

Report to Planning Committee

11 May 2021

Application Reference	DC/19/63734
Application Received	15 January 2020
Application Description	Proposed demolition of existing building and proposed development of a four-storey building comprising 12 no. residential units with a commercial unit at ground floor for Class E uses.
Application Address	173 Rolfe Street, Smethwick B66 2AS
Applicant	Mr & Mrs Dharamjit Singh and Harpreet Kaur
Ward	Soho and Victoria
Contact Officer	Carl Mercer carl_mercer@sandwell.gov.uk

1 Recommendations

1.1 That, subject to the signing of a section 106 agreement in respect of affordable housing, planning permission is granted subject to conditions relating to the following:

- (i) External materials;
- (ii) Cycle parking;
- (iii) Refuse storage;
- (iv) Drainage;
- (v) Boundary treatment;
- (vi) Landscaping;






- (vii) Energy statement;
- (viii) Contamination;
- (ix) Noise (glazing);
- (x) Extraction/filtration for commercial unit;
- (xi) Hours of operation for commercial unit (7am until 11pm);
- (xii) Construction method statement of working;
- (xiii) Commercial unit shall not be subdivided;
- (xiv) Vehicle crossings;
- (xv) Employment and skills;
- (xvi) Car parking management plan; and
- (xvii) Provision and retention of parking.

2 Reasons for Recommendations

- 2.1 The proposal would regenerate the site, providing new homes and a commercial unit in accordance with the aspirations of the Development Plan, at no significant detriment to surrounding businesses or highway safety.

3 How does this deliver objectives of the Corporate Plan?

	Strong resilient communities - The redevelopment of this site would offer new homes and commercial floor space.
	Quality homes in thriving neighbourhoods – The scheme would assist with meeting the council's housing targets and provides good quality homes with affordable provision.
	A strong and inclusive economy - The redevelopment would provide opportunities for local employment and apprenticeships during construction phase and/or within the workplace.

4 Context

- 4.1 This application is being reported to your Planning Committee because three objections have been received.



- 4.2 To assist members with site context, a link to Google Maps is provided below:

[173 Rolfe Street, Smethwick](#)

5 Key Considerations

- 5.1 The site is allocated for housing-led regeneration 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;
Impact on residential amenity;
Design, layout and appearance;
Access, highway safety, parking and servicing;
Traffic generation and sustainable travel;
Contamination by a previous use;
Archaeology;
Flood risk;
Planning gain; and
Planning balance.

6. The Application Site

- 6.1 The application site has its main street frontage onto the south side of Rolfe Street, Smethwick. It is an 'island' site which separates two-way traffic on this section of Hill Street. The character of the surrounding area is mixed but predominantly commercial/industrial; however, there are examples of residential use on the opposite side of Rolfe Street (Rolfe House).
- 6.2 Smethwick Rolfe Street railway station is a four minute walk to the west and Smethwick town centre approximately 10 minute walk to the southwest.



- 6.3 The site is currently occupied by a former public house, which appears to have an established B2 use.

7. Planning History

- 7.1 There is no relevant planning history for the site.

8. Application Details

- 8.1 The applicant proposes to demolish the existing building and construct a four-storey building comprising a Class E commercial unit and 12, one and two bed apartments.
- 8.2 The commercial unit would face onto Rolfe Street with the entrance to the apartments being from Hill Street. In addition to the commercial unit, within the ground floor footprint would be one apartment, secure cycle storage and waste storage for residents (the commercial unit would have its own separate waste storage area).
- 8.3 The southern end of the ground floor would provide undercroft car parking for six vehicles, in addition to three spaces provided outside of the building footprint. Six vehicle spaces would be provided for the residential element and three spaces for the commercial. The upper three floors would contain a mixture of one and two bedroom apartments (nine, one bed and three, two bed).
- 8.4 The building is designed to step back at each level on its southern side to provide private and communal terraces to serve as external amenity space. Amenity areas are also provided to the Rolfe Street elevation, set behind a brick screen colonnade which provides some separation from the main road.
- 8.5 The application was originally for three commercial units at ground floor with 12 apartments above. The scheme in its original form would not have been acceptable and has been scaled down.



9. Publicity

9.1 The application was publicised by neighbour notification letter and by site and press notice, with three objections being received.

9.2 Objections

Objections have been received on the following grounds:

- i) The area is industrial;
- ii) The proposal would exacerbate parking and unloading issues;
- iii) Loss of the historic character of the building;
- iv) Overshadowing; and
- v) Noise from adjacent business would affect residents of the proposal.

9.3 Responses to objections

I respond to the objectors' comments in turn:

- (i) It is noted that the area is predominantly industrial/commercial in nature. However, there are examples of residential use in the immediate vicinity. Rolfe House is an apartment block opposite the application site, and therefore residential use is not without precedent. Furthermore, the wider area is allocated for housing-led regeneration. I appreciate that such regeneration would ideally be achieved comprehensively, but as residential uses are evident, and the site is separated from non-residential uses within its own 'island' location, I am not convinced that the proposal is wholly incompatible with the area.
- (ii) Whilst highway matters will be discussed in more detail further in the report, parking for the development is dealt with within the application boundary. I note that the immediate area is heavily parked, and I must add, often illegally parked, with cars mounting the public footpath. Businesses do not have exclusivity of the highway and supporting documentation provides a convincing argument that the development is sustainable and would cause no



appreciable harm to the surrounding highway network. Furthermore, the local highway authority does not object to the proposal.

- (iii) The council's conservation officer has not objected to the removal of the building. Whilst the area forms part of the Smethwick Summit - Galton Valley Conservation Area, the building is in a dilapidated state and would add little to the comprehensive redevelopment of the area, as envisaged by the Smethwick Area Action Plan, even if the building were viable for restoration.
- (iv) At four storeys, the building would compete with buildings on the opposite side of Rolfe Street, but as each floorplate would be stepped in at each floor I do not consider its appearance would be dominant or would appreciably overshadow nearby buildings. There is no residential amenity to consider in respect of its nearest neighbouring buildings.
- (v) Noise impact from adjacent businesses on potential residents is a concern; however, Public Health appear comfortable with the content of the submitted environmental noise assessment and raise no objection.

10. Consultee responses

10.1 Planning Policy

Prior to amendment of the scheme, primarily due to the incompatibility of the previously proposed ground floor uses and the level of commercial floor space which was being proposed outside of a centre, the policy team objected to what was proposed. The applicant has now scaled the proposal down and is proposing 123 square metres of commercial space, which is comfortably below the 200 square metre threshold which is accepted outside of centres under BCCS policy CEN6.

10.2 Highways

Highways raise no objection to the proposal. The Transport Statement provides supporting evidence that this is a sustainable location and



confirm that there would be a marginal additional trip/parking accumulation considering the previous use. Highways accept that nine off-street spaces are provided for the proposed. I consider that a condition relating to the provision of vehicle crossings before the development is brought into use to be reasonable, considering the concerns raised by objectors over parking and the lower provision on this particular site. Provision and retention of parking and a car parking management plan is also advised by condition.

10.3 Urban Design

No objection. Minor matters raised in respect of boundary treatments which can be addressed by condition. Gated access is recommended for the undercroft area. However, I am not of the opinion that this is reasonable to be ensured by condition; the matter being one of building management and would add no design value to the scheme.

10.4 Public Health (Air Quality)

No overall objection subject to conditions relating to electric vehicle charging provision. However, given the reduced level of car parking at this site, the introduction of EVC bays may inadvertently affect the parking provision for the site by discouraging vehicles from parking in designated EVC bays. Given the reduced parking provision and the sustainable location, in this instance I recommend that the condition is not applied.

10.5 Public Health (Contaminated Land)

No concerns, as there would be no garden areas at ground floor. A condition should be applied to state that if any contamination is found on site, this should be reported and remediated.

10.6 Public Health (Air Pollution and Noise)

No objection. The updated environmental noise assessment produced by RandTech Consulting has been considered and the proposed mitigation would be sufficient to achieve the good standard advised in BS8233:2014, providing windows of habitable rooms remain closed during the day and night.



10.7 Conservation Officer

No objection.

10.8 West Midlands Police

No objection.

10.9 Lead Local Flood Authority

No objection subject to additional details concerning a surface water discharge agreement and a management and maintenance plan. These items can be ensured by condition.

10.10 Severn Trent

No objection subject to conditions.

11. National Planning Policy

11.1 Paragraph 109 states: *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

11.2 Paragraph 122 states that planning policies and decisions, inter alia, should *‘promote sustainable travel modes that limit future car use’*.

11.3 In general terms, the NPPF’s presumption in favour of sustainable development is relevant.

11.4 Additionally, national planning policy guidance (NPPG) expects that transport assessments and travel plans promote sustainable travel, lessen traffic generation and impact, reduce the need for new development to increase existing road capacity and reduce carbon impacts.



12. Local Planning Policy

12.1 The following policies of the council's Development Plan are relevant:

CSP4: Place Making
DEL1: Infrastructure Provision
HOU1: Delivering Sustainable Housing Growth
HOU2: Housing Density, Type and Accessibility
HOU3: Delivering Affordable Housing
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 of New Developments
TRAN4: Creating Coherent Networks for Cycling and for Walking
ENV2: Historic Character and Local Distinctiveness
ENV3: Design Quality
ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
ENV7: Renewable Energy
ENV8: Air Quality
SAD H1: Housing allocations
SAD H3: Affordable Housing
SAD EMP2: Training and Recruitment
SAD EMP4: Relationship between Industry and Sensitive Uses
SAD TRAN3: Car Parking
SAD HE 2: Conservation Areas
SAD HE 5: Archaeology & Development Proposals
SAD EOS9: Urban Design Principles

Smethwick Area Action Plan (AAP) - Local Policy Sme1

12.2 In respect of CSP4 the design of the development would adhere to the essence of the policy by providing a vibrant scheme, defined by a distinct design character.

12.3 All new developments should be supported by the necessary on and off-site infrastructure to serve the development, mitigate its impacts on the environment, and ensure that the development is sustainable and contributes to the proper planning of the wider area (DEL1).



- 12.4 Land is identified and allocated in the Development Plan to meet the borough's sustainable housing growth (HOU1). The proposal would contribute this growth.
- 12.5 The proposal meets the requirements of policy HOU2 in that it proposes a range of types and sizes of accommodation which would be accessible by sustainable transport to residential services. The proposal would also achieve high quality design with minimal amenity impact.
- 12.6 In respect of policies HOU3 and SAD H3, the council now require compliance with the NPPF for affordable housing which promotes 10% affordable home ownership for sites of 10 - 14 units. This can be ensured by section 106 agreement.
- 12.7 With regard to policy EMP5 and SAD EMP2, a condition would ensure that job and local job and apprenticeship opportunities would result from the development.
- 12.8 The reduced commercial offer would be acceptable to meet a very local need, compliant with policy CEN6.
- 12.9 The reduction in retail floor space has negated the need to meet requirements of policy CEN7.
- 12.11 TRAN2 sets out development principles and stresses the importance of maximising accessibility by a choice of sustainable modes of transport at all developments. The policy states that proposals should be in accordance with an agreed transport assessment and travel plan. Highways have not raised concerns in respect of the submitted Transport Statement.
- 12.12 Secure cycle parking provision (TRAN4) is shown on plan at ground floor for the use of residents.
- 12.13 The site is situated in a wider area that is designated as an Area of Potential Archaeological Importance on the SADD Policy Map. Therefore, policy ENV2 and policy HE5 is applicable, as well as SADD policy HE5. The council would typically require archaeological information derived from a desk based archaeological assessment. However, this information has been largely provided in the submitted



Heritage Statement which concludes that the archaeological value of the site is low.

- 12.14 The proposal raises no significant concerns in respect of design and is compliant with ENV3 and SAD EOS 9.
- 12.15 Outstanding drainage matters can be addressed by condition (ENV5).
- 12.16 In respect of ENV7, the applicant would be required by condition to provide an energy assessment, which affirms that the development would provide for 10% of its energy requirements from renewable sources.
- 12.17 Electric vehicle charging points would usually be ensured by condition in accordance with policy ENV8 and the Black Country Air Quality SPD; however, due to the material circumstances noted above with regards to parking provision, I do not recommend such a condition in this instance.
- 12.18 SAD EMP 4 requires that proposals which may adversely affect or be adversely affected by existing industry operating in appropriate locations will not be permitted unless the adverse effects can be reduced to an acceptable level. The applicant has submitted sufficient documentation to demonstrate that the proposal would be acceptable within the context of this policy, subject to appropriately worded conditions.
- 12.19 SAD TRAN 3 advises of a maximum limit on car parking for certain types of development and observes the interface between parking provision and travel choices, the quantity of road traffic and congestion. The development would not be in conflict with this policy and proposes lower parking provisions in accordance with the flexible approach to residential standards stated in the policy wording, given the sustainable location.
- 12.20 With acknowledgment of the site's conservation area location, SAD HE 2 is relevant. Whilst the loss of the building is regrettable, I note that the 19th century public house does not make an indispensable contribution to the immediate area in respect of the wider conservation area. The immediate area is made up of variety of mid-20th century industrial buildings. Given the positive, contemporary approach to the design of the proposal, and the adherence to the principles of the Development Plan, I am minded to refer to SAD HE 2 when considering the demolition



of a building within a conservation area and the 'benefits outweighing harm' approach: 'the loss of the building is outweighed by the public benefit of bringing the site back into use.' I consider this to be relevant in this instance. Additionally, I note that the submitted Heritage Statement suggests a historic building recording survey to mitigate the loss of the building. The council's conservation officer has not suggested to me that this is necessary.

- 12.21 Sme1 (North Smethwick Canalside) of the Smethwick AAP is relevant to this site: *'This area has been identified for a residential led mixed-use scheme which may incorporate some commercial uses, for minor office development, B1 uses and a limited amount of retail.'* The proposal accords with the allocation.

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 Impact on residential amenity

I note concerns regarding the residential amenity of future occupants, particularly in regard to noise. However, I have not been presented with instances whereby existing residents have reported noise concerns (e.g. the occupiers of Rolfe House). Furthermore, Public Health raise no objections subject to conditions.

13.3 Design, layout and appearance

The design and appearance of the development is considered to be acceptable.

13.4 Access, highway safety, parking and servicing

On site access, safety, parking, refuse storage and servicing raise no appreciable concerns, and issues from the originally submitted scheme have been addressed with amended plans.



13.5 Traffic generation and sustainable travel

The submitted Transport Statement raises no concerns and Highways do not object to the proposal.

13.6 Contamination by a previous use

Contamination conditions would be recommended, given the industrial history of the area.

13.7 Archaeology

As discussed, no concerns raised, and no condition recommended.

13.8 Flood risk

No issues subject to condition.

13.9 Planning gain

The delivery of affordable housing would be ensured by section 106 agreement. The development is CIL liable.

13.10 Planning balance

I have fully considered the merits of the proposal including the regeneration of the site and the provision of housing and commercial space. On balance, the regeneration of the site and merit of the scheme would outweigh all other materials considerations, and I recommend approval of the application subject to appropriately worded conditions.

13.11 Other matters

Given that the nature of the Class E use is speculative, I consider it prudent to reasonably restrict the hours of operation given the residential use above from 7am to 11pm seven days a week, as well as details of any extraction/filtration system to be provided in advance of any café use commencing. I also suggest a construction method statement, given the proximity of adjacent businesses and residential uses.



14 Alternative Options

14.1 Refusal of the application is an option if there are material planning reasons for doing so.

15 Implications

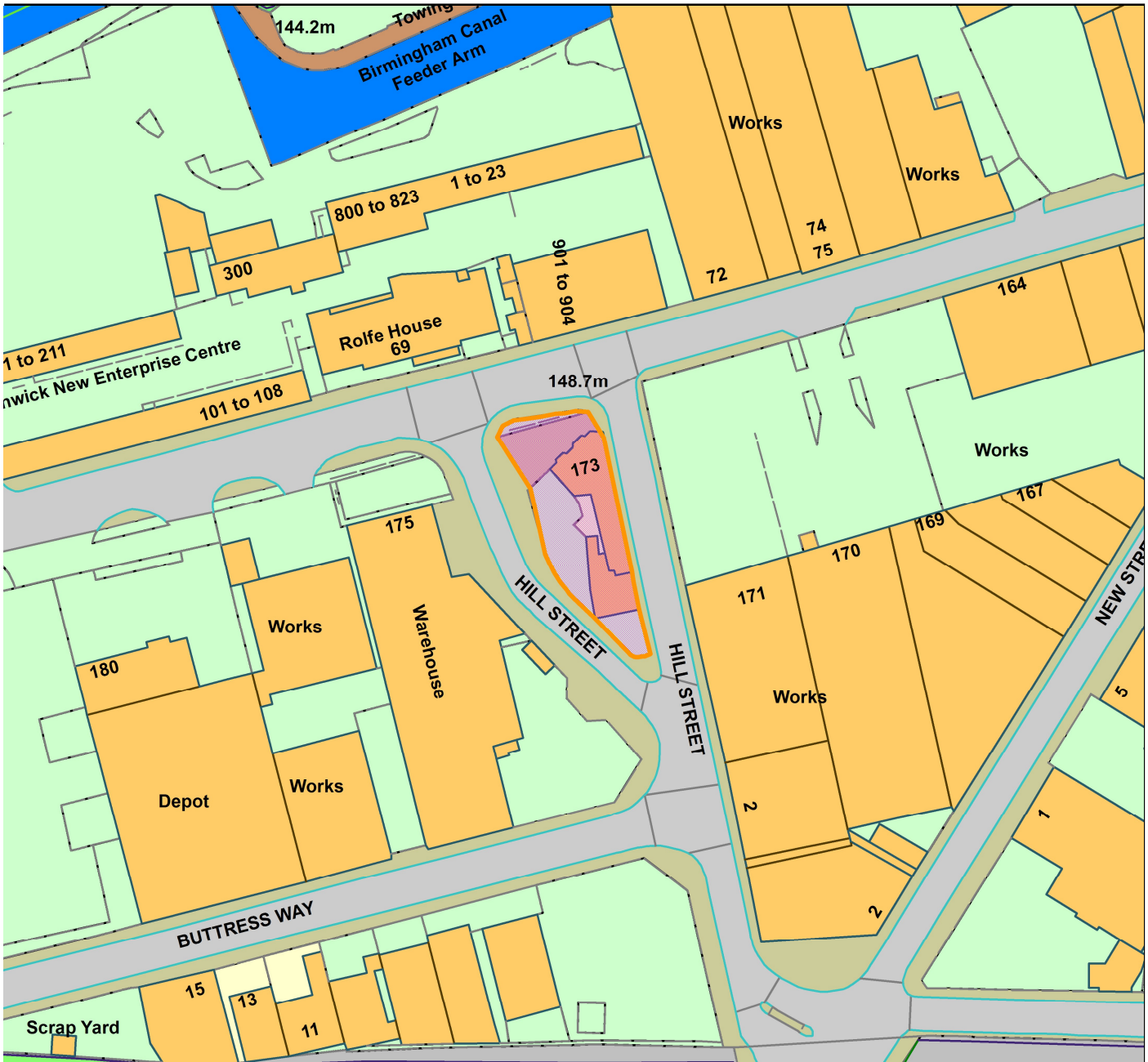
Resources:	When a planning application is refused the applicant has a right of appeal to the Planning Inspectorate, and they can make a claim for costs against the Council.
Legal and Governance:	This application is submitted under the Town and Country Planning Act 1990.
Risk:	None.
Equality:	There are no equality issues arising from this proposal and therefore an equality impact assessment has not been carried out.
Health and Wellbeing:	The development proposes leisure and commercial opportunities.
Social Value	New homes to meet a full range of housing needs in attractive neighbourhoods and close to key transport routes.

16. Appendices

Site Plan
Context Plan
PL-01A
PL-02C
PL-03B
PL-04B
PL-05B
PL-06A
PL-08B
PL-09B
PL-10B

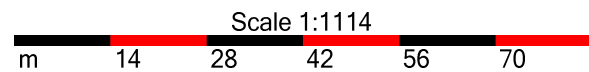


DC/19/63734
173 Rolfe Street



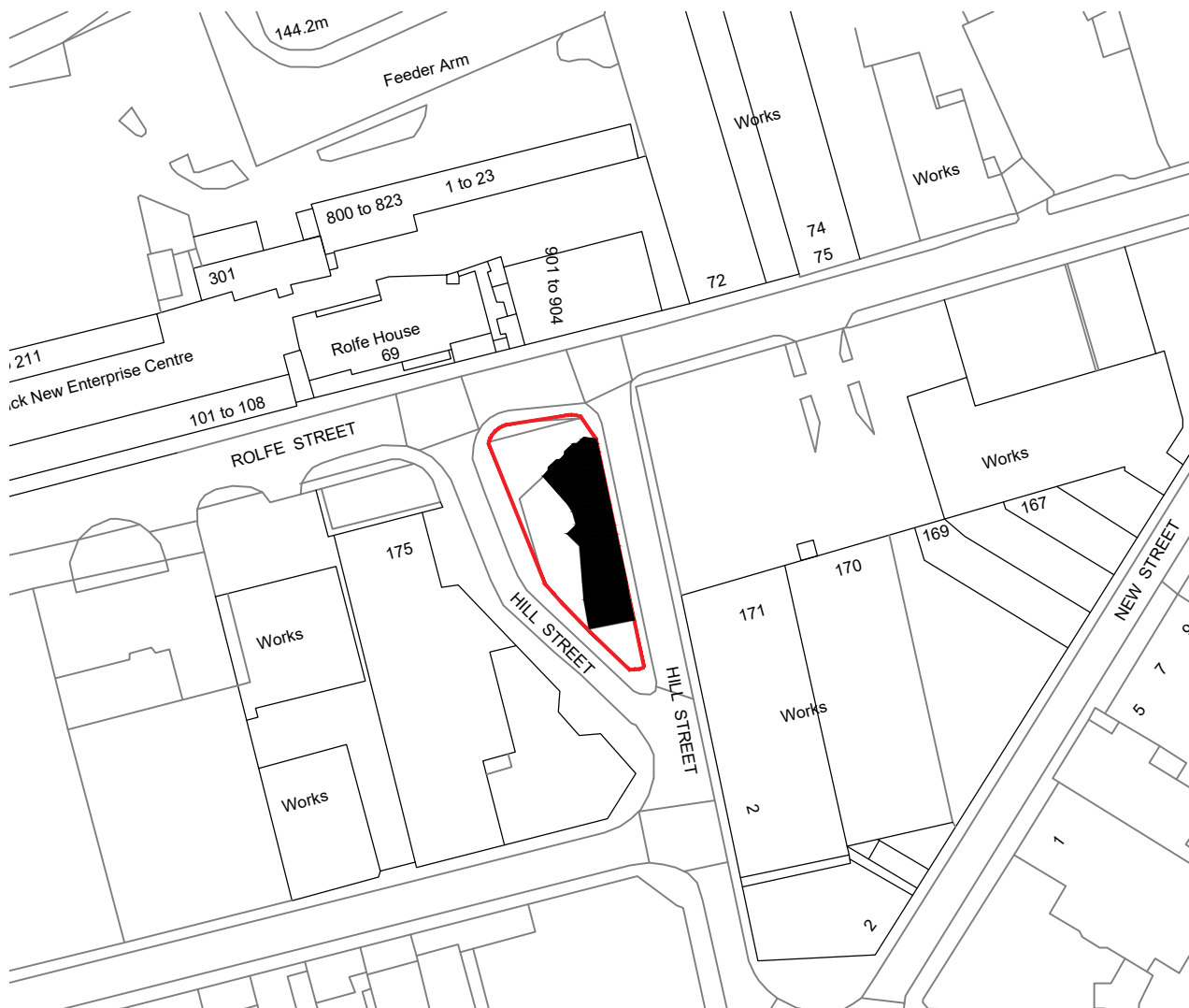
Legend

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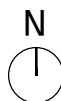
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Organisation	Not Set
Department	Not Set
Comments	Not Set
Date	26 April 2021
OS Licence No	



Location Plan

SCALE 1:1250



Revision: Date: Drawn: Checked:

PLANNING ISSUE

Rolfe Street

Location Plan

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS

Client:

Job No: 501144 Drawing No: PL-11 Revision: - Scale: 1:1250 @ A4
Date: March 2021 Drawn: IA/PB Checked: IA
CAD Ref:

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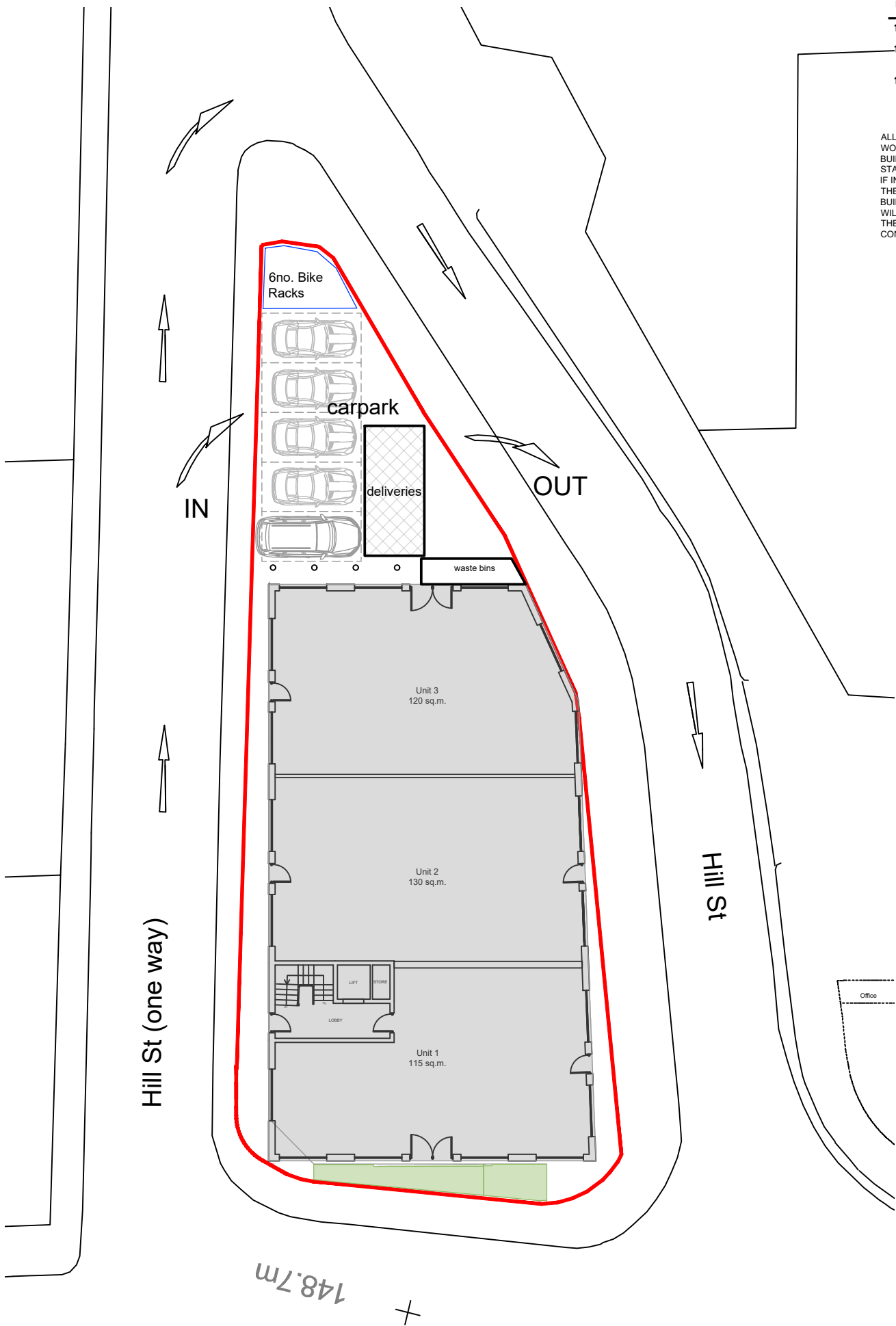
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existing site plan
scale 1:250



proposed site plan
scale 1:250

NOTES

1.1 Do not scale except for planning purposes

1.2 All dimensions are in mm unless otherwise specified.

1.3 Assume all site details are existing unless otherwise specified.

ALL MATERIALS, COMPONENTS, CONSTRUCTION AND WORKING METHODS MUST CONFORM TO THE LATEST BUILDING REGULATIONS AND HEALTH & SAFETY STANDARDS AND GOOD SITE PRACTICE. IF IN DOUBT REGARDING ANY OF THE ABOVE MATTERS THE CLIENT OR BUILDER MUST CONSULT THE AGENT OR BUILDING INSPECTOR WITHOUT DELAY. NO LIABILITY WILL BE ACCEPTED UNDER ANY CIRCUMSTANCES FOR THE CONSEQUENCES OF A FAILURE TO OBSERVE THESE CONDITIONS.

REV.	DATE	DESCRIPTION	CHK	APP
Site/Client:				
173 Rolfe Street Smethwick BIRMINGHAM, B66 2AS				
Title: Site Plans				
Drawing no. 2019/1021/102				



Proposed Site/Roof Plan

SCALE 1:200

Commercial		
Floor	Room	Area (m ²)
Ground Floor	Unit 1	123
Residential		
Floor	Unit	Area (m ²)
Ground Floor	Apartment 01 (1b 2p)	50
1st Floor	Apartment 02 (2b 3p)	61
	Apartment 03 (1b 2p)	54
	Apartment 04 (1b 2p)	50
	Apartment 05 (2b 3p)	61
	Apartment 06 (1b 2p)	55
2nd Floor	Apartment 07 (1b 2p)	55
	Apartment 08 (1b 2p)	51
	Apartment 09 (2b 3p)	69
	Apartment 10 (1b 2p)	53
3rd Floor	Apartment 11 (1b 2p)	50
	Apartment 12 (1b 2p)*	66
TOTAL no FLATS		12

*DDA compliant M4(3)

Schedule of Accommodation

Revision: A Date: 17/03/21 Drawn: PB/JD Checked: IA

Site layout configuration amended to include extended car parking provision.

PLANNING ISSUE

Rolfe Street

Proposed Site Plan

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS

Client:

Job No:
501144

Drawing No:
PL-01

Revision:
A

Scale:
1:200@A1

Date: March 2021

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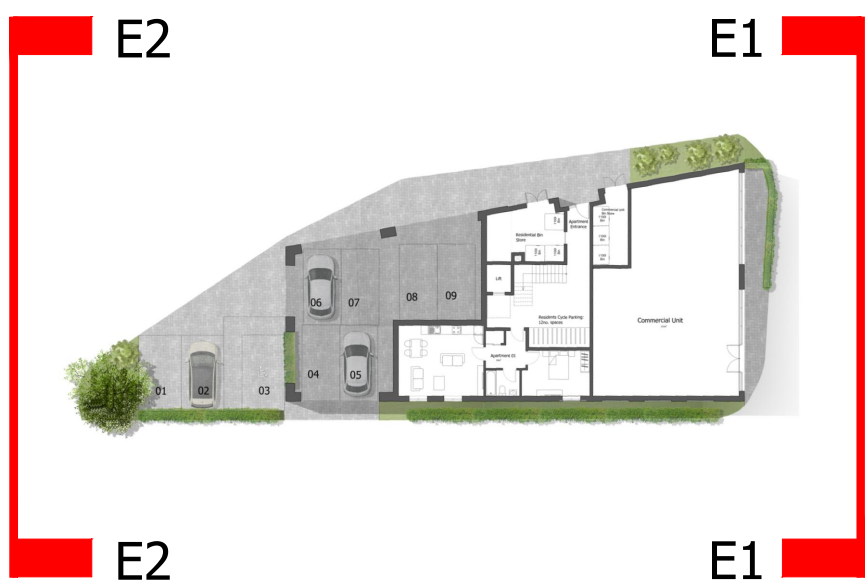
Proposed North Elevation e1

SCALE 1:100



Proposed South Elevation e2

SCALE 1:100



Materials List

1. Textured brickwork to reflect the local context.
2. Polyester powder coated, Aluminium framed, double glazed window & doors. Colour: Mid Grey.
3. Polyester powder coated, sightline, curtain wall system to commercial units. Colour: Mid Grey.
4. Contemporary metal railings, thin profile. Colour: Mid Grey.
5. Polyester powder coated wall coping system. Colour: Mid Grey.
6. Polyester powder coated rainwater box gutter and downpipe. Colour: Mid Grey.
7. Mitre top bollard door barriers and cycle hoops. Colour: Stainless steel.
8. Privacy screen between roof gardens and communal terrace Colour: Mid Grey.

Revision: B	Date: 17/03/21	Drawn: PB/SK	Checked: IA
Elevations amended to show extended undercroft car parking and omission of commercial unit 2			
Revision: A	Date: 03 12 2020	Drawn: SK	Checked: IA
UPDATED TO INCLUDE BRICK DETAILING AND WINDOW / BALCONY RECONFIGURATION.			

PLANNING ISSUE


Rolfe Street

Proposed Elevations 01

Location:
173 Rolfe Street, Smethwick
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Client:

Job No: 501144	Drawing No: PL-04	Revision: B	Scale: 1:100@A1
Date: March 2021	Drawn: PB/JD	Checked: SK	
CAD Ref:			

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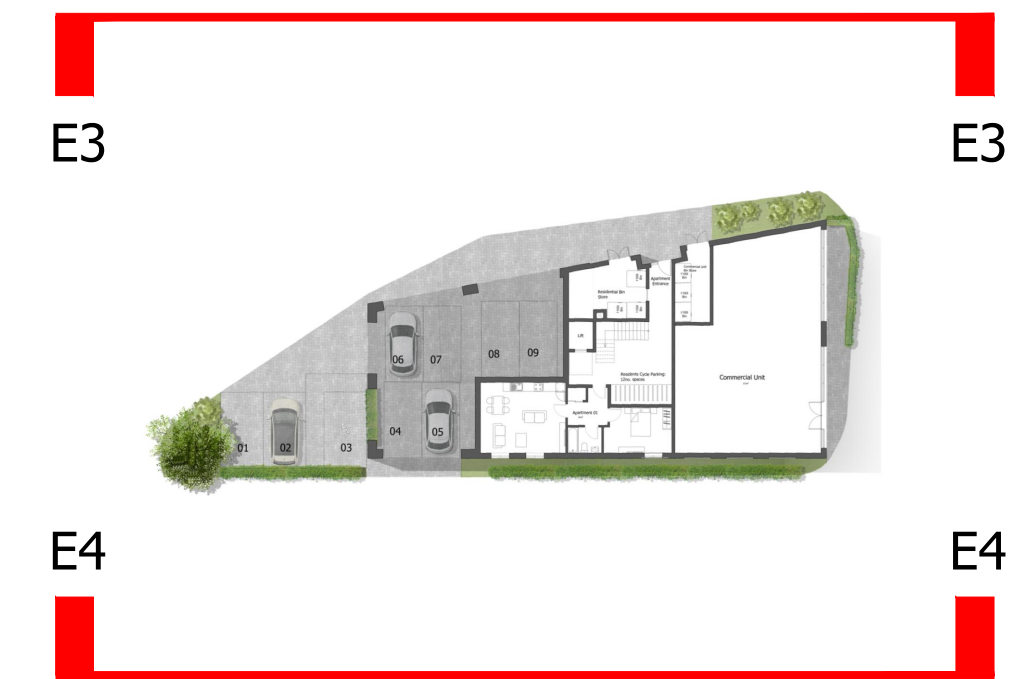
Proposed West Elevation e3

SCALE 1:100



Proposed East Elevation e4

SCALE 1:100



Materials List

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2. Polyester powder coated, Aluminium framed, double glazed window & doors. Colour: Mid Grey.
3. Polyester powder coated, sightline, curtain wall system to commercial units. Colour: Mid Grey.
4. Contemporary metal railings, thin profile. Colour: Mid Grey.
5. Polyester powder coated wall coping system. Colour: Mid Grey.
6. Polyester powder coated rainwater box gutter and downpipe. Colour: Mid Grey.
7. Mitre top bollard door barriers and cycle hoops. Colour: Stainless steel.
8. Feature glazed brickwork to residential entrance.

Revision: B	Date: 17/03/21	Drawn: PB/SK	Checked: IA
Elevations amended to include extended undercroft car parking and omission of commercial unit 2.			
Revision: A	Date: 03 12 2020	Drawn: SK	Checked: IA
UPDATED TO INCLUDE BRICK DETAILING AND WINDOW / BALCONY RECONFIGURATION.			

PLANNING ISSUE


Rolfe Street

Proposed Elevations 01

Location:
173 Rolfe Street, Smethwick
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Client:

Job No: 501144	Drawing No: PL-05	Revision: B	Scale: 1:100@A1
Date: March 2021	Drawn: PB/JD	Checked: SK	
CAD Ref:			



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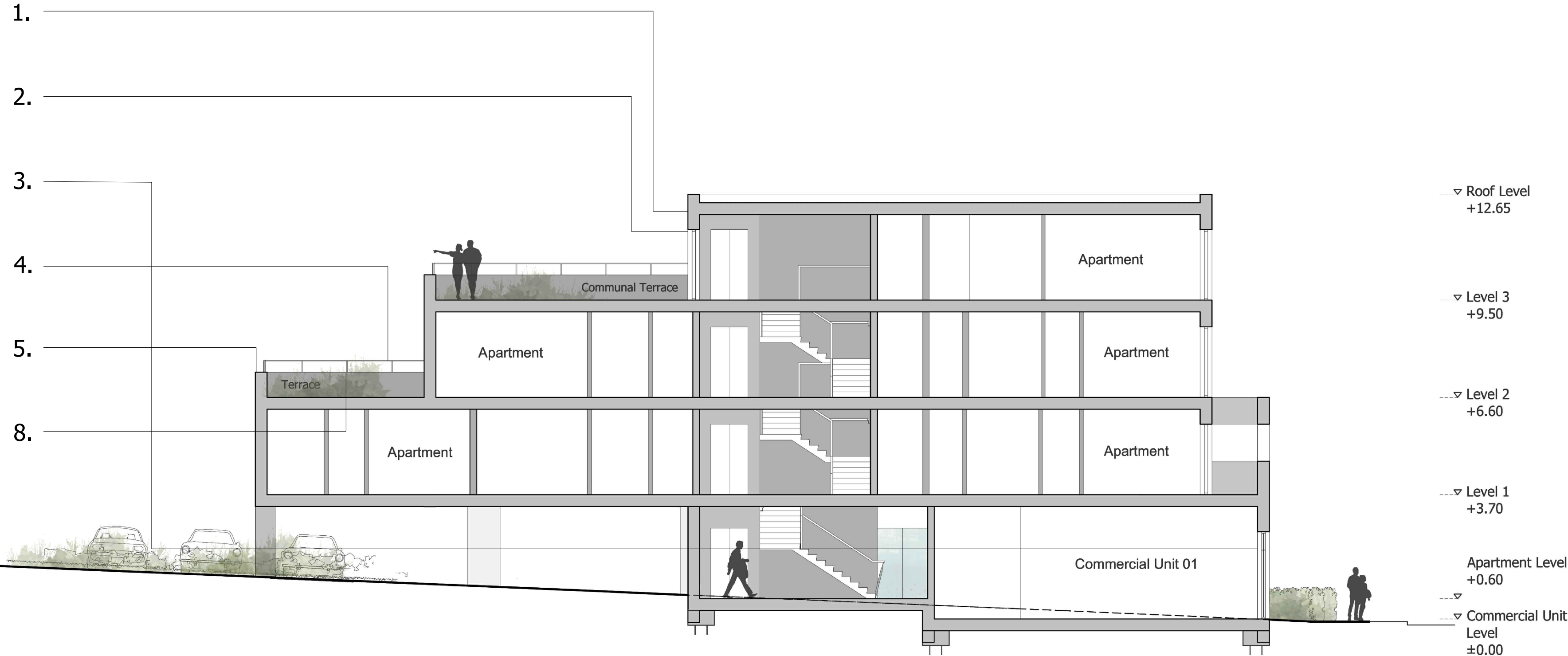
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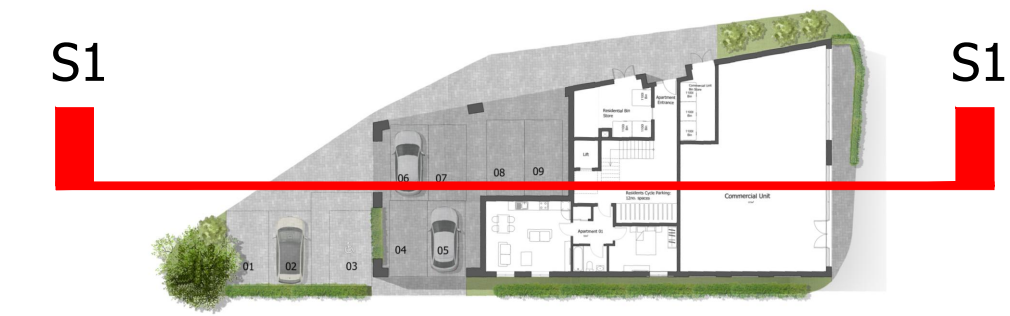
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Proposed Section s1

SCALE 1:100



Materials List

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2. Polyester powder coated, Aluminium framed, double glazed window & doors. Colour: Mid Grey.
3. Polyester powder coated, sightline, curtain wall system to commercial units. Colour: Mid Grey.
4. Contemporary metal railings, thin profile. Colour: Mid Grey.
5. Polyester powder coated wall coping system. Colour: Mid Grey.
6. Polyester powder coated rainwater box gutter and downpipe. Colour: Mid Grey.
7. Mitre top bollard door barriers and cycle hoops. Colour: Stainless steel.
8. Privacy screen between roof gardens and communal terrace Colour: Mid Grey.

Revision: A		Date: 17/03/21		Drawn: PB/SK		Checked: IA	
Ground floor amended to include extended undercroft car parking.							

PLANNING ISSUE

Rolfe Street

Proposed Section

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS

Client:

Job No: 501144	Drawing No: PL-06	Revision: A	Scale: 1:100@A1
Date: March 2021	Drawn: PB/SK	Checked: SK	
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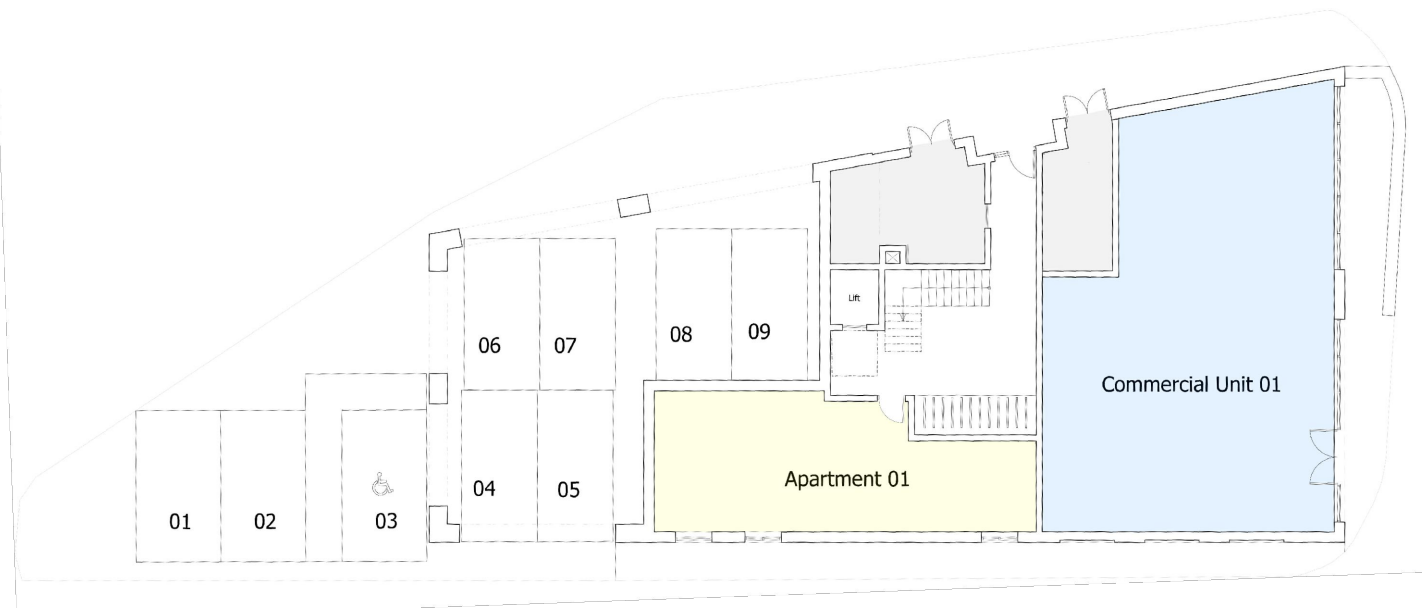
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Proposed Ground Floor Plan

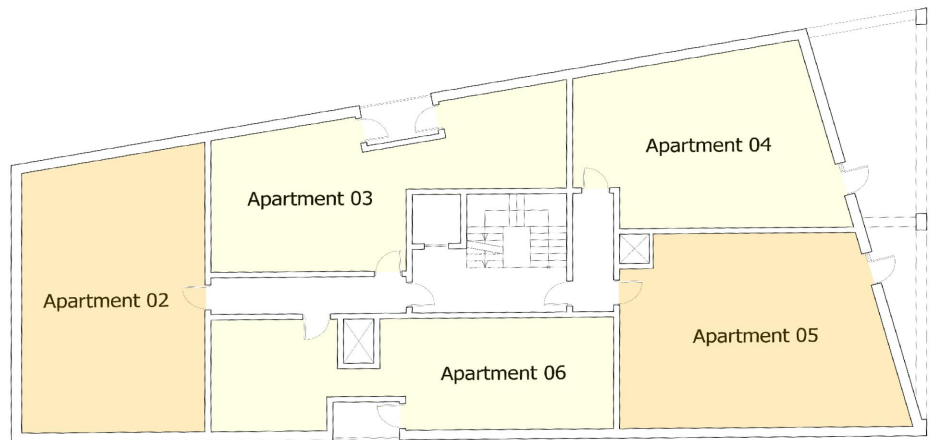
SCALE 1:100



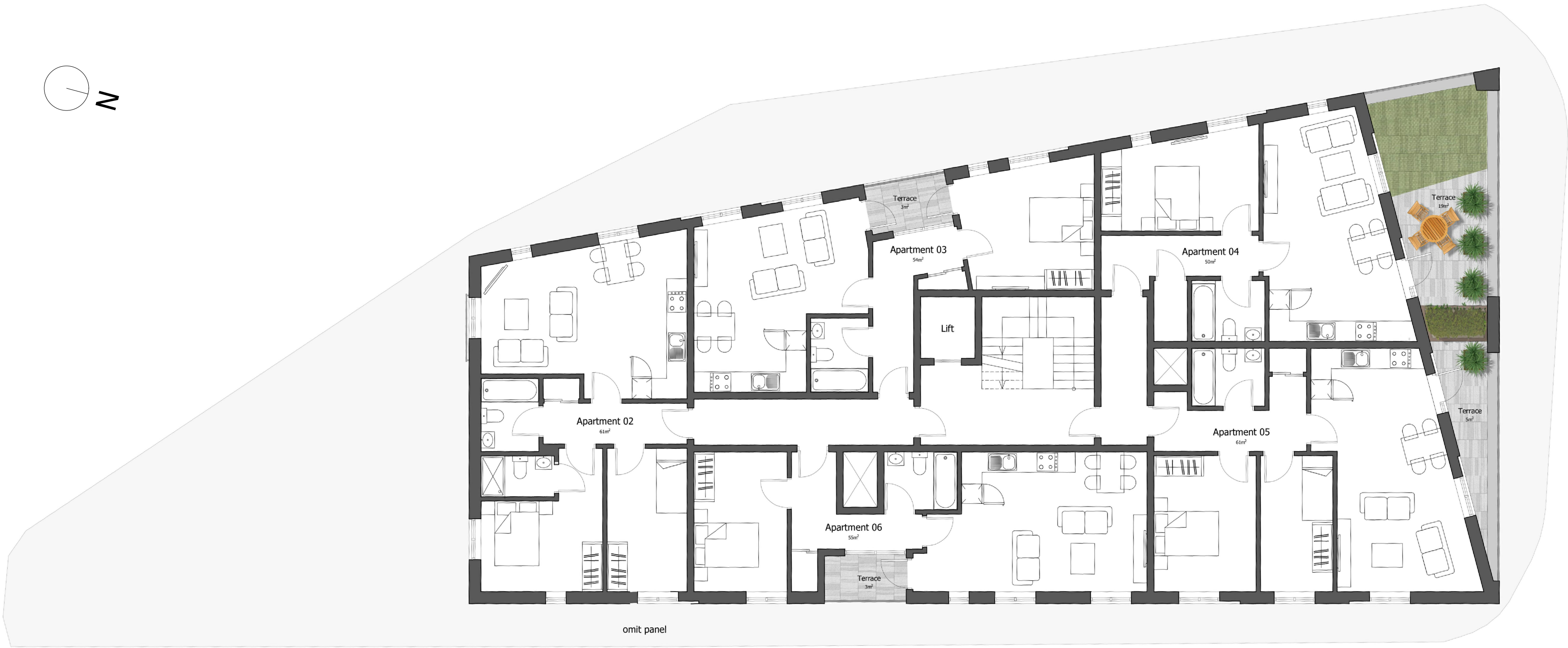
Commercial		
Floor	Room	Area (m ²)
Ground Floor		
	Unit 1	123
Residential		
Floor	Unit	Area (m ²)
Ground Floor		
	Apartment 01 (1b 2p)	50
1st Floor		
	Apartment 02 (2b 3p)	61
	Apartment 03 (1b 2p)	54
	Apartment 04 (1b 2p)	50
	Apartment 05 (2b 3p)	61
	Apartment 06 (1b 2p)	55
2nd Floor		
	Apartment 07 (1b 2p)	55
	Apartment 08 (1b 2p)	51
	Apartment 09 (2b 3p)	69
	Apartment 10 (1b 2p)	53
3rd Floor		
	Apartment 11 (1b 2p)	50
	Apartment 12 (1b 2p)*	66
TOTAL no FLATS		12

*DDA compliant M4(3)

Schedule of Accommodation



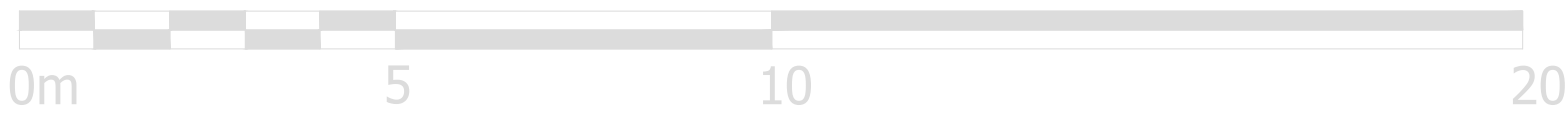
Reference Key Plan



Proposed First Floor Plan

SCALE 1:100

SCALE



Revision: C	Date: 17.03.2021	Drawn: PB/JD	Checked: IA
Ground floor plan amended to include additional undercroft car parking, omission of commercial unit 2 and general reconfiguration.			
Revision: B	Date: 27.11.2020	Drawn: JD	Checked: IA
Revision: A	Date: 25.11.2020	Drawn: JD	Checked: IA

PLANNING ISSUE

Rolfe Street

Proposed Plans 01

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS
Client:

Job No: 501144	Drawing No: PL-02	Revision: C	Scale: 1:100@A1
Date: March 2021	Drawn: JD	Checked: IA	
CAD Ref:			



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Proposed Second Floor Plan

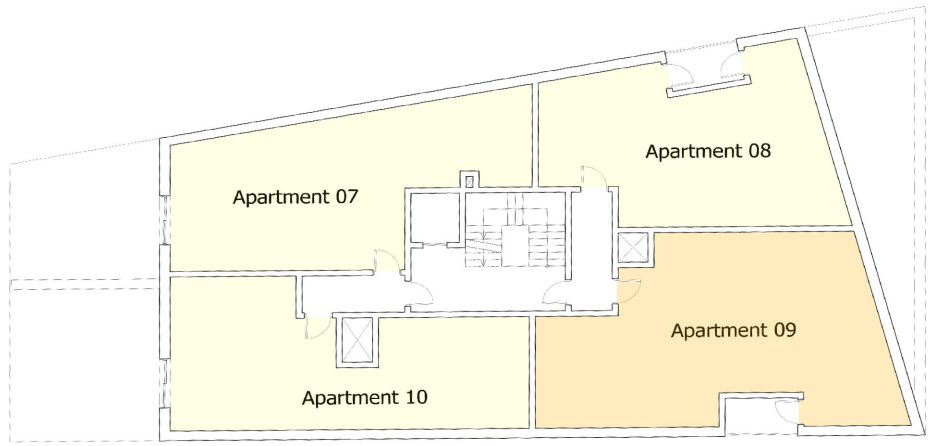
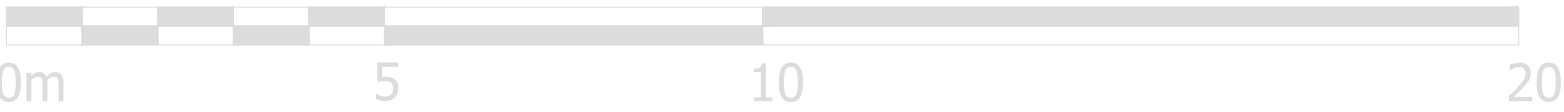
SCALE 1:100



Proposed Third Floor Plan

SCALE 1:100

SCALE

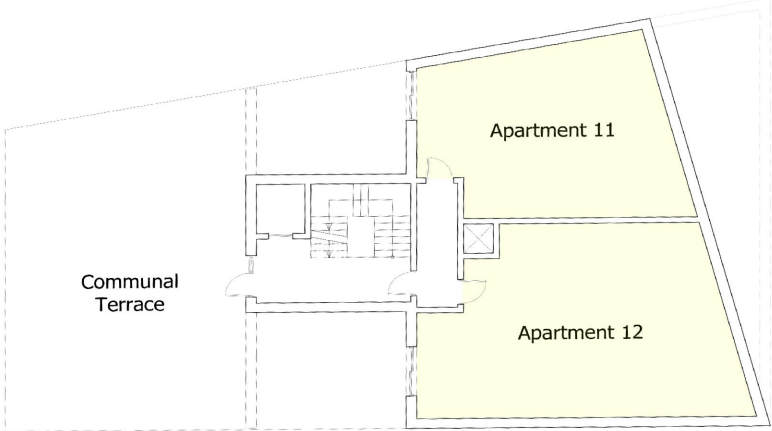


Commercial		
Floor	Room	Area (m ²)
Ground Floor	Unit 1	123

Residential		
Floor	Unit	Area (m ²)
Ground Floor	Apartment 01 (1b 2p)	50
1st Floor	Apartment 02 (2b 3p)	61
	Apartment 03 (1b 2p)	54
	Apartment 04 (1b 2p)	50
	Apartment 05 (2b 3p)	61
	Apartment 06 (1b 2p)	55
2nd Floor	Apartment 07 (1b 2p)	55
	Apartment 08 (1b 2p)	51
	Apartment 09 (2b 3p)	69
	Apartment 10 (1b 2p)	53
3rd Floor	Apartment 11 (1b 2p)	50
	Apartment 12 (1b 2p)*	66
TOTAL no FLATS		12

*DDA compliant M4(3)

Schedule of Accommodation



Reference Key Plan

Revision: B	Date: 17.03.2021	Drawn: PB/JD	Checked: IA
Accommodation Schedule amended to omit commercial unit 2			
Revision: A	Date: 25.11.2020	Drawn: JD	Checked: IA

PLANNING ISSUE

Rolfe Street

Proposed Plans 02

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS
Client:

Job No: 501144	Drawing No: PL-03	Revision: B	Scale: 1:100@A1
Date: March 2021	Drawn: JD	Checked: IA	
CAD Ref:			



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Artist Impression

Revision:	Date:	Drawn:	Checked:
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PLANNING ISSUE


Rolfe Street

Artist Impression

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS

Client:

Job No: 501144	Drawing No: PL-07	Revision: PL-07	Scale: 1:100@A1
Date: 09/09/20	Drawn: PB	Checked: SK	
CAD Ref:			



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Perspective View 01



Perspective View 02


Revision: B	Date: 17/03/21	Drawn: AQ/PB	Checked: IA
Views updated to include extended undercroft car parking.			
Revision: A	Date: 03.12.2020	Drawn: AQ	Checked: IA
UPDATED TO INCLUDE BRICK DETAILING AND WINDOW / BALCONY RECONFIGURATION.			
PLANNING ISSUE			
Rolfe Street			
Perspective 3D Views 01			
Location: 173 Rolfe Street, Smethwick Birmingham B66 2AS Client:			
Job No: 501144	Drawing No: PL-08	Revision: B	Scale: - @ A1
Date: March 2021	Drawn: AQ	Checked: SK	
CAD Ref:			
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Aerial View 01



Aerial View 02

Revision: B	Date: 17/03/21	Drawn: AQ/PB	Checked: IA
Aerial views updated to show extended undercroft car parking and omission of commercial unit 2.			
Revision: A	Date: 03.12.2020	Drawn: AQ	Checked: IA
UPDATED TO INCLUDE BRICK DETAILING AND WINDOW / BALCONY RECONFIGURATION.			
PLANNING ISSUE			
Rolfe Street			
Perspective 3D Views 02			
Location: 173 Rolfe Street, Smethwick Birmingham B66 2AS Client:			
Job No: 501144 Date: March 2021 CAD Ref:	Drawing No: PL-09 Drawn: AQ	Revision: B Checked: SK	Scale: - @ A1
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Perspective View 03



Perspective View 04

Revision: B Date: 17/03/21 Drawn: AQ/PB Checked: IA			
Views updated to show extended undercroft car parking and omission of commercial unit 2.			
Revision: A Date: 03.12.2020 Drawn: AQ Checked: IA			
UPDATED TO INCLUDE BRICK DETAILING AND WINDOW / BALCONY RECONFIGURATION.			

PLANNING ISSUE


Rolfe Street

Perspective 3D Views 03

Location:
173 Rolfe Street, Smethwick
Birmingham
B66 2AS

Client:

Job No: 501144	Drawing No: PL-10	Revision: B	Scale: - @ A1
Date: March 2021	Drawn: AQ	Checked: SK	
CAD Ref:			



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