the finished level of any surface boxes which may fall within your proposed construction. Please ensure that these are not damaged, buried or otherwise rendered inaccessible as a result of the works and that all stop taps, valves, hydrants, etc. remain accessible and operable. Minor reduction in existing levels may result in conflict with apparatus such as valve spindles or tops of hydrants housed under the surface boxes. Checks should be made during site investigations to ascertain the level of such apparatus in order to determine any necessary alterations in advance of the works.
 12. With regard to any proposed resurfacing works, you are required to contact STW on the number given above to arrange a site inspection to establish the condition of any STW apparatus in the nature of surface boxes or manhole covers and frames affected by the works. STW will then advise on any measures to be taken, in the event of this a proportionate charge will be made.
 13. You are advised that Severn Trent Water Limited will not agree to either the erection of posts, directly over or within 1.0 metre of valves and hydrants,
 14. No explosives are to be used in the vicinity of any STW apparatus without prior consultation with STW.
- Asset Protection Statements Updated May 2014

TREE PLANTING RESTRICTIONS

There are many problems with the location of trees adjacent to sewers, water mains and other STW apparatus and these can lead to the loss of trees and hence amenity to the area which many people may have become used to. It is best if the problem is not created in the first place. Set out below are the recommendations for tree planting in close proximity to public sewers, water mains and other STW apparatus.

15. Please ensure that, in relation to STW apparatus, the mature root systems and canopies of any tree planted do not and will not encroach within the recommended distances specified in the notes below.

16. Both Poplar and Willow trees have extensive root systems and should not be planted within 12 metres of a sewer, water main or other STW apparatus.

17. The following trees and those of similar size, be they deciduous or evergreen, should not be planted within 6 metres of a sewer, water main or other STW apparatus. E.g. Ash, Beech, Birch, most Conifers, Elm, Horse Chestnut, Lime, Oak, Sycamore, Apple and Pear.

18. STW personnel require a clear path to conduct surveys etc. No shrubs or bushes should be planted within 2 metre of the centre line of a sewer, water main or other STW apparatus.

19. In certain circumstances, both the Company and landowners may wish to plant shrubs/bushes in close proximity to a sewer, water main or other STW apparatus for screening purposes. The following are shallow rooting and are suitable for this purpose: Blackthorn, Broom, Cotoneaster, Elder, Hazel, Laurel, Privet, Quickthorn, Snowberry, and most ornamental flowering shrubs.

E. Drainage Calculations

Calculated by:	James Powis
Site name:	Warwickshire Gaelic Athletic Association
Site location:	Bickenhill

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments", SC030219 (2013), the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Site Details

Latitude:	52.43068° N
Longitude:	1.73211° W
Reference:	2887294630
Date:	Sep 19 2019 12:26

Runoff estimation approach

IH124

Site characteristics

Total site area (ha):	3.16
-----------------------	------

Methodology

Q _{BAR} estimation method:	Calculate from SPR and SAAR
SPR estimation method:	Calculate from SOIL type

Soil characteristics

	Default	Edited
SOIL type:	4	4
HOST class:	N/A	N/A
SPR/SPRHOST:	0.47	0.47

Hydrological characteristics

	Default	Edited
SAAR (mm):	694	694
Hydrological region:	4	4
Growth curve factor 1 year:	0.83	0.83
Growth curve factor 30 years:	2	2
Growth curve factor 100 years:	2.57	2.57
Growth curve factor 200 years:	3.04	3.04

Notes

(1) Is Q_{BAR} < 2.0 l/s/ha?

When Q_{BAR} is < 2.0 l/s/ha then limiting discharge rates are set at 2.0 l/s/ha.

(2) Are flow rates < 5.0 l/s?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.


(3) Is SPR/SPRHOST ≤ 0.3?

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Greenfield runoff rates

	Default	Edited
Q _{BAR} (l/s):	15.1	15.1
1 in 1 year (l/s):	12.54	12.54
1 in 30 years (l/s):	30.21	30.21
1 in 100 years (l/s):	38.82	38.82
1 in 200 years (l/s):	45.91	45.91

This report was produced using the greenfield runoff tool developed by HR Wallingford and available at www.uknuts.com. The use of this tool is subject to the UK SuDS terms and conditions and licence agreement, which can both be found at www.uknuts.com/terms-and-conditions.htm. The outputs from this tool are estimates of greenfield runoff rates. The use of these results is the responsibility of the users of this tool. No liability will be accepted by HR Wallingford, the Environment Agency, CEH, Hydrosolutions or any other organisation for the use of this data in the design or operational characteristics of any drainage scheme.

Mott MacDonald					Page 1
Mott MacDonald House 8-10 Sydenham Road Croydon, CR0 2EE, United					
Date 30/09/2019 12:04		Designed by POW79509			
File WGAA.SRCX		Checked by			
Innovyze			Source Control 2018.1.1		
<u>Summary of Results for 100 year Return Period (+40%)</u>					
Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	109.144	0.444	15.1	761.4	O K
30 min Summer	109.258	0.558	15.1	997.7	O K
60 min Summer	109.366	0.666	15.1	1239.1	O K
120 min Summer	109.466	0.766	15.1	1475.0	O K
180 min Summer	109.516	0.816	15.1	1598.6	O K
240 min Summer	109.546	0.846	15.1	1674.2	O K
360 min Summer	109.577	0.877	15.1	1755.4	O K
480 min Summer	109.594	0.894	15.1	1798.7	O K
600 min Summer	109.601	0.901	15.1	1817.5	O K
720 min Summer	109.602	0.902	15.1	1820.8	O K
960 min Summer	109.594	0.894	15.1	1798.6	O K
1440 min Summer	109.569	0.869	15.1	1733.4	O K
2160 min Summer	109.529	0.829	15.1	1630.6	O K
2880 min Summer	109.487	0.787	15.1	1527.2	O K
4320 min Summer	109.400	0.700	15.1	1317.8	O K
5760 min Summer	109.307	0.607	15.1	1104.5	O K
7200 min Summer	109.223	0.523	15.1	923.6	O K
8640 min Summer	109.147	0.447	15.1	768.0	O K
10080 min Summer	109.081	0.381	15.1	638.4	O K
15 min Winter	109.190	0.490	15.1	854.6	O K
30 min Winter	109.314	0.614	15.1	1120.4	O K
Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)	
15 min Summer	130.597	0.0	726.0	29	
30 min Summer	85.825	0.0	948.6	44	
60 min Summer	53.779	0.0	1255.2	74	
120 min Summer	32.595	0.0	1520.2	132	
180 min Summer	24.012	0.0	1677.2	192	
240 min Summer	19.224	0.0	1787.1	250	
360 min Summer	13.954	0.0	1938.0	368	
480 min Summer	11.125	0.0	2049.4	486	
600 min Summer	9.325	0.0	2132.7	604	
720 min Summer	8.069	0.0	2194.5	722	
960 min Summer	6.417	0.0	2257.4	936	
1440 min Summer	4.640	0.0	2177.6	1154	
2160 min Summer	3.350	0.0	2854.7	1544	
2880 min Summer	2.656	0.0	3013.8	1960	
4320 min Summer	1.912	0.0	3240.0	2776	
5760 min Summer	1.513	0.0	3455.6	3528	
7200 min Summer	1.261	0.0	3598.2	4256	
8640 min Summer	1.086	0.0	3715.6	5008	
10080 min Summer	0.957	0.0	3810.6	5656	
15 min Winter	130.597	0.0	812.9	29	
30 min Winter	85.825	0.0	1052.2	43	
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Innovyze Source Control 2018.1.1

Summary of Results for 100 year Return Period (+40%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	109.432	0.732	15.1	1393.2	O K
120 min Winter	109.540	0.840	15.1	1659.3	O K
180 min Winter	109.595	0.895	15.1	1801.5	O K
240 min Winter	109.628	0.928	15.1	1889.8	O K
360 min Winter	109.664	0.964	15.1	1988.5	O K
480 min Winter	109.685	0.985	15.1	2044.8	O K
600 min Winter	109.695	0.995	15.1	2073.8	O K
720 min Winter	109.700	1.000	15.1	2085.4	O K
960 min Winter	109.696	0.996	15.1	2076.5	O K
1440 min Winter	109.666	0.966	15.1	1994.1	O K
2160 min Winter	109.618	0.918	15.1	1862.4	O K
2880 min Winter	109.563	0.863	15.1	1719.7	O K
4320 min Winter	109.444	0.744	15.1	1422.7	O K
5760 min Winter	109.301	0.601	15.1	1092.7	O K
7200 min Winter	109.173	0.473	15.1	820.0	O K
8640 min Winter	109.062	0.362	15.1	602.8	O K
10080 min Winter	108.976	0.276	15.0	445.0	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	53.779	0.0	1405.6	72
120 min Winter	32.595	0.0	1700.1	130
180 min Winter	24.012	0.0	1873.1	188
240 min Winter	19.224	0.0	1992.8	246
360 min Winter	13.954	0.0	2152.2	362
480 min Winter	11.125	0.0	2260.4	476
600 min Winter	9.325	0.0	2325.5	592
720 min Winter	8.069	0.0	2348.3	704
960 min Winter	6.417	0.0	2314.6	924
1440 min Winter	4.640	0.0	2219.3	1322
2160 min Winter	3.350	0.0	3196.3	1652
2880 min Winter	2.656	0.0	3373.3	2112
4320 min Winter	1.912	0.0	3616.8	3028
5760 min Winter	1.513	0.0	3871.0	3808
7200 min Winter	1.261	0.0	4031.3	4536
8640 min Winter	1.086	0.0	4163.6	5184
10080 min Winter	0.957	0.0	4272.1	5752

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Mott MacDonald House 8-10 Sydenham Road Croydon, CR0 2EE, United		
Date 30/09/2019 12:04	Designed by POW79509	
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Innovyze		Source Control 2018.1.1

Rainfall Details

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
M5-60 (mm)	19.000	Shortest Storm (mins)	15
Ratio R	0.400	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+40

Time Area Diagram

Total Area (ha) 3.180

Time (mins)	Area	Time (mins)	Area	Time (mins)	Area
From:	To:	From:	To:	From:	To:
0	5	1.060	5	10	1.060
				10	15
					1.060

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Innovyze Source Control 2018.1.1

Model Details

Storage is Online Cover Level (m) 110.000

Tank or Pond Structure

Invert Level (m) 108.700

Depth (m)	Area (m ²)	Depth (m)	Area (m ²)
0.000	1453.7	1.300	3277.9

Hydro-Brake® Optimum Outflow Control

Unit Reference	MD-SHE-0175-1510-1000-1510
Design Head (m)	1.000
Design Flow (l/s)	15.1
Flush-Flo™	Calculated
Objective	Minimise upstream storage
Application	Surface
Sump Available	Yes
Diameter (mm)	175
Invert Level (m)	108.700
Minimum Outlet Pipe Diameter (mm)	225
Suggested Manhole Diameter (mm)	1200

Control Points	Head (m)	Flow (l/s)	Control Points	Head (m)	Flow (l/s)
Design Point (Calculated)	1.000	15.1	Kick-Flo®	0.702	12.8
Flush-Flo™	0.321	15.1	Mean Flow over Head Range	-	12.8

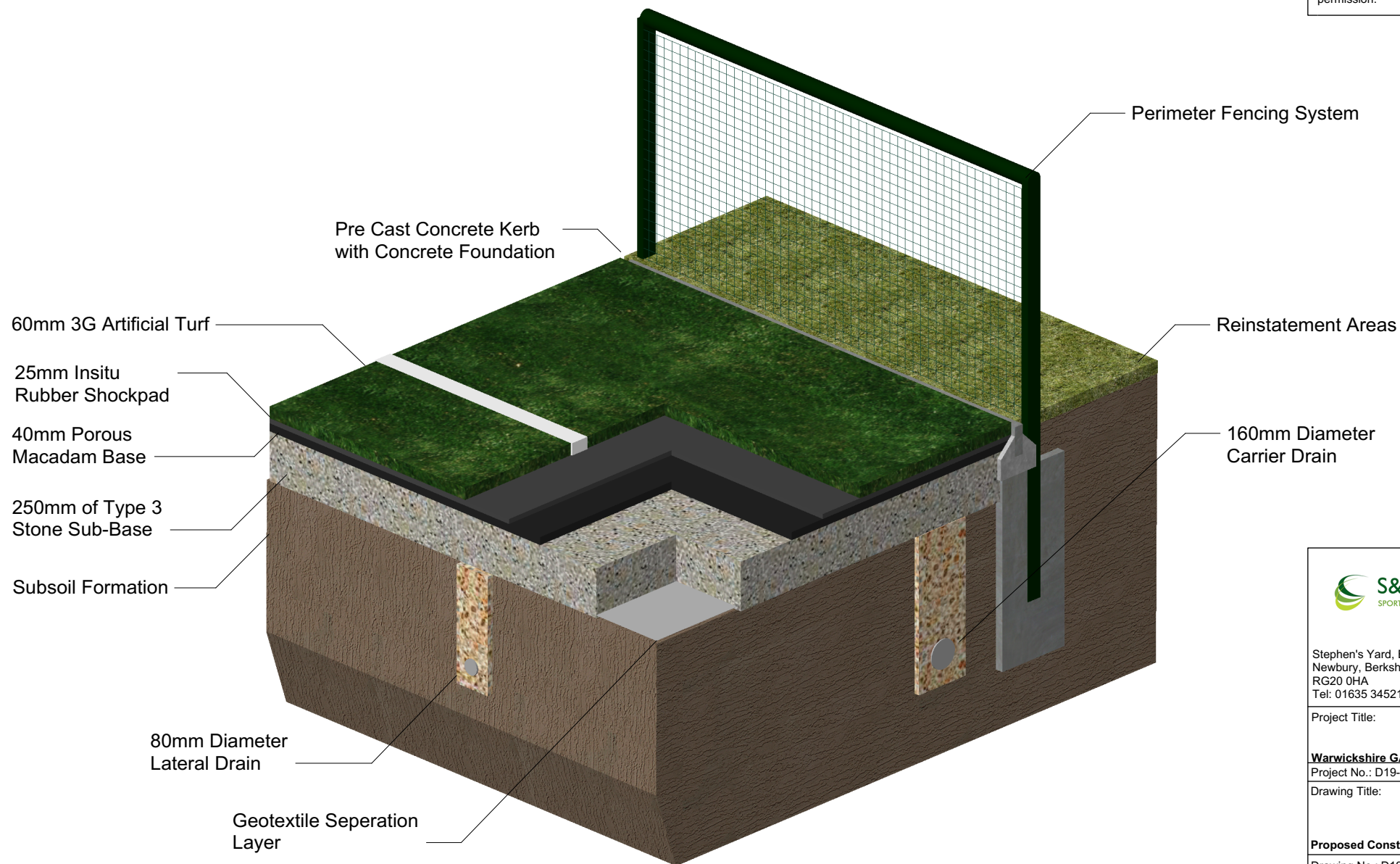
The hydrological calculations have been based on the Head/Discharge relationship for the Hydro-Brake® Optimum as specified. Should another type of control device other than a Hydro-Brake Optimum® be utilised then these storage routing calculations will be invalidated

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	6.2	1.200	16.5	3.000	25.5	7.000	38.4
0.200	14.5	1.400	17.7	3.500	27.5	7.500	39.7
0.300	15.1	1.600	18.9	4.000	29.3	8.000	40.9
0.400	15.0	1.800	20.0	4.500	31.0	8.500	42.1
0.500	14.7	2.000	21.0	5.000	32.6	9.000	43.3
0.600	14.1	2.200	22.0	5.500	34.1	9.500	44.5
0.800	13.6	2.400	22.9	6.000	35.6		
1.000	15.1	2.600	23.8	6.500	37.0		

F. Artificial pitch build-up and shockpad

NOTES:

All dimensions to be checked on site prior to work commencing.
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Stephen's Yard, Enborne,
Newbury, Berkshire,
RG20 0HA
Tel: 01635 345210 / Fax: 01635 41024

Project Title:

Warwickshire GAA

Project No.: D19-011

Drawing Title:

Proposed Construction Section

Drawing No.: D19-011/VW/CS0001.01

Drawn By:
Josh Handrick

Checked By:
Nick Seymour

Date Drawn: 27.09.2019

Paper Size: A4

Scale: 1:25

XM7

TURF			
PILE HEIGHT	60	mm	± 5%
STITCHES	13	/10cm	± 10%
PILE WEIGHT	1 477	g/m ²	± 10%
TUFTS	8 189	/m ²	± 10%
FILAMENTS	114 646	/m ²	± 10%
GAUGE	5/8	15,9 mm	
TUFTING	straight		
FIELD COLOUR	field green & olive green dual tone		
LINE COLOURS	white, yellow, blue, red		
FIBER			
MATERIAL	polyethylene		
FIBER TYPE	straight monofilament		
DTEX	13300		
PROFILE	diamond		
WIDTH	1,0	mm	
THICKNESS	360	μ	± 10%
FILAMENTS	7		
BACKING			
PRIMARY	polypropylene		
STYLE	woven		
WEIGHT	240	g/m ²	± 10%
COATING	butadiene styrene		
WEIGHT	900	g/m ²	± 10%
BACKING WEIGHT	1 140	g/m ²	± 10%
SYSTEM			
TOTAL WEIGHT	2 617	g/m ²	± 10%
SYSTEM CARE			

Please refer to our dedicated installation and maintenance guides to ensure your field remains in optimum condition.

In order to maintain our surfaces to the highest standards with the most up-to-date technical information, we reserve the right to modify the product data.

We advise that the technical values regarding yarn thickness and dtex, as well as the weight, are approximate values and could vary ± 10 %.

DURABILITY WITHOUT COMPROMISE

The XM7 System has been developed using a unique diamond profile fiber design for great resilience.

XM7 was created with strict adherence to the 3 pillars of fiber development – Polymer, Process and Geometry (PPG). The resulting, exceptionally resilient and soft fiber gives added durability and resilience so your field can perform at its optimum level.

The monofilament fiber has been engineered to provide excellent durability and is part of a dense and natural looking system designed to deliver a long-lasting surface with an exceptional price-performance ratio for a variety of sports.

FIBER ADVANTAGES

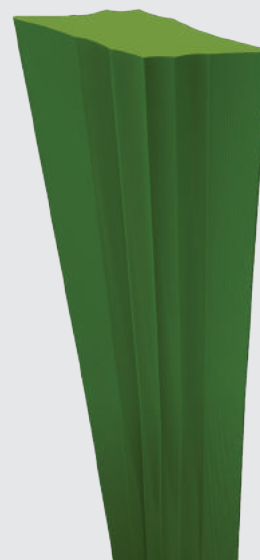
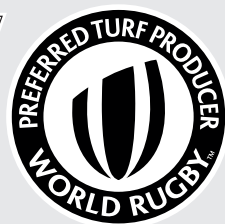
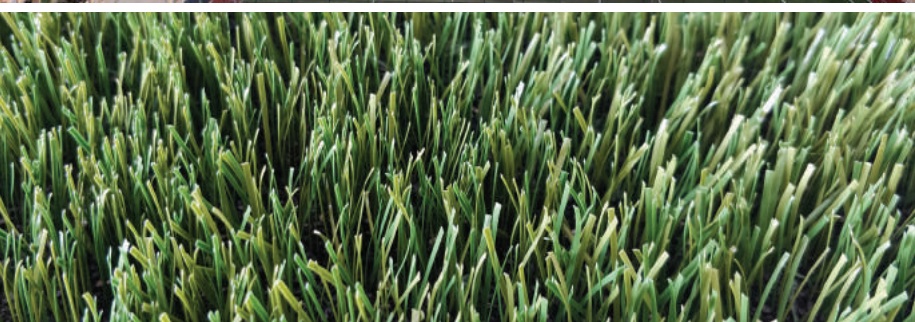
- ▶ High filament count & surface covering
- ▶ Dense and natural look
- ▶ Excellent price/performance ratio
- ▶ Durability

KEY DATA

- ▶ Monofilament
- ▶ Dtex : 13,300
- ▶ Thickness : 360 µ
- ▶ Width : 1 mm
- ▶ 7 Plys

APPLICATIONS

- ▶ Football
- ▶ Rugby
- ▶ Gaelic Football
- ▶ Multi-sports



LABORATORY PERFORMANCE REPORT

In accordance with

GAA Performance and Construction Standards (Synthetic Turf) April 2009

Sample Reference **FieldTurf XM7 60-13 IS25 SBR**

Report Number **18519/7703**

Report Status **Final**

Issue Date **08/03/2018**

Client **FieldTurf**
FieldTurf Europe EMEA Headquarters
Paris
France

FOREWORD

1. This report has been prepared by Sports Labs limited with all reasonable skill, care and diligence within the terms of the contract with the Client and within the limitations of the resources devoted to it.
2. This report is confidential to the Client and Sports Labs Limited accepts no responsibility whatsoever to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.
3. This report shall not be used for engineering or contractual purposes unless signed by the Author and the Checker and unless the report status is "Final".
4. *Not all tests carried out are within our scope of ISO 17025 Accreditation.

HEAD OFFICE

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1 Adam Square,
Brucefield Industry Park
Livingston
EH54 9DE

Tel: +44(0)1506 444 755
Email: info@sportslabs.co.uk

REGIONAL LOCATIONS

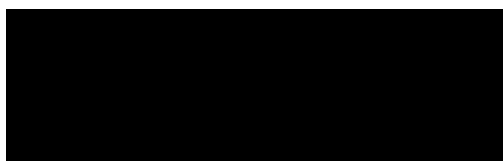
Johannesburg
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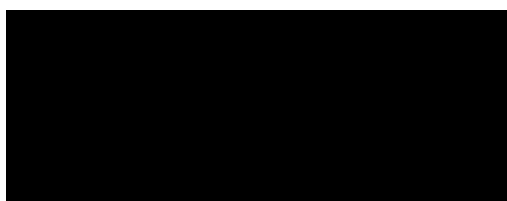
1.0 INTRODUCTION

We refer to the sample of 'FieldTurf XM7 60-13 IS25 SBR' synthetic turf system delivered to our Laboratory. The purpose was to carry out a programme of performance testing in accordance with the requirements of the GAA Performance and Construction Standards for Synthetic Turf Pitches, April 2009 Edition.

Prepared By Craig Melrose
Laboratory Coordinator
08/03/2018



Checked By Sean Ramsay
Laboratory Director
08/03/2018



Test Details			
Product Name		FieldTurf XM7 60-13 IS25 SBR	
Carpet Name		FieldTurf XM7 60-13	
Substrate		Concrete	
Shockpad type		IS25	
Number of Conditioning Rolls		250 Rolls	
Exposed Pile (mm)		Approximately \approx 16 mm	
Infill	Stabilising	Sand	36 kg/m ² Approx \approx 24 mm
	Performance	SBR	9 kg/m ² Approx \approx 20 mm
Temperature Range		21.0 – 25.0 °C	
Humidity Range		40 – 60 %	

2.0 TEST DETAILS

- 2.1 The test Specimens were prepared in accordance with the manufacturers specifications.
- 2.2 The specimens were tested in the conditions and temperatures as described in the GAA manual for Performance and Construction Standards for Synthetic Turf Pitches.

3.0 TESTING

- 3.1 Gaelic Ball Rebound – EN 12335: 2013
- 3.2 Gaelic Football Ball Roll – EN 12334: 2013 (GAA Football)
- 3.3 * Sliothar Ball Roll – GAA 02
- 3.4 Head Injury Criterion – EN 1177: 2008
- 3.5 Shock Absorption – EN 14808: 2005
- 3.6 Vertical Deformation – EN 14809: 2005
- 3.7 Rotational Resistance – Studded Sole – EN 15301 – 1: 2007 (Studded)
- 3.8 Rotational Resistance – Dimpled Sole – EN 15301 – 1: 2007 (Dimpled)
- 3.9 Water Permeability – EN 12616: 2013
- 3.10 * Gaelic Football Angle Ball Rebound – GAA 001
- 3.11 * Skin Friction – GAA 002
- 3.12 * Skin Abrasion – GAA 003
- 3.13 * Joint Strength EN 12228: 2013 (Direct Tension - Method A) & (Peel - Method B)
- 3.14 * Resistance to Tuft Withdrawal – ISO 4919: 2012
- 3.15 * Tensile Strength of Carpet – ISO 13934 -1: 1999
- 3.16 * Tensile Strength of Yarn – EN 13864: 2004
- 3.17 * Tensile Strength of Shockpad – EN 12230: 2003
- 3.18 * Infill Splash – GAA 04
- 3.19 * Pile Compression – GAA 05
- 3.20 * Resistance to Artificial Weathering – EN 13864: 2004 & EN ISO 20105 – A02: 1995
- 3.21 * Product Identification (See Table 3 GAA Specification)

*Not all tests carried out are within our scope of ISO 17025 Accreditation.

4.0 TEST RESULTS

Property	Test condition	Requirement	Mean result	Pass/Fail
Gaelic Football Rebound	Dry	0.65m – 0.80m	0.68 m	Pass
	Wet		0.65 m	Pass
	Simulated wear 20,200		0.74 m	Pass
Gaelic Football Ball Roll	Dry	4.5m – 7.0m	4.7 m	Pass
	Wet		5.0 m	Pass
Sliothar Ball Roll	Dry	5.0 – 9.0m	6.4 m	Pass
	Wet		6.9 m	Pass
Critical Fall Height	Dry	≥1.4m	1.4 m	Pass
	Wet		1.4 m	Pass
Shock Absorption (AA)	Dry	55% - 65%	64 %	Pass
	Wet		65 %	Pass
	Simulated wear 20,200	≥50%	63 %	Pass
	After Air Ageing		66 %	Pass
Vertical Deformation (AA)	Dry	4.0mm – 7.0mm	6.8 mm	Pass
	Wet		7.0 mm	Pass
	Simulated wear 20,200		5.8 mm	Pass
Rotational Resistance (Studded)	Dry	35Nm – 55Nm	38 Nm	Pass
	Wet		41 Nm	Pass
	Simulated wear 20,200		46 Nm	Pass
Rotational Resistance (Dimpled)	Dry	25Nm – 55Nm	28 Nm	Pass
	Wet		27 Nm	Pass
	Simulated wear 20,200		32 Nm	Pass

Property	Test condition	Requirement	Mean result		Pass/Fail
Water Permeability	Simulated wear 20,200	> 300 mm/hr	1105 mm/hr		Pass
Gaelic Football Angle Ball Rebound	Dry	50% - 80 %	53 %		Pass
	Wet		68 %		Pass
Skin Friction	Dry	$\leq 0.75 \mu$	0.72 μ		Pass
Skin Abrasion	Dry	$\leq 30 \%$	19 %		Pass
Joint Strength – Stitched Joints	Un-Aged	≥ 1200 N/100mm	2811 N/100mm		Pass
	Water Aged		2592 N/100mm		Pass
Joint Strength – Bonded Joints	Un-Aged	≥ 75 N/100mm	113 N/100mm		Pass
	Water Aged		111 N/100mm		Pass
Resistance to Tuft Withdrawal	Un-Aged	≥ 40 N	60 N		Pass
	Water Aged		64 N		Pass
Tensile Strength of Carpet	Un-Aged	≥ 20 N/mm	Warp – 31 N/mm Weft – 29 N/mm		Pass
	Water Aged		Warp – 30 N/mm Weft – 28 N/mm		Pass
Tensile Strength of Yarn	Mono-filament	≥ 8 N per strand	Light Green	12 N	Pass
			Dark Green	14 N	
Infill Splash	Un-Aged	\leq Category 3	1		Pass
Pile Compression	Un-Aged	≤ 10 mm or 50% of free pile height	4.8 mm (31 %)		Pass

EFFECTS OF ARTIFICIAL WEATHERING

Property		Requirement	Mean Result		Pass/Fail
Pile yarn (s)	Colour change	> Grey Scale 3	Light Green	5	Pass
			Dark Green	5	
	Change in Tensile strength	≤ 50 %	Light Green	3 %	Pass
			Dark Green	4 %	
Performance infill	Colour change	≥ Grey Scale 3	4 - 5		Pass
	Visual change in composition	No Change	No Change		Pass

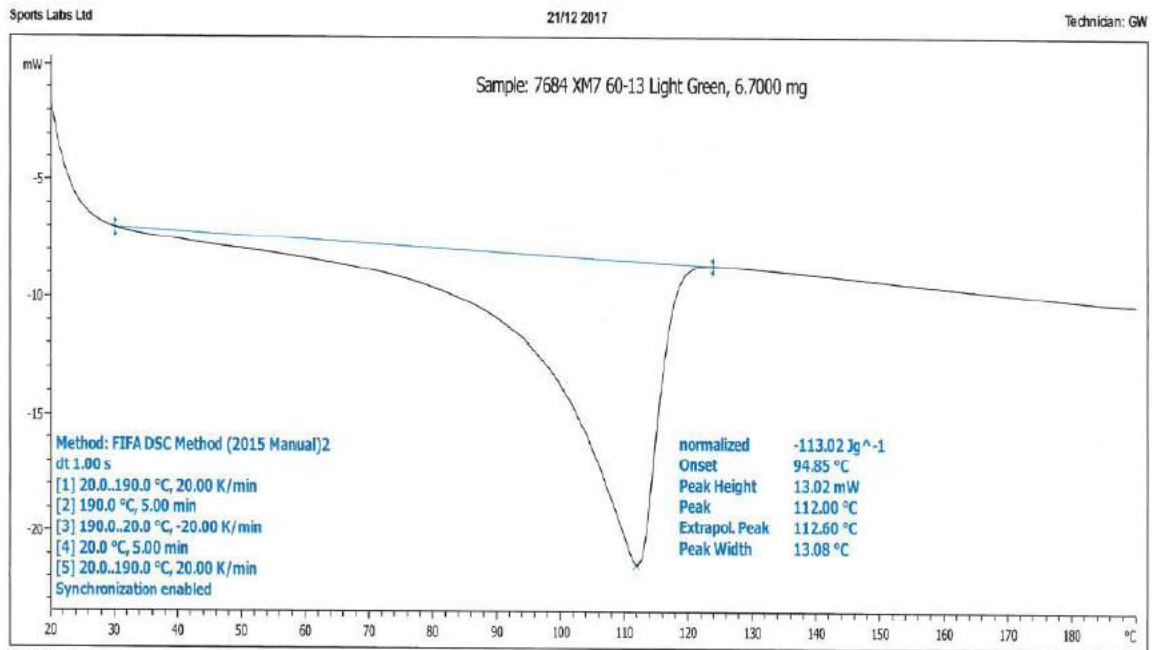
PRODUCT IDENTIFICATION - CARPET

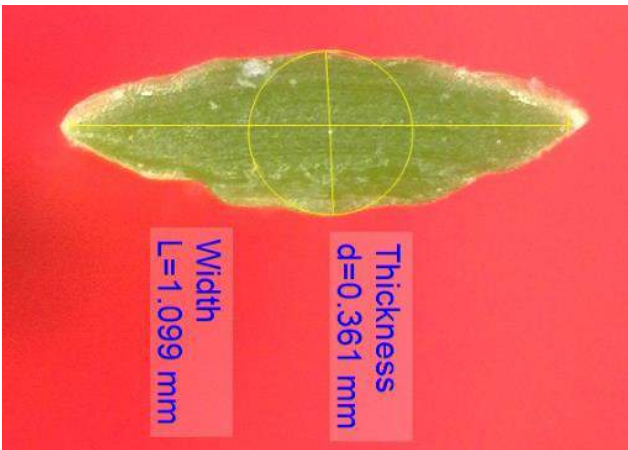
Property	Manufacturers Declaration	Requirement	Mean Result	Variation	Pass/Fail
Carpet Mass per unit area	2617 g/m ²	≤ 10 %	2708 g/m ²	+ 3.5 %	Pass
No. of Tufts per unit area	8189 /m ²	≤ 10 %	8263 /m ²	+ 0.9 %	Pass
Pile Length	60 mm	≤ 5 %	61 mm	+ 1.7 %	Pass
Pile Weight per unit area	1477 g/m ²	≤ 10 %	1514 g/m ²	+ 2.5 %	Pass
Stitch Gauge	5/8"	Same Gauge	5/8"	Same	Pass
Yarn DSC	PE	Same Polymer	Light Green - PE	Same	Pass
			Dark Green - PE	Same	

PRODUCT IDENTIFICATION - PERFORMANCE INFILL					
Property	Manufacturers Declaration	Requirement	Mean Result	Variation	Pass/Fail
Particle size range	0.63 – 2.5 mm	± 10 %	0.5 – 2.5 mm	Within Tolerance	Pass
Particle shape	Angular	Similar	A2	Similar	Pass
Bulk density	0.43 g/cm ³	≤ 15 %	0.415 g/cm ³	- 3.5 %	Pass
Thermo-gravimetric analysis	SBR	± 5 %	Organic - 64 %	-	Pass
			Inorganic - 36 %		Pass
PRODUCT IDENTIFICATION - STABILISING INFILL					
Property	Manufacturers Declaration	Requirement	Mean Result	Variation	Pass/Fail
Particle size range	0.315 – 1.0 mm	± 10 %	0.5 – 1.0 mm	Within Tolerance	Pass
Particle shape	Rounded	Similar	B2	Similar	Pass
Bulk density	1.40 g/cm ³	≤ 15 %	1.54 g/cm ³	+ 10.0 %	Pass

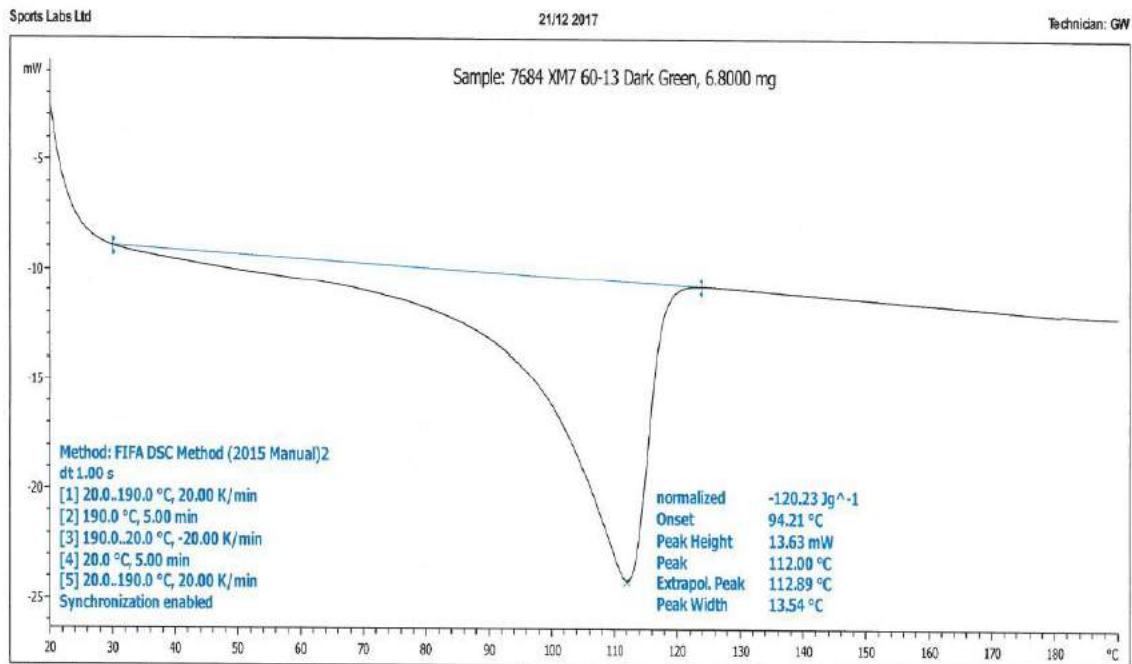
SHOCKPAD				
Property	Test condition	Requirement	Mean result	Pass/Fail
Shock Absorption	Un-Aged	± 5 % of declaration	60 %	Pass
Tensile Strength	Un-Aged	≥ 0.15 MPa	0.15 MPa	Pass
	Water Aged		0.15 MPa	Pass
Thickness	-	± 10 % of declaration	25 mm	Pass
Particle Grading	-	± 10 %	2 – 6 mm	Pass

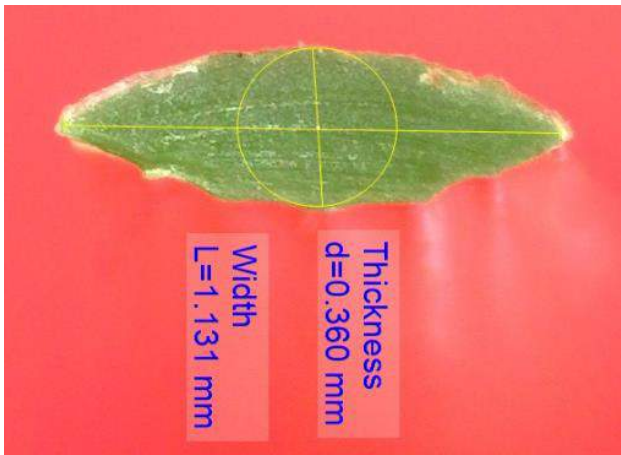
Yarn Characterisation



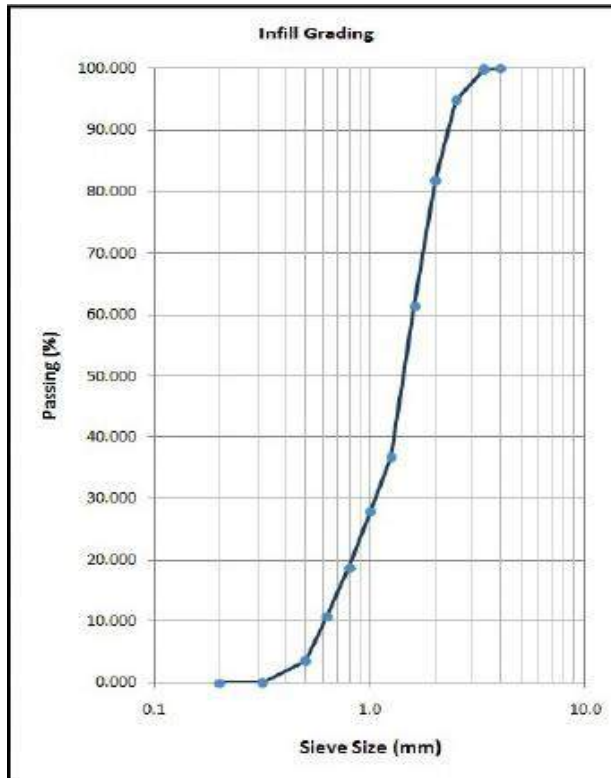
Yarn thickness	361 microns
Yarn Width	1.1 mm
Colour (RAL 6 Digit)	RAL 110 40 30
dTex	5941
Yarn Picture	 <p>Width L=1.099 mm</p> <p>Thickness d=0.361 mm</p>

Yarn Characterisation

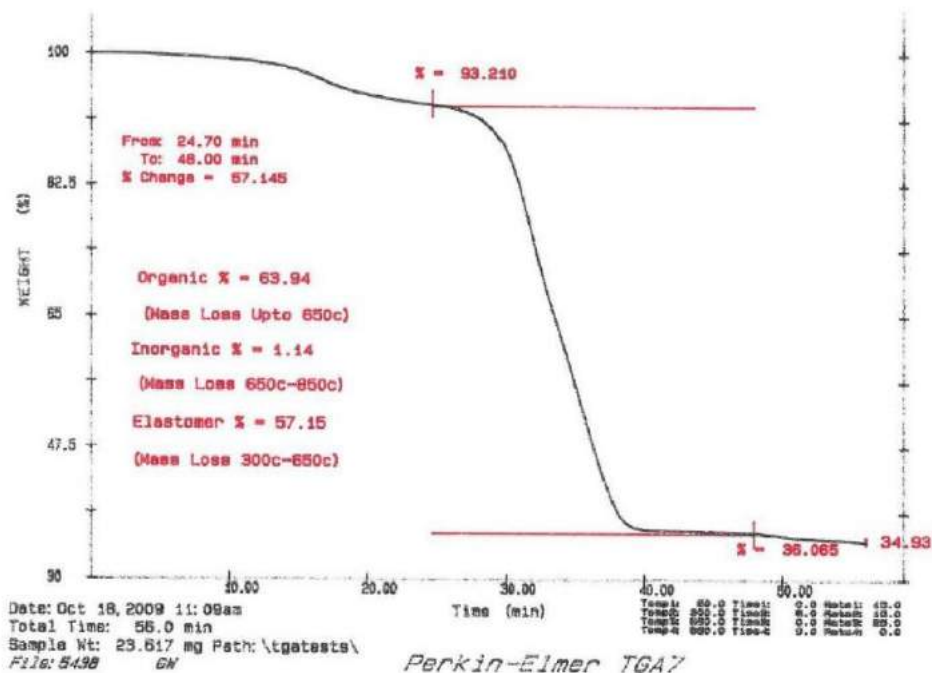


Yarn thickness	360 microns
Yarn Width	1.1 mm
Colour (RAL 6 Digit)	RAL 130 40 30
dTex	7709
Yarn Picture	

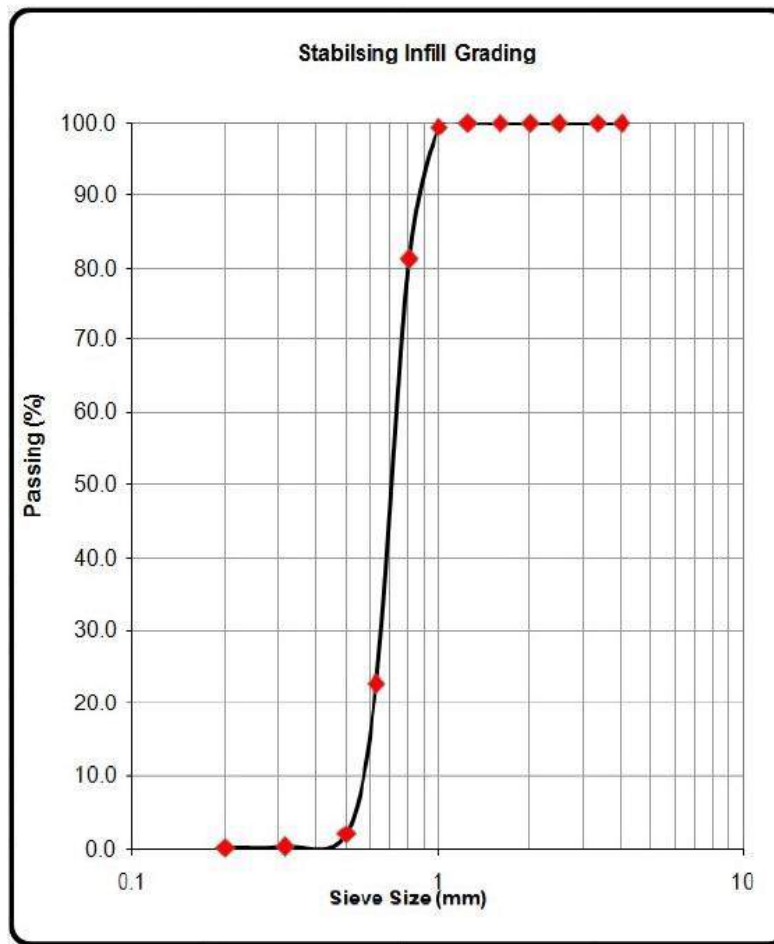
Infill Identification - Rubber



Sieve Size (mm)	Passing (%)
4.000	100.0
3.350	99.9
2.500	94.9
2.000	81.9
1.600	61.4
1.250	36.7
1.000	27.9
0.800	18.8
0.630	10.8
0.500	3.6
0.315	0.1
0.200	0.0
Passing to base tray	0.0



Infill Identification - Sand



SIEVE SIZE (mm)	PASSING %
4.000	100.0
3.350	100.0
2.500	100.0
2.000	100.0
1.600	100.0
1.250	100.0
1.000	99.4
0.800	81.2
0.630	22.5
0.500	2.1
0.315	0.2
0.200	0.1
Passing to base tray	0.0

PARTICLE PICTURE




PARTICLE SHAPE DESIGNATION



B2

BULK DENSITY

1.544

N/g/m³

Shockpad Identification	
IS25 In-situ laid Bound SBR Rubber Granules	
	

PICTURES		
View	PRE-WEAR	SIMULATED USE 20,200 CYCLES
Top		
Side		

6.0 CONCLUSION

- 6.1 'FieldTurf XM7 60-13 IS25 SBR' synthetic turf meets the laboratory testing requirements as described in GAA Performance and Construction Standards for Synthetic Turf Pitches, April 2009 Edition.

End of Report

G. Budget Estimate Summary

M42 Junction 6 Legacy Project - Budget Estimate

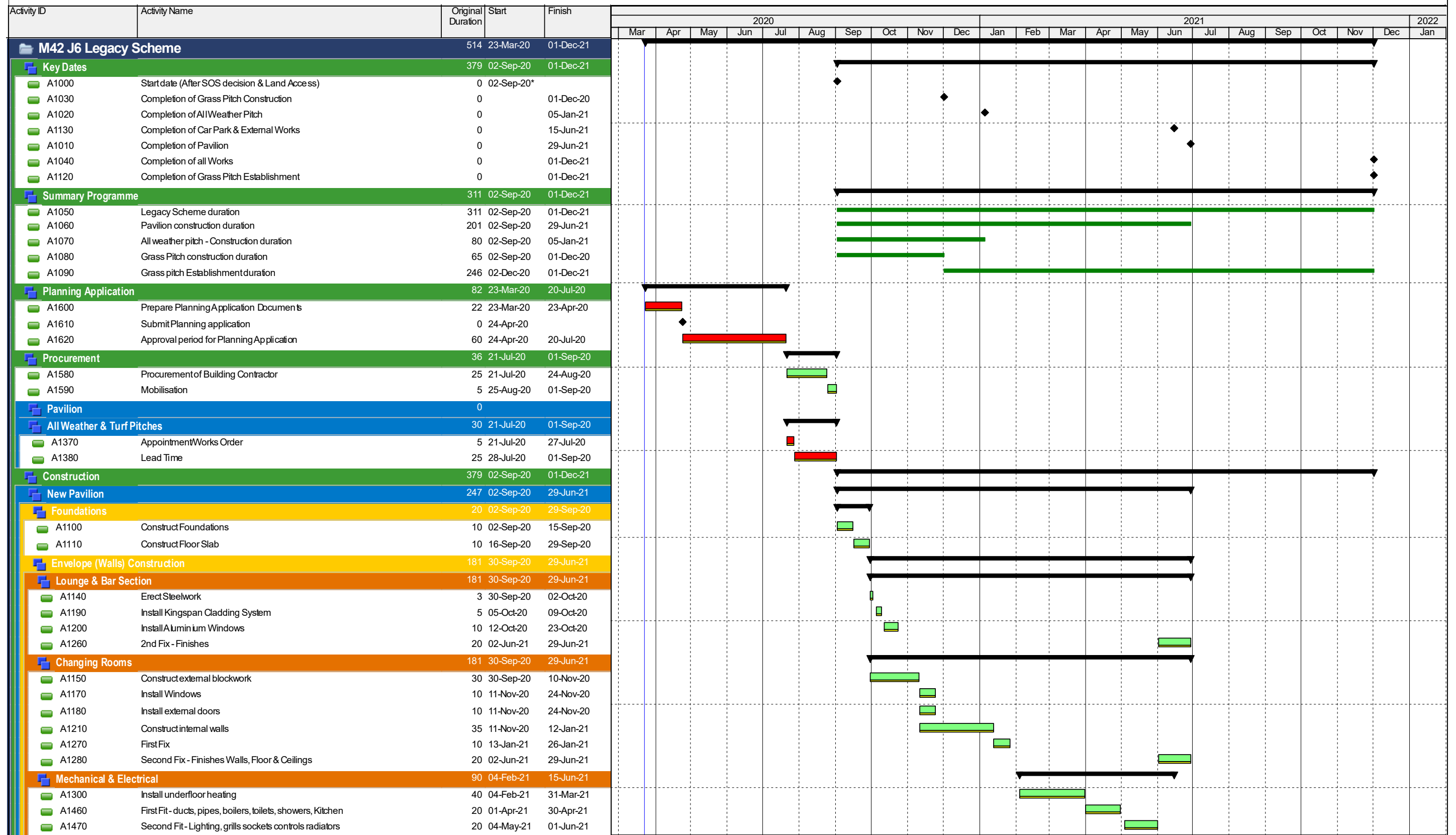
Dated: 21st October 2019

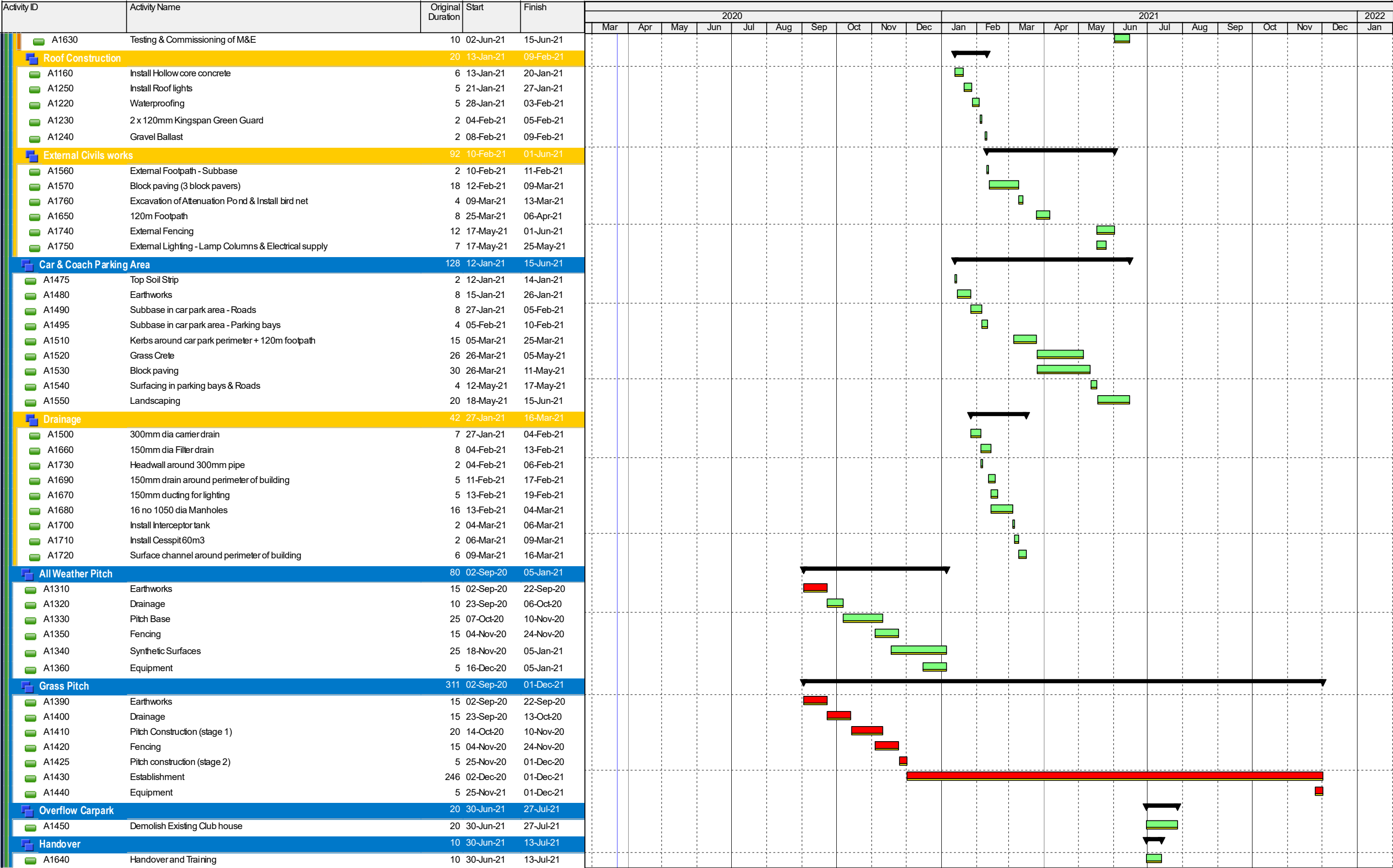
	Item	Price (£)
INDIRECT WORKS		
DESIGN		
DESIGN	DESIGN	
	SITE SURVEYS	
PRELIMINARIES		
PRELIMS	SITE ESTABLISHMENT & ATTENDENCES	
	CONSTRUCTION MANAGEMENT (10%)	
TOTAL INDIRECT WORKS		
DIRECT WORKS		
CAR PARKING AND CIVILS		
	200 SITE CLEARANCE inc DEMOLITION	
	300 FENCING	
	500 DRAINAGE AND CUTS	
	600 EARTHWORKS	
	700 PAVEMENTS	
	1100 KERBS AND FOOTWAYS	
	1200 TRAFFIC SIGNS AND ROAD MARKINGS	
	1400 ELECTRICAL WORK FOR LIGHTING AND SIGNS	
	2700 ACCOMODATION WORKS	
	3000 LANDSCAPING AND ECOLOGY	
CLUBHOUSE		
	BUILDING	
	FIXTURES AND FITTINGS	
	MECHANICAL AND ELECTRICAL	
	UTILITIES	
PITCHES		
	ALL WEATHER PITCH	
	NATURAL SAND BASED PITCH	
	PITCH ANCILARY ITEMS	
	COMMISSIONING / HANDOVER	
TOTAL DIRECT WORKS		
TOTAL CONSTRUCTION COSTS (INDIRECT & DIRECT WORKS)		
OTHER	RISK	
	FEE	
TOTAL DELIVERY INTEGRATED PARTNER COSTS		
CLIENT COSTS	PLANNING PERMISSION COSTS	
	STATUTORY UNDERTAKERS	
	NR VAT	
	CLIENT SUPERVISION	
TOTAL DRAFT BUDGET ESTIMATE		

M42 Junction 6 - Legacy Project Budget Summary Assumptions

- 1 It is assumed that the cut and fill exercise balances, there is no surplus and no need for import.
- 2 In the absence of a ground investigation survey within the site, it is assumed that the material on site can be reused in the construction of the pitches.
- 3 It is assumed that the power diversion has been completed and a connection can be made to an LV cable adjacent to the new private means of access road.
- 4 It is assumed that the nets allowed for - 28m x 13m standard retractable ball stop nets - are acceptable to the WGAA.
- 5 It is assumed that we were not to include for any land costs.
- 6 It's assumed that we will gain EA approval to outfall into the ditch to the west of the pitches
- 7 It is assumed that the ESSO fuel line is at a sufficient depth that it does not alter the standard construction methodology of constructing the pitches or impact on programme.
- 8 It is assumed that there will be no ecological constraints on the site and that the survey estimate is for the professional consultancy surveys only.
- 9 It is assumed that the instruction to undertake the works will be in time for effective procurement of the pitch and clubhouse works to occur in line with the construction programme.
- 10 It is assumed that the existing ground conditions are of sufficient strength and make up to allow the construction of the clubhouse as designed in this submission.
- 11 It is assumed that any matters that arise out of the DCO process requiring additional works or changes to the planned works will be dealt with via the strategic assumption process currently being agreed between Highways England and Skanska.
- 12 It is assumed that the WGAA will not use the natural sand based grass pitch until the end of the 12 month bedding in period.
- 13 It is assumed that prelim efficiencies will be realised as these works are planned to take place at the same time as the main scheme.
- 14 The price provided is a cost estimate only on the basis of the request as per the EWO and not a formal quotation to carry out the works.
- 15 It's assumed that a retention basin and netting will be acceptable to Birmingham Airport with regards to safeguarding.
- 16 It is assumed that the electrical supply required for the new building is no greater than the electrical supply to the existing clubhouse.

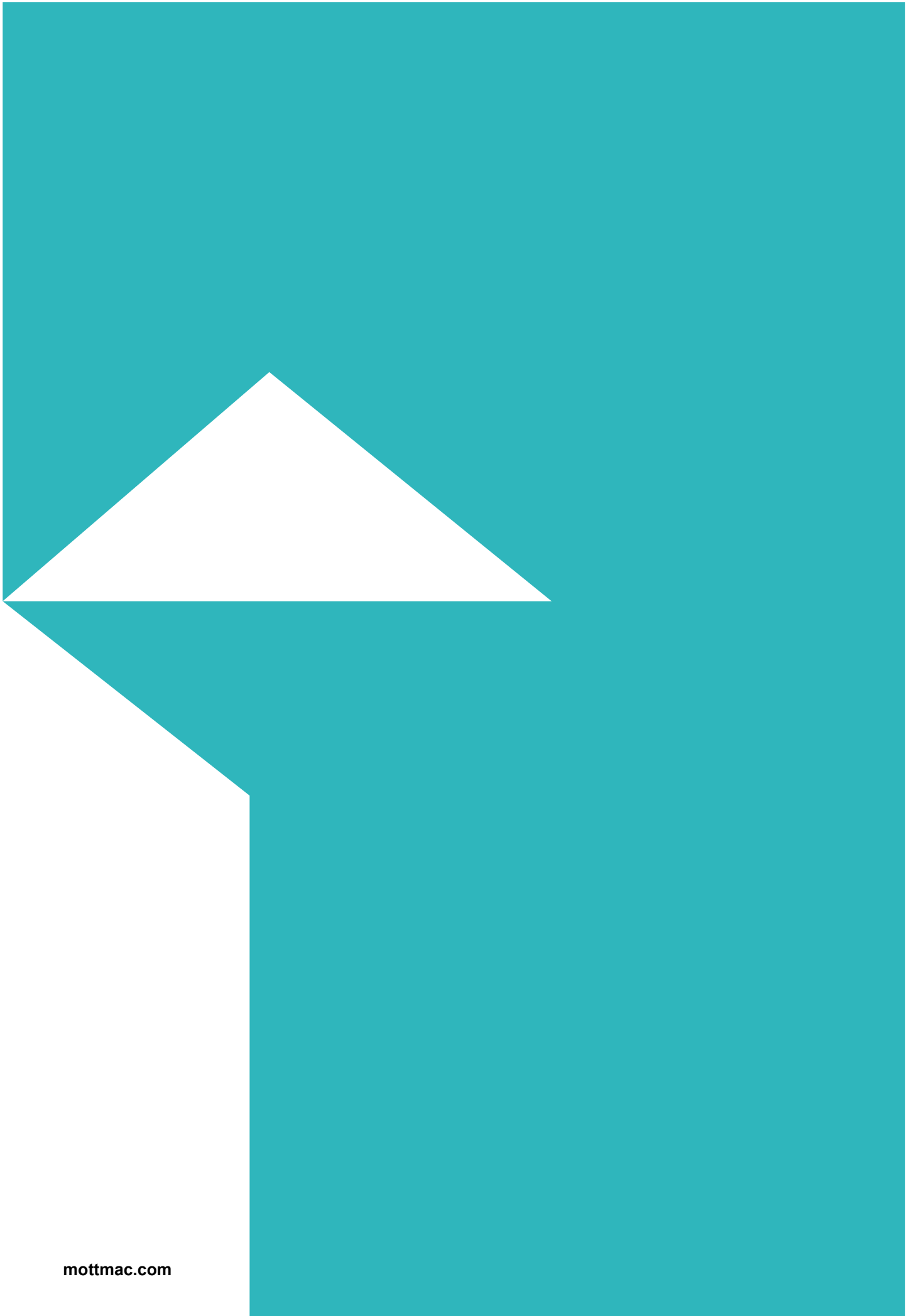
H. M42 Legacy Project Programme





I. Risk Register

Package amount				WGAA RISK AND OPPORTUNITY REGISTER																			
Risk								Current Impact				Mitigation				Target Risk Exposure							
Risk ID	Status	Risk Type	Package	Risk Title* or Opportunity Title (max. 80 characters)	Risk Description or Opportunity Description	Cause of risk* or reasons for pursuing opportunity	Consequence of risk* or benefit of an opportunity	Risk Owner	Probability	Min Cost (£k)	ML Cost (£k)	Max Cost (£k)	Current EMV	Mitigation Title	Mitigation Owner	Mitigation Status	Mitigation Due Date	Probability	Min Cost (£k)	ML Cost (£k)	Max Cost (£k)	Target EMV	
1	Active	Risk	WGAA	Contaminated ground	Risk of contaminated ground	> Material for disposal considered to be either hazardous/non hazardous classification	> Potential delay to works and increase in costs, change in working practices	WGAA	Low					Desk study highlighting likely zones, advanced site investigation, SHESQ Advisor on site	WGAA	Open	17.11.19	Low					
2	Active	Risk	WGAA	Consents/planning	Delay in planning consent agreement/approval	Risk that Planning Consent will not be completed prior to commencement of works	> Delay to works > Cost increase from increase staff duration		Medium					Submit consents on time in line with local authority and other planning applications		Open	17.11.19	Low					
3	Active	Risk	WGAA	Site access delayed	Unexpected events or issues preventing access to the work site	Issues on local road network preventing access to WGAA site for workforce or items of plant.	> Programme delay > Additional cost		Medium					Continued checking of local consents that no other works in place affect access.		Open	17.11.19	Low					
4	Active	Risk	WGAA	Unchartered services	There is a risk that works may encounter unchartered services	> Unknown or unchartered services may impact issuance of contract to Contractors	> Delay to start date will impact upon planting calendars and/or require additional costs to carry out relocation > Potential impact by 3rd Parties in service relocation causing delays and damage to working area > Service strike/injury		Low					> Ensure pre-construction surveys are carried out > Ensure up to date STAT packs are in place		Open	17.11.19	Low					
5	Active	Risk	WGAA	Adverse weather	There is a risk that adverse weather, high rainfall, high winds may delay work.	Extreme weather events not anticipated in 1 in 10 years	> Programme delay to outdoor works > Cost impact as a result of missing seeding windows		Medium					> Allow sufficient time in programme > Look out for weather forecast > Sufficient planning		Open	17.11.19	Medium					
6	Active	Risk	WGAA	Sub-contractor liquidation	There is a risk of a supplier / sub contractor going into liquidation or a lack of payment results in underperformance.	> Economic climate. > Competitive pricing in a tight market leads to under-pricing. > Sub-contractors suffering losses due to under performance (as resource is diluted due to large contract / project involvement across the board). The works of one contractor may lead to delays in other works. For the WGAA particularly with building works and M&E sub-contractors.	> Additional cost and time delay. > Records lost, experience not retained, lack of continuity and momentum. > Additional procurement required		Medium					> Monitor through Graydon reports (Financial checks carried out as-standard within procurement process)		Open	17.11.19	Low					
7	Active	Risk	WGAA	Sub-contractor delaying others	Delays caused from one subcontract to another	issues on site during build may result in design needing to be altered.	> Delay to the works > claims from subcontractors > potential cost impact		Low					ensure site meetings and efficient planning of works		Open	17.11.19	Low					
8	Active	Risk	WGAA	Design scope creep	Risk that design may change throughout the construction period due to issues experienced in the build, TQ's etc.	issues on site during build may result in design needing to be altered.	> Negative programme impact > Cost impacts		Low					Ensure HE agree exact scope with WGAA and included in EWO with Skanska.		Open	17.11.19	Low					
9	Active	Risk	WGAA	Ecology - nesting birds	Nesting birds cause suspension of works	> Birds/Bats discovered in vegetation during surveys > Surveys for nesting birds not carried out, or in time, leading to mitigation measures to be in place to deter nesting birds	> Programme delay > Cost impact		V Low					> Allowance in cost and time for removal > Early engagement with the contractor and the stakeholder		Open	17.11.19	V Low					
10	Active	Risk	WGAA	Builders work in connection with M&E	There may be alterations or additional works for the builders and/or M&E contractor when constructing & fitting out clubhouse	Physical on-site issues when the works are being undertaken. M&E works may need to building works to be altered against the design and vice versa.	> Programme delay > Additional cost > Design deviates from that agreed with WGAA.		Medium					Correct design first time around. Regular meetings and site walk through with teams to spot any potential issues early.		Open	17.11.19	Medium					
11	Active	Risk	WGAA	Design changes through detailing from RIBA stages 2 & 3	Design changes made when undertaking RIBA stage 3 design	Alterations required on site, requests from Client or WGAA or through reviewing detailed design requirements, changes are required to make the design work and satisfy the WGAA	> Increased cost > delay to works > Issue in agreeing cost with Client		Medium					Close management of design and discussion with WGAA to agree on exact scope		Open	17.11.19	Medium					
12	Active	Risk	WGAA	H&S inspector requests	H&S inspector requests works over and above design	During inspections, additional works are required to meet H&S regulations or inspectors requirements	> Increased cost > In serious cases, design changes		Low					Ensure design meets current H&S requirements and building regs		Open	17.11.19	Low					
13	Active	Risk	WGAA	Building regulation changes	Building regs changes during construction and design	Changes in building regs which will affect the design and construction of the clubhouse	> Increased cost > Programme delay		Low							Open	17.11.19	Low					
14	Active	Risk	WGAA	SMBC regulations requiring additional works	Local authority requiring additional works for scheme	Requests from SMBC to give any consents required for the works to be given planning approval	> Increased cost > delay to works > damaged relationship with SMBC		Low					Close discussions with SMBC and other local authorities to ensure planning approval is gained for the works. Ensure latest standards are adhered to in the detailed design		Open	17.11.19	Low					
15	Active	Risk	WGAA	Sport England changes	Sport England standards changes	Sport England requiring additional works to meet their new standards and specifications	> Additional design > Additional cost > delay to programme > procurement issues		Low							Open	17.11.19	Low					
16	Active	Risk	WGAA	Delayed start & inflation	Delayed start to the scheme may increase the affect of inflation on the works	any of the various risks may delay the scheme and increase the impact of inflation on prices, wages , costs etc.	> Increased cost > Programme delay		Low					Effective planning and all requirements carried out to start works on time. Maintain good relationship with HE PM. Review works on WGAA and PCF 5 and ensure we share resource where possible.		Open	17.11.19	Low					
17	Active	Opportunity	WGAA	Shared resources	Opportunity to increase the shared resource between M42 J6 PCF 5 works WGAA EWO works.	efficient planning and works management may lend itself to a more efficient sharing of resource between WGAA works and PCF 5 works for M42 J6.	> Cost benefits		Medium							Open	17.11.19	Medium					
18	Active	Opportunity	WGAA	Grass pitch maintenance	The grass pitch construction currently allows 12 months maintenance. There is an opportunity for this to be reduced.	With advantageous weather conditions and the pitch construction being completed on time, the grass may have good strong growth whereby the WGAA would wish to start using the pitch before the 12 months maintenance is completed.	> reduce programme > decrease in cost of maintenance from subcontractor		Low					Hold discussion with WGAA after grass seeding and during summer to understand their appetite for this opportunity.		Open	17.11.19	Low					
19	Active	Risk	WGAA	Solar power energy assessment	The energy assessment may increase the required solar panels	Energy assessment may require additional panels to meet the needs of the clubhouse	Increased costs		Medium					Ensure current design calculations are correct		Open	17.11.19	Medium					
20	Active	Opportunity	WGAA	Solar power energy assessment	The energy assessment may decrease the required solar panels	Energy assessment may reduce the required solar panels to meet the needs of the clubhouse	Decreased costs		Medium					Ensure current design calculations are correct		Open	17.11.19	Medium					
21	Active	Risk	WGAA	GI - drainage (filtration)	Ground investigation relating to the ground and filtration may require additional works	GI findings require additional works for the drainage solution for the works	> Increased costs		Low					Check drainage strategy is correct and undertaken by experienced staff		Open	17.11.19	Low					
22	Active	Opportunity	WGAA	Re-use of fixtures and fittings from existing building	during demolition and strip out of existing club house, some materials may be able to be salvaged and re-used.	Review of materials and fittings in existing clubhouse means these can we re-used in new build	> Reduced costs.		Low					Review fixtures and fittings in existing clubhouse and discuss with WGAA and HE any opportunities to re-use.		Open	17.11.19	Low					
23	Active	Risk	WGAA	Commissioning and building handover delays	Additional requirement meaning building can not be handed over as planned	Unforseen stakeholder requirements	Delays / increased costs		Low											Low			
																			Total Target EMV				



Highways England Designated Funds Project Summary Form (3rd February 2020)

DESIGNATED FUNDS PROJECT SUMMARY FORM

Fund Name	User and Communities Designated Fund	Paper number	DF XXX
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Summary			
PIN Number		Date Proposed	3 feb 20
Project Sponsor	Iftikhar Mir	Version no.	1
Project Manager			
Directorate & Region	RIP North – Midlands Region		
Title	WGAA DF - Legacy Scheme		
Link to Project Folder			
12 Figure Grid Ref.	52°26'00.7"N 1°43'47.1"W		

PART 1

Part 1a - Overview
Project Concept - Did this project received funding for the Project Concept stage? Yes – the project has received [REDACTED] for the Feasibility stage from the RIS 1 – Environmental Fund).
Description – Please briefly describe the aims, objectives, expected outputs and benefits of your project. For reporting and communication purposes, this section is limited to 200 words.
<p>The M42 Junction 6 Scheme will have an impact on the West Midlands Gaelic Athletic Association (WGAA) grounds Pairc na hEireann located near Bickenhill. The Scheme will provide a proportionate and reasonable mitigation to accommodate these impacts. However, we propose to enhance this facility to provide a positive legacy in the area for the local community via WGAA, due to changes in the Designated Fund criteria the project will be funded for the remainder of RIS1 from the Environment Designated Fund, and then transfer to the User and Community Designated Fund in RIS2.</p> <p>The aim of the scheme is to provide additional enhancement to this facility in order to enable the WGAA to open it to the wider community, which would provide the local schools, sports clubs and villagers with a modern facility (including a new clubhouse and all-weather pitch) improving health of those using the facilities and safety as the pitches are moved further away from the new road. With the objective of enhancing Highways England's reputation. Following discussions with the WGAA in 2018/9; HE has identified that there is a potential to provide a significant beneficial legacy to the area by enhancing the WGAA facilities. The proposals would provide:</p> <ol style="list-style-type: none"> 1) A new clubhouse: with similar facilities to the existing clubhouse built to current standards, which would be inclusive to all, including facilities for disabled users. Under the Community Use Agreement this clubhouse would be open for local community use, and provide other clubs/schools/ businesses in the area with a good quality facility they could use. 2) Improve the parking facility: reducing parking on the local B-road and enabling other clubs/schools from further away to use the facility, enhancing the community use benefits for the area. 3) Improve the layout of the proposed facility: enabling the new clubhouse to be built centrally, and to move the pitches further away from the new road, improving safety. <p>ANNEX A – Location Plan ANNEX B – Plans of the existing facilities, DCO mitigation and proposed DF Legacy Scheme</p>

Strategic Objective - Please briefly explain the Strategic Objectives for the project and how the project will contribute to the delivery of these objectives. It should align with the Fund Plans and state which fund plan and themes it aligns with most. For reporting and communication purposes, this section is limited to 300 words.

The RIS2 Users and Communities DF is split into 6 themes including a Communities theme, which has the aim of improve residential communities' experience of the SRN, with a priority focused on projects which help the most impacted communities, particularly those affected by changes to the SRN. We will do this by understanding their priorities and developing better engagement mechanisms with the aim of leaving a positive legacy.

The RIS1 definition in the Environmental Designated Funds Plan, sets out that Legacy projects should be "Activities and initiatives that support better design, enhanced environmental outcomes and contribute to an improved quality of life for those living near our network"

The WGAA community is directly and severely impacted by a change to the SRN, and though the M42 Junction 6 has provided mitigation to address the direct impact of this change, the use of designated funds to enhance this mitigation, will enable the wider community including the local villages of Bickenhill, Catherine de Barnes and local schools/ other clubs to benefit from these proposals, leaving a wider positive legacy in the area once the scheme has been built. This will:

Meet the Environmental DF objective – of contributing to an improved quality of life for those living near the network.

Meet the User and Communities DF objective – of helping those communities impacted by changes to the SRN, and in leaving a positive legacy in the area.

KPI, PI, Commitment - Will this project support Highways England's: KPIs, performance indicators (PIs), Commitments or commitments to Stakeholders? Please list and confirm the expected number to be delivered.

The project will support Highways England's KPI's as it would support our customer interface in the area; improving our relationship with the WGAA and the local community.

NB. Following the high level 'in principle' agreement between the WGAA and a senior director, there is considerable expectation within the WGAA of what we are planning to undertake; which if reneged upon will have a significant negative impact on HE's reputation.

Related Projects - Does this project link to or stem from any other Designated Fund Projects? If yes, please list them as "PIN0001 – Project Title".

The project is linked to the (PIN *****) M42 Junction 6 Improvement Scheme, which includes mitigation for the WGAA. The M42 junction 6 scheme has HEIC approval to start works and construction funding has been agreed. The agreed DIP Budget includes the WGAA mitigation required by the DCO Scheme, however does not include the additional costs required for the Legacy Scheme. The DIP budget is a post efficient budget, and there are no funds available to accommodate the Legacy Scheme.

The costs of the overall WGAA enhancement will be split between the M42 Junction 6 scheme mitigation proposals and the DF Legacy Scheme.

ANNEX C: Table showing proposed cost split between the M42 J6 mitigation and proposed Designated Funds Scheme.

Part 1b – Time and Cost

Planned Durations and Estimated Cost to Highways England (including VAT where appropriate)

Stage:	Timeline		Financial Year Spend (£)						Total
	From	To	20/21	21/22	22/23	23/24	24/25	FY2025+ (Committed)	
Feasibility	Aug 19	Nov 19							
Detailed Design	Feb 20	May 20							
Implementation	May 20	March 21							
Closeout									
		Total:							

External funding - Is your project likely to include external funding contribution/arrangements? Please briefly describe, including the anticipated percentage (%) split where appropriate.

NB: [REDACTED] detailed design funding will be required in 2019/2020; to start the detailed design and apply for planning permission in March 2020.

[REDACTED], so [REDACTED] has been included in the above funding requirement. (see annex C)

Constraints and Dependencies – Please briefly describe any project constraints and/or dependencies.

The proposed Legacy Scheme will require planning approval for the new clubhouse from the L.A. ([REDACTED]), we need to start this process in March 2020, to enable a decision by May 2020, to coincide with the expected SOS decision on the main scheme;

The proposed scheme is linked to the M42 junction 6 Scheme, and though construction funding has been agreed, the SOS Decision on the DCO is expected in May 2020, the works on the WGAA mitigation will commence following a successful DCO decision; The proposal will not proceed if the M42 Junction 6 Scheme stops for any reason.

The proposals will need to be designed alongside the mitigation proposed by the M42 Junction 6 DCO, to maximise the efficiency of either project. Design of the M42 Jn 6 mitigation is expected to commence in April/ May 2020, if [REDACTED] have not granted planning permission by then, there would be potential abortive costs if the Legacy Scheme was given the go ahead after detailed design has begun.

Part 1c - Management

Funding Process - Are any funding stages proposed to be combined?

Yes – The request is for funding to undertake stages 3 and 4, (detailed design and implementation)

Governance Process – What governance processes will be followed to ensure that the project will be delivered/managed in line with industry best practice and Highways England requirements?

There will be several governance arrangements that are carried out internally and externally to assure the SRO of project control. Internally this will be via the existing Major Projects governance framework – financial management and reporting will be discussed at the monthly management review meeting and

risk, programme, customer and health and safety issues will be raised at the M42 Jn 6 project committee. Externally close liaison will be required with [REDACTED] and WGAA to agree the planning application and limit the impact of construction on the WGAA operation and surrounding area.

Part 1d - Confirmation of recommendation to DF IDC

Endorsement		Name	Date
Technical Lead		[REDACTED]	30/01/2020
		[REDACTED]	30/01/2020
DF Programme Manager		[REDACTED]	30/01/2020
		[REDACTED]	30/01/2020
Other comments			

EDF/E & W Technical Lead: Whilst the project team have worked hard to both bring down the cost of the scheme and demonstrate benchmark costs for the clubhouse it still remains unclear what the community benefits of the scheme actually are as no evidence of support has yet been provided. As such the proposal is not fully aligned with RP 1 criteria for legacy. Should the evidence be forthcoming then the situation could be reviewed but currently Appendix E is not available.

Moving into RP 2 the overall proposal is more aligned to the Users and Communities Fund Plan as the Environment and Wellbeing Fund Plan scope has narrowed to environmental legacy which would not cover a project of this kind.

CSI/U&C Technical Lead: The business case does not appear to currently align with the fund plan. The focus for communities is on engagement, insight and small-scale interventions for residential communities.

There are 13 key principles in the plan of which all or most must be met. It is unclear from the business case how 6 of these will be met;

- Contribute to the long-term objective to improve safety on the SRN
- Align with one or more of the theme aims/objectives and clearly identify the expected benefits
- Support Highways England's: KPIs, performance indicators (PIs), Commitments or commitments to Stakeholders. Proposals deemed to contribute towards the KPIs most effectively will be prioritised
- Result in a measurable improvement in the network's performance and be clear how these benefits are going to be monitored
- Contribute to the long-term improvement in efficiency of the SRN and/or Highways England operations
- Demonstrate value for money

This project will have an impact on the wider User and Community fund plan in Major Projects and needs to be considered if it provides greater value for money than those projects already agreed in the programme.

EDF/E & W Programme Manager: This request is for [REDACTED] in 19/20 (in addition to the [REDACTED] already approved) and a further [REDACTED] in RP2. For RP1, we currently have over-programming of [REDACTED] in EDF and so the MP DS will need to identify how this can be funded from their current allocation, to not increase the over-programming further. For RP2, as pointed out by the technical lead, this does not fit into the RP2 environmental legacy topic.

CSI/ U & C Programme Manager: The draft MP programme for 2020/21 has a value of [REDACTED] and includes a large proportion of carryover projects. The MP U&C allocation is only [REDACTED] however, due to the changes suggested in the draft SES U&C programme, and an under allocation in the OD programme, we have been able to fund the additional [REDACTED] requested by MP. Therefore, the additional [REDACTED] would need to be found within the business or by removing other prioritised projects from the U&C programme.

PART 2

Part 2a - Overview

Outputs from previous stage – please briefly list the output(s) from the previous stage (i.e. a feasibility report)

The feasibility stage identified and agreed with the WGAA the proposed outline design of the legacy scheme, including:

- 1) **A new clubhouse:** with similar facilities to the existing clubhouse built to current standards, which would be inclusive to all, including facilities for disabled users. Under the Community Use Agreement this clubhouse would be open for local community use, and provide other clubs/ schools/ businesses in the area with a good quality facility they could use. It would also include a meeting area/ coffee bar, which could be used by the local communities.
The new clubhouse would need to be approved through local planning application.

- 2) **Improve the parking facility:** (providing an additional 20 carparking spaces + 5 bus spaces with additional grass-creted area. This additional carparking is appropriate for this facility, especially as it will reduce parking on the local B-road, enabling other clubs/ schools from further away to use the facility, enhancing the community use benefits for the area.

- 3) **Purchase a pocket of additional land** [REDACTED] to allow the reconfiguration of the site, which would enable the Legacy Scheme to build the proposed clubhouse and carparking in a central location (between all 3 pitches); and alter the proposed re-configuration of the pitches further away from the new road. We have obtained an options agreement with the landowner during the feasibility stage, which confirms the cost of sale, and will allow us to purchase the additional land when required.

Following the completion of the feasibility study, a further application for development and construction funding [REDACTED] was promoted in November 2019. The project team were asked to:

- a) reduce the overall cost (now reduced by [REDACTED])
- b) benchmark the remaining unit costs (see Annex D)
- c) evidence the wider community support that is sustainable for the future. (Annex E)

Since November the following work has been completed to answer these requests:

- a) Following discussions with the WGAA and the Project Team we have reduced the request for Designated funds from [REDACTED]. The following are the main reasons for this reduction:

- [REDACTED] – Following discussions with the contractor, we have identified that there are program savings in providing an all-weather pitch (potentially 3-6 months); which would benefit the DCO scheme.
- [REDACTED] – Following ongoing discussions with the WGAA in late 2019, they have agreed to waive their rights to land compensation costs and agreed to transfer the land required by the DCO Scheme for free. The DV had included [REDACTED] in the lands cost estimate for this land; which will be transferred from the DCO scheme in lieu of the WGAA contribution.
- [REDACTED] – reduction in risk costs, following a risk review with the IDPT.

- b) We have identified the potential scheme costs and benchmarked the cost of the clubhouse against other facilities around the county to demonstrate that the cost is appropriate and like other clubhouses. We have also received quotes from specialist companies for the costs of the all-weather pitch and other specialist facilities. See Annex D

As part of the feasibility work we have produced and agreed a community use agreement, which will be signed if the scheme proceeds to detailed design.

The Community Use Agreement sets out our expectations for the future community use, and identifies how this will be monitored and what happens if these targets are not achieved. It has been drafted to ensure that the community can use the facility, and requires the WGAA to actively market and promote the use of these facilities to the community in the long term, to ensure that the benefits to the community are sustained into the future. Annex E – provides a summary of the duties placed on the WGAA by the Community Use Agreement

The existing WGAA facilities are members only, and consequently not known to the local community. The expectation is that if these facilities are enhanced and opened to the community, there would be a lot of interest from local schools and clubs to use the facilities. The WGAA have contacted several local schools and clubs to ask whether they would use the proposed facilities, with anecdotally positive results.

Annex F: Evidence of potential Public Use. (To be supplied by the WGAA)

IMPORTANT NOTE: The following boxes in section 2a should only be completed if the details in section 1a provided previously have changed. If there have been no changes, please state “none”.

Description – Please briefly describe any changes since the last stage in the aims, objectives, outputs and expected benefits of your project? For reporting and communication purposes, this section is limited to 200 words.

None – change control not required

Strategic Objective - Please briefly explain any changes since the last stage to the Strategic Objectives for the project and how the project will contribute to the delivery of these objectives. For reporting and communication purposes, this section is limited to 300 words characters.

None – Change control not required

KPI, PI, Commitment - Please list any changes since the last stage in what contribution the project will make to achieving Highways England's: KPIs, performance indicators (PIs), Commitments or commitments to Stakeholders? (including the expected number to be delivered).

None – Change control not required

Related Projects – Are there any changes since the last stage with regards links to any other Designated Fund Projects? If yes, please list them as “PIN0001 – Project Title”.

None – no changes to related projects since last stage.

Part 2b – Options and Benefits

Options – What options have been considered, if any? Please state the preferred solution.

The proposed Legacy Scheme – is an enhancement of the mitigation proposed by the M42 junction 6 scheme, and consequently options were limited. Currently there are 2 options being considered. Option A is identified in Annex B. Option A is the preferred solution.

Option B – is similar, and identified if option A proves impossible to promote, due to constraints in the area and does not use additional land outside the schemes redline boundary. The cost of option B is the same as option A.

Benefits - What are the expected benefits and how will these be measured? What is the baseline that they will be measured against?

The proposals would benefit the wellbeing of the local population and maximize environmental and societal benefits along and adjacent to the project. The benefit to Highways England would be in leaving a lasting legacy and enhance HEs reputation among the local community where large infrastructure projects improve the delivery of a scheme that is shown to accommodate the concerns of locally affected residents.

The benefits would be demonstrated by a take up in use of the WGAA facilities by local clubs and schools. It would also potentially improve the current relationship between the WGAA and the local villages, as the local villagers would also be able to use the facilities.

A benefits realisation plan would need to be agreed during the detailed design, which could then be used to monitor the benefits in the short term- following the facilities opening to the public.

In addition, the Community Use agreement (summarised in Annex E) compels the WGAA to publicise and open the facilities to the wider community. This includes reporting on an annual basis to demonstrate that the facilities are being used by others, and a mechanism to agree alternative publicity/ changes to fees etc; to promote the facilities over a 10 yr period. The Community Use Agreement includes a clawback clause if the WGAA are not undertaking their obligations.

Disbenefits – What are the expected disbenefits? (if any)

?

Benefits to Cost Ratio (BCR) – What is the BCR?

The Legacy scheme will not provide a monetary benefit, consequently there is no monetarised VfM statement.

However, this proposal would:

- leave a positive legacy in the area;
- provide a valuable and long term visible and meaningful improvement to the local community;
- enhance and/or maximize the environmental and societal benefits along and adjacent to the project; and
- enhance HE's reputation.

Part 2c – Time and Cost

Planned Durations and Estimated Cost to Highways England (including VAT where appropriate)

Stage:	Timeline		Spend (£)						Total
	From	To	20/21	21/22	22/23	23/24	24/25	Committed	
Feasibility	Aug 19	Nov 19							
Detailed Design	Feb 20	May 20							
Implementation	May 20	March 21							
Closeout									
		Total:							

Change Requests - Please list and reference any change requests which have been agreed since PSF Part 1 was completed.

No change required since last stage.

External funding – Has there been any changes to external funding contribution/arrangements since the last stage?

No change required – since last stage

Value for Money (VfM) – Has the VfM of this project been assessed? If so, please state how this was assessed, i.e. VfM Workshop, BCR/Appraisal tool, and state the result.

Not applicable

Constraints and Dependencies - Are there any additional constraints or dependencies beyond those described in section 1b?

No change required over that noted in part 1

Part 2d - Commercial

Procurement - How will this project be procured and delivered? Which member of the Commercial & Procurement team has this been discussed with?

The project would be included in the M42 Junction 6 RDP contract through change control. The main contractor would then be responsible for procuring and supervising the works as part of the main contract.

External Partners - Are there any opportunities to seek partnering arrangements or seek further external funding? Support from partners could be co-finance, labour, expertise, land required to complete the project, future maintenance of the improvement.

We will be working closely with the WGAA, and potentially there will be opportunities for good media coverage and press opportunities to enhance HE's reputation.

As part of the agreement with the WGAA they will be responsible for the future upkeep and maintenance of the facilities once the scheme is complete. Apart from assessing the output from the community use agreement, the WGAA will have no further involvement.

Further funding will not be available for this project.

Part 2e - Management

Funding Process - Are any funding stages proposed to be combined?

Yes – funding is sought for Design and Implementation of the project.

Governance Process – What governance processes will be followed to ensure that the project will be delivered/managed in line with industry best practice and Highways England requirements?

There will be several governance arrangements that are carried out internally and externally to assure the SRO of project control. Internally this will be via the existing Major Projects governance framework – financial management and reporting will be discussed at the monthly management review meeting and risk, programme, customer and health and safety issues will be raised at the M42 Jn 6 project committee. Externally close liaison will be required with [REDACTED] and WGAA to agree the planning application and limit the impact of construction on the WGAA operation and surrounding area.

Risks and Opportunities – What are the key risk and opportunities with this project?

Key Risk – That the Local Authority do not accept the planning application for the project, and timing, as it could impact the M42 junction 6 program if delayed.

Opportunity – By working closely with the WGAA, there may be benefits to the contractor's programme, and a reduction to the difficulties in building the scheme and WGAA mitigation.

Evaluation – How will the project's benefits and outputs be evaluated? The expected timescale and cost should be captured in the closeout section of the table.

In the short term, comparison to a benefits realisation plan – to compare proposed immediate benefits against actual benefits will identify whether the scheme has the potential for long term success.

The Community Use agreement includes how the benefits of the project will be evaluated in the long term.

Safety Risk Assessment Activity Categorisation (GG104)

Safety risk type (please mark x)

A	X	B		C	
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Part 2f - Confirmation of recommendation to DF IDC

Endorsement		Name	Date
Technical Lead			
DF Programme Manager			
Other comments			
No Change from previous technical or programme recommendation			

Send completed form to [Designated Funds](#)

PART 3

Part 3a – How has the project developed since the last approval?	
Last Stage:	
Change - Have there been any changes to any of the information provided in Part 2 above? If so, please detail them below. This should include scope, outputs, benefits, time, cost, delivery methods and risks/opportunities. Please also list and reference any change requests which have been agreed.	
Benefits to Cost Ratio (BCR) – What is the revised BCR?	

Part 3b - Confirmation of recommendation to DF IDC			
Endorsement		Name	Date
Technical Lead	Y/N		
DF Programme Manager	Y/N		
Other comments			

Send completed form to [Designated Funds](#)

PART 4

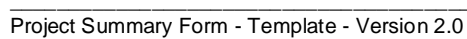
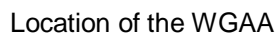
Part 4a
Completion Date – On what date was the implementation stage completed?
Costs – What were the final project costs up to the end of the implementation stage? Please provide a breakdown by stage.
Outputs – What were the final outputs delivered by the project? Where an expected output was not delivered or and any additional outputs delivered, please clearly identify and explain reasons.
Lessons Learnt – Please briefly describe any lessons learnt from your project which might be useful to consider for other projects.

Send completed form to [Designated Funds](#)

PART 5

Part 5a
Stages – Did the project complete all the anticipated stages or for any reason did it end early? i.e. did not progress beyond Feasibility Stage.
Completion Date – On what date was the close out stage completed?
Costs – What were the final project costs? Please provide a breakdown by stage.
Outputs and Benefits – What were the final outputs and benefits delivered by the project?
Lessons Learnt – Please briefly describe any lessons learnt from your project which might be useful to consider for other projects. If already captured in part 4a above, please say so.

Send completed form to [Designated Funds](#)



Annex B – WGAA - Exiting Situation



The M42 Junction 6 Mitigation



WGAA – Designated Scheme Proposals for an enhanced WGAA facility.



ANNEX C Benchmarking the proposed WGAA clubhouse

Assessment of historic sports club house costs				
Project	Area (2)	Cost/m2	Year	costs/sqm @ 2020 prices
Marlow water sports hub	1305		2014	
Eton College Dorney Lake	256		2015	
Derby Abbey	130		2014	
Shillingstone	36		2013	
WGAA proposals for a new clubhouse	840		2019	
Legacy Scheme Proposed Clubhouse	850		2020	

Annex D - Table showing cost split between the Legacy Scheme and DCO mitigation

Description	DCO Mitigation	Legacy Scheme	Total	Comments
Feasibility Costs				
Additional Land				
Design				Costs split 40/60 between the schemes
Surveys				
Construction Management				Construction management costs - will be incurred as construction will be undertaken by a number of specialist subcontractors, rather than directly by Skanska, or their usual sub contractors. Consequently Construction Management costs will be required.
Site Clearance				
Fencing				
Drainage and Cuts				
Earthworks				
Pavement				Pavement costs split based on size of carpark (50/20)
kerbs and footways				As above
Road Markings				
Electrics for signs				as above
Landscaping				
Clubhouse				
Fixtures/ Fittings				
Mechanical/ Electrical				M&E costs based on an Oil fired solution to provide modern efficient heating method for this type of establishment, as required by current building standards.
Pitch 1				
Pitch 2				Following conversations with Skanska, it became clear that there are significant program savings in providing an all weather pitch; and Skanska have agreed that these costs should come from the DCO scheme.
Risk				Risks identified and included in a separate risk register. Revision to costs following review of the risk register - agreed with Skanska.
Fee				Skanska's management fee - based on the fee %age agreed as part of agreeing the DIP Budget. (12.14%)
Planning Permission				
SU Connection				This is a DCO cost - as the scheme would also sever all SU connections to the existing clubhouse.
Vat				Assume 100% non recoverable VAT
Client Supervision				Client Supervision costs attributable for new clubhouse only for legacy scheme - assume economies of scale of the supervision as it will be the same supervision used for the DCO scheme.
GAA Lands Cost				The DV has assumed that HE would have to buy the whole premises, rather than just the land required by the scheme - they have also estimated the costs based on current use (as sports facilities) rather than for agricultural land

ANNEX E – Summary terms of the Community Use Agreement

The key duties placed on WGAA include:

- Within 3 months of signing the agreement; produce a framework agreement to be agreed/ reviewed by Highways England on an annual basis to cover:
 - Affordable pricing policy – no more than Council charges for equivalent facilities.
 - Promotion of activities for target groups
 - System for casual use
 - Marketing strategy for community use.
- Availability of clubhouse – minimum 16 hours month (minimum 4 peak hours evenings/weekend)
- Availability of all-weather pitch – minimum 20 hours month plus changing rooms (minimum 5 peak hours evening/weekends)
- Booking system for casual use/ block bookings.
- Reasonable parking provision for community use.
- Community use revenue to cover operating costs of community use, any residue for maintenance repairs or equipment to benefit legacy use.
- Annual reporting:
 - Hours achieved
 - Financial outturn
 - Application of surplus revenue
 - Promotion activities undertaken to promote community use
 - Right for HE to make recommendations/ WGAA to implement reasonable recommendations.
- Duration: 10 years
- Secured through restriction on title to land: (main agreement)
- Obligation to maintain legacy assets: (main agreement)

Clause 13 of the Agreement identifies the sanctions HE could employ if the WGAA do not act in good faith with the duties identified in the Community Use Agreement; which includes a clawback facility.

Annex F – To be provided by the WGAA

Meeting Summary from Designated Funds Investment Decisions Committee (3rd February 2020)

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AoB

- **M42 Junction 6 Legacy**
Fund: Environment – Legacy

The M42 Junction 6 Scheme will have an impact on the West Midlands Gaelic Athletic Association (WGAA) grounds Pairc na hEireann located near Bickenhill. The Scheme will provide a proportionate and reasonable

mitigation to accommodate these impacts. However, we propose to enhance this facility to provide a positive legacy in the area for the local community via WGAA, due to changes in the Designated Fund criteria the project will be funded for the remainder of RIS1 from the Environment Designated Fund, and then transfer to the User and Community Designated Fund in RIS2.

IM reminded the committee of an earlier paper that had been submitted to IDC for approval and how the updated application had looked to address comments concerning how the scheme would be benchmarked and whether there was appropriate community support for the facility. The team had scrutinised the original spend profile to identify cost savings and had prepared a community agreement to ensure the GAA continued to adhere to the terms and conditions of the investment in the longer term. PM noted the contributions agreed by the GAA and had been briefed on the design specifications for the work. He recognised the significant investment that would be needed, but was comfortable that the team had responded to the challenges raised and progressed the project to a reasonable phase.

NH echoed these sentiments but sought assurances that the scheme met the profile of Designated Funds and could be afforded in future years. This prompted further discussion as to whether the scheme represented value for money and how much of a priority this work would be when compared with the wider programme. It was agreed that if approval was awarded in principle and Designated Funds were no longer able to afford the investment that the balance would need to be captured from the core project itself.

PM suggested that the committee consider the application as 2 distinct elements. He challenged whether Highways England should be doing this, and the second consideration would be whether the work was eligible for Designated Funds. It was agreed that the core project would be introducing a road alongside the boundary of the site and it was the responsibility of Highways England to reinstate the facilities with a suitable replacement. MW asked the project team what recourse or consequences are in place should the GAA break the terms of the agreement, and while the team could ask for the investment to be returned, the practicalities are likely to be more complicated.

MW stated that the team still needed to demonstrate community support for the project. It is positive that this is covered contractually with the GAA but evidence of local community support should be submitted to DFPO.

The committee were comfortable to approve investment and PM agreed to review the indicative MP programme offline with Jonathan Colwill to better understand how best to fund this. The project team were reminded to be vigilant when using Designated Funds and using core scheme funding on this proposal would benefit the GAA beyond the DCO obligations.

Decision: Approved [REDACTED] has been approved for spend in 2019/20, with approval in principle awarded for [REDACTED] in RP2, contingent on Major Projects ensuring this is affordable within their 20/21 Users and Communities budget, PM is to work with [REDACTED] to prioritise the MP project pipeline.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]).

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 3 (Peter Mumford)

In accordance with the Freedom of Information Act, please provide me with electronic copies of all the information HE hold regarding all discussions involving both Peter Mumford and the Warwickshire Gaelic Athletic Association relating to the reconfiguration of the Warwickshire Gaelic Athletic Association grounds.

Peter Mumford Minutes from meeting with WGAA (11th October 2018)

Highways England internal email correspondence from Iftikhar Mir to Anita Prashar (30th January 2019)

Highways England internal email correspondence from Iftikhar Mir to Peter Mumford (4th March 2019)

Email correspondence from Jonathan Stott (representing WGAA) to Iftikhar Mir

Peter Mumford Minutes from meeting with WGAA (11th October 2018)

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[REDACTED] Peter Mumford Minutes

Peter Mumford's Meeting with GAA - feedback

11 October 2018

12:38

██████████ - Call

Use for Line:

We / Peter met with GAA last night and took the opportunity to see the site for myself and better understand the options that are being considered and has followed up with the project team. **We will be working closely with them**

We were engaging with GAA as we would do with any of our landowners - one of the options we were looking at was relocation - our assessment had to disregard - relocation proposal had to be scrapped - recognise this impact this has had on GAAS plans committed to continue

GAA

Brief summary - high level to forward to ██████████ - where we are what we're doing about it

5/6 bullets

Attached handling plan

Feedback from Peter:

Iftikhar, David,

I had a productive meeting with GAA last night and took the opportunity to see the site for myself and better understand the options that are being considered.

A couple of key points arising:

1. Looking back at the written correspondence between GAA and ourselves a year ago, within which we strongly committed to the relocation option, it would seem to me that we may have compromised our own position on this. I would be interested in the legal advice which looks not just at the mechanics of the CPO process but also our obligations to fulfil commitments that have been made.
2. On balance, and taking some of the conversation at face value, it appeared that none of the options we have proposed are fully suitable, yet a full relocation would introduce betterment. This leaves us in a tricky position but its important we do the right thing and leave behind a positive legacy from the investment in to the SRN.
3. Designated funds to support some elements of the re-provision of their facility could be an option and if you haven't done so already please interrogate this as an option.

One other thing that struck me last night was the amount of reference made to 'what ██████████ have told them'. Can I impress on you the importance of HE leading this relationship and making the decisions about how we re-provide their facility.

In summary, whilst I understand the legal advice, it appears to me that we have further work to do to disprove the relocation option in order to maintain the level and quality of facility in a similar setting to the one they currently enjoy.

Today I committed to taking ownership of this issue with the SoS and the roads minister and so to support this please can you arrange a meeting with [REDACTED] [REDACTED] and then also with the HE team working on this. Thanks

Peter

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Highways England internal email correspondence from Iftikhar Mir to Anita Prashar (30th January 2019)

From: Mir, Iftikhar

Sent: 30 January 2019 07:42

To: Prashar, Anita ; [REDACTED] ; [REDACTED] ; [REDACTED]

Cc: Hones, Jason ; Mir, Iftikhar

Subject: Peter/GAA Meeting

Actions from today's meeting worth GAA. [REDACTED] can you please provide an update on these on weekly basis say on **Mondays** against the points below:

1. DV to formulate an options agreement with [REDACTED] for land purchase urgently and continue to explore relocation land owners **Target to complete: end of Feb**
2. Can we send the DCO submitted Plan to GAA and the Rconfig plus option taking [REDACTED] electronically and marked "without prejudice" **Done**
3. Can the oil pipe line be removed or declared redundant? What is likely usage of this service? When was it last used? **Done**
4. Are we going to pay GAA advisor's reasonable costs? **Target 12/2/19**
5. GAA can see Reconfigured option work for them in principle **To be confirmed by GAA by 15th Feb**
6. Our design teams work together to conclude workable arrangements for Reconfig plus by end of Feb – **NOW – [REDACTED] to be instructed to engage**
7. If successful we will not pursue relocation option and go in detail design for this option – **will determine end of Feb**
8. We said we will apply for DF for moving the club house – their talked about all weather pitch as well which they intend to open up to others in the community **Done partly follow up once figures firmed up – by end of Feb**

Any letters on GAA related matters need to go through me please as a final check. So please allow ample time!

Iftikhar A. Mir, Midlands Delivery Director RIP, Major Projects

Highways England | 2 Colmore Square | Birmingham | B4 6BN

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Web: <http://www.highways.gov.uk>

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Highways England internal email correspondence from Iftikhar Mir to Peter Mumford (4th March 2019)

From: Mir, Iftikhar
Sent: 04 March 2019 07:48
To: Mumford, Peter
Cc: Mir, Iftikhar
Subject: GAA Meeting

Hi Peter, we met GAA team, incl [REDACTED] on Thursday evening. They have confirmed that in principle, with the additional land they can achieve a layout acceptable to them. However, they will not commit fully until the whole package of measures is agreed. So the next steps are:

1. For HE to enter into Options Agreement with the owner of this additional land asap – under way
2. Over the next 3 weeks, GAA(working with us) to come back to HE with cost breakdown of the package options (spec for pitch layouts & Club House)
3. For HE to review and test provision and prices – negotiate as necessary and reach an agreement, if possible.
4. Apply for the legacy scheme funding via DFIDC

Iftikhar A. Mir, Midlands Delivery Director RIP, Major Projects
Highways England | 2 Colmore Square | Birmingham | B4 6BN

[REDACTED]

Web: <http://www.highways.gov.uk>

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Sent from Samsung Mobile on O2

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Email correspondence from Jonathan Stott (representing WGAA) to Iftikhar Mir

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Email13

RE: Potential Legacy Scheme at GAA

Hi Iftikhar,

Thanks for your email and for taking the positive step of involving your legal team. I trust that indicates that discussions are progressing well re the third party land.

As to your points below, my view is that we are getting too caught up on negotiating costs, when in reality, if HE is going to deliver the replacement facility, it is only HE that really needs to be comfortable with the costs. Without meaning to sound flippant, if you can deliver something for [REDACTED] that the GAA anticipate costing more, then so be it.

The key issue for us to agree is the specification, but I don't think we need to get down to the nuts and bolts.

[REDACTED] and I spoke yesterday pm and agreed as follows:

1. [REDACTED] is going to send me a high level specification for a replacement clubhouse, based on 750sqm and replacing the facilities that the GAA currently have (i.e. number of changing rooms, bar area, meeting rooms etc) built to modern standards and in compliance with current Building Regs and Sport England design standards;
2. I will share that with GAA and agree it, and also identify any elements where GAA would like to see an upgrade option included, which they can decide to pay for if they wish (i.e. if HE intends to provide double-glazed windows it may be that HE seeks an option to upgrade to triple-glazed argon filled windows, on the basis that they will pay the additional cost);
3. [REDACTED] will then ask [REDACTED] (or A.N.Other to provide you with a quote to deliver that spec; and
4. On the basis that you are comfortable with the quote I would hope that will give you all you need to take the proposal through your internal approval processes.

I would hope that steps 1-3 can be completed this week. If you can then task [REDACTED] (or whoever) with coming back to you quickly, we should be able to at least agree some heads of terms prior to the preliminary meeting, which would be our preference.

I trust that is all in order and look forward to hearing from [REDACTED] shortly.

Kind regards

[REDACTED]

[REDACTED] MRICS
Managing Director

RE: DF IDC - PSF - MP-0235 DF M42 Junction 6 Legacy Scheme

Hi [REDACTED]

I have spoken with MPPH and they have agreed a deadline extension to Friday 19 July.

We'd originally been told that anything submitted after 11 July would lose funding, but I made the point that a Change Request Form (CRF) had already been

submitted as requested, discussed offline and a subsequent request for a new Project Summary Form (PSF) then received.

Thanks for the answers to the questions, much appreciated. If these could be incorporated into the new PSF that would be great.

Apologies again for the shift in request

here. Cheers

[REDACTED]

[REDACTED]

Programme Management Office (Regional Investment Programme South East)

Highways England | Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

[REDACTED]

Web: <http://highways.co.uk>

Provide the MP Change Programme with your feedback [here!](#)



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[REDACTED] Designated Funds Programme Manager

DF Development and Governance

Highways England | Temple Quay House | 2 The Square, Temple Quay | Bristol |
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Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 4 (Legacy Funding)

In accordance with the Freedom of Information Act, with regard to the reconfiguration of the Warwickshire Gaelic Athletic Association grounds, please provide me with electronic copies of all the information HE hold regarding the funding of the two proposed legacy scheme options (Option A and Option B). For clarity this is to include, but is not limited to, the total cost of each option, the proportion of the total cost of each option that will be borne by each party contributing towards the total cost, and the breakdown of the costs associated with providing each of the two options.

M42 J6 Public information test - Highways England refusal to provide information stating FOIA Exemption S.43 (1) & (2) – Commercial Interests

M42 J6 Public information test - Highways England refusal to provide information stating FOIA
Exemption S.43 (1) & (2) – Commercial Interests

M42 J6 Public information test

Attendees: [REDACTED], [REDACTED] Paul Cockell
(Programme leader) [REDACTED]) [REDACTED]
[REDACTED]

EIR – 100887: Freedom of Information Request - 4 (Legacy Funding)

All the information Highways England hold regarding the funding of the two proposed legacy scheme options (Option A and Option B). For clarity this is to include, but is not limited to, the total cost of each option, the proportion of the total cost of each option that will be borne by each party contributing towards the total cost, and the breakdown of the costs associated with providing each of the two options.

[REDACTED] Wanted an introduction and explanation to this meeting and also to explain his involvement

[REDACTED] Explained why the meeting was needed, [REDACTED] EIR should be rejected on grounds of being commercially sensitive and that [REDACTED]'s involvement is as an impartial member of this meeting

[REDACTED] Explained the FOI and history, explained that we are in contract with [REDACTED] but haven't agreed budget, releasing information requested would mean it was accessible by [REDACTED] and thus would affect Highways England's ability to get best value for money. In addition [REDACTED] would need to discuss commercial issues with a number of specialist sub-contractors, as part of their own commercial discussions; and releasing detailed costing information in advance of these discussions could adversely effect the outcome, increasing the costs to the public purse.

FOIA Exemption S.43 (1) & (2) – Commercial Interests

<i>Factors supporting disclosure</i>	<i>Factors supporting non-disclosure</i>
	<ul style="list-style-type: none">• The procurement process must be seen to be fair and that commercial interests of the suppliers of services are not unduly prejudiced by the release of commercially sensitive information. It is important to maintain the confidence of our suppliers in order to achieve best value for the tax payer;• To reveal the details of the bid would seriously undermine our ability to negotiate the best value for money for the public purse on future contracts as the rates and methodology are still current;

Notes:

■: Agrees it's commercially sensitive, at this moment in time, explains that we cannot give a sole member of the public greater insight than we are giving ■

■ - In agreement, we haven't agreed budget thus we cant undermine that process by putting information out to public

■: Agreement that this is commercially sensitive information until we're have agreed budget with ■

All: Agreement that this EIR should be rejected

■: Final note to consider wording of response as information is commercially sensitive at this moment in time but may not be in future months.

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 5 (Four Winds - Cost Saving Opportunity)

With regard to the above, I received an email from Jonathan Pizzey on 15th January 2020 (see attached) informing me that an opportunity to make use of my property (Four Winds), which would in turn provide savings to the scheme, had been identified.

I replied to Jonathan Pizzey on 20th January 2020, and requested that this proposal be outlined in an email and if it was of interest, a meeting could be arranged to discuss further.

I sent a further email to Jonathan Pizzey on 11th February 2020 again requesting that this proposal be outlined in an email.

Needless to say, I have yet to receive details of the proposal.

As such, in accordance with the Freedom of Information Act, please provide me with electronic copies of all the information HE and Skanska hold regarding the opportunity to make use of my property (Four Winds), and the potential savings to the scheme, referred to in the email from Jonathan Pizzey dated 15th January 2020.

Email correspondence between Jonathan Pizzey and Philip O'Reilly (11th February 2020)

Email correspondence between Jonathan Pizzey and Philip O'Reilly (11th February 2020)

Email correspondence between Jonathan Pizzey and Philip O'Reilly (11th February 2020)

Email 11/02/2020 20:21

From [REDACTED] to [REDACTED]

[REDACTED]
In my previous email I clearly stated the following:

*“With regard to the proposal from Skanska, I would suggest driving over to Hampton for what could be a very short meeting, would not be the best use of [REDACTED]’s time, and could be a waste of mine.
As such, perhaps [REDACTED] could kindly outline his proposal in an email and if it is of interest, we can then arrange a meeting?”*

Needless to say, there is no mention of a refusal to meet Skanska, contrary to what you state in your email.

As such, can you kindly ask [REDACTED] to action the request - underlined for clarity?

With regard to the costs you have sent I can only assume that HE does not have any checking procedures in place as the costs appear incorrect (given that 1 hectare is 2.48 acres):

Point 1

@ £20k per acre:

1 hectare = £49,600

2 hectares = £99,200

8.5 hectares = £421,600

Point 2

Mr [REDACTED] and = 23,581m²

23,581m² = 5.8 acres

5.8 acres @ 20k per acre = £116,000

Point 3

Remaining GAA pitch and land to north = approx. 29,000m²

29,000m² = 7.2 acres

7.2 acres @ 20k per acre = £144,000 (resale value)

Point 4

If Four Winds is purchased and then sold, one would at least expect an equivalent resale figure to be entered into the costings. For whatever reason, the costings provided do not include a resale figure.

I also note, the Four Winds site is a designated Brownfield site and can therefore be developed.

Can you kindly insert the correct figures into the costings and provide them as an Excel document as they are difficult to understand when inserted into an email?

Kind regards,

██████████

On Tue, 11 Feb 2020 at 18:24, ██████████ ██████████ wrote:

██████████

As my previous e-mail, the detailed alternatives you produced would have similar costs to one of the outline alternative Skanska has already produced (Option 2). Skanska's Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch (From the potential legacy scheme option A) is relocated over Four Winds – also missing the ESSO fuel line .

Option 002 vs Option A		4 winds proposal		Notes
Cost		Cost		
	Incre ase	Decrease	Incre ase	Decrease

Reduction in Earthworks and Site Clearance	£0	£60,000		£30,000	Still requires earthworks to level site
Reduction in ████████ Land	£0	£60,000		£60,000	██████████ Land not required
Increase in ████████ Land to the South (2Ha)	£40,000	£0	£40,000		All of ████████ fired required (addnl 18,200sqm) (area around 4 winds)
Reduction in ████████ land required to the west (8.5Ha)	£0	£170,000		£60,000	Sale of remaining WGAA pitch and land for pasture (remaining area similar size to land taken from ████████)
Buying Four Winds	£750,000	£0	£750,000		Buying 4 winds
Demolition of Four Winds	£50,000	£0	£50,000		Demolition
	£840,000	£290,000	£200,000		Cost of 3rd grass pitch
Total Cost Increase:	£550,000		£1,040,000	£150,000	
			£890,000		

Though the cost of option 2 is slightly less than the Option A (Likely Legacy Scheme), the cost to HE is significantly more as the value of Four Winds would be lost. NB both of the options 001/002 would not impact the ESSO pipeline, and maintain the access between [REDACTED] southern field and the field to the west of the WGAA.

In addition to this your proposals would relocate the wga from their current location into the entirety of [REDACTED] Field, so the reduction in cost for the saving 8.5 acre's would not apply and we would need to buy the rest of the field as well (ie the area around 4 Winds. The remaining existing WGAA land could be sold – potentially for horse pasture, and assuming a similar size to the land we are purchasing from [REDACTED] would have a similar cost.

I know these are ball park figures, however they do demonstrate the principle, that buying your house and relocating the WGAA into [REDACTED] field is not a viable option to take forward, and consequently I see no benefit to have the detailed plans you produced costed up; as though they provide an option – this option is more expensive than the most expensive option Skanska costed – and we are unlikely to take this forward.

It is unfortunate that you decided not meet Skanska; however we will be starting enabling works soon, and if you change your mind it would be worth meeting to discuss options.

Yours

[REDACTED]

From: [REDACTED]

[REDACTED] February 2020 11:15

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: Re: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four WInds 'Legacy' options

[REDACTED]

I do not appear to have received a response to my previous email?

Also, there has been no correspondence from Skanska?

Kind regards,

On Wed, 11 Dec 2019 at 18:11, [REDACTED] <[REDACTED]> wrote:

Thankyou for the plans you have provided re the WGAA proposals – they are similar to the outline proposals identified at the meeting we had on the 22nd November. [REDACTED] will send you the CAD files for the Legacy Scheme Proposals tomorrow.

Please see attached the plans which [REDACTED] at Skanska has produced for your proposals, which are sufficient to understand the land and other impacts would have on the legacy scheme costs. Assuming everything else remains the same in terms of what is being provided to the WGAA, the difference between the WGAA legacy A scheme and your proposals is effectively around the land costs; as follows:

Option 1 – is effectively the Legacy Option B – with the discretionary purchase of your property

	Option 001 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£50,000
Reduction in [REDACTED]	£0	£60,000
Increase in [REDACTED] Land to the South	£33,000	£0
Buying Four Winds	£750,000	£0
Resale of Four Winds	£0	
	£783,000	£110,000
Total Cost Increase:	£673,000	

The cost to the scheme would be approx. £673k, however if HE were to re-sell Four Winds at say £650k the nett cost to HE would be approx. £23,000. Please find attached for your information the HE publication ‘Yours property and Discretionary Purchase’ again, as this is the 3rd time I have sent you this information in the last 18 months.

<https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>

Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch is relocated over Four Winds

	Option 002 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£60,000

Reduction in [REDACTED]	£0	£60,000
Increase in [REDACTED] Land to the South (2Ha)	£40,000	£0
Reduction in [REDACTED] land required to the west (8.5Ha)	£0	£170,000
Buying Four Winds	£750,000	£0
Demolition of Four Winds	£50,000	£0
	£840,000	£290,000
Total Cost Increase:	£550,000	

Though the cost to the scheme is slightly less, the cost to HE is significantly more as the value of Four Winds would be lost. It is extremely unlikely that HE would consider this additional cost a suitable use of the designated funds.

Catherine de Barnes Road.

I have attached a plan showing the latest understanding of ownership rights over Catherine de Barnes Road – adjacent to your property, which I understand you already have. The change in our understanding has come about following AECOM's final update of the land interest plans in October/ November, which informed the final version of the schemes orders, presented to the examination at the end of November 2019.

1. The area marked as red, is the elements of the road you have a potential claim under the Ad Medium Filum Rule, this land will be required permanently, as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this area as part of 2/10h, which is currently owned and occupied by SMBC, as it is a highway. The scheme will turn this area of road into a wide verge, which will still be owned and maintained by SMBC as part of the Highway. You would have rights to get the half width in front of your property back – if it stops being part of the road. It is the loss of this right we would potentially be buying – rather than any actual land.

2. The area marked as purple, is elements of the verge where there is limited detail on land ownership, and you may have rights under the ad Medium Filum Rule. The land will be acquired permanently as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this as part of the wider plot 2/10j, which is owned by SMBC, [REDACTED] and Hall Farm, occupied by SMBC, Zayo and WPD. However as above, if the land remains part of the Highway – then SMBC will be responsible for its maintenance in the future.

3. The area marked as pale blue, is an area where there is limited detail on land ownership, and you have access rights which will be affected. This area of lands will only need to be used temporarily to re-align the rear access to Four Winds and install the drainage outfall for the attenuation tank at Barbers Coppice Roundabout. A permanent right will also need to be granted for the long-term maintenance of said outfall for SMBC. The original Orders showed this as part of the wider plot 2/71, which is unregistered land, occupied by SMBC, Zayo and WPD, with rights of access to Four Winds.

I will forward the minutes form our meeting and an update regarding the WGAA to yourself and the other attendees by separate e-mail

Yours

[REDACTED]

From: [REDACTED]

Sent: 05 December 2019 14:06

To: [REDACTED]

[REDACTED]

[REDACTED]

Subject: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four WInds 'Legacy' options

[REDACTED]

Please find attached proposals for a Four WInds 'Legacy' option.

Can these please be costed and the information made available by the middle of next week?

I would also like a meeting before 20th December 2019 to discuss the proposals and costs.

I also note I have not received a response to the points raised in my previous email or had any drawings provided. Can these please be actioned asap?

Also, in accordance with the Freedom of Information Act can you please provide me with electronic copies of all the information HE hold regarding the legacy scheme proposals and legacy funding for the Warwickshire Gaelic Athletic Association (WGAA) grounds, including all discussions involving Peter Mumford and the WGAA?

Kind regards,

[REDACTED]

On Fri, 29 Nov 2019 at 16:02, [REDACTED] wrote:

[REDACTED]

Thanks for your email.

Can you please provide an explanation for the change in advice as it has always been the case that Catherine de Barnes Lane was being stopped up?

Also, what is meant by 'reasonable fees'?

Unfortunately I have not received the drawing you mention. When is this likely to be issued?

At the meeting on 22nd November 2019 I requested the WGAA proposals in AutoCAD format but have not received them yet. Can this please be actioned asap?

Kind regards,

[REDACTED]

On Fri, 22 Nov 2019 at 17:28, [REDACTED] wrote:

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--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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██████████

114

Email correspondence between Jonathan Pizzey and Philip O'Reilly (11th February 2020)

11/02/2020 11:15 Email from [REDACTED] to [REDACTED]

[REDACTED]
I do not appear to have received a response to my previous email?

Also, there has been no correspondence from Skanska?

Kind regards,
[REDACTED]

On 20 Jan 2020, at 19:20, [REDACTED] wrote:

[REDACTED]
We agreed at the meeting that costs would be provided for all the options to enable us to then review the pros and cons of each option (such as the environmental impact, building over the pipeline, use of green belt land, proximity to the flight path, future planning issues, etc) against its' respective cost.

With regard to the proposal from Skanska, I would suggest driving over to Hampton for what could be a very short meeting, would not be the best use of [REDACTED]'s time, and could be a waste of mine. As such, perhaps [REDACTED] could kindly outline his proposal in an email and if it is of interest, we can then arrange a meeting?

Kind regards,
[REDACTED]

On Wed, 15 Jan 2020 at 18:02, [REDACTED] wrote:

[REDACTED]
Sorry for the delay in getting back to you,

As discussed – the options you provided would have the same lands costs as in option B (email of 11th December), and would require HE to build a third pitch to 'relocate' all of the WGAA into [REDACTED] field. Consequently they would be more expensive than option B, and not a good use of funds.

However as stated in the para below option A, if we were to buy your property through discretionary purchase, and then re-sell it – the delta is comparatively small.

For your information we have formally engaged Skanska as the main contractor for the works, and their contract is written to reward efficient working to make savings to the scheme. They have identified an opportunity to make use of your property if it was available, and I would like to organise a meeting with you and the PM from Skanska [REDACTED] to discuss this opportunity for a mutually agreeable way forward.

When would you be available, and where would you like to meet?

Yours

[REDACTED]

From: [REDACTED]
Sent: 15 January 2020 11:00
To: [REDACTED] <[REDACTED]>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Re: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four WInds 'Legacy' options

[REDACTED]

I do not appear to have received a response to my previous email, dated 12th December 2019.

Can you please provide a response which includes the information requested, as agreed at our last meeting.

Kind regards,

[REDACTED]

On Thu, 12 Dec 2019 at 14:55, [REDACTED] wrote:

[REDACTED]

Thanks for your email.

As I took the trouble to draft 3 options, all of which were forwarded to you for costing (which you agreed would be provided when we met on 22nd November 2019), can you please provide the costs for the third option (see attached).

Kind regards,

[REDACTED]

On Wed, 11 Dec 2019 at 18:11, [REDACTED] wrote:

[REDACTED]

Thankyou for the plans you have provided re the WGAA proposals – they are similar to the outline proposals identified at the meeting we had on the 22nd November. [REDACTED] will send you the CAD files for the Legacy Scheme Proposals tomorrow.

Please see attached the plans which [REDACTED] at Skanska has produced for your proposals, which are sufficient to understand the land and other impacts would have on the legacy scheme costs. Assuming everything else remains the same in terms of what is being provided to the WGAA, the difference between the WGAA legacy A scheme and your proposals is effectively around the land costs; as follows:

Option 1 – is effectively the Legacy Option B – with the discretionary purchase of your property

	Option 001 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£50,000
Reduction in [REDACTED] Land	£0	£60,000
Increase in [REDACTED] Land to the South	£33,000	£0
Buying Four Winds	£750,000	£0
Resale of Four Winds	£0	
	£783,000	£110,000
Total Cost Increase:	£673,000	

The cost to the scheme would be approx. £673k, however if HE were to re-sell Four Winds at say £650k the nett cost to HE would be approx. £23,000. Please find attached for your information the HE publication 'Yours property and Discretionary Purchase' again, as this is the 3rd time I have sent you this information in the last 18 months.

<https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>

Option B – is similar to the plans you produced , and assumes that the western most WGAA pitch is relocated over Four Winds

	Option 002 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£60,000

Reduction in [REDACTED] Land	£0	£60,000
Increase in [REDACTED] to the South (2Ha)	£40,000	£0
Reduction in [REDACTED] required to the west (8.5Ha)	£0	£170,000
Buying Four Winds	£750,000	£0
Demolition of Four Winds	£50,000	£0
	£840,000	£290,000
Total Cost Increase:	£550,000	

Though the cost to the scheme is slightly less, the cost to HE is significantly more as the value of Four Winds would be lost. It is extremely unlikely that HE would consider this additional cost a suitable use of the designated funds.

Catherine de Barnes Road.

I have attached a plan showing the latest understanding of ownership rights over Catherine de Barnes Road – adjacent to your property, which I understand you already have. The change in our understanding has come about following AECOM's final update of the land interest plans in October/ November, which informed the final version of the schemes orders, presented to the examination at the end of November 2019.

1. The area marked as red, is the elements of the road you have a potential claim under the Ad Medium Filum Rule, this land will be required permanently, as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this area as part of 2/10h, which is currently owned and occupied by SMBC, as it is a highway. The scheme will turn this area of road into a wide verge, which will still be owned and maintained by SMBC as part of the Highway. You would have rights to get the half width in front of your property back – if it stops being part of the road. It is the loss of this right we would potentially be buying – rather than any actual land.
2. The area marked as purple, is elements of the verge where there is limited detail on land ownership, and you may have rights under the ad Medium Filum Rule. The land will be acquired permanently as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this as part of the wider plot 2/10j, which is owned by SMBC, The Gooch Estate and Hall Farm, occupied by SMBC, Zayo and WPD. However as above, if the land remains part of the Highway – then SMBC will be responsible for its maintenance in the future.

3. The area marked as pale blue, is an area where there is limited detail on land ownership, and you have access rights which will be affected. This area of lands will only need to be used temporarily to re-align the rear access to Four Winds and install the drainage outfall for the attenuation tank at Barbers Coppice Roundabout. A permanent right will also need to be granted for the long-term maintenance of said outfall for SMBC. The original Orders showed this as part of the wider plot 2/71, which is unregistered land, occupied by SMBC, Zayo and WPD, with rights of access to Four Winds.

I will forward the minutes from our meeting and an update regarding the WGAA to yourself and the other attendees by separate e-mail

Yours

[REDACTED]

From: [REDACTED]
Sent: 05 December 2019 14:06
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four WInds 'Legacy' options

[REDACTED]

Please find attached proposals for a Four WInds 'Legacy' option.

Can these please be costed and the information made available by the middle of next week?

I would also like a meeting before 20th December 2019 to discuss the proposals and costs.

I also note I have not received a response to the points raised in my previous email or had any drawings provided. Can these please be actioned asap?

Also, in accordance with the Freedom of Information Act can you please provide me with electronic copies of all the information HE hold regarding the legacy scheme proposals and legacy funding for the Warwickshire Gaelic Athletic Association (WGAA) grounds, including all discussions involving Peter Mumford and the WGAA?

Kind regards,

██████████

On Fri, 29 Nov 2019 at 16:02, ██████████ ██████████ wrote:

██████████

Thanks for your email.

Can you please provide an explanation for the change in advice as it has always been the case that Catherine de Barnes Lane was being stopped up?

Also, what is meant by 'reasonable fees'?

Unfortunately I have not received the drawing you mention. When is this likely to be issued?

At the meeting on 22nd November 2019 I requested the WGAA proposals in AutoCAD format but have not received them yet. Can this please be actioned asap?

Kind regards,

██████████

██████████ Fri, 22 Nov 2019 at 17:28, ██████████ ██████████ wrote:

Highways England - M42 Junction 6 Improvement - Freedom of Information Request - 6 (Legacy Scheme - Consultation)

With regard to the above, I received an email from Jonathan Pizzey on 14th October 2019 stating that Highways England had identified that “improving the WGAA facilities . . . would provide wider societal benefits adjacent to the scheme, and provide a benefit to the general fitness levels in the area.”

That email also stated that “Once we have undertaken the preliminary design, and identified the potential benefits – we will be consulting with the local population, prior to applying for local planning permission from SMBC.”

I received a further email from Jonathan Pizzey on 29th October 2019 stating that Highways England had identified a benefit in enhancing the mitigation to the WGAA site proposed in the DCO.

The attached email chain includes both of the emails referenced above.

As such, in accordance with the Freedom of Information Act, please provide me with electronic copies of all the information HE and Skanska hold with regard to the provision of “wider societal benefits adjacent to the scheme” and “benefit to the general fitness levels in the area” identified in providing enhanced mitigation to the WGAA site proposed in the DCO. For clarity this is to include, but is not limited to, the consultation exercise undertaken to determine local need, the process for identifying societal benefits to those adjacent to the scheme and the results of that process, the extent of ‘area’ referred to in the statement “the general fitness levels in the area”, the parties contacted to participate in the consultation exercise and responses received, the decision making process for determining enhanced mitigation is appropriate use of public funds, all relevant dates such as when any benefits were first identified and the environmental benefits that will be provided by an enhanced mitigation scheme.

Email supporting a WGAA Legacy Scheme

Table submitted by Jonathan Stott (representing WGAA) indicating support from four organisations (which in reality is three organisations as previous email has been copied into the table)

Email correspondence between Jonathan Stott (representing WGAA) and Highways England, which includes email correspondence from Dave Cuthbert (Hampton in Arden Parish Council) to Jonathan Pizzey which has been forwarded to Jonathan Stott.

Email supporting a WGAA Legacy Scheme

Email from [REDACTED] to [REDACTED] on Mon 17/02/2020 11:20

Dear [REDACTED]

>

> I am writing on behalf of the [REDACTED]
[REDACTED] I wish to express my support to the community
benefits that a Legacy Scheme at Pairc na hEireann, Catherine De Barnes Lane,
Solihull, might provide.

>

> To be able to avail of a 3G pitch on our doorstep, made available to rent at
affordable community rates especially during winter months, offers our club an
chance to provide training sessions for our children that at present we simply cannot
deliver. This facility, and its welcoming ethos, would give us extra capacity in what is
already an overstretched grass roots sector.

>

> The possibility of a safe, modern clubhouse being made available to use also
increases our chances of using this facility as an outdoor activity centre knowing its
environment, location and safety features.

>

> I wholeheartedly believe that this new faculty will benefit the entire local community
but especially the young people living within its reach by giving an improved quality
of life through the opportunities listed above. The social and environmental benefits
of such a site will be felt for years to come and I fully support any such development.

>

> Yours Sincerely,

>

>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Table submitted by Jonathan Stott (representing WGAA) indicating support from four organisations (which in reality is three organisations as previous email has been copied into the table)

School/Association	Contact	Comments
██████████	██████████ ██████████	<p>Good afternoon ██████████</p> <p>██████████ from ██████████ team has forwarded your below email to me.</p> <p>I'm the secretary of ██████████.</p> <p>We have a junior section with age groups ranging from U6's to U18's (20 teams) and 6 adult teams playing Saturday and Sundays.</p> <p>We currently use four sites in the <u>autumn/winter for our training spread over Mon-Thursday nights</u> on old style sand based 3G surfaces.</p> <p>If WGAA were to get the approval for a 4G facility ██████████ would definitely be interested in supporting the facility and ideally if we could get sole use from <u>6-9pm on two nights on the week</u> we could fill it with the majority of our teams.</p> <p>Please keep us informed on how the application goes as we would definitely be interested in this venue.</p> <p>Feel free to call me if you need any further information.</p> <p>Regards</p> <p>██████████</p> <p>██████████</p> <p>██████████</p> <p>██████████</p>
██████████	██████████	<p>As secretary of ██████████ confirm we would be interested in renting the 4G every other Sunday from September to May in Football seasons .</p> <p>You dont mention <u>flood lighting</u> but we would also be interested in using an area of the 4G for <u>midweek "winter training "</u></p> <p>Please advise me as this development progresses</p> <p>██████████</p>
██████████	██████████ ██████████	<p>■ ██████████</p> <p>Thanks for making contact.</p> <p>██████████ support your application to create a 4G pitch at your site.</p> <p>We are always on the lookout for facilities to hire in the borough for both <u>midweek training</u> and weekend game purposes in order to relieve pressure on our own pitches and training area which otherwise would be in use <u>7 days a week August thru April.</u></p> <p>Good luck with your application.</p> <p>██████████</p> <p>██████████</p> <p>██████████</p>

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED] on behalf of [REDACTED], wish to express my support to the community benefits that a Legacy Scheme at Pairc na hÉireann, Catherine De Barnes Lane, Solihull, might provide.

To be able to avail of a 3G pitch on our doorstep, made available to rent at affordable community rates especially during term and teaching time, offers our school a chance to provide opportunities for our children that at present we simply cannot deliver. This facility, and its welcoming ethos, would give us extra capacity in what is already an overstretched educational sector.

The possibility of a safe, modern clubhouse being available to use also increases our chances of using this facility as an outdoor activity Centre knowing its environment, location and safety features.

I wholeheartedly believe that this new facility will benefit the entire local community but especially the young people living within its reach by giving an improved quality of life through the opportunities listed above. The social and environmental benefits of such a site will be life changing for years to come and I fully support any such development.

Yours Sincerely,

[REDACTED]
[REDACTED]

Email correspondence between Jonathan Stott (representing WGAA) and Highways England, which includes email correspondence from Dave Cuthbert (Hampton in Arden Parish Council) to Jonathan Pizzey which has been forwarded to Jonathan Stott.

Email from [REDACTED] to [REDACTED] [REDACTED] [REDACTED] on Fri 21/02/2020 12:11

████████████████████

Please see the attached schedule providing evidence of local support and intention to use the new facility, from various football and rugby clubs, and one local school.

In addition to these written responses we have also had some very positive discussions with the following football clubs, most of which have multiple teams and different age-groups, and all of whom cited the lack of available pitches in the local vicinity:

Response	Percentage
Yes, the U.S. should take action to address climate change	85%
No, the U.S. should not take action to address climate change	15%

Is this sufficient for your needs at this stage?

It would be helpful if you / [REDACTED] could please issue the latest drafts of the main agreement and the community use agreement so we can look to proceed to complete those within the next couple of weeks.

Finally – is there any news about when the

Kind regards,

11/11/2016

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[illegible]

From: [REDACTED]

Sent: 12 February 2020 12:21

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: Four Winds and WGAA re-location

© 2006 The Authors

Please see the following e-mail exchange with [REDACTED]
[REDACTED] – it would be useful to meet [REDACTED] to discuss the proposals going forward before we issue a planning application to SMBC. Would you be able to

[REDACTED] – For your information/ help, my understanding is that there are 3 issues, which may impact how we proceed:

- 1) Confirmation of the wider community need to for the enhanced WGAA scheme - with yourself and the WGAA to provide further evidence.
- 2) Completion of the Agreement and Community Use Agreement. – currently with me.
- 3) Discussions with [REDACTED] regarding the [REDACTED] which runs under the western Legacy A pitch, and potential agreement to abandon one of the [REDACTED] – which is currently shown as impacting on the pitch location. – for discussion with [REDACTED] on Friday 14th?

It is probably sensible to have a meeting to agree how we are going to proceed, and identify which option we are going to develop into a planning application for SMBC.

Are there any other issue/ blockers from [REDACTED]

Yours

[REDACTED]

From: [REDACTED]
Sent: 12 February 2020 11:49
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Four Winds and WGAA re-location

[REDACTED]

Though we have made progress since January there are still a couple of issues which need to be resolved before agreeing which WGAA legacy option we will proceed with. However it is now very likely that we will be progressing one of the Legacy options as opposed to the plans presented at the DCO.

As discussed previously [REDACTED] preferred option is Option A; (which I understand you have plans for) so this is likely to be the direction of travel.

I agree it would be a good idea to get together in the near future to discuss, and present the proposed option(s) in more detail, prior to putting a planning application to SMBC.

Yours

[REDACTED]

From: [REDACTED]
Sent: 12 February 2020 11:18
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Four Winds and WGAA re-location

Hi again
I must apologies to you as I have now located the response you sent on 15th January.I think it would be worthwhile however to get together soon . In the mean time has there been any developments since your mail in January.
many thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 12 February 2020 10:44
To: [REDACTED]
Cc: [REDACTED]
Subject: Four Winds and WGAA re-location

Good Morning [REDACTED]

On checking my mails I don't appear to have received a response to my mail asking what the current situation is re the re- locating of the WGAA -whether it has been finalised or not. Would appreciate an update , [REDACTED] [REDACTED] which leads us to think that a final agreement has been reached. Could you clarify the position please
many thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Appendix E:

**Mr_Phillip_O_Reilly_M42_Junction_6_Improvement_
Freedom_of_informaton_letter_for_extension**

Our ref: 100611

Mr P O'Reilly
Four Winds
Catherine de Barnes Lane
Solihull
B92 0DJ

Jonathon Pizzey
Senior Project Manager
Regional Investment Programme
Midlands
Floor 5, Two Colmore Square
38 Colmore Circus
Birmingham
B4 6BN

0300 123 5000

20 December 2019

Dear Mr P O'Reilly

M42 Junction 6 Improvement– Freedom of Information

I am writing to advise you that the time-limit for responding to your request for information which we received on 5 December 2019 needs to be extended under Regulation 7 of the Environmental Information Regulations.

I have obtained the answers to 2 of your questions:

- 1) Will all information regarding an application and/or proposal for legacy funding be in the public domain? Yes, the proposed planning application will be in the public domain once it has been submitted to the local planning authority.
- 2) Given it is public money that is being spent, will any proposal for legacy funding be publicly examinable / subject to public consultation? Our proposals for Designated Funds bids are not routinely subject to public consultation. Each year, across all our Designated Funds, we have up to 2,000 proposals or projects in various stages of delivery. Many are relatively low cost and it would be disproportionate to conduct a full consultation on each of them. In the case of the legacy proposal for the WGAA grounds specifically, this will require planning consent and so will be subject to public consultation as part of the standard planning process.

In the case of your request with electronic copies of all the information we hold regarding the legacy funding proposals for the Warwickshire Gaelic Athletic Association (WGAA) ground, including all discussions involving Peter Mumford and the WGAA. I must extend the time limit by approximately 20 working days because the information requested is complex and voluminous and it is impracticable to comply with the request, or make a decision to refuse to do so, within the earlier period.

I hope to let you have a response by 25 January 2020.

If you have any queries about this letter, please contact me. Please remember to quote reference number 100611 in any future communications.

If you are unhappy with the way we have handled your request you may ask for an internal review within 2 months of the date of this response for Freedom of Information requests and within 40 days for Environmental Information Regulations requests.

Our internal review process is available at:

<https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure>

If you require a print copy, please phone the Information Line on 0300 123 5000; or e-mail info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Yours sincerely


Jonathon Pizzey
Senior Project Manager
Regional Investment Programme Midlands

Appendix F:

Four Winds Proposal - WGAA Option 2

Four Winds Proposal - WGAA Option 3

Four Winds Proposal - WGAA Option 4

OPTION 2
CLUBHOUSE & PARKING PLAN
Scale 1:1000



OPTION 2
SITE PLAN
Scale 1:2000



Note:
This drawing is copyright and must not be reproduced or
disclosed to third parties without prior permission.

Do not scale from this drawing.

Any discrepancies in dimensions or details on these
drawings must be drawn to our attention.

All dimensions in millimetres unless noted otherwise.

- LEGEND:
- LIMITS OF LAND TO BE ACQUIRED OR USED PERMANENTLY OR TEMPORARILY (THE ORDER LIMITS)
 - LAND NOT INCLUDED WITHIN THE ORDER LIMITS
 - CENTRAL RESERVES, SPLITTER ISLANDS & OTHER PAVED AREAS
 - CARRIAGEWAYS
 - PRIVATE MEANS OF ACCESS (PMA)
 - SURFACED CYCLEWAYS & FOOTWAYS
 - PFP - PROPOSED FOOTWAY
 - UNDERGROUND STORAGE TANK FOR DRAINAGE
 - ENVIRONMENTAL MITIGATION
 - EMBANKMENT
 - VERGES, CUTTINGS
 - MAINTENANCE LAY-BY

NEW PITCHES
2NR. @ 90M X 145M
1NR. @ 85M X 135M

CLUBHOUSE
33M X 26M

CHILDREN'S PLAY AREA
25M X 15M

CAR PARK
150 SPACES (INCL. 7 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date
A	First issue	11/19

Client:

Location:
Catherine de Barnes Lane
Solihull

Project:
WGAA Reconfiguration
M42 Junction 6 Improvement Scheme

Drawing Title:
Reconfiguration Option 2

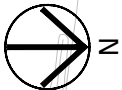
Date:
Nov 2019

Scale:
As shown@A3

Drawn:

Drawing No:
002

Revision:
A



Note:
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 - PFP — PROPOSED FOOTWAY
 - UNDERGROUND STORAGE TANK FOR
DRAINAGE
 - ENVIRONMENTAL MITIGATION
 - EMBANKMENT
 - VERGES, CUTTINGS
 - MAINTENANCE LAY-BY

NEW PITCHES
2NR. @ 90M X 145M

CLUBHOUSE
33M X 26M

CAR PARK
150 SPACES (INCL. 7 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date
A	First issue	12/19

Client:

Location:
Catherine de Barnes Lane
Solihull

Project:
WGAA Reconfiguration
M42 Junction 6 Improvement Scheme

Drawing Title:
Reconfiguration Option 3

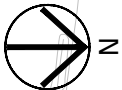
Date:
Dec. 2019

Scale:
As shown@A3

Drawn:

Drawing No:
003

Revision:
A



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NEW PITCHES
2NR. @ 90M X 145M

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33M X 26M

CAR PARK
150 SPACES (INCL 7 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date
A	First issue	12/19

Client:

Location:
Catherine de Barnes Lane
Solihull

Project:
WGAA Reconfiguration
M42 Junction 6 Improvement Scheme
Drawing Title:
Reconfiguration Option 4

Date:
Dec. 2019

Scale:
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Drawn:

Drawing No:
004

Revision:
A

Appendix G:

Email of Legacy Option Costs from Jonathan Pizzey (HE) dated 11th February 2020



RE: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four Winds 'Legacy' options

1 message

Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk>
To: Philip O'Reilly

11 February 2020 at 18:24

Philip

As my previous e-mail, the detailed alternatives you produced would have similar costs to one of the outline alternative Skanska has already produced (Option 2). Skanska's Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch (From the potential legacy scheme option A) is relocated over Four Winds – also missing the ESSO fuel line .

	Option 002 vs Option A		4 winds proposal		Notes	
	Cost		Cost			
	Increase	Decrease	Increase	Decrease		
Reduction in Earthworks and Site Clearance	£0	£60,000		£30,000	Still requires earthworks to level site	
Reduction in Mr Moosa's Land	£0	£60,000		£60,000	Mr Moosa's Land not required	
Increase in Mr Cattell's Land to the South (2Ha)	£40,000	£0	£40,000		All of Mr Cattells filed required (addnl 18,200sqm) (area around 4 winds)	
Reduction in Mr Cattell's land required to the west (8.5Ha)	£0	£170,000		£60,000	Sale of remaining WGAA pitch and land for pasture (remaining area similar size to land taken from Mr Moosa)	
Buying Four Winds	£750,000	£0	£750,000		Buying 4 winds	
Demolition of Four Winds	£50,000	£0	£50,000		Demolition	
	£840,000	£290,000	£200,000		Cost of 3rd grass pitch	
Total Cost Increase:	£550,000					
			£1,040,000	£150,000		
			£890,000			

Though the cost of option 2 is slightly less than the Option A (Likely Legacy Scheme), the cost to HE is significantly more as the value of Four Winds would be lost. NB both of the options 001/002 would not impact the ESSO pipeline, and maintain the access between Mr Cattell's southern field and the field to the west of the WGAA.

In addition to this your proposals would relocate the wgaa from their current location into the entirety of Mr Cattell's Field, so the reduction in cost for the saving 8.5 acre's would not apply and we would need to buy the rest of the field as well (ie the area around 4 Winds. The remaining existing WGAA land could be sold – potentially for horse pasture, and assuming a similar size to the land we are purchasing from Mr Moosa , would have a similar cost.

I know these are ball park figures, however they do demonstrate the principle, that buying your house and relocating the WGAA into Mr Cattells field is not a viable option to take forward, and consequently I see no benefit to have the detailed plans you produced costed up; as though they provide an option – this option is more expensive than the most expensive option Skanska costed – and we are unlikely to take this forward.

It is unfortunate that you decided not meet Skanska; however we will be starting enabling works soon, and if you change your mind it would be worth meeting to discuss options.

Yours
Jonathan

From: Philip O'Reilly [REDACTED]
Sent: 11 February 2020 11:15
To: Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk>
Cc: [REDACTED]
Subject: Re: M42 Junction 6 Improvement - WGAA Reconfiguration Proposals - Four Winds 'Legacy' options

Jonathan,

I do not appear to have received a response to my previous email?

Also, there has been no correspondence from Skanska?

Kind regards,

Philip

On Wed, 11 Dec 2019 at 18:11, Pizzey, Jonathon <Jonathon.Pizzey@highwaysengland.co.uk> wrote:

Philip

Thankyou for the plans you have provided re the WGAA proposals – they are similar to the outline proposals identified at the meeting we had on the 22nd November. Sam will send you the CAD files for the Legacy Scheme Proposals tomorrow.

Please see attached the plans which Sam at Skanska has produced for your proposals, which are sufficient to understand the land and other impacts would have on the legacy scheme costs. Assuming everything else remains the same in terms of what is being provided to the WGAA, the difference between the WGAA legacy A scheme and your proposals is effectively around the land costs; as follows:

Option 1 – is effectively the Legacy Option B – with the discretionary purchase of your property

	Option 001 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£50,000
Reduction in Mr Moosa's Land	£0	£60,000
Increase in Mr Cattel's Land to the South	£33,000	£0
Buying Four Winds	£750,000	£0
Resale of Four Winds	£0	
	£783,000	£110,000
Total Cost Increase:	£673,000	

The cost to the scheme would be approx. £673k, however if HE were to re-sell Four Winds at say £650k the nett cost to HE would be approx. £23,000. Please find attached for your information the HE publication 'Yours property and Discretionary Purchase' again, as this is the 3rd time I have sent you this information in the last 18 months.

<https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>

Option 2 – is similar to the plans you produced , and assumes that the western most WGAA pitch is relocated over Four Winds

	Option 002 vs Option A	
	Cost	
	Increase	Decrease
Reduction in Earthworks and Site Clearance	£0	£60,000
Reduction in Mr Moosa's Land	£0	£60,000
Increase in Mr Cattel's Land to the South (2Ha)	£40,000	£0
Reduction in Mr Cattel's land required to the west (8.5Ha)	£0	£170,000
Buying Four Winds	£750,000	£0
Demolition of Four Winds	£50,000	£0
	£840,000	£290,000
Total Cost Increase:	£550,000	

Though the cost to the scheme is slightly less, the cost to HE is significantly more as the value of Four Winds would be lost. It is extremely unlikely that HE would consider this additional cost a suitable use of the designated funds.

Catherine de Barnes Road.

I have attached a plan showing the latest understanding of ownership rights over Catherine de Barnes Road – adjacent to your property, which I understand you already have. The change in our understanding has come about following AECOM's final update of the land interest plans in October/ November, which informed the final version of the schemes orders, presented to the examination at the end of November 2019.

1. The area marked as red, is the elements of the road you have a potential claim under the Ad Medium Filum Rule, this land will be required permanently, as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this area as part of 2/10h, which is currently owned and occupied by SMBC, as it is a highway. The scheme will turn this area of road into a wide verge, which will still be owned and maintained by SMBC as part of the Highway. You would have rights to get the half width in front of your property back – if it stops being part of the road. It is the loss of this right we would potentially be buying – rather than any actual land.
2. The area marked as purple, is elements of the verge where there is limited detail on land ownership, and you may have rights under the ad Medium Filum Rule. The land will be acquired permanently as the road will be stopped up and landscaped. The original Orders presented as part of the DCO application, identified this as part of the wider plot 2/10j, which is owned by SMBC, The Gooch Estate and Hall Farm, occupied by SMBC, Zayo and WPD. However as above, if the land remains part of the Highway – then SMBC will be responsible for its maintenance in the future.
3. The area marked as pale blue, is an area where there is limited detail on land ownership, and you have access rights which will be affected. This area of lands will only need to be used temporarily to re-align the rear access to Four Winds and install the drainage outfall for the attenuation tank at Barbers Coppice Roundabout. A permanent right will also need to be granted for the long-term maintenance of said outfall for SMBC. The original Orders showed this as part of the wider plot 2/71, which is unregistered land, occupied by SMBC, Zayo and WPD, with rights of access to Four Winds.

I will forward the minutes from our meeting and an update regarding the WGAA to yourself and the other attendees by separate e-mail

Yours

Appendix H:

Scheme Costs and Land Required from Mr Cattel for HE Option A, HE Option 001, HE Option 002 and a Four Winds Option

Table 1. Costs provided by Highways England / Skanska

	Option 001 vs Option A		Four Winds Proposal (utilising brownfield site)		Option 002 vs Option A	
	Cost		Cost		Cost	
Item	Increase	Decrease	Increase	Decrease	Increase	Decrease
Reduction in Earthworks and Site Clearance		£50,000		£30,000		£60,000
Reduction in Mr Moosa's Land		£60,000		£60,000		£60,000
New access to Mr Cattel's Land (Former tip) not required						
Increase in Mr Cattel's Land to the South	£33,000					
Buying Four Winds (Cost shown is HE figure)	£750,000		£750,000		£750,000	
Resale of Four Winds						
Resale of Four Winds brownfield site for development						
All of Mr Cattells field required (addnl 18,200sqm) (area around 4 winds)			£40,000			
Sale of remaining WGAA pitch and land for pasture (remaining area similar size to land taken from Mr Moosa)				£60,000		
Demolition of Four Winds			£50,000		£50,000	
Cost of 3rd grass pitch			£200,000			
Cost of 4G pitch not required						
Increase in Mr Cattel's Land to the South (2 Ha)					£40,000	
Reduction in Mr Cattel's land required to the west (8.5 Ha)						£170,000
	£783,000	£110,000	£1,040,000	£150,000	£840,000	£290,000
Total Cost Increase:	£673,000		£890,000		£550,000	

Table 2. Difference in greenfield land required from Mr Cattel for each scheme option

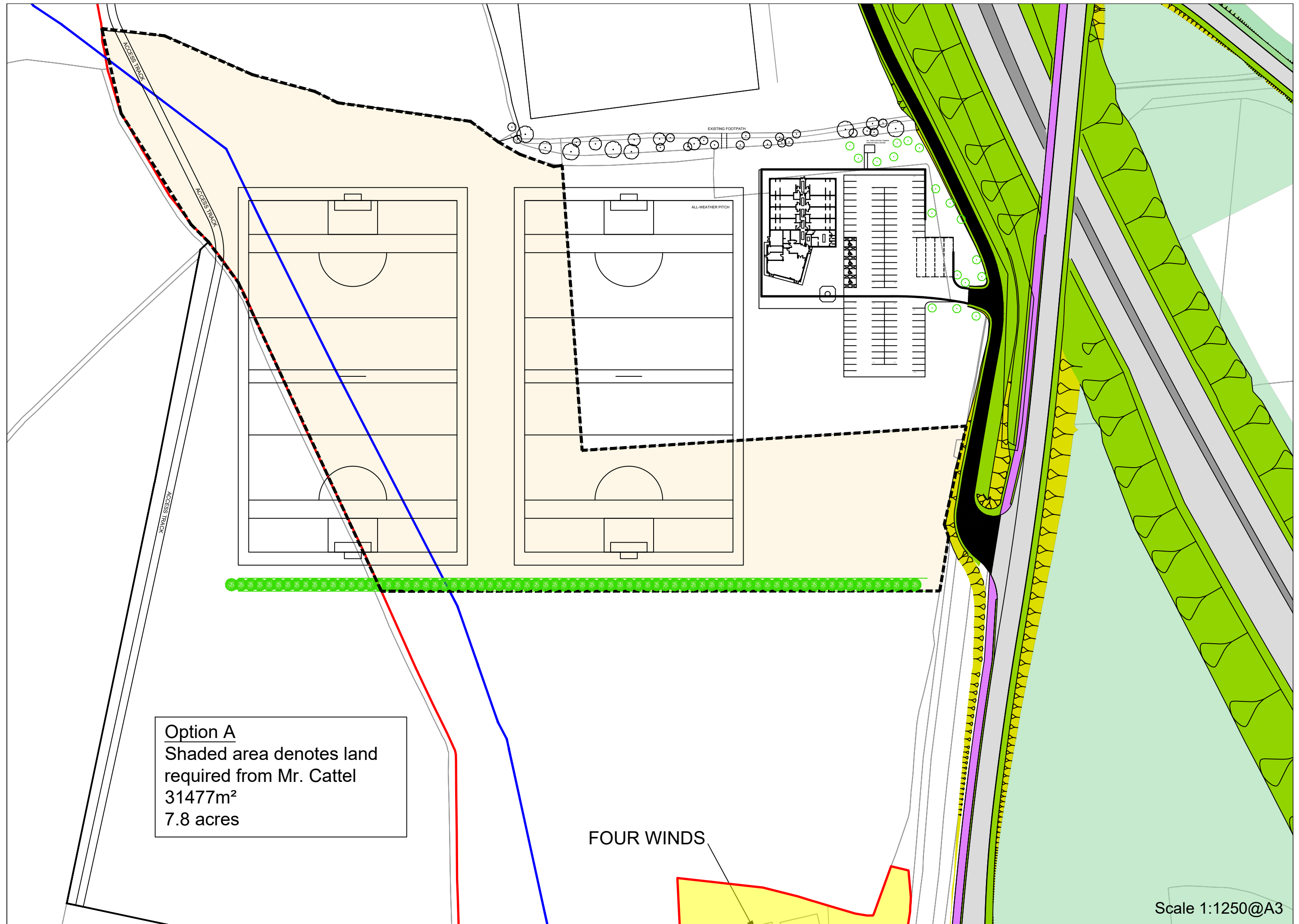
Cattel land required for Highways England Option A	7.8 acres	7.8 acres	7.8 acres
Cattel land required for Highways England Option 001	6.2 acres		
Cattel land required for Four Winds Proposal		10.0 acres	
Cattel land required for Highways England Option 002			5.3 acres
Difference in Cattel land required compared to Option A	- 1.6 acres	+ 2.2 acres	- 2.5 acres
Cost @£20,000 per acre	-£32,000	£44,000	-£50,000

Table 3. Revised costs incorporating relevant major costs to Legacy Scheme, correct land areas and correct cost per acre of £20000

	Option 001 vs Option A		Four Winds Proposal (utilising brownfield site)		Option 002 vs Option A	
	Cost		Cost		Cost	
Item	Increase	Decrease	Increase	Decrease	Increase	Decrease
Reduction in Earthworks and Site Clearance		£50,000		£30,000		£60,000
Mr Moosa's land not required (6 acres)		£120,000		£120,000		£120,000
Access to Mr Cattel's Land (Former land fill site) not required		£25,000		£25,000		£25,000
Reduction in Mr Cattel's Land to the South (1.6 acres)		£32,000				
Buying Four Winds (Cost shown is HE figure)	same as resale		£750,000		£750,000	
Resale of Four Winds		same as purchase				
Resale of Four Winds brownfield site for development (minimum)						£800,000
Increase in Mr Cattel's Land around Four Winds (2.2 acres)			£44,000			
Sale of remaining WGAA pitch and land for pasture (7.5 acres)				£150,000		
Demolition of Four Winds			£50,000			
Cost of 3rd grass pitch			£200,000		£200,000	
Cost of 4G pitch not required				£1,000,000		£1,000,000
Reduction in Mr Cattel's Land to the South (2.5 acres)						£50,000
	£0	£227,000	£1,044,000	£1,325,000	£950,000	£2,055,000
Total Cost Difference:	-£227,000		-£281,000		-£1,105,000	

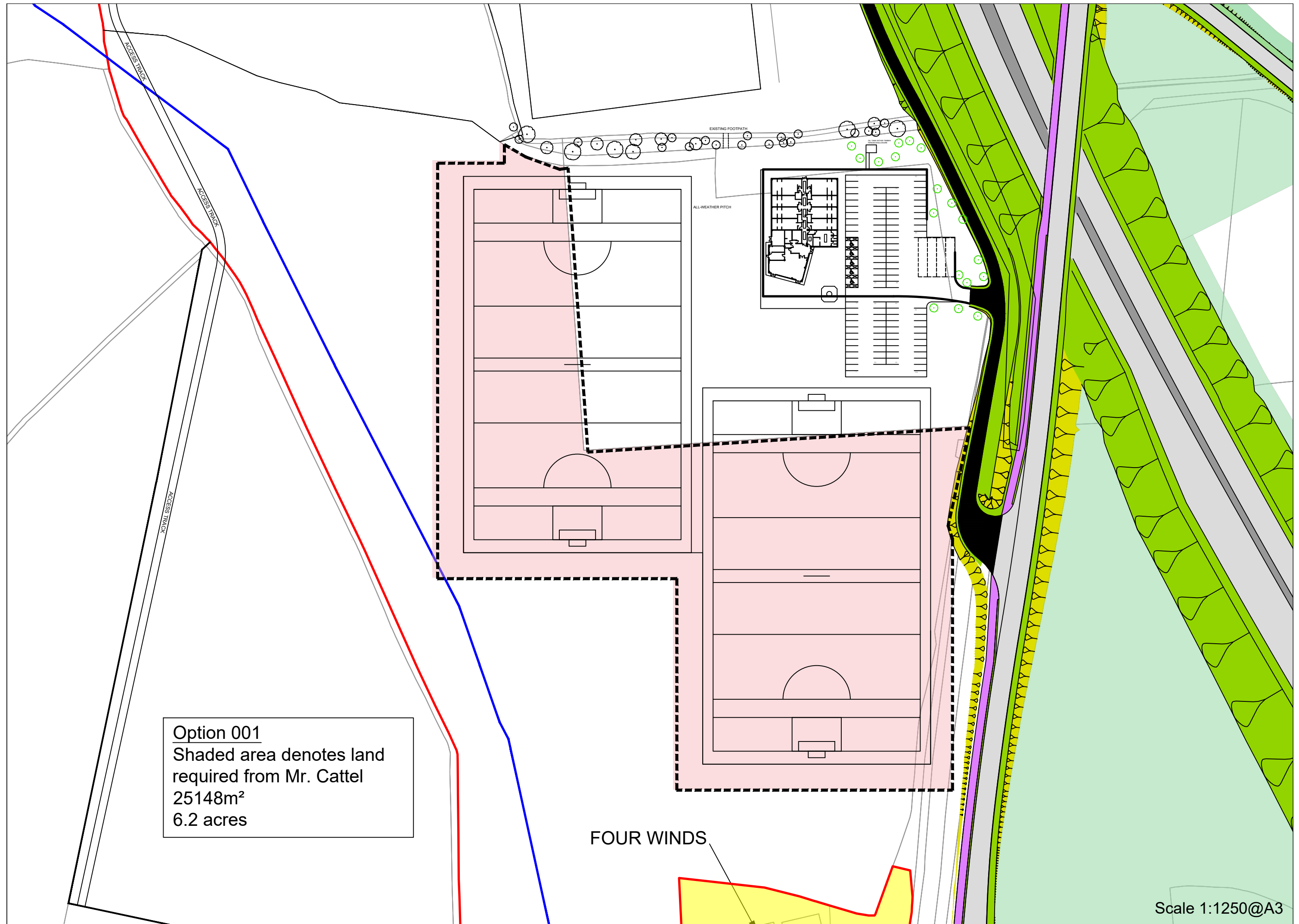
Appendix I:

Drawings Illustrating Land Required from Mr Cattel for HE Option A, HE Option 001, HE Option 002 and a Four Winds Option



Option A
Shaded area denotes land
required from Mr. Cattell
31477m²
7.8 acres

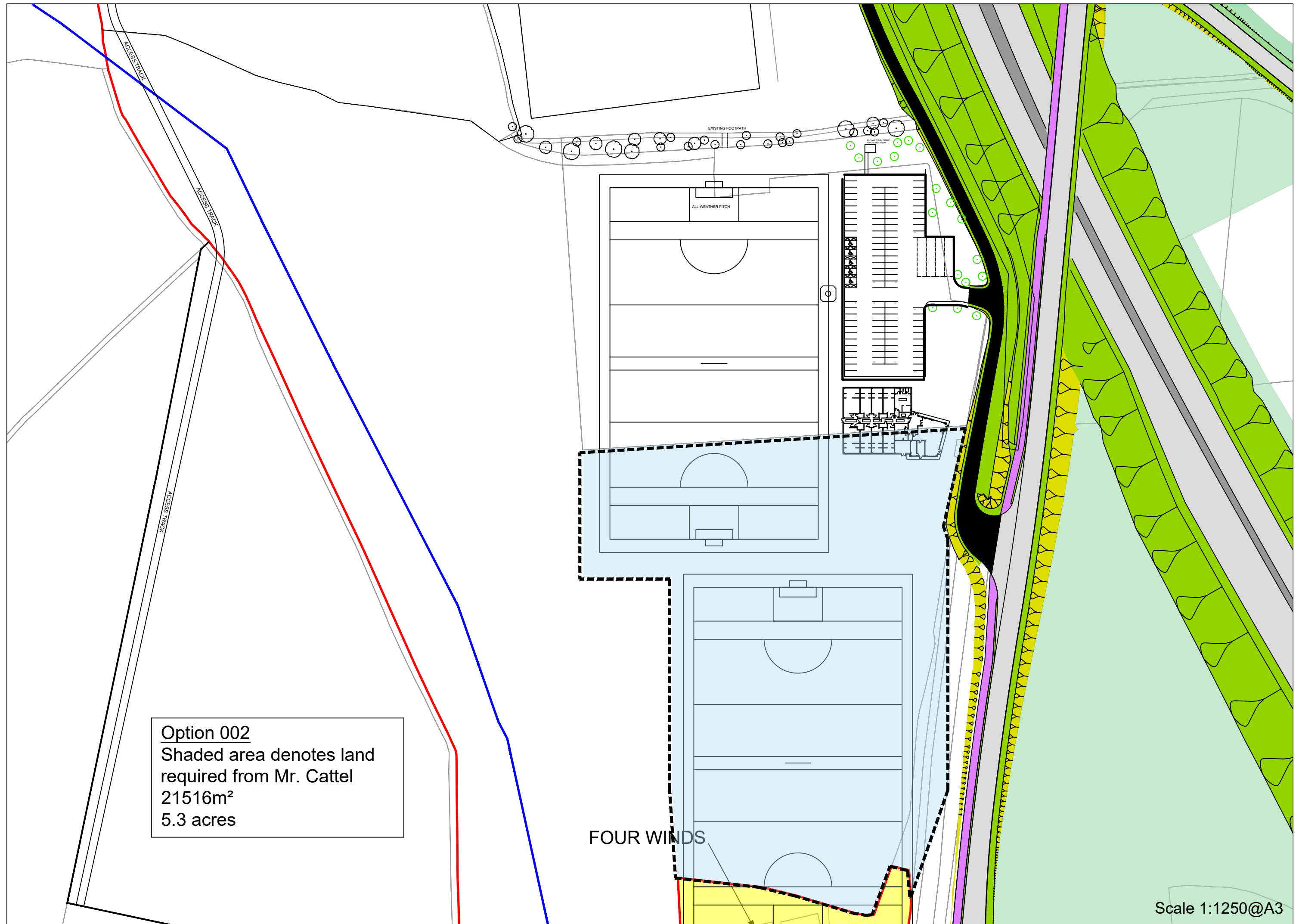
FOUR WINDS



Option 001
Shaded area denotes land
required from Mr. Cattel
25148m²
6.2 acres

FOUR WINDS

Scale 1:1250@A3



Option 002
Shaded area denotes land
required from Mr. Cattel
21516m²
5.3 acres

FOUR WINDS

OPTION 2
CLUBHOUSE & PARKING PLAN
Scale 1:1000



OPTION 2
SITE PLAN
Scale 1:2000



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 - UNDERGROUND STORAGE TANK FOR DRAINAGE
 - ENVIRONMENTAL MITIGATION
 - EMBANKMENT
 - VERGES, CUTTINGS
 - MAINTENANCE LAY-BY

NEW PITCHES
2NR. @ 90M X 145M
1NR. @ 85M X 135M

CLUBHOUSE
33M X 26M

CHILDREN'S PLAY AREA
25M X 15M

CAR PARK
150 SPACES (INCL. 7 DISABLED)

COACH PARKING
6 COACH SPACES

Rev.	Amendment	Date
A	First issue	11/19

Client:

Location:
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Project:
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M42 Junction 6 Improvement Scheme

Drawing Title:
Reconfiguration Option 2

Date:
Nov 2019

Scale:
As shown@A3

Drawn:

Drawing No:
002

Revision:
A

Appendix J:

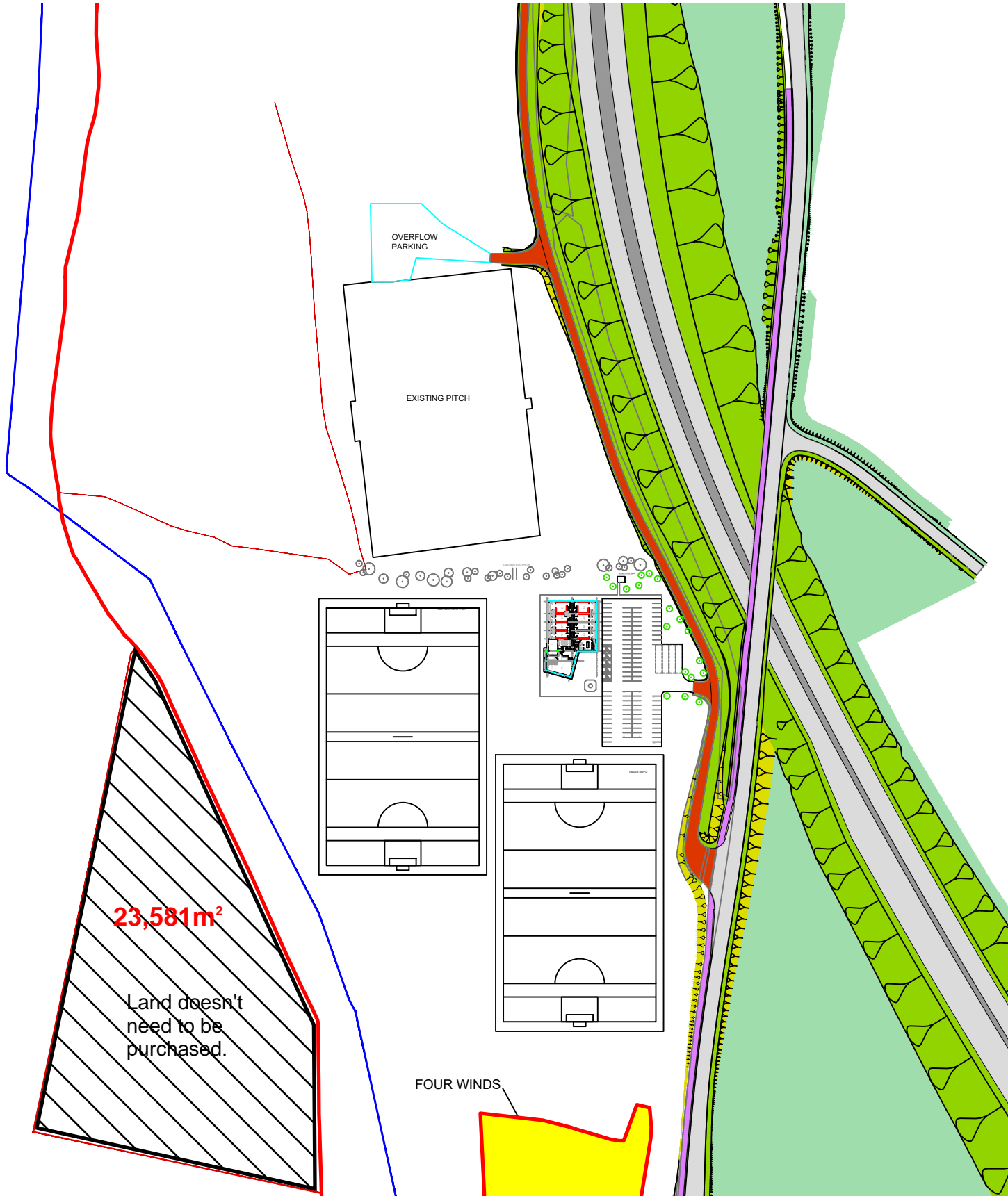
O'Riley Option 001

O'Riley Option 002

HE551485-ACM-GEN-ZZ_SW_DCO_ZZ-DR-DC-0056

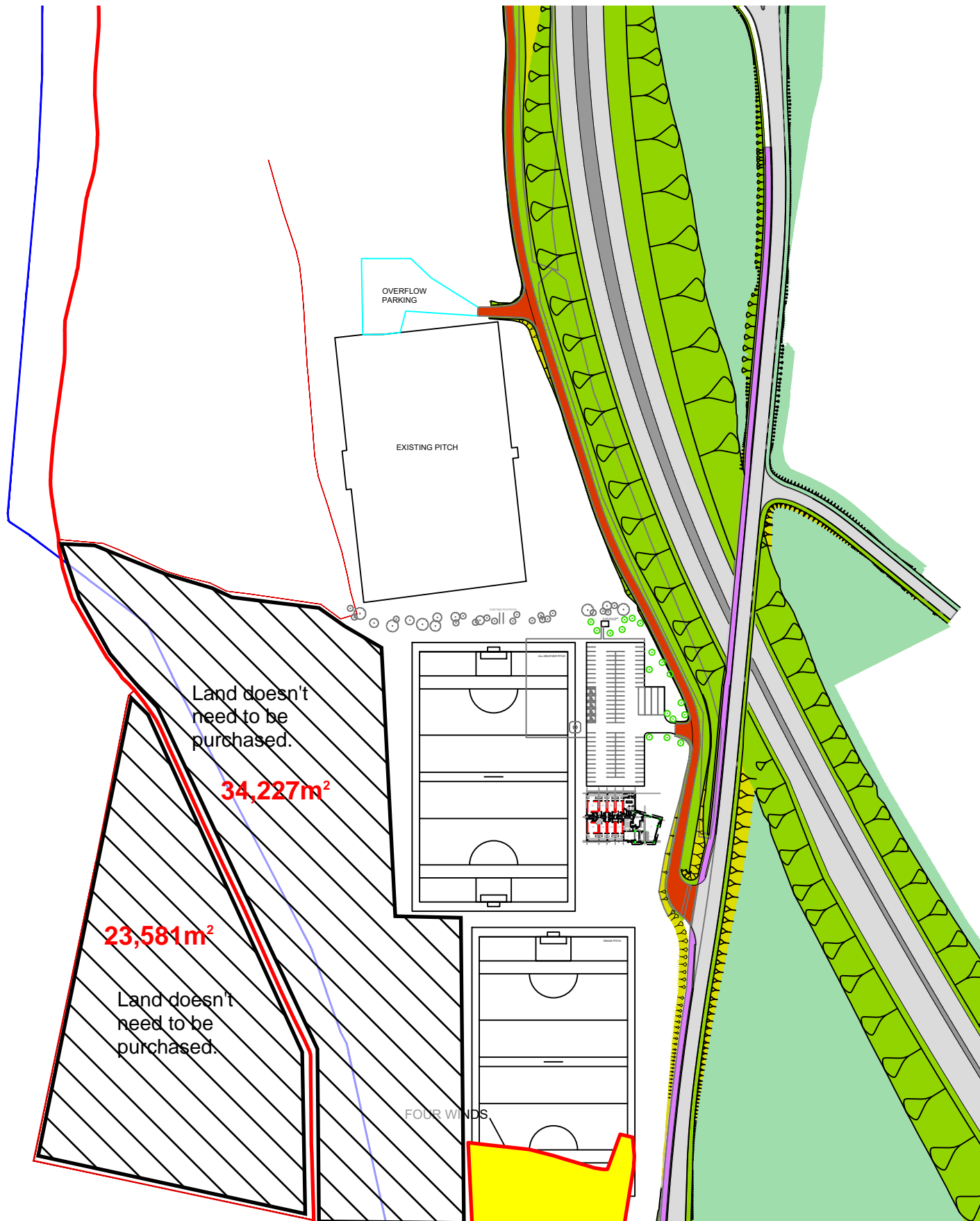
Alternative Option 001:

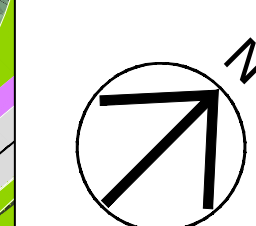
This option is similar to option B however moves one of the pitches closer to Four Winds. It could include buying Four Winds and then selling the property once construction work around the property is complete. It wouldn't require the purchase of Mr Moosa's land and would prevent the need to move the tree line and ditch to the west of the pitches.



















Alternative Option 002:

This option includes buying and constructing a pitch over Four Winds.
Less of the farm land to the west of the pitches is required and doesn't need to be purchased.





- | | |
|---|--|
| LEGEND □ | |
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|  | THE ORDER LIMITS □ |
|  | LAND NOT INCLUDED WITHIN THE ORDER LIMITS |
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|  | CARRIAGEWAYS □ |
|  | PRIVATE MEANS OF ACCESS □ PMA □ |
|  | SURFACED CICLEWAYS □ FOOTWAYS □ |
|  | PROPOSED FOOTWAY □ |
|  | UNDERGROUND STORAGE TANK FOR DRAINAGE |
|  | ENVIRONMENTAL MITIGATION |
|  | EMBANKMENT |
|  | VERGES, CUTTINGS |
|  | MAINTENANCE LA □ B □ |
|  | REPUTED OWNERSHIP IN RESPECT TO LAND TITLE WM213937 |
|  | INTEREST UNDER AD MEDIUM FILUM |
|  | LAND REQUIRED WITHIN REPUTED AD MEDIUM FILUM AREA FOR ESSENTIAL MITIGATION |

FOR INFORMATION

C: 0115 951 5555
 H: 0115 951 5555
 F: 0115 951 5555
 T: 0115 951 5555
 C: 0115 951 5555
 B4 6BN



M42 □UNCTION 6 IMPROVEMENT

D ₀₀₀₀₀ CW	Dr ₀₀₀ CH	C ₀₀₀₀₀ LB	A ₀₀₀₀₀ PK	D ₀₀₀ 221019
I ₀₀₀₀ Pr ₀₀₀₀ N ₀₀₀ 60543032			S ₀₀₀₀₀ S2	
S ₀₀₀₀ A1 11000			S ₀₀₀₀ Wd ₀₀₀ G ₀₀₀₀ r ₀₀₀	

Dr: <input type="text"/> N: <input type="text"/>	Re: <input type="text"/>
HE551485 -ACM	-GEN -
ZZ_SW_DCO_ZZ	-DR-DC-0056
U: <input type="text"/>	I: <input type="text"/> R: <input type="text"/> N: <input type="text"/>