

Report to Planning Committee

11 January 2023

Application Reference	DC/22/67165
Application Received	14 June 2022
Application Description	Proposed erection of a residential led, mixed use building of between 7 and 14 storeys to include 392 dwellings (Use Class C3) and 555sqm (GIA) commercial floorspace (flexible within Use Class E, drinking establishments (sui generis) and hot food takeaway (sui generis), plus associated amenity space, access, parking and demolition of existing buildings.
Application Address	PJ House London Street Smethwick B66 2SH
Applicant	Metropolitan Holdings (Birmingham) Ltd
Ward	Soho and Victoria
Contact Officer	Alison Bishop Alison_bishop@sandwell.gov.uk

1 Recommendations

1.1 That subject no further objections from Highways, the application being reported to Full Council as a departure and the negotiation of a s106 agreement planning permission is granted with conditions relating to:



- (i) External materials;
- (ii) Drainage details (LLFA and Severn Trent);
- (iii) Implementation of Air quality measures:
 - a. Travel plan
 - b. Electric charge points
 - c. Dust management plan
 - d. Low NOx boilers
- (iv) Noise mitigation (glazing and mechanical ventilation);
- (v) Ground contamination and remediation;
- (vi) Parking layout and retained;
- (vii) Details of refuse management strategy;
- (viii) Use class order limiting retail element;
- (ix) Secure by design package of measures:
 - a. Lighting
 - b. CCTV
 - c. Security access control
- (x) Hard and soft landscaping details;
- (xi) Employment and skills plan;
- (xii) Implementation of renewable energy solutions

2 Reasons for Recommendations

2.1 The proposal introduces an innovative design adjacent to the MMUH site and within the Grove Lane master plan area, whilst also making a significant contribution to Sandwell's housing shortfall.

3 How does this deliver objectives of the Corporate Plan?

	Quality homes in thriving neighbourhoods – the proposal provides build to rent scheme which will provide 20% market discount rentals.
C3	A strong and inclusive economy – the proposal offers opportunity for apprenticeships and local jobs during construction and for the commercial elements of the scheme.
	A connected and accessible Sandwell - the applicant has provided infrastructure for cycling and walking and a contribution towards public transport infrastructure.



4 Context

- 4.1 The application is being reported to your Planning Committee because it is a departure from the development plan and due to the major nature of the proposal.
- 4.2 To assist members with site context, a link to Google Maps is provided below:

PJ House, London Street, Smethwick

5 Key Considerations

- 5.1 The site is allocated for employment use in the Development Plan.
- 5.2 The material planning considerations which are relevant to this application are:-

Government policy (NPPF); Proposals in the Development Plan and planning balance; Impact on residential amenity; Public visual amenity; Design, layout and appearance; Access, highway safety, parking and servicing; Traffic generation and sustainable travel; Contamination by a previous use; Noise and disturbance from the scheme; Flood risk; and Planning gain;

6. The Application Site

6.1 The application site is 0.8ha in size, rectangular in shape, and bounded by Grove Lane to the southwest, London Street to the southeast and Cranford Street to the northeast. The site is currently occupied by a



commercial vehicle sales/hire business, with associated single and two storey buildings and extensive hard standing areas.

6.2 The character of the surrounding area is mixed, and although industrial premises are still evident within the site vicinity, a housing development lies opposite the site across Cranford Street. The Midland Metropolitan University Hospital (MMUH) site is situated on the other side of London Street.

7. Planning History

7.1 Planning permission was refused in October 2021 for proposed erection of a multi-storey car park (sui generis) and a mixed-use development. The reason for refusal related to the multi-storey car park element of the scheme. The detailed refusal was as follows:-

> The application proposes excessive and unjustified levels of parking, contrary to the sustainable travel objectives of paragraph 124 of the NPPF and TRAN2 of the BCCS. In addition, SAD TRAN 3 sets maximum standards for parking which this development considerably exceeds. Furthermore, supporting information fails to adequately demonstrate that the impact on the surrounding highway network would not be severe with regard to safe and effective movement within the highway network for all users; contrary to the provisions of paragraphs 110 and 111 of the NPPF and TRAN2 of the BCCS. The proposal would therefore be an unsustainable development, would encourage the use of the car and would give rise to congestion and resultant unacceptable impacts on highway safety, and a loss of amenity, without commensurate mitigation.

7.3 Relevant planning applications are as follows:



DC/19/63045	Proposed erection of a multi-storey	Refused
	car park (sui generis) and a mixed-	08.10.2021
	use building of between 6 and 9	
	storeys to include 201 dwellings (Use	
	Class C3) and commercial floorspace	
	(flexible within Use Classes A1	
	(shops), A2 (financial and	
	professional), A3 (restaurants), A4	
	(drinking establishments), A5 (hot	
	food takeaways), D2 (assembly and	
	leisure) or mix thereof), office (Use	
	Class B1) plus associated amenity	
	space and demolition of existing	
	buildings.	

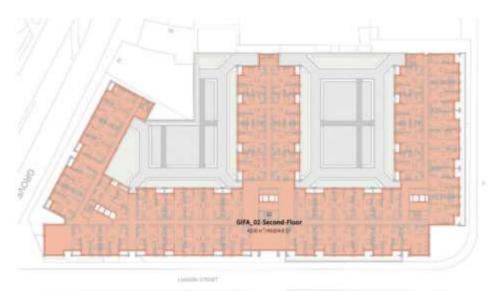
8. Application Details

- 8.1 The proposal is a predominately residential scheme over 15 floors which provides a total of 392 apartments, namely 240 (2 beds) and 152 (1 beds) and would be an 'E' shape in its footprint. Vehicular access would be provided from Cranford Street and pedestrian access from London Street.
- 8.2 The floor arrangement would be as follows:-
 - (i) The ground floor would incorporate a retail unit of 180 sqm, 3 office units ranging from 75 sqm, 115 sqm and 181 sqm. These would be situated around the perimeter of the site facing towards Cranford Street. The remaining ground floor would include 5 apartments (3 x 1 bed and 2 x 2 bed) on the perimeter facing London Street. The remainder of the ground floor would provide 212 parking spaces with associated bin storage and cycle storage. 30 parking spaces would be for the purpose of the retail use. 22 electric charge points and 13 disabled bays would be provided



within the parking layout. A waste storage area for the residential component is also provided on this floor and bins would be brought out to the frontage of London Street within a layby for collection.

- (ii) The first floor would incorporate 25 flats (12 x 2 bed and 13 x 1 bed) surrounding the perimeter of Cranford Street, London Street and Grove Lane. The remainder of the first floor via a ramped access from the ground floor would provide a further 159 parking spaces and cycle storage. 14 electric charge points and 8 disabled bays would be provided within the parking layout. A blue roof system introduces sustainable drainage to reduce surface water discharge rates and a deck would be provided above this which would serve as the amenity space for residents.
- (iii) The second floor and up to the sixth floor would incorporate a projecting central arm block of apartments over the car parking area see image below:



Amenity spaces for communal use would be provided either side of this central arm. These floors would each create 28 (2 bed) and 21 (1 bed) apartments (2nd floor); 29 (2 bed) and 21 (1 bed) apartments (3rd floor); increasing to 30 (2 bed) and 21 (1 bed) (4th, 5th and 6th floors).

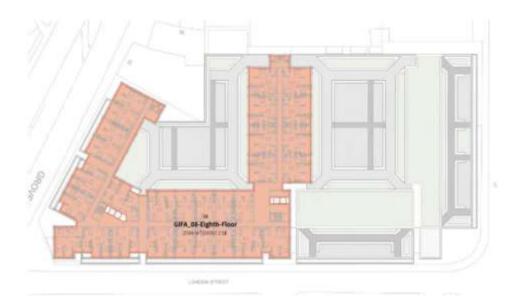


(iv) The seventh floor would marginally reduce in footprint along Cranford street see image below:-



This would provide 23 (2 bed) and 16 (1 bed) apartments

(v) The eighth floor would remove the block towards Cranford Street



This would provide 18 (2 bed) and 11 (1 bed) apartments with an area for solar panels of 298 sqm.



- (vi) The ninth floor reduces further and provides 7 (2 bed) and 4 (1 bed) with additional green roofs.
- (vii) The remaining tenth to fourteenth floors only incorporate flats on the corner of Grove Lane and London street and provides 5 (2 beds) apartments to each floor. Solar panels with an area of 298sqm would situated on the tenth floor.
- 8.3 Design and appearance The design as can be seen from the floor plans is a build height of 15 storeys but these are articulated with reduced massing through the storey height with the final 4 storeys only forming the corner of Grove Lane and London Street. Aside from the courtyard space on the second floor, the seventh floor provides additional terraces which would step out of the building onto Cranford Street and London Street. With a further stepping out on the 9th floor of London Street to create additional terraces. The materials would be a buff brick with complementary rainwater cladding and black metal balustrades to the balconies with the black framed shopfronts at the ground floor. Specialised glazing would be provided to incorporate mechanical ventilation to ensure the comfort of residents. See image below:





- 8.4 Highway matters A Transport Assessment and Residential Travel plan accompanied the application together with subsequent Technical notes during the negotiation of this proposed layout. As the plans above have indicated the scheme provides a total of 341 spaces for residential parking equating to a space for 87% of the flats. A further 30 spaces are provided for retail parking. No visitor spaces would be provided on site and residents would be advised to inform their visitors as such. The parking is considered to be more than adequate for residents based on census data for car ownership in the West Midlands region, combined with the type and tenure of this accommodation (namely built for rent). Furthermore, the applicant has agreed s106 contributions towards improvements to public transport infrastructure.
- 8.5 Planning Statement, summarises relevant documents submissions which are referred to above along with preliminary ecology appraisal, a fire statement, residential and workplace travel plans, air quality assessments, SuDS statement, acoustic planning report, phase 1 land contamination and energy statement. These documents have been reviewed by statutory consultees and their comments are summarised in section 10 below.

The document also refers to compliance with relevant policy and in particular refers to the proposed scheme being a build for rent scheme and providing 20% affordable private rent (this is usually 20% below the market rate) in accordance with national standards for this type of housing tenure.

9. Publicity

9.1 The application was publicised by neighbour notification letter and by site and press notice and one response was received. The concerns related to the retail component of the store and impact on nearby small retail business. The principle of a retail store within the development is discussed under policy considerations.



10. Consultee responses

10.1 **Planning Policy**

Key policy considerations are:-

- i) As has been stated above, the application is departure from the development plan, with the land allocated for employment use;
- ii) Retail policy CEN6 and 7 restricts retail floor space outside of town centre locations;
- iii) Hot Food Takeaway policy limits the numbers grouped together;
- iv) Affordable Housing HOU3 and H3 requires 25% affordable homes.
- v) The proximity of existing/remaining employment uses and their capability with this proposal.

These matters will be returned to in Section 12 of the report.

10.2 Highways

The scheme as proposed does not meet the Council's parking standards, a degree of discretion has been given based on the type of accommodation and proposed tenure. The total number of spaces now equates to 341 residential parking spaces, representing a space for 87% of the number of flats. In principle the Highways Service is satisfied with this approach although some further details in relation to the layout have been requested to ensure that all bay sizes, columns and the vehicular ramp are properly dimensioned. Amended plans have been received and final comments will be tabled at your committee meeting.

If these matters are satisfied, then subject to planning obligations in the form of a contribution to public transport infrastructure and parking studies pre and post the development to identify any parking issues and fund any mitigation or remedies, the Highway Service would raise no objection.



Other matters, regarding refuse collection remain of concern as the current proposal would create a layby into the existing pavement which would reduced the pavement width and is not deemed acceptable. The applicant must therefore consider a revised refuse strategy, such as deliveries limited to times away from peak traffic flows on London Street (which may differ to normal times due to main staff car park access for hospital being served off London Street). This can be conditioned.

10.3 Public Health (Air Quality)

No objections subject to conditions relating to a dust management plan during construction, Low NOx boilers, electric vehicle charging points, appropriate air intake/glazing and the implementation of residential/commercial travel plans.

10.4 **Public Health (Contaminated Land)**

No objection subject to standard site investigations and remediation conditions.

10.5 **Public Heath (Air Pollution and Noise)**

No objections subject to recommendations within the acoustic report being carried, namely mechanical ventilation and appropriate glazing specifications to London Street, Grove Lane and Cranford Street facades. These can be conditioned accordingly.

10.6 West Midlands Police

No objection subject to the implement of secure by design principles, such as laminated glazing, access-controlled entrances, lighting, CCTV and alarm systems. These can be conditioned as such.



10.7 Lead Local Flood Authority

There are outstanding matters associated with the drainage strategy, namely connections, maintenance and exceedance flows, however these matters can be conditioned.

10.8 Severn Trent

No objection subject to standard drainage conditions.

10.9 Urban Design Officer

There have been concerns about the overall height of the proposed building compared to existing property on Cranford Street and the overall principles of the Grove Lane Masterplan for this area. It is an aspiration to see further regeneration of this area as the hospital completes its construction and opens. There are concerns about the relationship of the building to existing industrial development and whether it is in character with other residential property in terms of materials and scale. Further observation in terms of design will be considered in section 12.

10.10 Employment and skills

The development would provide significant opportunities for local employment/apprenticeships and as such this can be conditioned to ensure that local opportunities are secured.

10.11 Canals and River Trust

No objections but they consider that the choice of materials does not reflect the historic architectural characteristics of the area and they request that materials are conditioned as such.



11. National Planning Policy

- 11.1 National Planning Policy Framework promotes sustainable development but states that local circumstances should be taken into account to reflect the character, needs and opportunities for each area.
- 11.2 The same guidance promotes sustainable transport options for development proposals and paragraph 111 states that developments should be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In this instance, parking is provided within the site, albeit not at 100% provision the final layout is under review by the Highway Services. Mitigation is however also proposed in the form of contributions towards future parking surveys/highway measures along with public transport infrastructure.
- 11.3 The scheme is of a good design incorporating enclosed amenity spaces, balconies, parking and cycle provision in accordance with paragraph 124 of the NPPF. In respect of paragraphs 128-130 of the NPPF, the Urban Design officer raised concerns about the scheme in terms of how it would assimilate with the overall form and layout of the site's surroundings. Whilst I understand these concerns the Grove Lane area is anticipated to change in the forthcoming years with the introduction of the new University Hospital and other surrounding development. The proposal would create an iconic building on the corner adjacent to the hospital which could generate an impetus for further innovation and change within the area.

12. Local Planning Policy

12.1 The following polices of the Council's Development Plan are relevant:

DEL1 : Infrastructure provision



CSP4 : Place Making

HOU2: Housing Density type and Accessibility

HOU3: Affordable Housing

- ENV3: Design Quality
- ENV5: Flood Risk, Sustainable Drainage System and Urban Heat Island Effect

ENV7: Renewable Energy

ENV8: Air Quality

EMP5: Improving Access to the Labour Market

CEN6: Meeting Local Needs for Shopping and Services

CEN7: Controlling Out -of-Centre Development

TRAN2: Managing Transport Impacts on New Development

TRAN4: Creating Coherent Networks for Cycling and Walking.

SAD H3: Affordable Housing

SAD EOS9: Urban Design Principles

SAD EMP2: Training and Recruitment.

SAD EMP4: Relationship between Industry and Sensitive Uses

- 12.2 The site is allocated for employment uses within the Development Plan and as such the application will be required to be reported to Full Council as a departure if members are minded to approve it.
- 12.3 DEL1 refers to new development providing suitable on and off site infrastructure. The scheme incorporates electric charge points, cycle provision, solar arrays and also commits to a contribution to public transport infrastructure. In addition, the proposal will generate funds towards the community infrastructure levy.
- 12.4 CPS4 refers to understanding historic character and urban context, the scheme to some degree deviates from the local vernacular, however the Grove Lane area is evolving from its industrial heritage and therefore to some extent new design should be welcomed.
- 12.5 HOU2 refers to housing type and density, there is a need for small residential units (1 and 2 bed) within Sandwell. Whilst, the site is not wholly accessible at present through public transport, the applicant



has agreed to provide additional financial contributions to support new infrastructure.

- 12.6 Affordable housing (HOU3 and SAD H3) sets a standard for 25% affordable homes, however national policy is changing and setting out other types of affordable housing. In this instance the applicant is choosing to provide a solely build for rent scheme but offering to provide affordable rents at 20% below the market rate for 20% of the total number of units. National Policy states that this is an appropriate standard for this type of residential offer. This can be controlled through a s106 agreement.
- 12.7 ENV3 and SAD EOS9 refers to well-designed schemes that provide quality living environments. The proposed layout and design are considered to be acceptable providing a combination of quality amenity spaces, good pedestrian links and with a mix of different materials and architectural detailing.
- 12.8 Sustainable drainage solutions (ENV5) have been considered as part of the design with the inclusion of the blue roof and other details can be conditioned accordingly.
- 12.9 The scheme incorporates solar arrays at various heights within the development to offer renewable energy solutions as part of the built form (ENV7).
- 12.10 The scheme provides a package of measures towards air quality improvement (ENV8), such as a dust management plan during construction, travel plans (residential and commercial), electric vehicle charging and low NOx boilers.
- 12.11 CEN6 set a bar of no more 200sqm of retail space for the provision of local shopping services. This is aimed to provide local day to day need and for convenience of local residents. Given the scale of the residential component of this development it is considered that such a top up store would meet the needs of residents. Other matters have



been raised in relation to proposed office spaces, and these being changed to retail without the need for planning permission. This is because all these uses fall within Class E of the use class order. This can be conditioned to limit floor area for retail. Concerns have also been raised about the introduction of hot food takeaways. In this instance planning permission would be required for such a change following implementation of the scheme.

- 12.12 CEN7 is aimed to control out-of-centre development to ensure that this does not compromise the retail offer within our town centres. In this instance the retail element is considered to provide only top up shopping and the proposed retail floor area complies with policy CEN6 above. As indicated above conditions can be attached to limit the increase in floor space.
- 12.13 The application was accompanied by a Transport Assessment and Travel Plans (commercial and residential) (TRAN2) which sets out the trip generation and likely impact upon the local highway network. No concerns are raised regarding trip generation. Furthermore, parking provision within the development has been accepted, subject to clarification of the final layout and planning obligations in the form of contributions toward public transport infrastructure and surveys of parking within the local area before and after development takes place.
- 12.14 TRAN 4 refers to cycling and walking, the scheme provides excellent secure cycle parking and identifies cycle and pedestrian routes in the locality of the site.
- 12.15 EMP5 and SAD EMP2 aim to secure job opportunities for local people and apprenticeships. This can be secured via condition.
- 12.16 The site forms part of an existing commercial operation and neighbouring uses could continue following this development. Policy SAD EMP4 considers whether there would have an adverse impact on future occupants that cannot be controlled/reduced/mitigated as



part of the development. In this instance, it is considered that in the short-term mitigation has been identified through acoustic glazing and mechanical ventilation. In the longer term, the continued regeneration of the area through the Grove Lane Masterplan is likely to reduce these adverse impacts further.

13. Material Considerations

13.1 National and local planning policy considerations have been referred to above in Sections 11 and 12. With regards to the other material considerations, these are highlighted below:

13.2 Proposals in the development plan and planning balance

The site is allocated for employment use. However, it is acknowledged that the Council cannot currently demonstrate a five-year housing land supply. The development plan cannot therefore be considered as being up to date. Paragraph 11d of the NPPF and the presumption in favour of sustainable development is engaged and permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the framework as a whole. The site forms part of the Grove Lane Masterplan and other residential development is located nearby. Therefore, it is considered that the site, with appropriate mitigation, is a suitable location for new housing. Furthermore, the use of conditions and planning obligations will ensure that the scheme is acceptable in all other respects.

13.2 Impact on residential amenity

The development is situated adjacent to the recent residential development off Cranford Street. Firstly, the scheme is largely residential in nature so complimentary. Whilst the development provides a high number of new residential units, parking associated with the development is deemed to be acceptable. However, further survey work has been agreed should issues be identified post development.



13.3 Public visual amenity

The development is 15 storeys in height, however the massing of the scheme is reduced adjacent to the residential built form on Cranford Street namely seven storeys and entirely removed from the 8th floor onwards. In addition, this development will also sit in context to the new hospital. It is therefore considered that it will visually assimilate into the built form of the area.

13.4 Design, layout and appearance

As has been indicated, the design introduced balconies, roof decks and glazed sections which will introduce a modern concept.

The layout is an E shape which reduces the massing of the building but incorporates, parking, cycle provision, bin store and amenity space within these spaces.

In terms of appearance, the development introduces modern materials, which are arguably different to the industrial heritage of area, however this is evolving and changing. The material finishes are modern and contemporary, and the final materials can also be conditioned to ensure that a quality finish is achieved.

13.5 Access, highway safety, parking and servicing

The access points for both vehicles and pedestrians are appropriate and well defined and raise no concerns. It is accepted that parking provision falls below Council standards. However, evidence submitted with the Transport Assessment supports lower car uses for this type or residential offer and has been agreed with the Highway Service. The remaining issue relates to servicing, particularly for refuse, but this can be conditioned, and an appropriate strategy agreed.



13.6 Traffic generation and sustainable travel

The scheme raises no concerns regarding traffic generation. Cycle parking is also provided and planning obligations in the form of contributions towards public transport infrastructure will support improved sustainable travel in the future.

13.7 Contamination by a previous use

No concerns on review of the submitted phase 1 land contamination statement subject to appropriate conditions.

13.8 Noise and disturbance from the scheme

No objections have been raised subject to suitable conditions during construction and post construction.

13.9 Flood risk

The development falls with a low risk flooding area, however given the size of the development, management of surface water drainage is required and a strategy accompanied the application. Further, information in relation to the maintenance and exceedance flows associated with the development have been requested by the LLFA and can be conditioned as such.

13.10Planning gain

The applicant has committed to provide a number of additional contributions through planning obligations/s106 agreement. These include:

- i) Public transport infrastructure;
- ii) 20% affordable rental properties;
- iii) Parking surveys before and after development.



These measures will ensure that the development accords with sustainable development and relevant national and local policies

14 Alternative Options

14.1 Refusal of the application is an option if there are material planning reasons for doing so. In my opinion the proposal is compliant with relevant polices and there are no material considerations that would justify refusal.

15 Implications

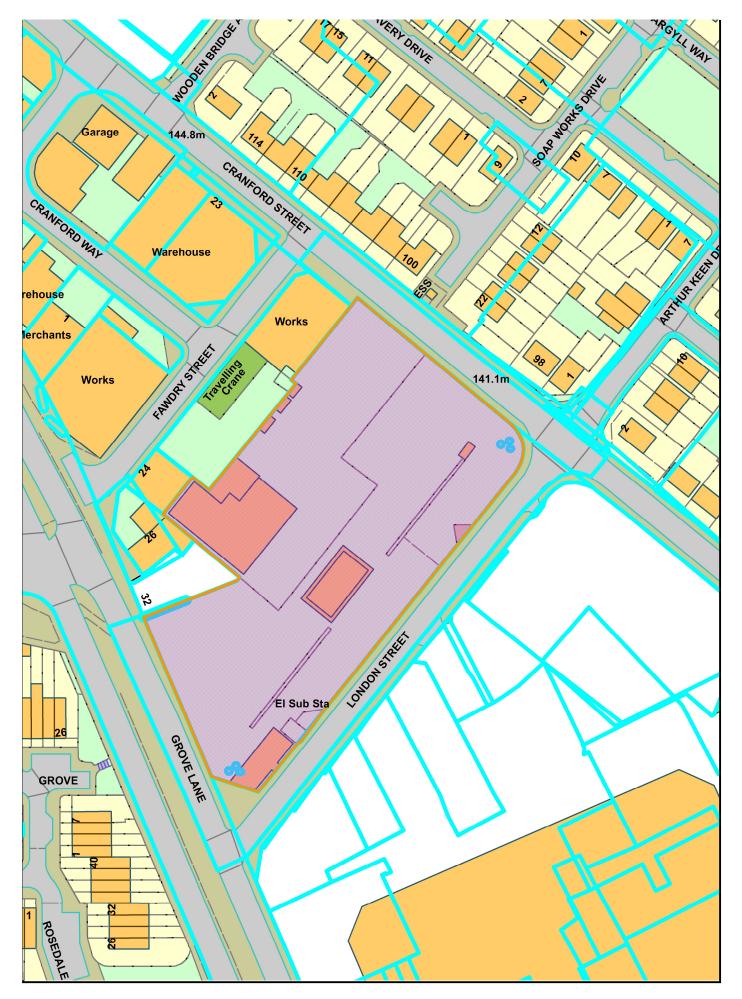
Resources:	When a planning application is refused the applicant
	has a right of appeal to the Planning Inspectorate, and
	they can make a claim for costs against the Council.
Legal and	This application is submitted under the Town and
Governance:	Country Planning Act 1990.
Risk:	None.
Equality:	There are no equality issues arising from this proposal
	and therefore an equality impact assessment has not
	been carried out.
Health and	None.
Wellbeing:	
Social Value	None.
Climate	Sandwell Council supports the transition to a low
Change	carbon future, in a way that takes full account of the
	need to adapt to and mitigate climate change.
	Proposals that help to shape places in ways that
	contribute to radical reductions in greenhouse gas
	emissions, minimise vulnerability and improve
	resilience; encourage the reuse of existing resources,
	including the conversion of existing buildings; and
	support renewable and low carbon energy and
	associated infrastructure, will be welcomed.
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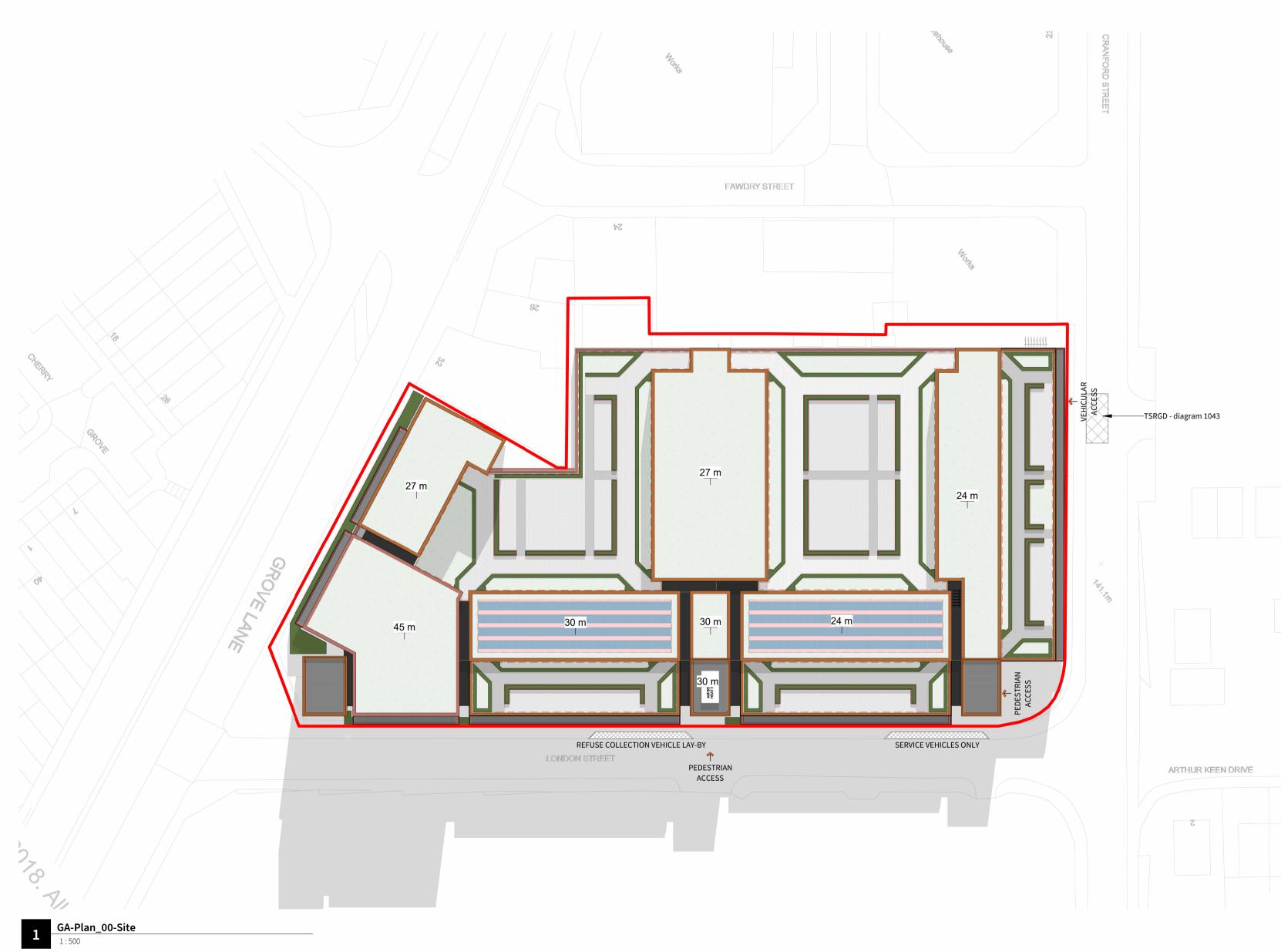
16. Appendices

Context Plan Site Plan Floor plans Elevations Visual Graphic









Note:	Notes:	Project Title: London Street	Status: PRE-APP			
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contractor or suitable qualified individual. Contractor to report any discrepancies, errors or omissions prior to commencing work.		Drawing title: GA-Plan_00-Site		Drawing Number: DR-03-001	Revision: P4	A r c h i t e c t s 113 Portland Street, Manchester, M1 6DW Tel. 01614707969 Email. info@fourarchitects.co.u

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	Schedule_NIA - Residential (Whole Building)					
	Room Name		Oco	cupancy	Total Area	Total Area (Imperial)
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Tot	al Apartments:	392			26076 m ²	280683 SF

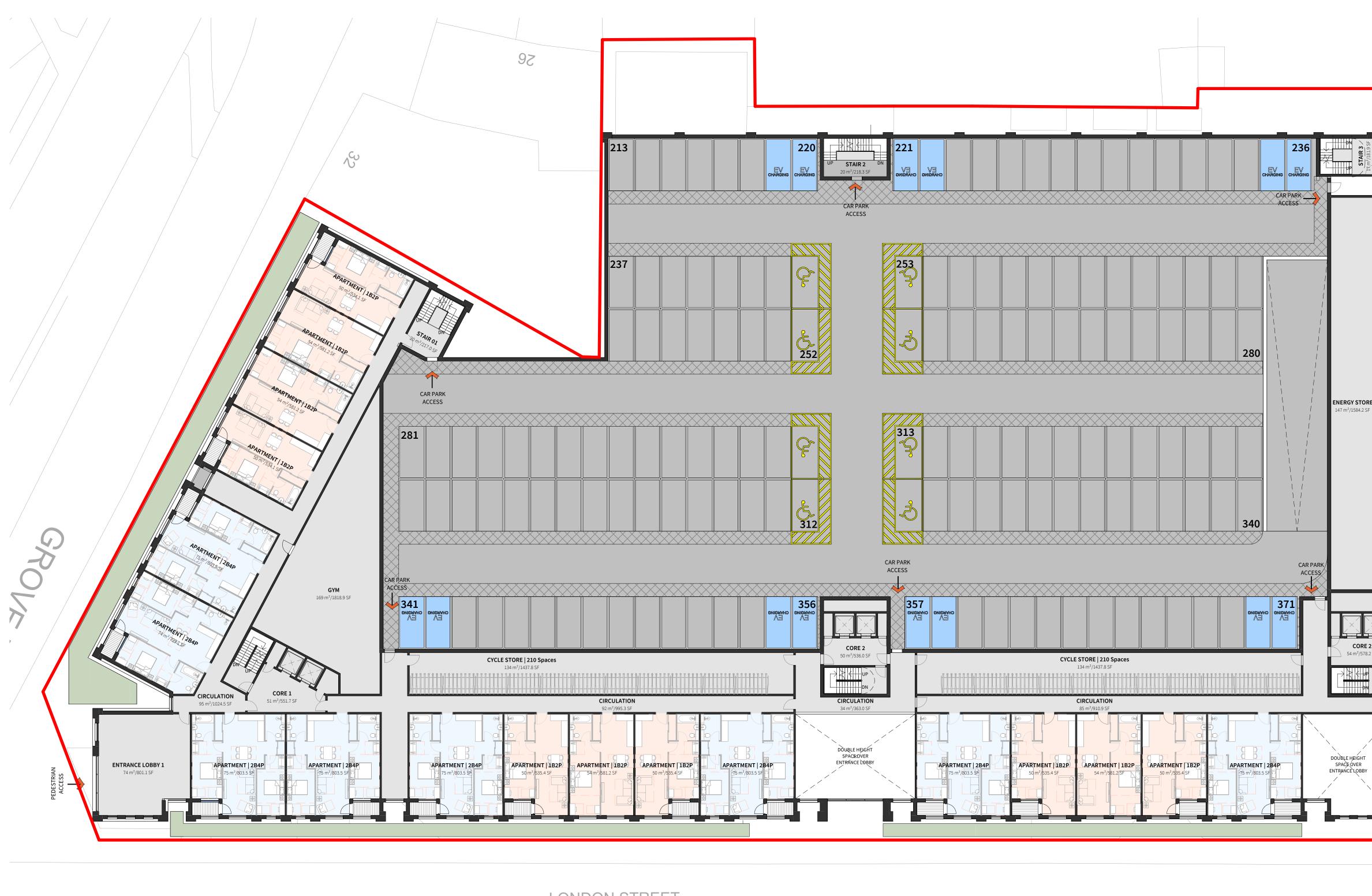
Schedule_Residential_Whole-Building Mix							
	Occupancy	Count	Percentage				
	1B2P	152	38.8%				
	2B4P	240	61.2%				
Gra	Grand total: 392						

Parking Schedu	le	
Description	Count	Percentage
Disabled Parking Bay	21	6%
EV Charging Parking Space	36	10%
Single Parking Space	314	85%
Grand total: 371		



Project Title:	Status:	
London Street	PLANNING	
Location: SMETHWICK	Scale: As indicated	
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LONDON STREET

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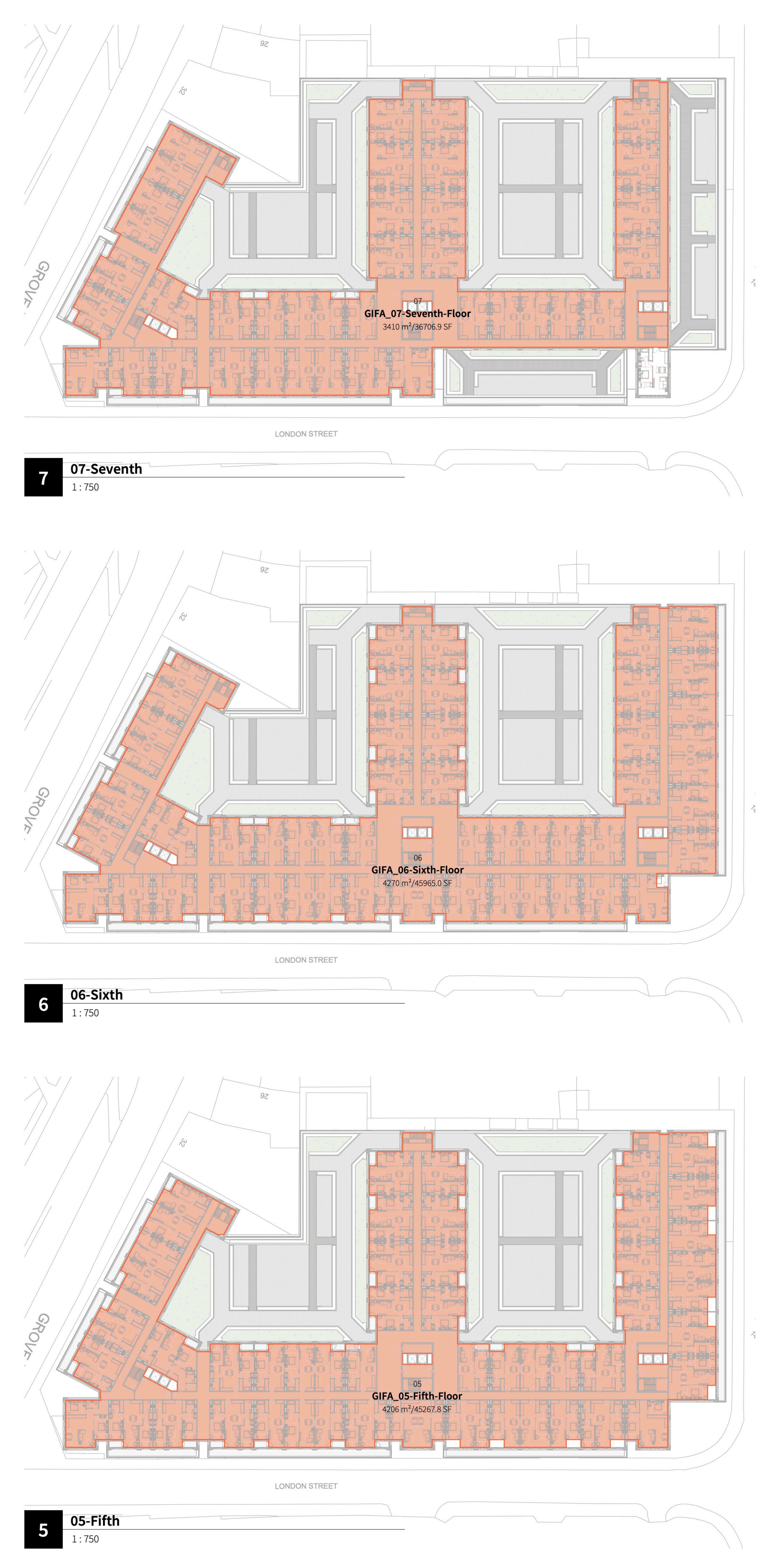
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СНАКОМ СНАВОНИ						Parking Schedule	
CÂR PA			ARTMENT 2B4P 75 m²/802.0 SF		Des	cription	Count Percentage
\times	SS S				Disabled Parking Bay		21 6%
					EV Charging Parking Space	e	36 10% 314 85%
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	I I						
		AF	ARTMENT 1B2P 50 m ² /533.9 SF				
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	 	/1584.2 SF	ARTMENT 1B2P				
	 		54 m ² /581.2 SF				
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340							
	V						
	CAR PARK						
	ACCESS		ARTMENT 2B4P 75 m²/803.3 SF	5			
CHYLIGING CHYLIGING CHYLIGING							
CYCLE STORE 210 Spaces	5	CORE 2 4 m²/578.2 SF					
134 m²/1437.8 SF		AF	ARTMENT 2B4P 75 m²/802.1 SF				
CIRCULATION 85 m²/910.9 SF							
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	DOUBLE		AP-				
APARTMENT 1B2P APARTMENT 1B2P APARTMENT 1B2P APARTMENT 2B4P 50 m²/535.4 SF 54 m²/581.2 SF 50 m²/535.4 SF 75 m²/803.5 SF	DOUBLE SPACE ENTRANC	OVER E`LOBBY					
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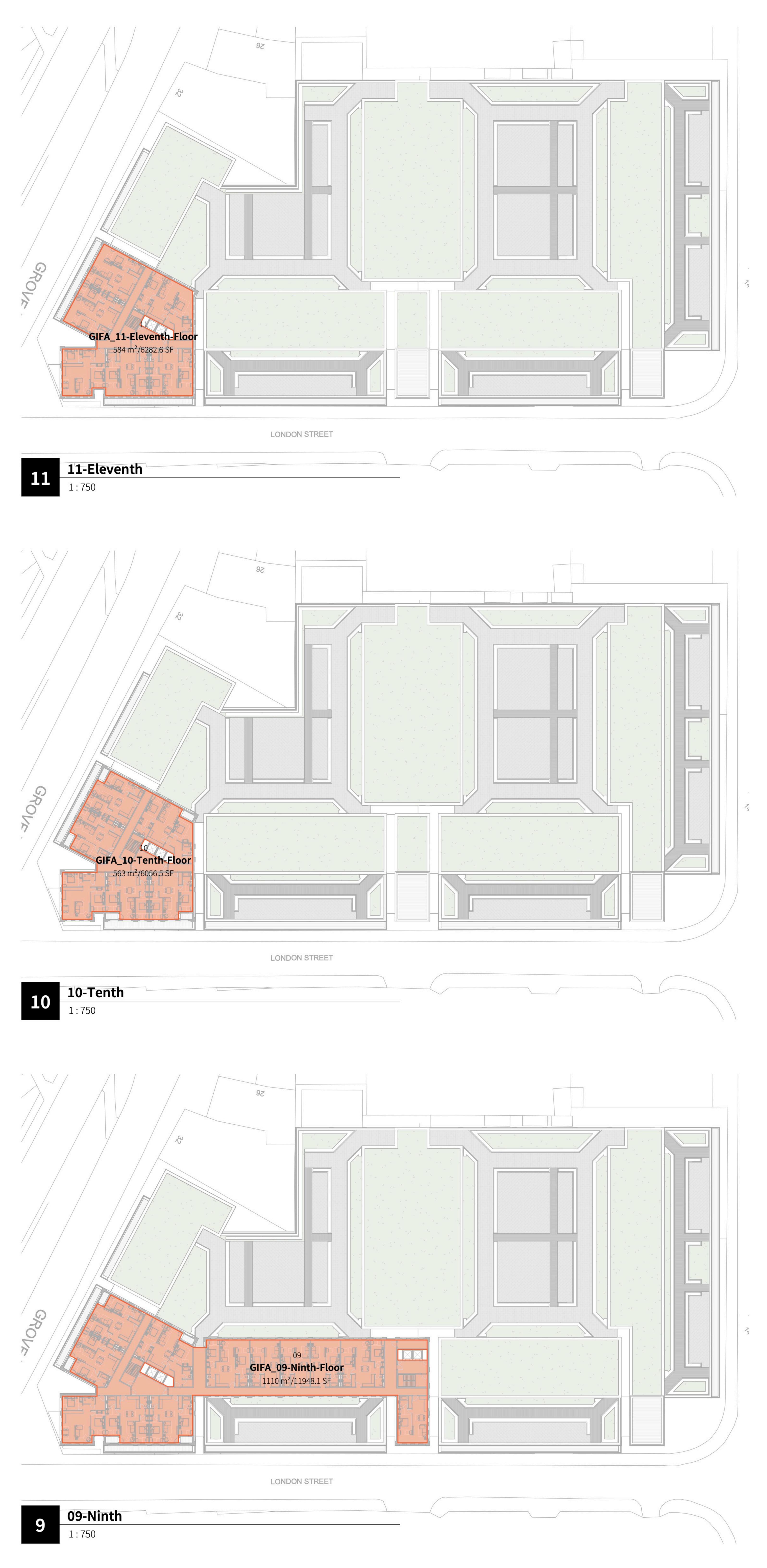
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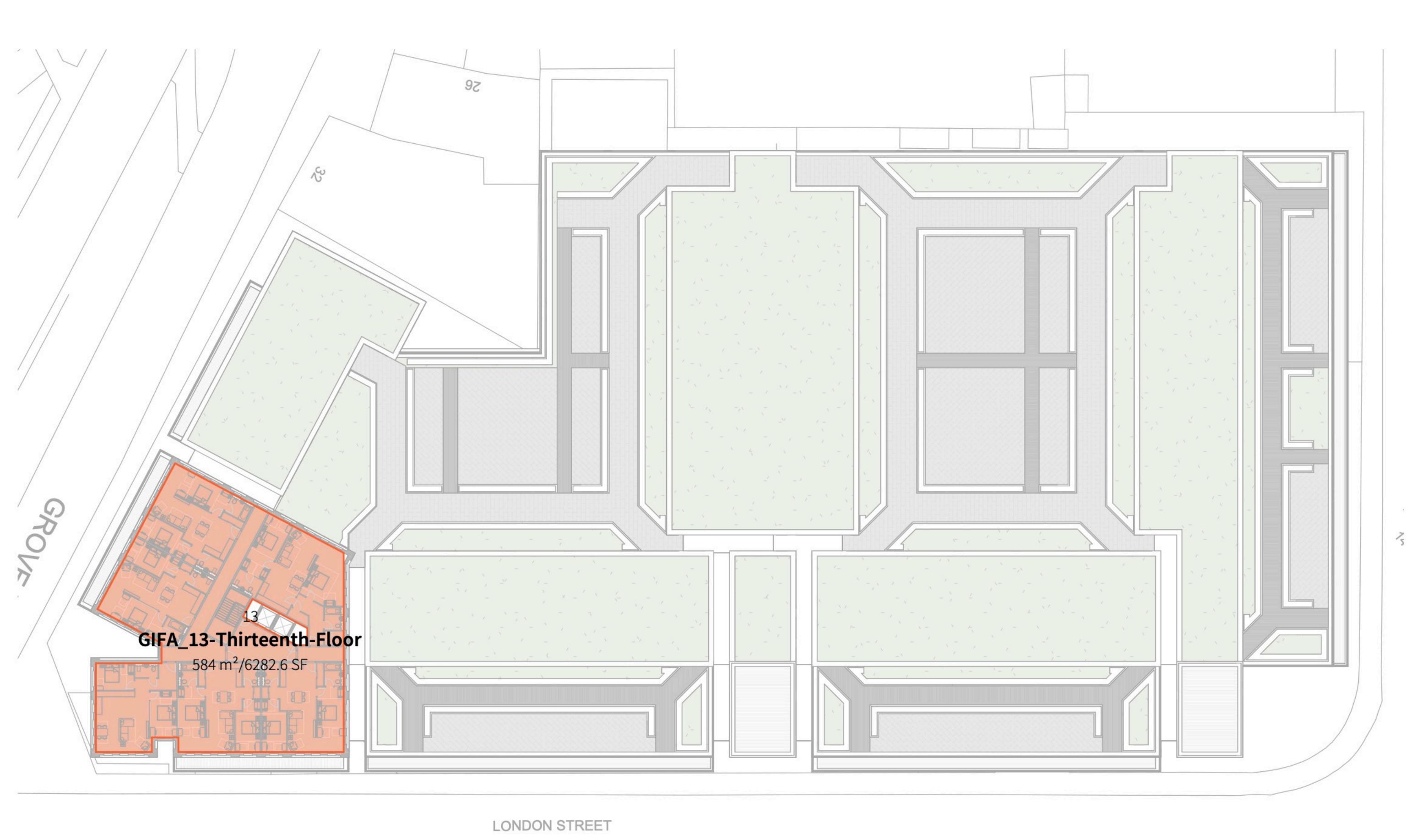






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	Name	Area (metric	Area (Imperial)
	GIFA_00-Ground-Floor	1551 m²	16691.91 SF
	GIFA_01-First-Floor	3032 m ²	32633.05 SF
	GIFA_02-Second-Floor	4190 m ²	45103.98 SF
	GIFA_03-Third-Floor	4199 m ²	45193.75 SF
	GIFA_04-Fourth-Floor	4206 m ²	45267.83 SF
	GIFA_05-Fifth-Floor	4206 m ²	45267.83 SF
	GIFA_06-Sixth-Floor	4270 m ²	45965 SF
	GIFA_07-Seventh-Floor	3410 m ²	36706.86 SF
	GIFA_08-Eighth-Floor	2504 m ²	26957.2 SF
	GIFA_09-Ninth-Floor	1110 m ²	11948.11 SF
	GIFA_10-Tenth-Floor	563 m ²	6056.45 SF
	GIFA_11-Eleventh-Floor	584 m ²	6282.62 SF
	GIFA_12-Twelfth-Floor	584 m ²	6282.62 SF
	GIFA_13-Thirteenth-Floor	584 m ²	6282.62 SF
		584 m ²	6282.62 SF
	Grand total: 15	35575 m ²	382922.45 SF
SiFA_14-Fourteenth-Floor 584 m²/6282.6 SF			
LONDON STREET			

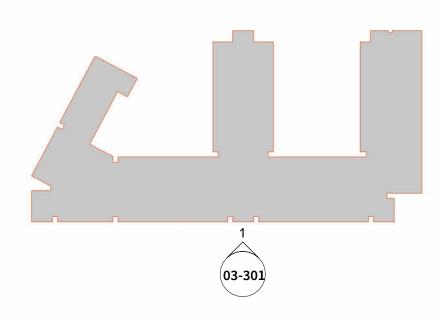
14-Fourteenth



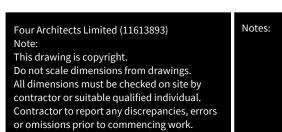
13-Thirteenth 1:750



GA-Elevation_London Street Elevation1:200





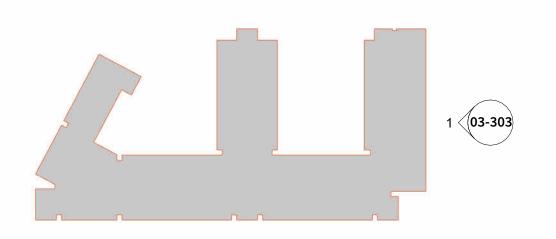


Project Title:	Status:		
London Street	PLANNING		
Location: SMETHWICK	Scale: As indicated		
Drawing title:	Job Number:	Drawing N	
General-Arrangement_Elevations_Sheet-01	21-019	FA-DR-	





1 GA-Elevation_Cranford Street Elevation



our Architects Limited (11613893)

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Il dimensions must be checked on site by

ntractor or suitable qualified individual.

ntractor to report any discrepancies, errors

ssions prior to commencing work.

This drawing is copyright.

Key-Plan_Cranford Street Elevation1:1250

Notes

4 Key-Plan_Grove Lane Elevation

03-303

1.500 1.500		RF-Roof		
4.00 3.00 2.2041h 3.00 2.2041h 3.00 2.2041h 3.00 2.2041h 3.00		45000		
3001 12 routin 3002 12 routin 3003 12 routin 12 routin <td></td> <td></td> <td></td> <td></td>				
S000 11 Cleventh 3000 29 Math 27000 99 Math 27000 97 Seventh 27000 97 Seventh 2				
11 Eleventi 3300 05 Ninti 7000 07 Seventi 2000 05 Sinti 1000 1000 05 Sinti 1000 100				
3000 9 Ninh 2000 9 Sight				
10 Tenth 2000 09-Ninth 000 08-Sighth 000 07-Second 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 05-Fifth 000 05-Fifth 000 03-Fifth 000 000 000 04-Fourth 000 05-Fifth 000				
2000 06. Eighth 2000 07. Seventh 2000 06. Sixth 1000 16. Sixt		10-Tenth		
27001 06-Eighth 21000 07.Seventh 21000 06-Sixth 18000 05-Fifth 15000 04-Fourth 12000 02-Second 000 02-Second 02-Second 03-Third 9000 02-Second 02-Second 03-Third 9000 02-Second 03-Third 9000 9000 9000 9010 9020 9030 9040 9050 9050 9050				
2400 07-Seventh 2100 06-Sixth 1800 06-Firth 1900 04-Fourth 1900				
2100 06-Sixth 06-	24000			
18000 05.Fifth 15000 04.Fourth 12000 14.Fourth 12000 14.Fourth 1	21000			
1500 04-Fourth 12000 03-Third 9000 02-Second 6000 01-First	06-Sixth 18000			
04-Fourth 12000 03-Third 9000 02-Second 6000 01-First				
1200 03-Third 9000 02-Second 6000 01-First				
9000 02-Second 6000 01-First				
6000 01-First				
01-First				
	3000			

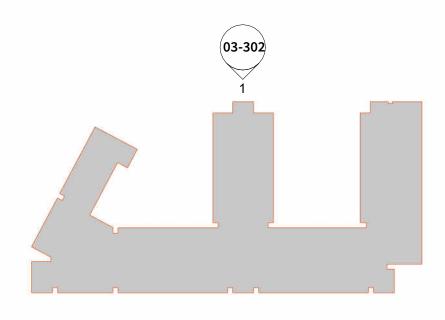
2 GA-E (1:200 GA-Elevation_Grove Lane Elevation

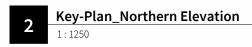
Project Title: London Street	Status: PLANNING	
Location: SMETHWICK	Scale: As indicated	
Drawing title: General-Arrangement_Elevations_Sheet-03	Job Number: 21-019	Drawing FA-DF





GA-Elevation_Northern Elevation

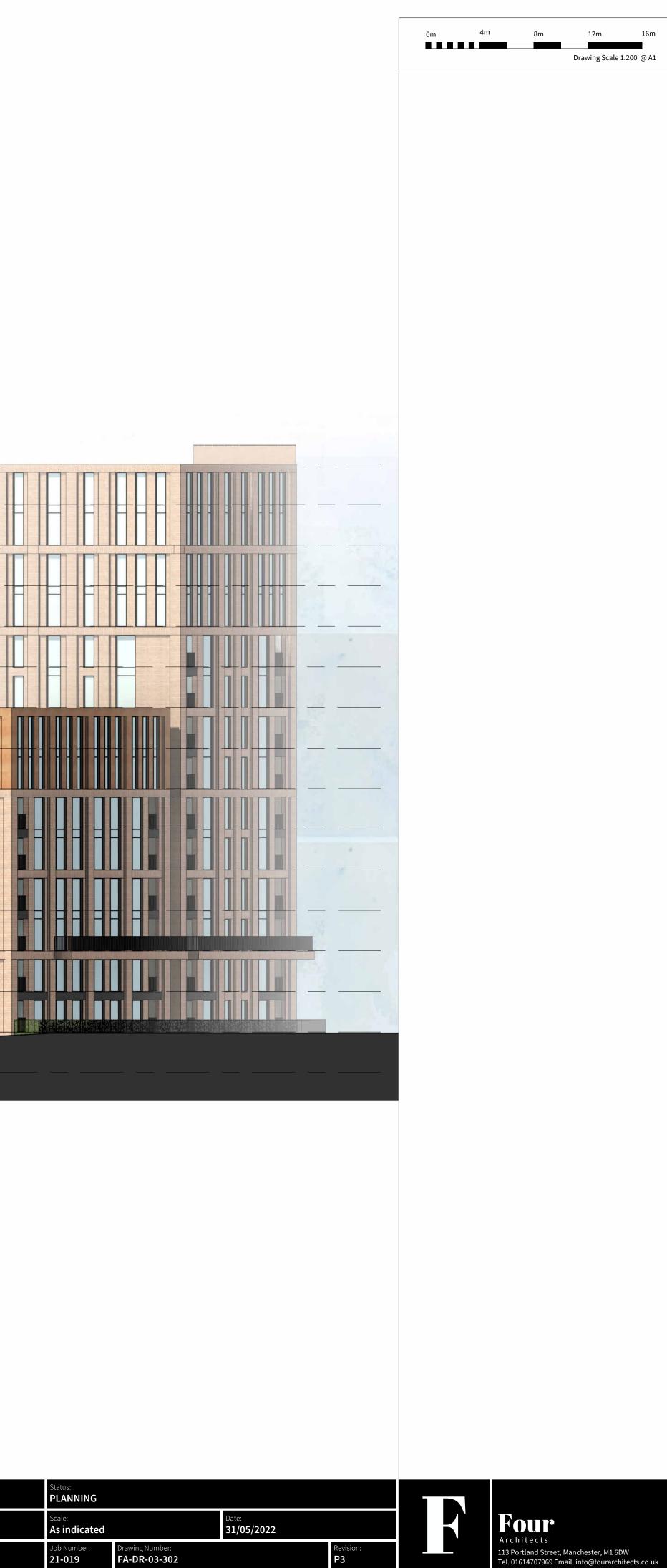




ontractor to report any discrepancies, errors

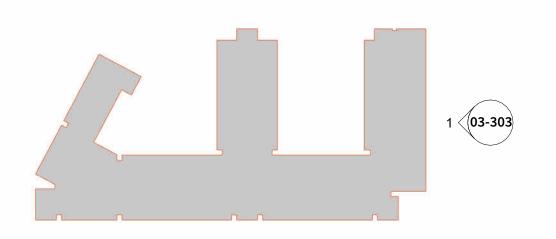
nissions prior to commencing work.

	Status: PLANNING	
	Scale: As indicated	
		Drawing FA-DI





1 GA-Elevation_Cranford Street Elevation



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ntractor or suitable qualified individual.

ntractor to report any discrepancies, errors

ssions prior to commencing work.

This drawing is copyright.

Key-Plan_Cranford Street Elevation1:1250

Notes

4 Key-Plan_Grove Lane Elevation

03-303

1.500 1.500		RF-Roof		
4.00 3.00 2.2041h 3.00 2.2041h 3.00 2.2041h 3.00 2.2041h 3.00		45000		
3001 12 routin 3002 12 routin 3003 12 routin 12 routin <td></td> <td></td> <td></td> <td></td>				
S000 11 Cleventh 3000 29 Math 27000 99 Math 27000 97 Seventh 27000 97 Seventh 2				
11 Eleventi 3300 05 Ninti 7000 07 Seventi 2000 05 Sinti 1000 1000 05 Sinti 1000 100				
3000 9 Ninh 2000 9 Sight				
10 Tenth 2000 09-Ninth 000 08-Sighth 000 07-Second 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 1000 000 04-Fourth 000 05-Fifth 000 05-Fifth 000 05-Fifth 000 03-Fifth 000 000 000 04-Fourth 000 05-Fifth 000				
2000 06. Eighth 2000 07. Seventh 2000 06. Sixth 1000 16. Sixt		10-Tenth		
27001 06-Eighth 21000 07.Seventh 21000 06-Sixth 18000 05-Fifth 15000 04-Fourth 12000 02-Second 000 02-Second 02-Second 03-Third 9000 02-Second 02-Second 03-Third 9000 02-Second 03-Third 9000 9000 9000 9010 9020 9030 9040 9050 9050 9050				
2400 07-Seventh 2100 06-Sixth 1800 06-Firth 1900 04-Fourth 1900				
2100 06-Sixth 06-	24000			
18000 05.Fifth 15000 04.Fourth 12000 14.Fourth 12000 14.Fourth 1	21000			
1500 04-Fourth 12000 03-Third 9000 02-Second 6000 01-First	06-Sixth 18000			
04-Fourth 12000 03-Third 9000 02-Second 6000 01-First				
1200 03-Third 9000 02-Second 6000 01-First				
9000 02-Second 6000 01-First				
6000 01-First				
01-First				
	3000			

2 GA-E (1:200 GA-Elevation_Grove Lane Elevation

Project Title: London Street	Status: PLANNING	
Location: SMETHWICK	Scale: As indicated	
Drawing title: General-Arrangement_Elevations_Sheet-03	Job Number: 21-019	Drawing FA-DF



GA-Elevation_Courtyard 2 Elevation_11:200

Setting M.

07-Seventh 21000

06-Sixth 18000

05-Fifth 15000

04-Fourth 12000

03-Third 9000

02-Second 6000

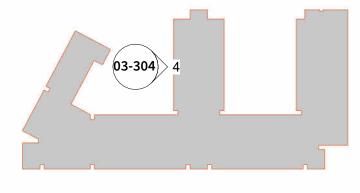
01-First 3000

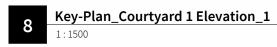
00-Ground 0

7 Key-Plan_Courtyard 2 Elevation_1

09-Ninth	
27000	
08-Eighth	
24000	
07-Seventh 21000	
21000	
06-Sixth 18000	
and the second	
05-Fifth	
04-Fourth 12000	
03-Third	
9000	
02-Second	
6000	
01-First	
3000	
00-Ground	
0	

GA-Elevation_Courtyard 1 Elevation_1 1:200









SMETHWICK

Drawing title: General-Arrangement_Elevations_Sheet-04



F

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FI

03-304 1





	09-Ninth
	27000
	08-Eighth
	24000
	07-Seventh
	21000
	06-Sixth
	18000
	05-Fifth
	15000
	04-Fourth 12000
	03-Third
	9000
-	02-Second
	6000
_	01-First
	3000
	00-Ground
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	09-Ninth
1	27000
	and the second second
- Mar and Ar	08-Eighth
	24000
ALT ALL AL	and the second
	07-Seventh
	21000
1.	06-Sixth
	18000
Charles of the	M.S. Carl
	05-Fifth
and the second se	15000
10000	04-Fourth
-	12000
White we by	
	03-Third
	9000
1	
	02-Second 6000
	0000
	01-First
	3000
	5000
	00-Ground

)m	4m	8m	12m	16m
			Drawing Scale 1	1:200 @A1

31/05/2022

As indicated

Drawing Number: FA-DR-03-304

Job Number: **21-019**



Four Architects 113 Portland Street, Manchester, M1 6DW Tel. 01614707969 Email. info@fourarchitects.co.uk

