

PLANNING APPLICATION NUMBER:P14/1582

Type of approval sought	Full Planning Permission
Ward	Halesowen North
Applicant	Mr M Shelley, Heedgrove Ltd
Location:	STREETBIKE, MUCKLOW HILL, HALESOWEN, B62 8BW
Proposal	CHANGE OF USE TO A1 (RETAIL). TWO STOREY SIDE EXTENSION WITH NEW ACCESS STAIR AND LIFT, FIRST FLOOR EXTENSION, BLOCKING UP OF WINDOWS, DOORS AND ROLLER SHUTTERS AND PROVISION OF NEW SHOP FRONT WINDOWS TO SIDE ELEVATION. ASSOCIATED WORKS TO CAR PARK (RESUBMISSION OF WITHDRAWN APPLICATION P14/0553)
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application site is a distinctive 1950s two storey building which is positioned on the corner of Mucklow Hill and Long Lane. The property was purpose built as a garage and currently operates as a motorbike sales and servicing centre. The site area is 3130m² and the property features an access from Long Lane on the eastern side which leads to a large area of hard-standing for parking to the north of the property. The building features a side addition on the northern side. The building is listed on the Council's Sites and Monuments Record.
2. The site is located within a fairly mixed use area with many residential and commercial properties nearby. No. 202 Long Lane and Nos. 1 and 2 Greenhill Road (residential properties) abut the northern side of the site. Abutting the Western boundary are No. 3 Greenhill Road and Nos. 6 and 8 Mucklow Hill. Across the highway to the east are Nos. 185 – 188A Long Lane and Flat 1 Halesowen Road. The Stag and Horseshoes public house is on the opposite side of the highway and is also featured on the Council's Sites and Monuments Record.

3. The site is located within The Stag Local Centre and on a prominent corner location between Mucklow Hill and Long Lane. The highway to the front is part of the Strategic Highway Network and a bus route. The ground level does lower towards the north of the site.

PROPOSAL

4. This proposal seeks approval for a change of use of the site to create two food units (areas 1 and 2) and one non food (area 3) all of which would be Use Class A1. The access would remain as existing with an access and egress point off Long Lane and an egress point onto Mucklow Hill. Parking would be provided on the car park on the northern side as well as some spaces on the southern and eastern sections of the site
5. The proposal includes a two storey side extension on the northern side to create a stairway, a first floor addition to provide storage space, new windows on the eastern side and bin stores on the western edge of the car park. There would also be works to the car park and removal of the palisade fence and gates.
6. The two storey side addition for the stairwell and lift would measure 3.7m in width, 7.8m in length and 7.35m in height with a flat roof.
7. The first floor extension would measure 16.3m in width, 7.7m in length and 8.75m in height with a pitched roof. There would be louvres to the side elevation.
8. The 3 bin stores would abut the western and south-western edge of the car park and would measure 1.8m in maximum height. They would consist of mesh fencing and the existing 1.8m high concrete post and panel fence to the rear would be retained.
9. A 1:12 access ramp measuring 1m in maximum height would be positioned abutting the western side of the site. An area of level access would be provided at the top of

the ramp to provide access for the servicing areas. The plans show that a 1.8m high fence would also be inserted above the ramp on the western elevation.

10. The amended plans show that the existing flue on the south-western side of the site would be retained. Five windows would also be inserted on the northern elevation.

11. A design and access statement and a Transport Statement have been submitted in support of the application.

HISTORY

12. This property has nine previous relevant applications.

APP NO.	PROPOSAL	DECISION	DATE
95/50933	Change of use of former Bells Garage to non-food retail class A1 and light industrial operations Class B1	Approved with conditions	17.08.1995
99/50990	Change of use from (A1) retail to motor car and / or motorcycle sales showroom and servicing (sui generis)	Approved with conditions	09.08.1999
P00/51948	Retrospective application for a change of use from offices Ancillary to main occupier to offices (b1) for independent	Approved with conditions	26.02.2001
P01/0419	Replace existing roller shutter door with sliding door and reinstate two showroom display windows along the mucklow	Approved with conditions	04.05.2001
P01/1203	Application under section 73 to vary condition 1 of planning Permission p00/51948.	Approved with conditions	03.09.2001
P03/1867	Retrospective application for erection of extraction flue	Approved with conditions	01.04.2004
P14/0553	Change of Use to A1 and A5 use. Two storey side extension with new access	Withdrawn	06.08.2014

	stair and lift, first floor extension, blocking up of windows, doors and roller shutters. Associated works to car park.		
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PUBLIC CONSULTATION

Direct notification was carried out to thirty-two surrounding properties to advertise the proposal. Seven neighbours and one Ward Councillor have made written representations objecting to the proposal. The latest date for receipt of comments was 26th November 2014.

The comments were based on the following material planning considerations:

- The proposal would result in an increase in noise and nuisance for neighbours as well as an increase in litter.
- There would be an increase in delivery vans and trucks attending the site, as well as additional cars which would increase traffic, congestion and fumes on an already busy junction which is frequently congested. This would impact on pedestrians as there are no crossings at the top of Long Lane / Mucklow Hill which would result in a further impact on safety. This is a particular issue for the nearby school children. The congestion could also encourage some drivers to use the wrong side of the highway to access the site if the road is busy.
- Sufficient parking would not be provided on-site;
- There would be an increased problem with the parking of delivery vehicles as large delivery lorries would increase the traffic converging on this area. There is no provision for loading and unloading of delivery vehicles as part of the proposal;
- Articulated delivery lorries do not use the car park area and already pull up onto the highway causing an obstruction. There is no room for lorries to safely pull onto the car park and turn around effectively without blocking the road. There would also be an increase in the number of delivery vehicles servicing the store and no loading area has been shown on the plans. Unloading is already an issue in this area;

- Due to the recent application at the old MEB site (P14/0612) there would already be an increase in traffic for this highway junction. The increase in traffic could not be sustained in this location.
- The proposal would impact on privacy for the residential properties nearby on Greenhill Road;
- The intensification of the use would have an impact on parking, increased traffic and noise;
- A further supermarket / retail unit is not required in this area as there are many others in close proximity;
- The extension would be closer to the residential properties and would overlook and increase noise levels;
- The intensification, scope and scale of the development would be too large for the site;
- The opening and delivery hours should be restricted as increased opening hours from the existing situation would impact further on residential amenity;
- The car park immediately abuts the properties on Greenhill Road and due to the increase use of this car park and increased hours of use this would further impact on the neighbouring properties;

Other non planning considerations such as the impact on local businesses and reduction in security as the car park would not be closed off at night.

OTHER CONSULTATION

- Group Engineer (Highways): No objections subject to the provision of an enhanced pedestrian facility, amendments to the egress onto Mucklow Hill and the suggested conditions.
- Head of Environmental Health and Trading Standards: No objections subject to the suggested conditions.

RELEVANT PLANNING POLICY

National Planning Policy

- National Planning Policy Framework (NPPF) (2012)

Black Country Core Strategy (BCCS) (2012)

- CSP2 – Development Outside the Growth Network
- CEN1 – The Importance of the Black Country Centres for the Regeneration Strategy
- CEN2 – Hierarchy of Centres
- CEN5 – District and Local Centres
- CSP5 – Transport Strategy
- TRAN2 – Managing Transport Impacts of New development
- TRAN5 – Influencing the Demand for Travel and Travel Choices
- ENV2 - Historic Character and Local Distinctiveness
- ENV3 - Design Quality
- DEL1 – Infrastructure Provision
- EMP5 – Improving Access to the Labour Market

Saved Unitary Development Plan (2005)

- DD1 - Urban Design
- DD2 – Mixed Use
- CR13 – Residential Development in Centres

Supplementary Planning Document(s)

- Parking Standards SPD (2012)
- Planning Obligations

ASSESSMENT

13. The proposed development must be assessed with regard to its principle and the proposed design within the context of the local area. The amenity of nearby residential properties as well as any highway and parking matters must also be assessed.

14. The key issues are

- Principle

- Design
- Impact on Heritage Assets
- Residential Amenity
- Vehicle Parking and Highway Safety

Principle

15. The application site is located within the Stag Local Centre at the junction of Mucklow Hill and Long Lane. The premises are used by Streetbike for the sale, servicing and maintaining of motorcycles, including the sale of clothing and helmets. Within the premises a café has also operated for several years.

16. The proposal is for a change of use to create 3 separate commercial retail units:

- Area 1: Two storey retail unit (Use Class A1) of 513.7m² at ground floor and 297.7m² at first floor. The total area would measure 811.4m square metres and the unit would be used for non-food retail.
- Area 2: Non-food retail unit (Use Class A1) of 420 square metres. The ground floor will be used purely for retail and the first floor will be void.
- Unit 3 – Non-food retail unit (Use Class A1) of 223 square metres.
- There are no proposed operators for the units as part of the planning application. The first floors above units 2 and 3 would be left void.

17. As stated above the site is located within the Stag Local Centre boundary (Core Strategy Policy CEN5: District and Local Centres). Within the hierarchy of centres (Core Strategy Policy CEN2) The Stag is in the third level and the main function of the centre is to meet the day-to-day convenience shopping and local service needs of the local area. There is a need for the smaller centres to be flexible to respond to particular circumstances such as a defined local need or a special local role or opportunity such as to support a regeneration scheme.

18. Policy CEN5 permits individual convenience retail developments of up to 500 square metres where they are appropriate to the scale and function of the centre. The proposed convenience units are under the threshold and it is considered that they would enhance the retail offer of the local centre. As such the proposed convenience stores would be in accordance with Policy CEN5.

19. As such, there would be no in principle Planning Policy objection to the application subject to there being no adverse impact on highway safety or residential amenity.

Design

20. The proposed two storey side extension on the northern side and the first floor side addition would be fairly well screened from the highway due to the set back from Long Lane. The proposal would be generally in-keeping with the appearance of this part of the building and would have no adverse visual impact on the property. These additions would not be visible from the Mucklow Hill side and would not detract from the visual appearance of the distinctive 1950s building.

21. The additional windows on the northern side would be acceptable on this building taking into account the existing appearance.

22. The proposed access and driveway is already in place and would also feature no alterations. As such, the development would be acceptable from a design point of view and would comply with Policy DD1 and DD4 of the saved UDP (2005).

23. The bin stores would be fairly modest in height and would be well screened from the occupiers to the rear / side due to the boundary treatment on-site. The bin stores would also not be overly visible from the street scene due to the position within the site. Due to the position, size and mesh design the bin stores would have no adverse impact on the appearance of the site.

24. The flue on-site is an existing part of the property and would have no further impact on visual amenity.

Impact on Heritage Assets

25. The application property is listed on the Council's Sites and Monuments Record due to the distinctive 1950s corner design. The public house opposite, The Stag and Three Horseshoes, is also listed on the Sites and Monuments Record.

26. There are no objections to the scheme from a Historic Environment perspective subject to the retention of the existing shop fronts on the original sections of the building.

Residential amenity

27. The application site is located within a fairly residential area with houses abutting the northern and western boundaries. There are also dwellings in fairly close proximity to the east and south.

28. The existing use of the site is as a retail use with daytime opening hours, excluding Sundays. The proposed retail use represents an intensification of the use of the site. Given the proximity of nearby residents to the site, there are concerns that noise from activities at the site could adversely affect the amenities of residents. The proposals are for A1 retail use only, however, and the site is located on a busy junction with high levels of road traffic noise and other commercial uses nearby, including a public house. It is therefore considered that the proposals would be generally in keeping with surrounding uses and activity levels and that residential amenity can be protected through appropriate restrictions on hours of operation and deliveries to control noise from the site.

29. It is considered that the 1.8 metre fence on the northern and western boundaries will provide acoustic protection for adjacent residents for noise from use of the car park. The amended plans show that the height of the fencing where the site adjoins

No.202 Long Lane would be increased to 1.8m in height which would be sufficient to ensure there would be acoustic protection for the occupiers of this property.

30. The proposals would not impact on daylight or immediate outlook for any surrounding occupiers due to the orientation of nearby properties and fairly minor additions considering the size of the site. Although the first floor and two storey additions would be closer to the properties to the north a separation distance of 34m to the houses on Greenhill Road and 28m to the properties on Long Lane would ensure that the extensions would not significantly impact on outlook or daylight provision for the occupiers.

31. With regards to the residential properties to the west of the site the alterations to the building would have no adverse impact on amenity. The fence would be a maximum of 2.8m in height but considering the existing appearance of the building there would be further impact on daylight provision or outlook for the occupiers. The boundary fence would also ensure that the privacy of the occupiers of properties on Mucklow Hill would be maintained.

32. The houses to the south and east of the site would be a sufficient distance away to ensure that there would be no adverse impact on residential amenity for the occupiers.

33. There have been no objections from the Head of Environmental Health and Trading Standards subject to the suggested conditions regarding opening hours, the delivery vehicles and noise on-site. The proposal would therefore be found to be in accordance with Policy EP7 and DD4 of the saved UDP (2005).

Access and Parking

34. Access to the site would remain as existing from Long Lane and exits would be available onto Long Lane and Mucklow Hill. The majority of parking spaces would be provided in the car park to the northern side but there would also be some spaces provided on the southern and eastern sections of the site. Servicing of the

units is proposed from the Long Lane entrance, and there would be a one way system in place on the site.

35. Taking into account the size of the units on-site the parking accumulation figures for the proposed 3 units would be for up to 63 spaces to be provided. The proposed parking plan shows that 40 spaces would be provided on-site. However, the expected parking demand for the whole site has been calculated and the parking demand would only be breached a few times between 12:00 and 16:00.
36. The service area will also be closed to customers before 09:00 and this will leave 20 spaces available. Up to 09:00 it is not anticipated that the parking accumulation would exceed 20 vehicles. The applicant has also indicated he will accept a condition that staff will not park on the site except for electric charging. Given these factors, the parking provision is therefore considered to be acceptable to the Group Engineer (Highways).
37. The Group Engineer (Highways) has some concerns over the impact on the roundabout and pedestrian safety due to the increase in pedestrians that will be crossing the highway at this point.
38. In the last 5 years there have been 20 injury accidents at the site with 8 accidents involving pedestrians and 5 involving cyclists and motorcyclists who are most vulnerable at roundabouts. The proposed increase in traffic movements combined with increased pedestrian movements therefore raises concern. The submitted Transport Consultant stated 5 of the pedestrian accidents involved children and there was a cluster of accidents at the existing pelican crossing on Halesowen Road.
39. As such, the adjacent junction is not considered as the safest option for pedestrians and other vulnerable road users. A traffic signal junction would improve safety but this would likely result in much further delay. Therefore, the proposal would be found acceptable subject to a new pedestrian access on the existing Long Lane arm of the adjacent roundabout in the vicinity of the store. It is proposed that this is

secured through an appropriately worded planning condition. The crossing would need to be provided before any of the approved retail units first opened.

40. The busiest period for the stores would be on a Friday in the PM peak, at this time the local network is also very congested. Between 17:00 and 18:00 the number of vehicles entering the roundabout are :-

- Mucklow Hill - 1100 vehicles
- Long Lane - 700 vehicles
- Halesowen Road - 940 vehicles
- Kent Road - 750 vehicles

41. The development would attract new trips but a proportion of the vehicles entering the site would already be on the network. However, trips will be redistributed at the roundabout; in particular as Long Lane is the main access point there will be increased traffic on this arm waiting to enter the roundabout.

42. The Group Engineer (Highways) has assessed the junction and the effects of the development were assessed on a computer model which indicated that delay would increase on all the arms of the roundabout apart from Kent Road which would still operate under reserve capacity. Mucklow Hill would run at over reserve capacity.

43. Theoretically this indicated greater queues on all arms but in reality it is considered that drivers will not wait in long queues and will find alternative routes or travel at different times. It is important to note, the flows on the arms are impacted between the periods of 17:00 to 18:00, outside of these times all the arms operate within reserve capacity.

44. In summary, the proposal would be considered to comply with the Parking Standards SPD (2012) as sufficient car parking spaces and servicing and manoeuvring areas would be provided on-site. Subject to the provision of a new pedestrian crossing along Long Lane, the amendments to the egress onto Mucklow Hill and the suggested conditions the proposed scheme would comply with the

requirements of Policies TRAN2, TRAN5 and CSP5 of the BCCS and the Parking Standards SPD (2012).

CONCLUSION

45. The proposal would be acceptable in terms of principle due to the location within a local centre. Subject to the suggested conditions there would be no impact on residential amenity for the surrounding occupiers. In addition, subject to a new pedestrian crossing along with the proposed amendments to the egress onto Mucklow Hill and the suggested conditions the proposal would now be considered to comply with the Parking Standards SPD (2012) and Policy TRAN2 of the BCCS. There would be no off-site planning obligations required to mitigate for the development. Subject to the suggested conditions the proposed scheme would therefore comply with the relevant policies.

RECOMMENDATION

It is recommended that the application is approved subject to the following conditions:

Conditions and/or reasons:

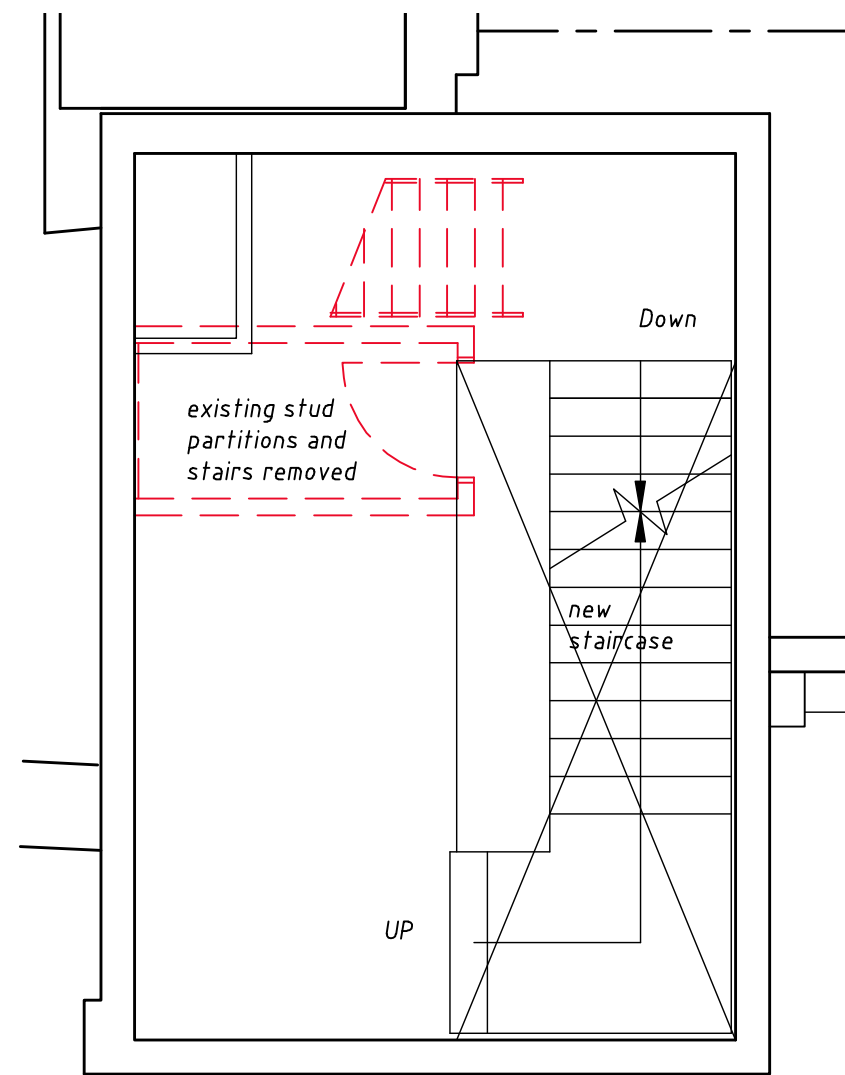
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: 13-1374/14B, 13-1374/05B, 13-1374/06H, 13-1374/07F, 13-1374/08L and 13-1374/11
3. No development shall commence until details of road safety works, including a pedestrian crossing facility on Long Lane, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme of works shall be completed prior to the first use of the development hereby approved and shall remain as approved for the life of the development.
4. No delivery vehicles, whether loaded or unloaded, shall enter or leave the site, before the hours of 0700 nor after 2100 Monday to Saturday, or before 0900 or after 1800 on Sundays and Public Holidays for the life of the development.
5. The premises shall not be open to the public before the hours of 0700 nor after 2200 Monday to Saturdays or before 0900 or after 1800 on Sundays and Public Holidays.
6. No development shall commence until a scheme for a continuous acoustic barrier to be constructed along the northern boundary of the site adjacent to 202 Long Lane to a minimum height of 1.8 metres (as measured from the ground level) and minimum surface density of 10 kg/m² shall be submitted to and

approved in writing by, the Local Planning Authority. All works which form part of the approved scheme shall be completed before the approved use commences. The existing 1.8 metre barrier located on the northern and western boundary of the site and the new approved barrier shall be retained throughout the life of the development.

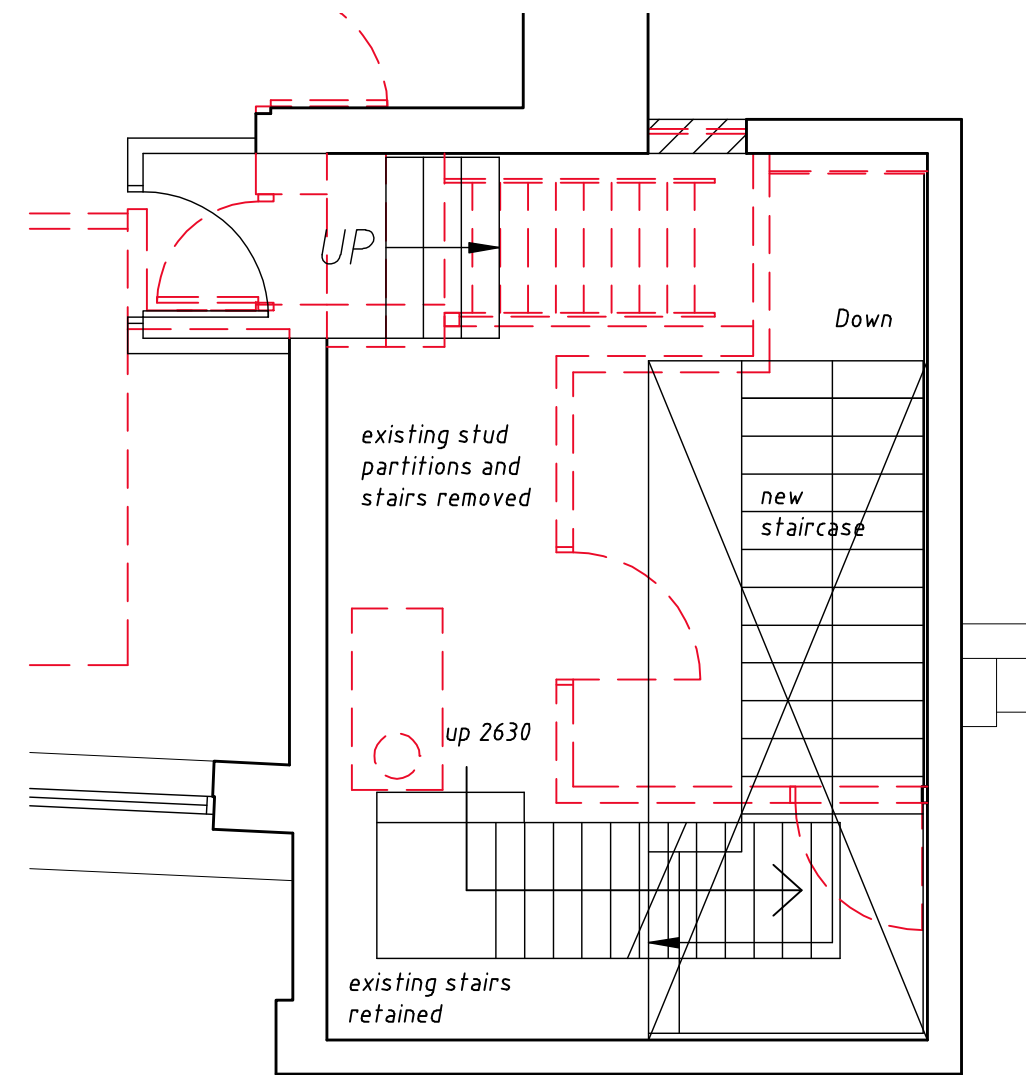
7. The rating level of noise emitted from any fixed plant and/or machinery associated with the development shall not exceed background noise levels by more than 5dB(A) between the hours of 0700-2300 (taken as a 60 minute LA90 at the nearest noise sensitive premises) and shall not exceed the background noise level between 2300-0700 (taken as a 5 minute LA90 at the nearest noise sensitive premises). All measurements shall be made in accordance with the methodology of BS 4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.
8. Where access to the nearest noise sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest noise sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the local planning authority.
9. Prior to the development first being brought into use details of 2 electric vehicle charging bays with electric charging points in accordance with the Council's Standards (Reference SPD) shall be submitted to the Local Planning Authority and approved in writing. The details shall include signs and bay markings indicating the bays will be used for parking of electric vehicles only whilst being charged. The electric charging points and bays will be provided in accordance with the approved details prior to first use and maintained as such for the life of the development.
10. Prior to the development first being brought into use details of a one way system to ensure a left turn out only onto Mucklow Hill shall be submitted to the Local Planning Authority and approved in writing. The approved one way system shall be completed prior to the first use of the development hereby approved and shall be maintained for the life of the development.
11. Prior to the development first being brought into use details of the vehicular and pedestrian access and egress into the site shall be submitted to and approved in writing by the local planning authority. The approved points of access and egress will be provided prior to the first use and maintained for the life of the development.
12. Prior to the development first being brought into use details of internal pedestrian access routes and block paving shall be submitted to and approved in writing by the local planning authority. These shall be provided in accordance with the approved details prior to first occupation and maintained for the life of the development.
13. Prior to the first use of the development details of internal secure and undercover staff cycle storage and shower facilities shall be submitted to and approved in writing by the local planning authority. These facilities shall be provided in accordance with the approved details prior to the first use and maintained for the life of the development.
14. Prior to the first use of the development details of the loading and unloading area with barrier control system shall be submitted to the local planning authority and approved in writing. These shall be provided in accordance with the

approved details prior to being brought into use and maintained for the life of the development.

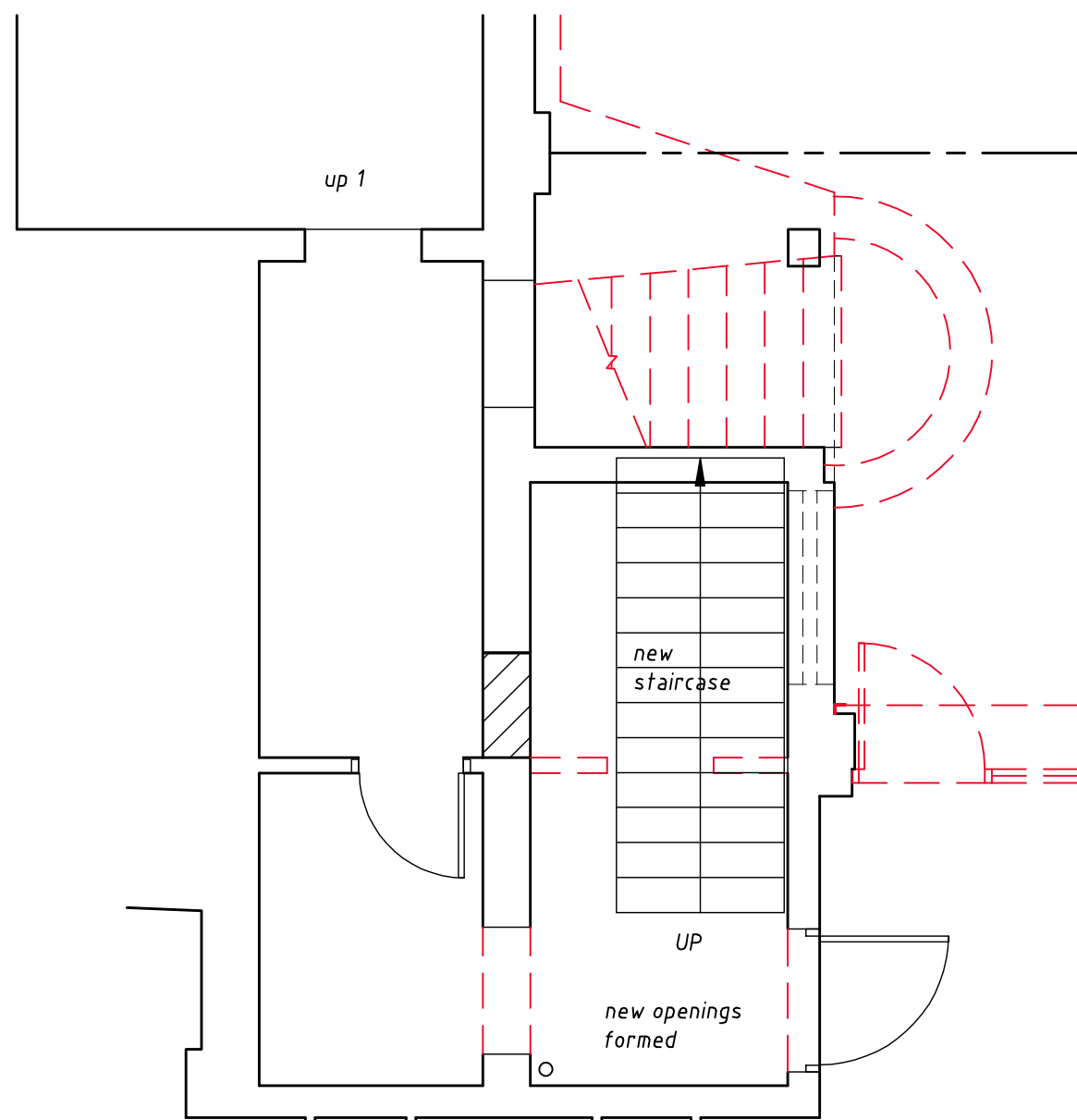
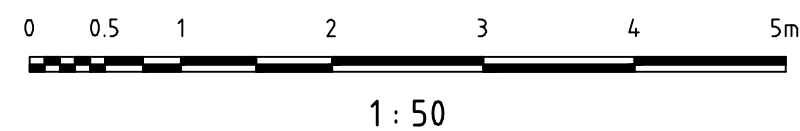
15. Prior to the first use of the development details of real time camera monitoring systems shall be submitted to the local planning authority and approved in writing. These systems shall be provided in accordance with the approved details prior to the first use and maintained for the life of the development.
16. Prior to the first use of the development details of a travel plan, including a named travel plan officer, commitment for each store to join Company Travel Wise, undertaking surveys within three months of opening and Realistic targets to promote sustainable travel modes shall be submitted to the local planning authority and approved in writing. These shall be provided in accordance with the approved details prior to first occupation and maintained for the life of the development.
17. The first floor areas above proposed retail areas 2 and 3 shall be void and shall not be used for any other purposes for the life of the development.
18. No development shall commence until details of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.
19. The units shall not be combined unless otherwise agreed in writing by the local planning authority.
20. The total sales area of Unit 2 will not exceed 280m² net in order to enable any operator within the C-Store sector to trade outside of the 6 hour limit imposed under the Sunday Trading Act 1994 for the life of the development unless otherwise agreed in writing by the local planning authority.
21. No development shall commence until an Economic and Community Development Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall address as a minimum, measures to increase the number of jobs open to local people available on the site and the development of initiatives that support activities to upskill local unemployed people of working age so as to support them into sustained employment as outlined in the Council's Planning Obligations Supplementary Planning Document. The development shall be implemented in accordance with the approved Statement and retained in accordance with the Statement for the lifetime of the development.



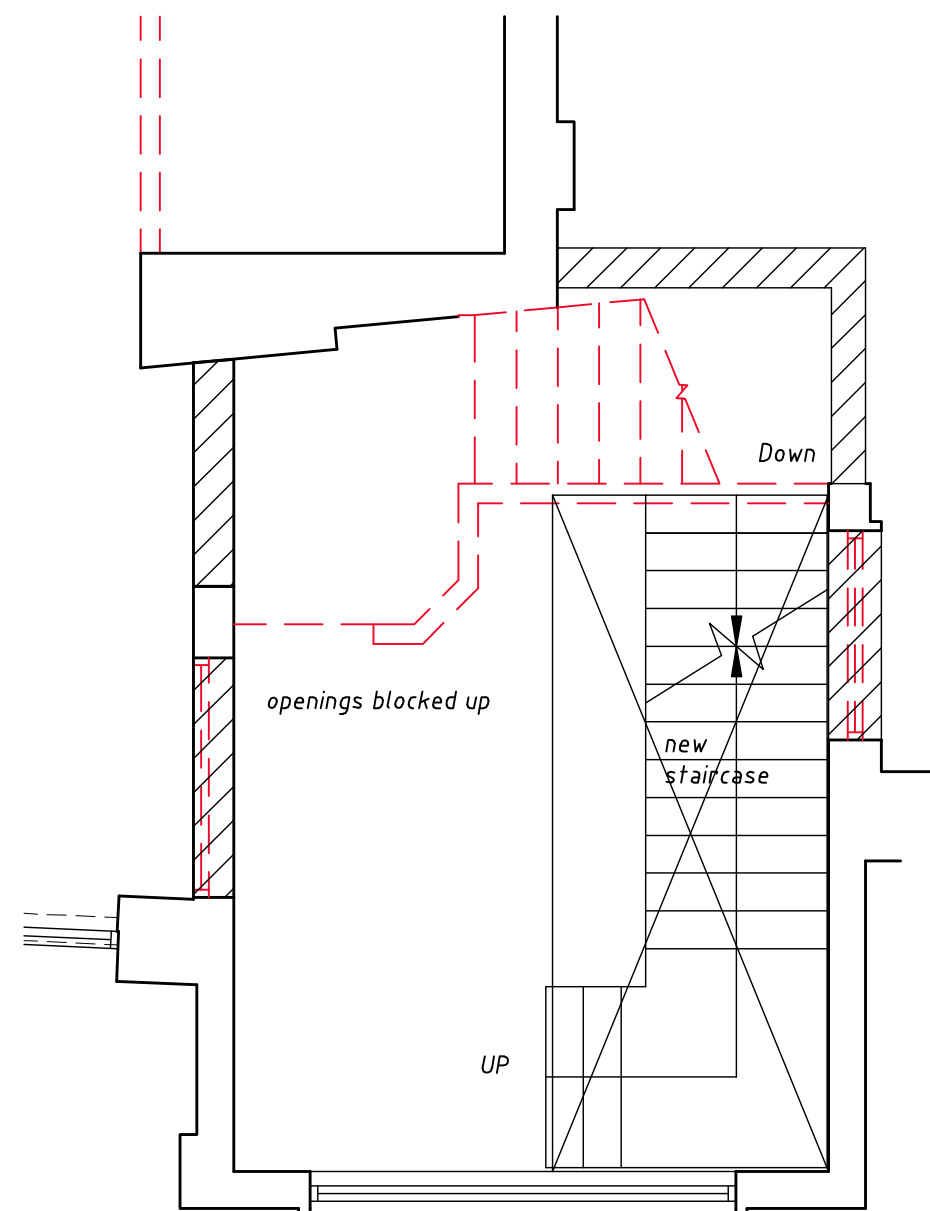
Mezzanine Floor



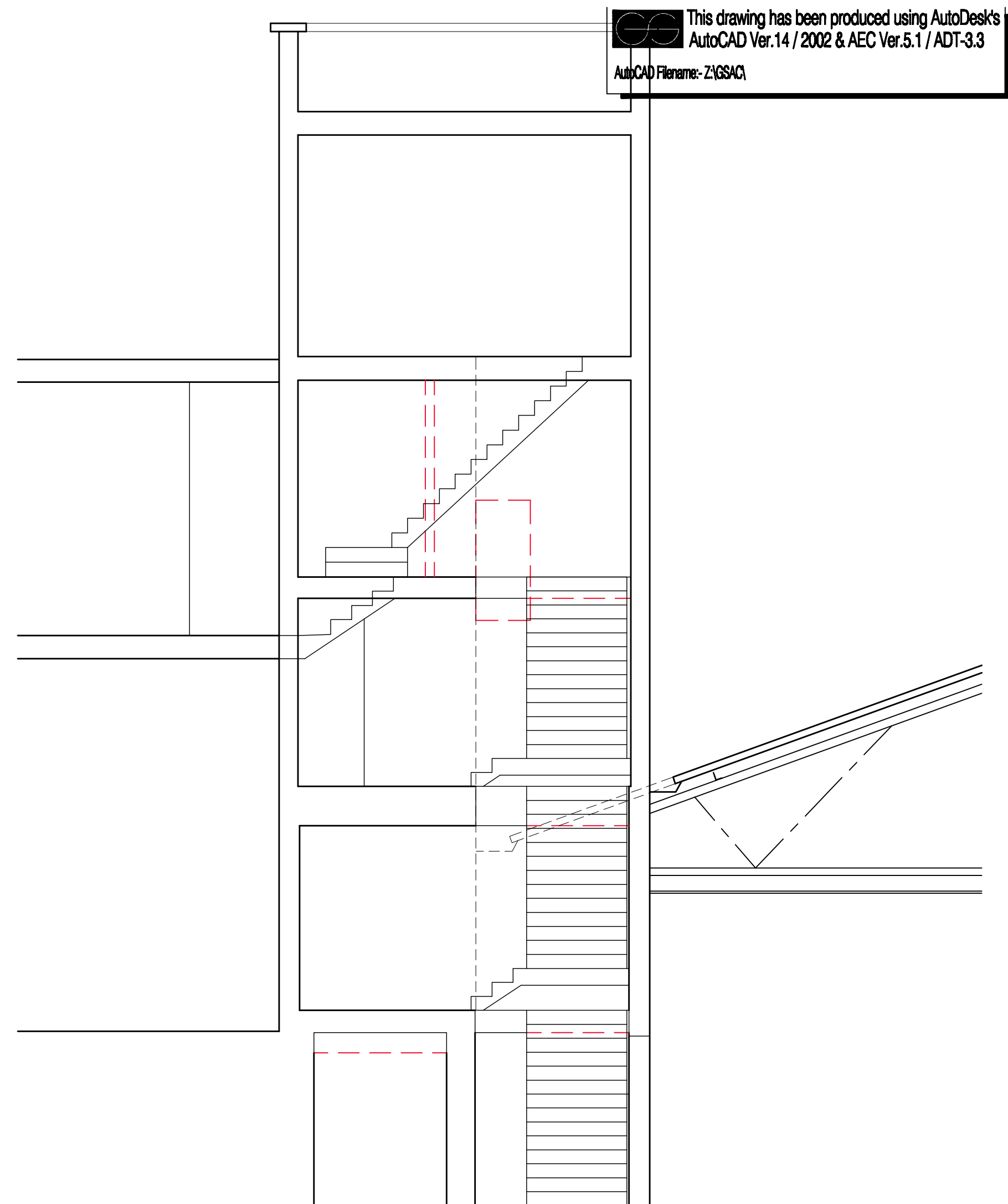
First Floor



Lower Ground Floor



Ground Floor



Cross Section

rev.	date	drawn	chk'd
1	13-1374/11	JE	GSA
2	June14		
3	1:50@A2		
4	13-1374/11		
5	June14		
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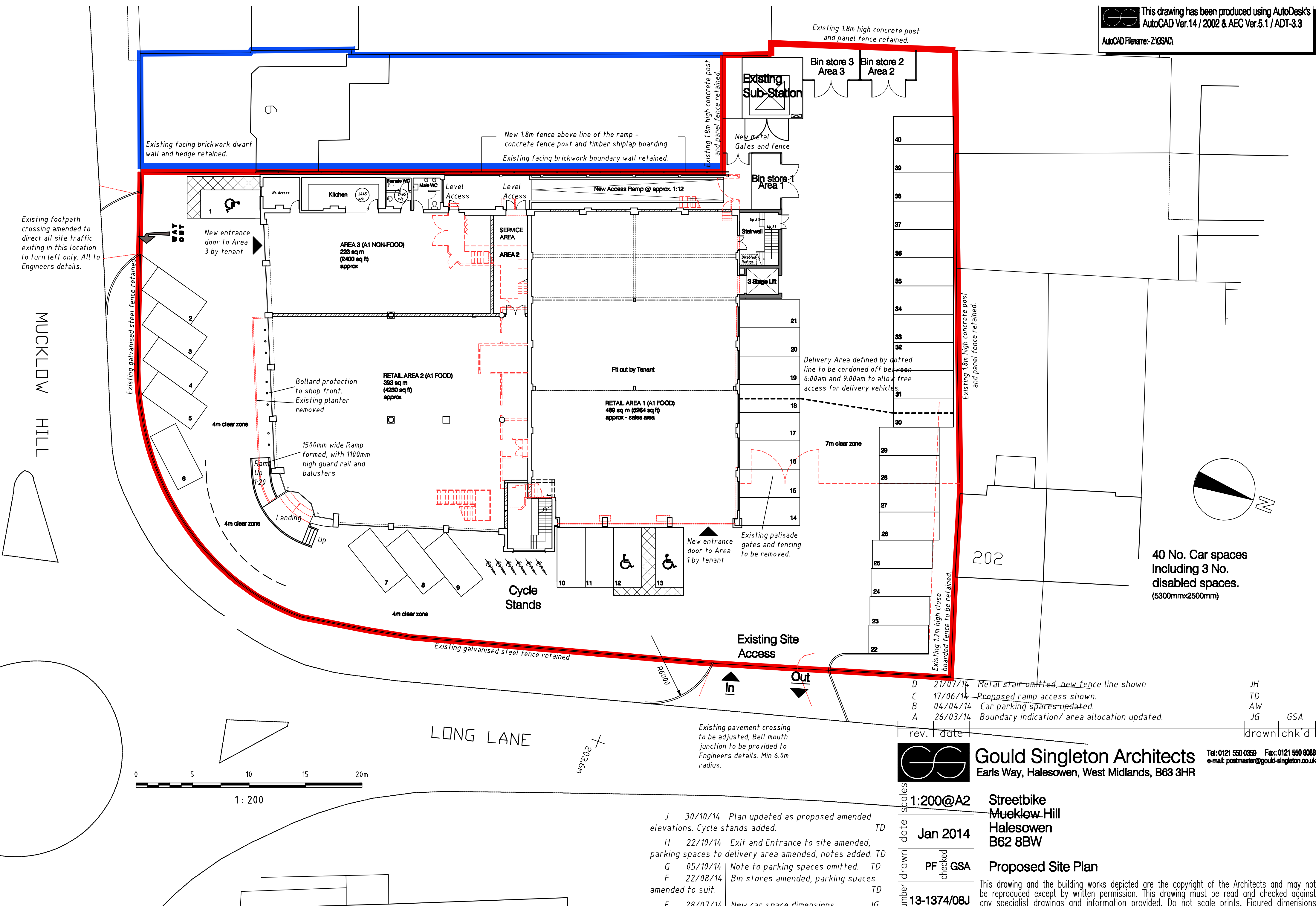
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Streetbike
Mucklow Hill
Halesowen
B62 8BW

Proposed Tower Stairs

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D	21/07/14	Metal stair omitted, new fence line shown	JH
C	17/06/14	Proposed ramp access shown.	TD
B	04/04/14	Car parking spaces updated.	AW
A	26/03/14	Boundary indication/ area allocation updated.	JG
			GSA
	rev.	date	drawn/chk'd



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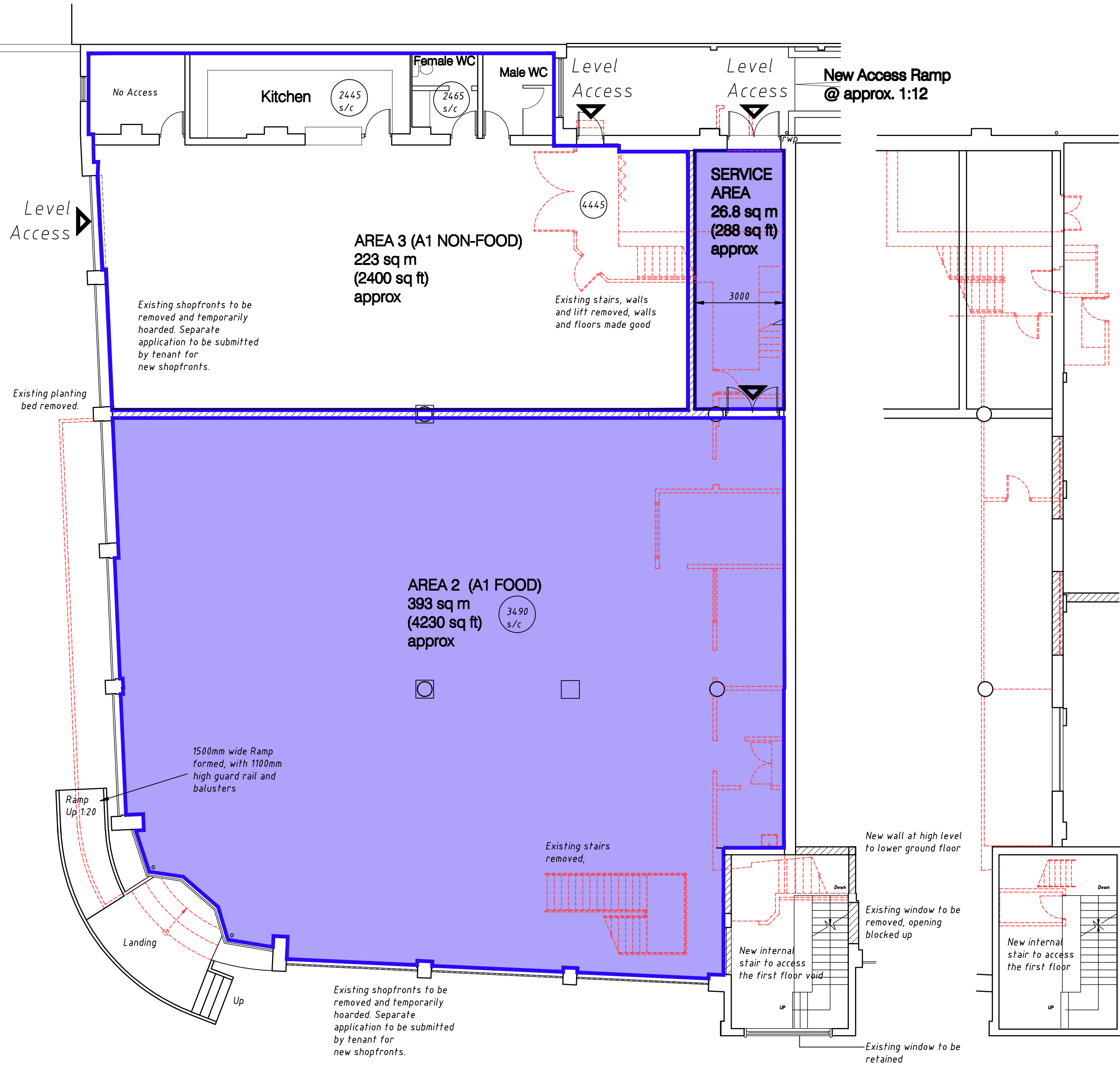
Streetbike
Mucklow Hill
Halesowen
B62 8BW

Proposed Site Plan

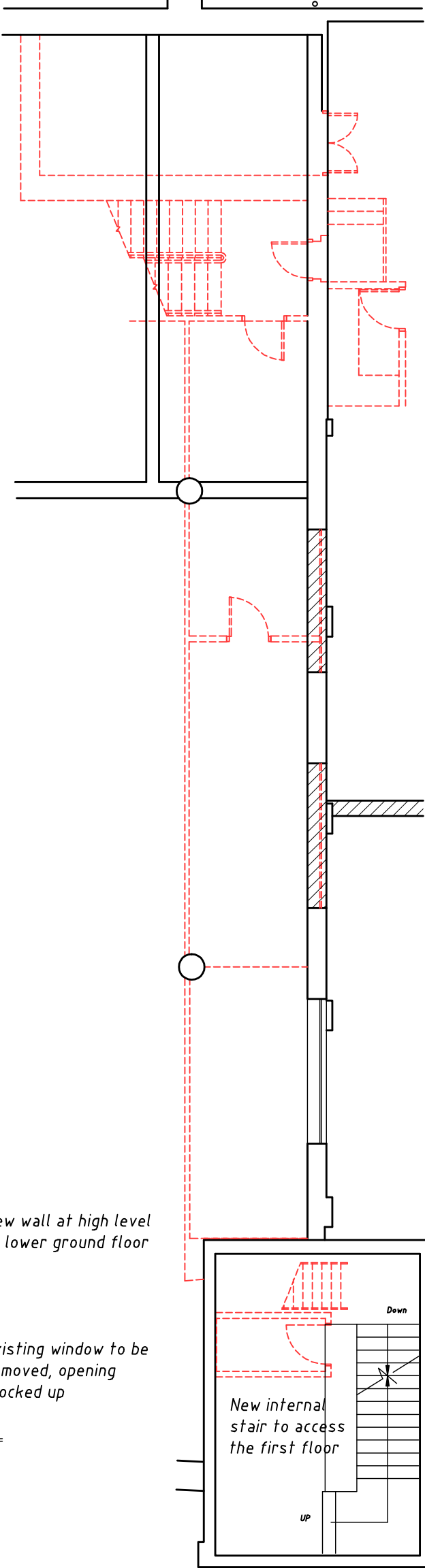
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J	30/10/14	Plan updated as proposed amended elevations. Cycle stands added.	TD
H	22/10/14	Exit and Entrance to site amended, parking spaces to delivery area amended, notes added.	TD
G	05/10/14	Note to parking spaces omitted.	TD
F	22/08/14	Bin stores amended, parking spaces amended to suit.	TD
F	28/07/14	New car space dimensions	JG

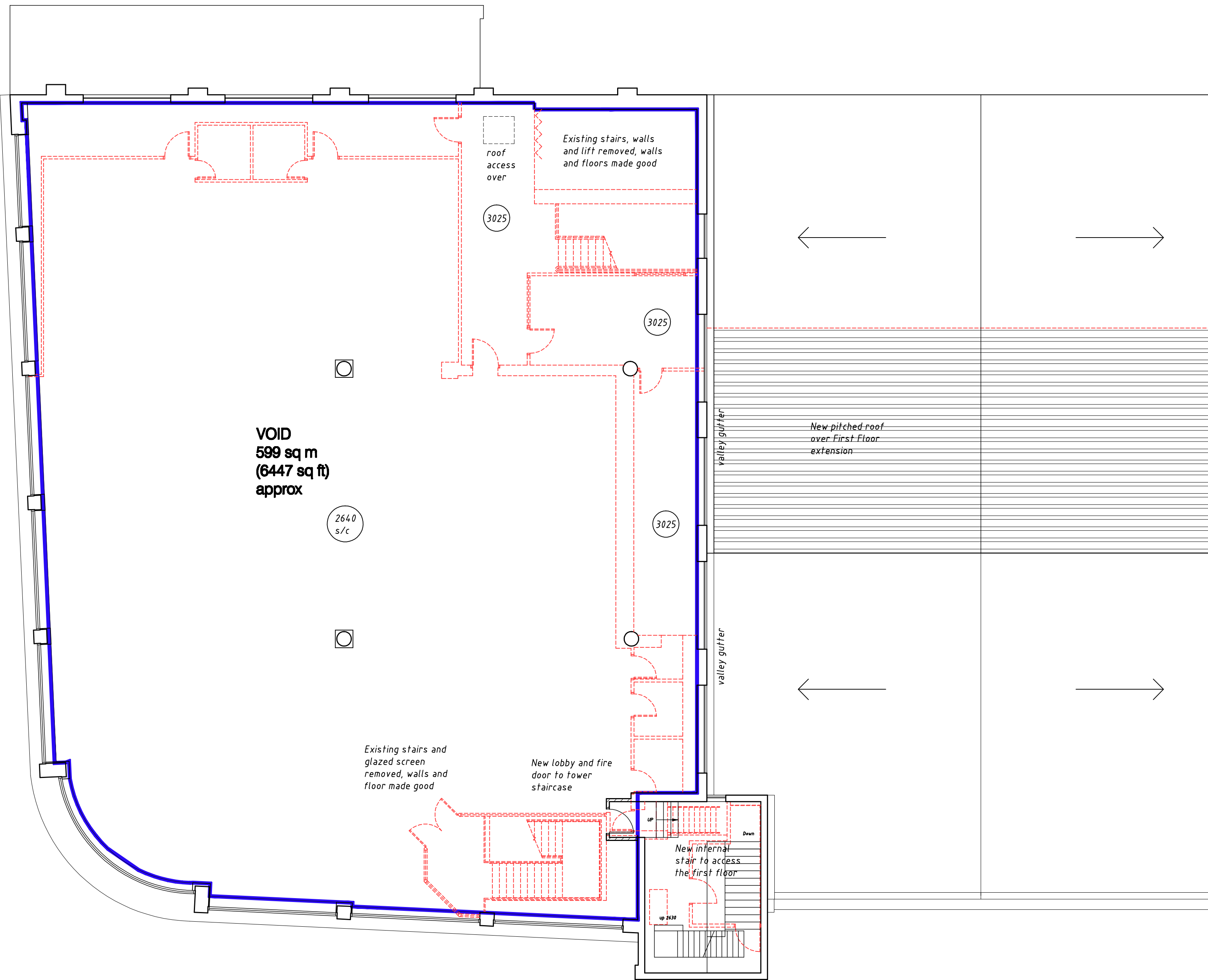
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Jan 2014
PF GSA
13-1374/08J



Ground Floor 1:100



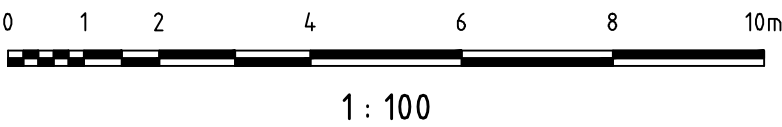
Mezzanine



First Floor

SCHEDULE OF AREAS

FIRST FLOOR VOID	599 sq m	(6447 sq ft)	
FIRST FLOOR ACCESS EXTENSION	23.3 sq m	(251 sq ft)	
FIRST FLOOR TOTAL	622.3 sq m	(6698 sq ft)	or thereabouts
GROUND FLOOR AREA 2	393 sq m	(4230 sq ft)	
GROUND FLOOR AREA 2 SERVICE	26.8 sq m	(288 sq ft)	
GROUND FLOOR AREA 3	223 sq m	(2400 sq ft)	
GROUND FLOOR ACCESS	29.9 sq m	(322 sq ft)	
MEZZANINE ACCESS	23.3 sq m	(251 sq ft)	
GROUND FLOOR TOTAL	696 sq m	(7491 sq ft)	or thereabouts
OVERALL TOTAL	1318.3 sq m	(14189 sq ft)	or thereabouts

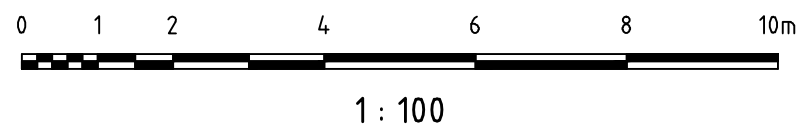
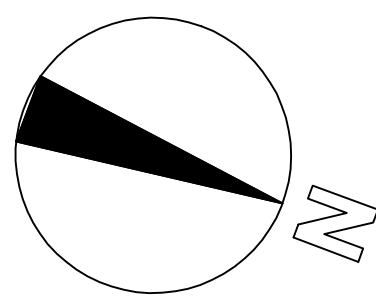
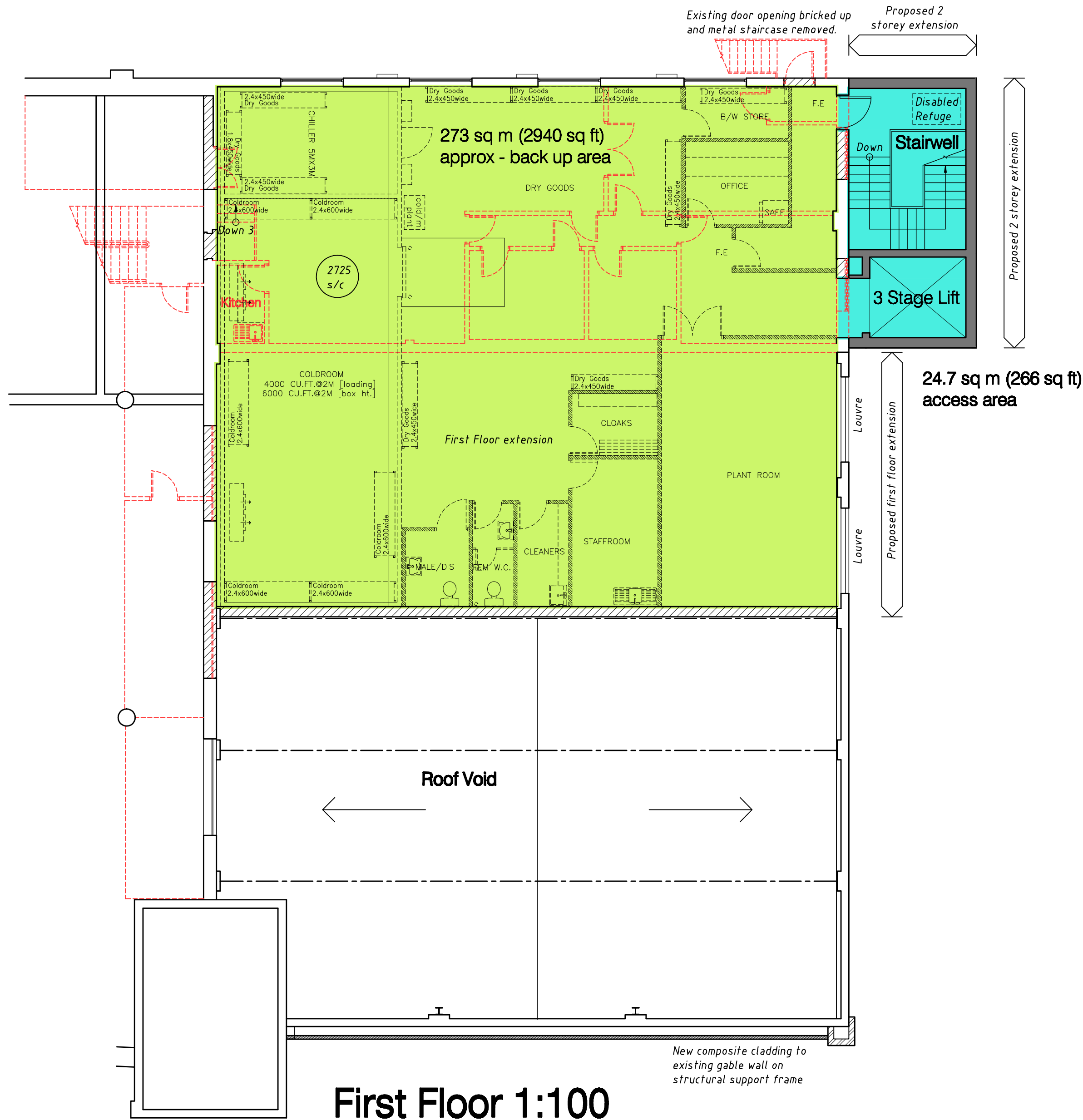
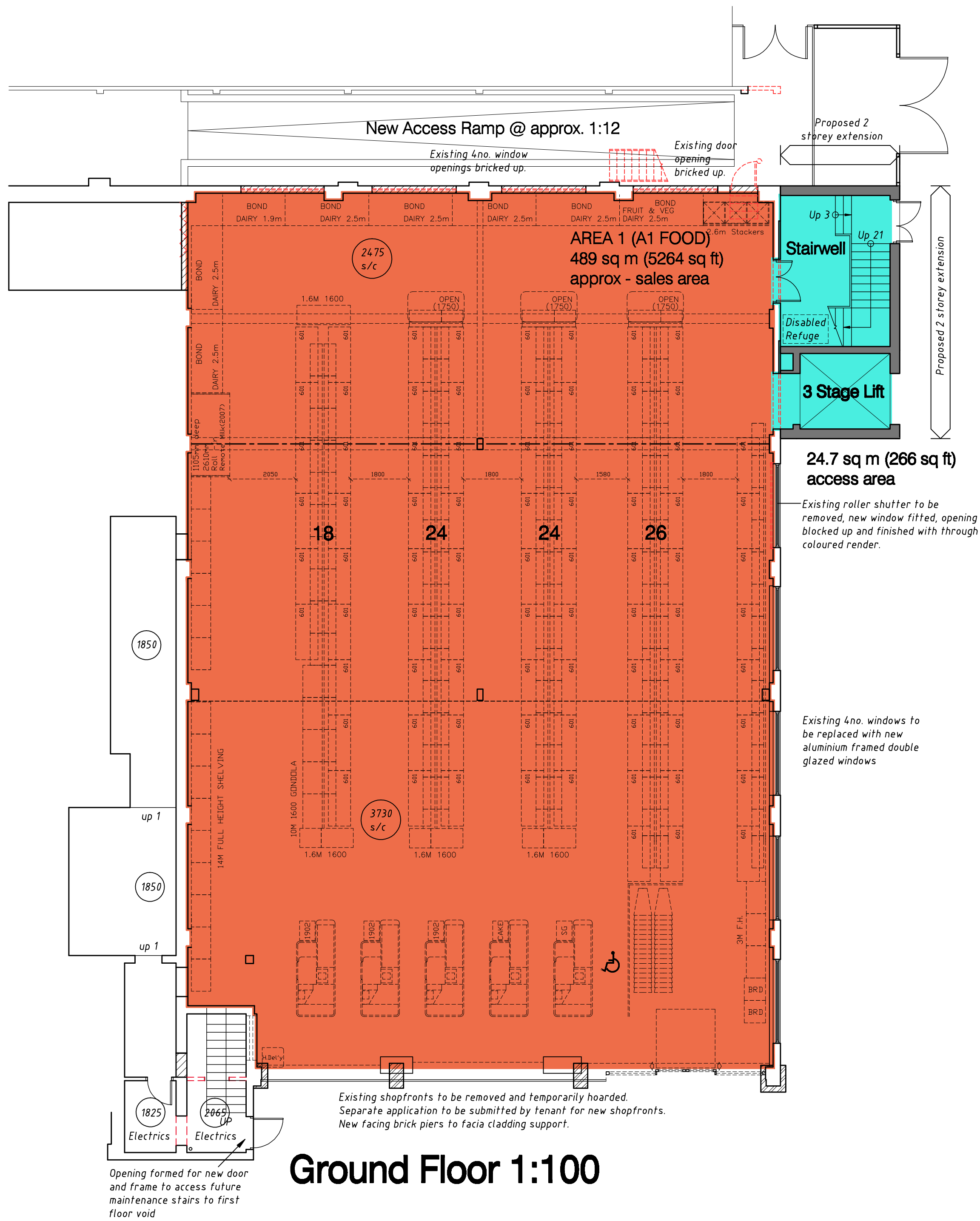


E	31.10.14	Tower stair amended	TD
D	26.03.14	Changes to area allocation.	JG
C	27.01.14	Revised for planning application.	PF
B	21.01.14	New fire escape omitted at rear of unit 3 and areas updated.	PF
A	14.01.14	Proposed rear access/service area shown.	TD

rev.	date	drawn	chk'd
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May 2013
TD/PF GSA
13-1374/07E
Streetbike
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Floor Plans - Areas
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F	30.10.14	Updated to Elevational amendments	TD
F	24.03.14	Updated to Iceland fit out.	JG
E	27.01.14	Revised for planning application.	PF
D	21.01.14	Proposed Lift and stair moved outside existing envelope.	PF
C	07.01.14	Notes to Area's amended	TD
B	09.12.13	Proposed Lift and Stairs shown	TD
A	27.11.13	First floor area adjusted to suit truss locations.	TD

rev.	date	drawn	chk'd
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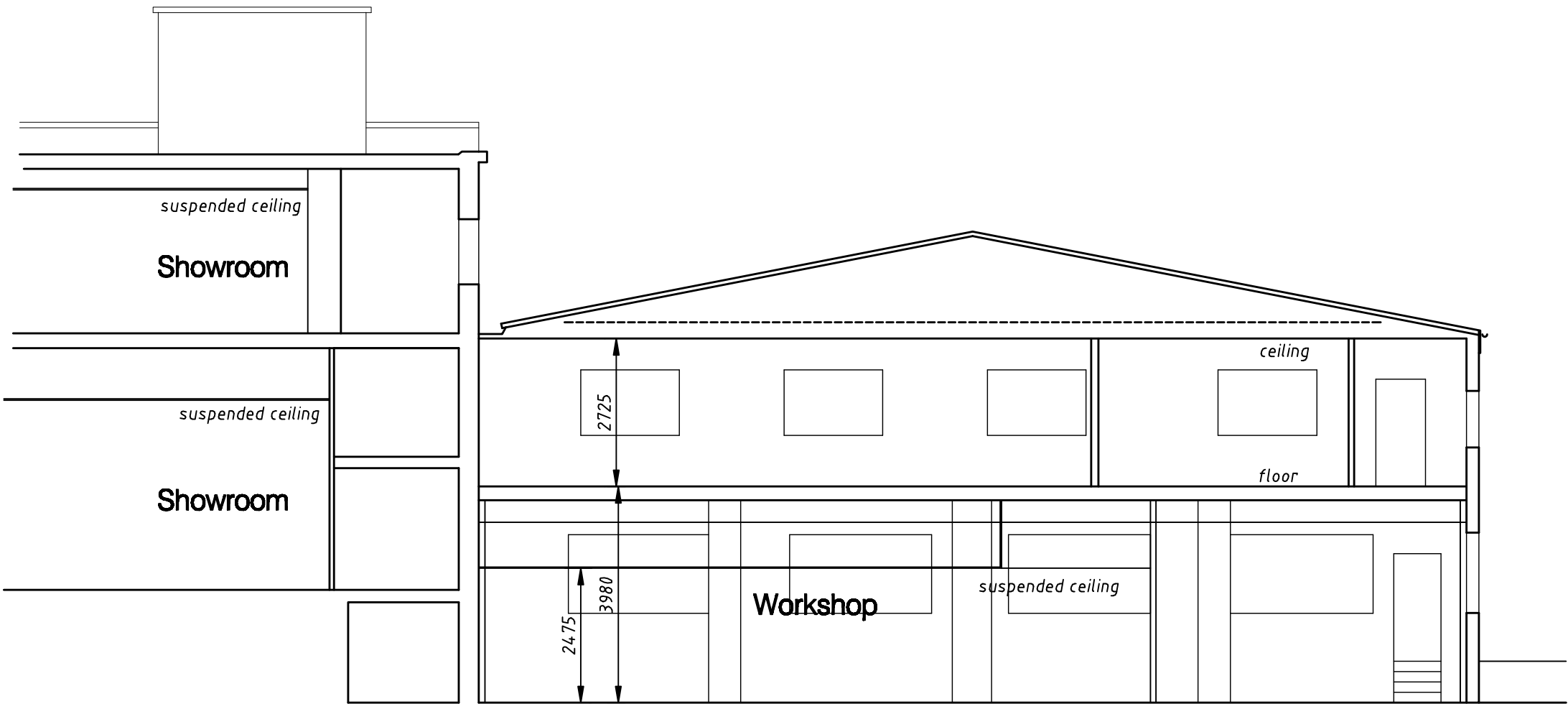
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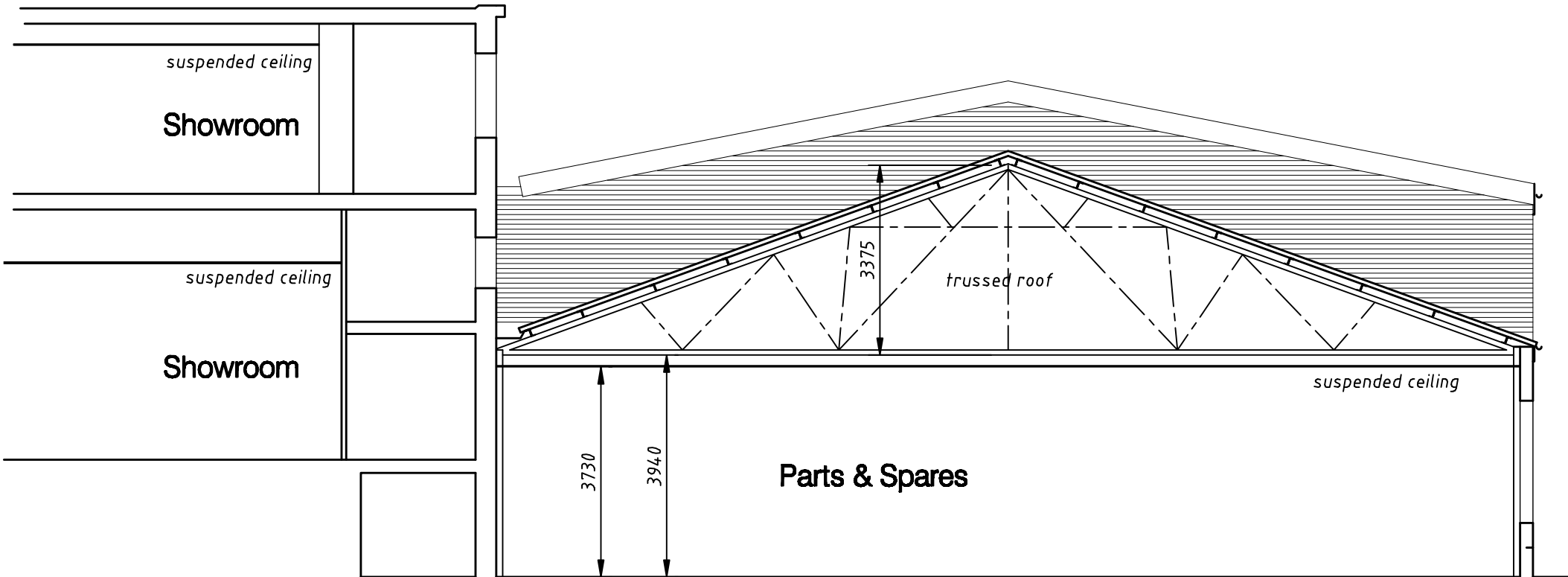
Floor Plans - Areas

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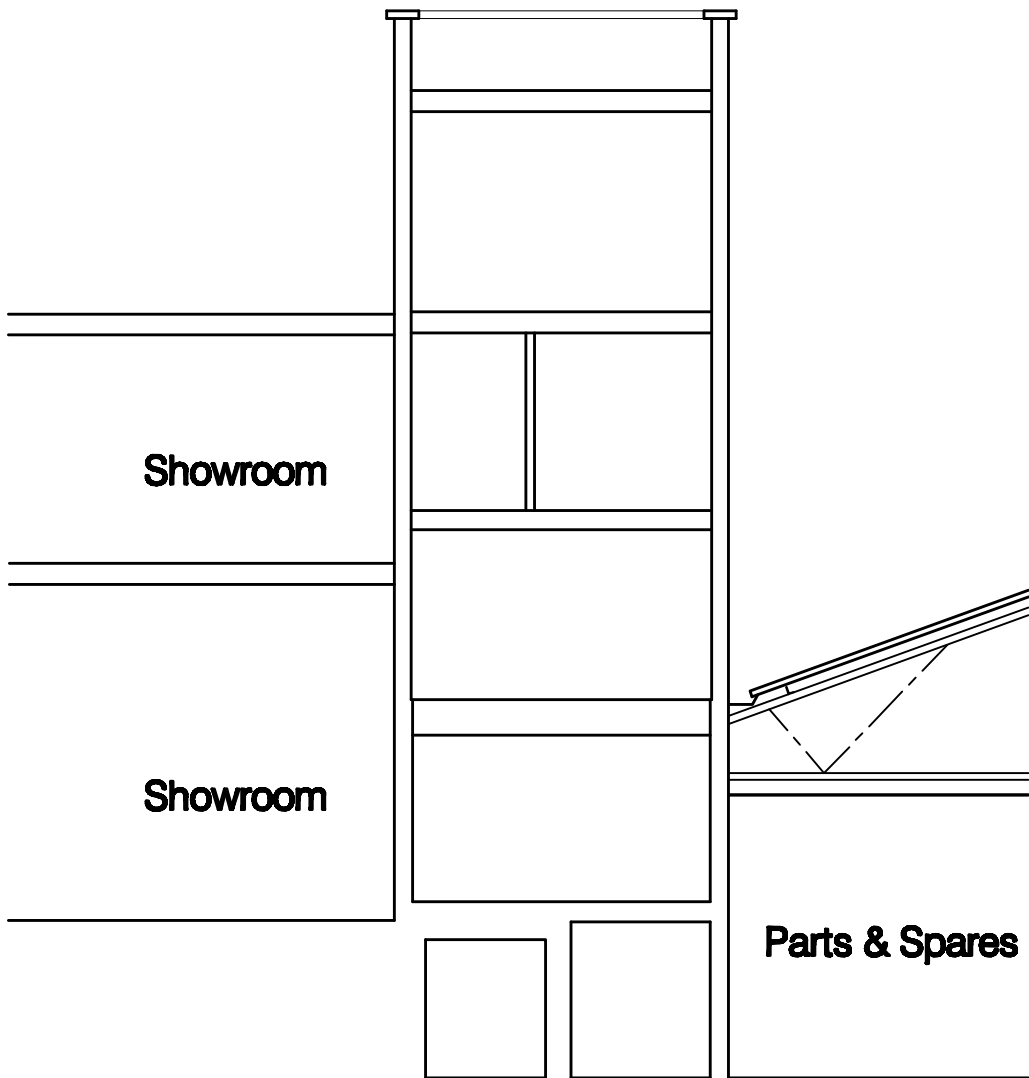
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28/10/2013
JG GSA
13-1374/06G



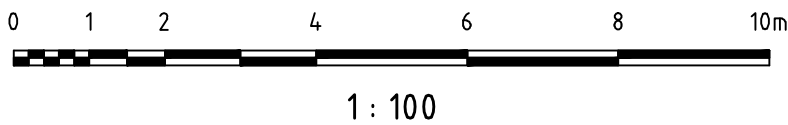
Cross Section through rear Two Storey



Cross Section through Parts and Spares



Cross Section through Tower



B	06.12.13	Section thro tower added, elevation omitted	TD
A	27.11.13	Additional information added.	TD
rev.	date		drawn chk'd

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1:100@A2

Oct 13

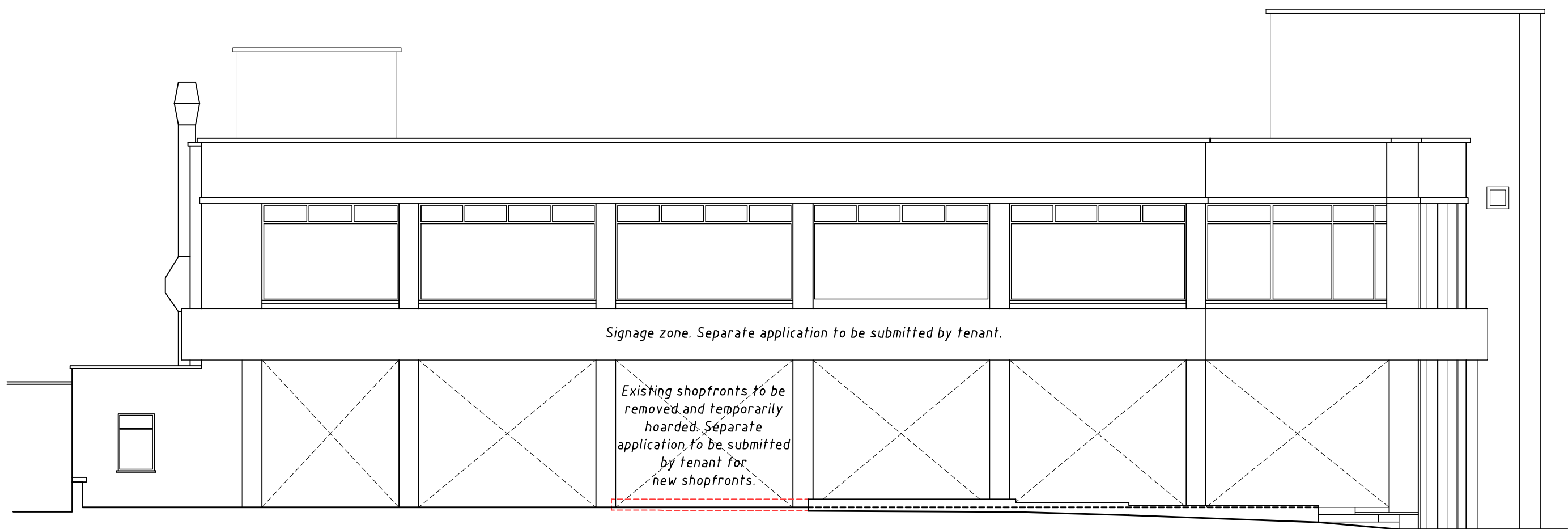
TD GSA

13-1374/05B

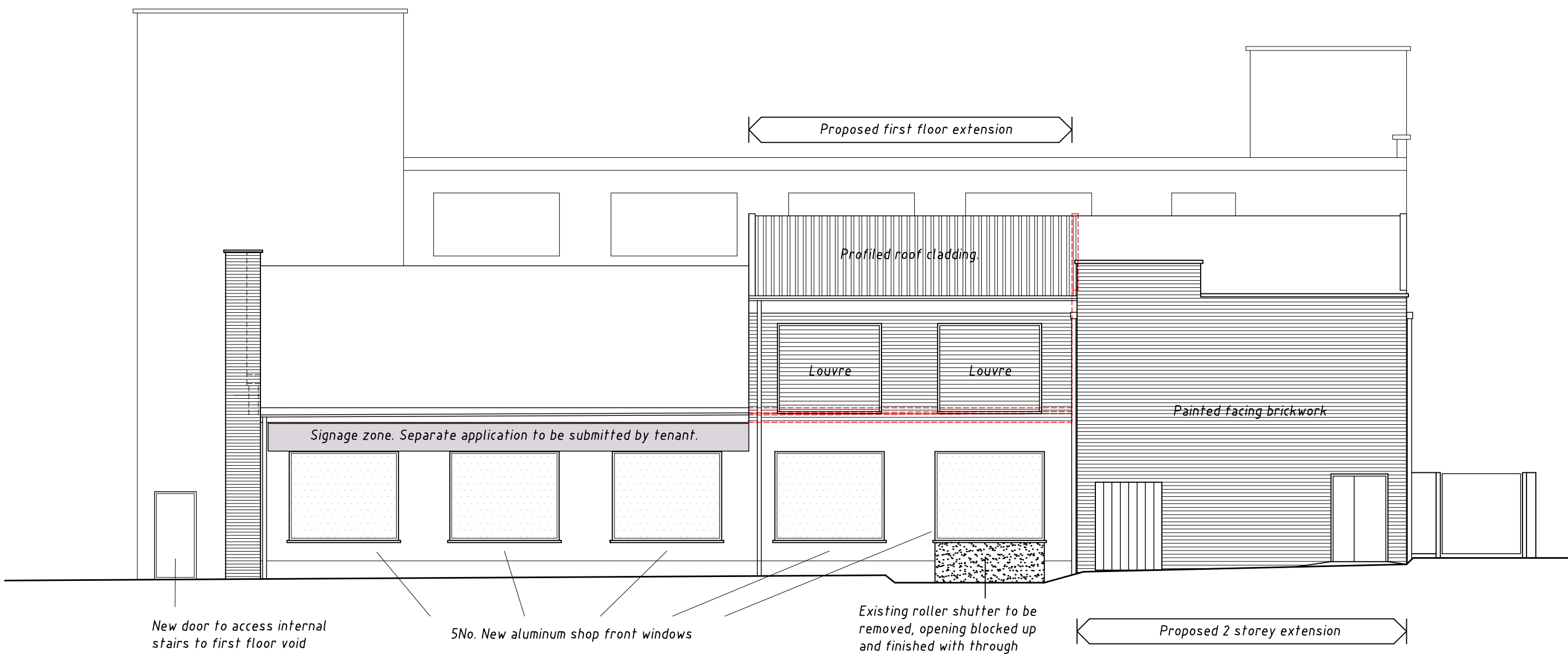
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Cross Sections

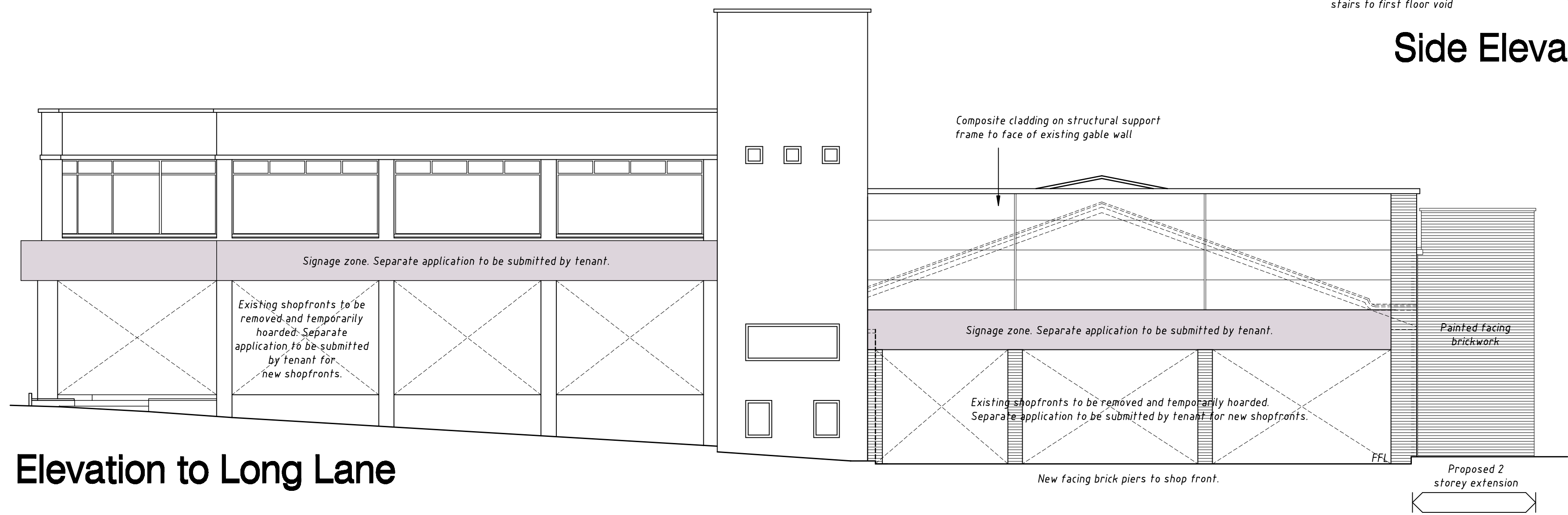
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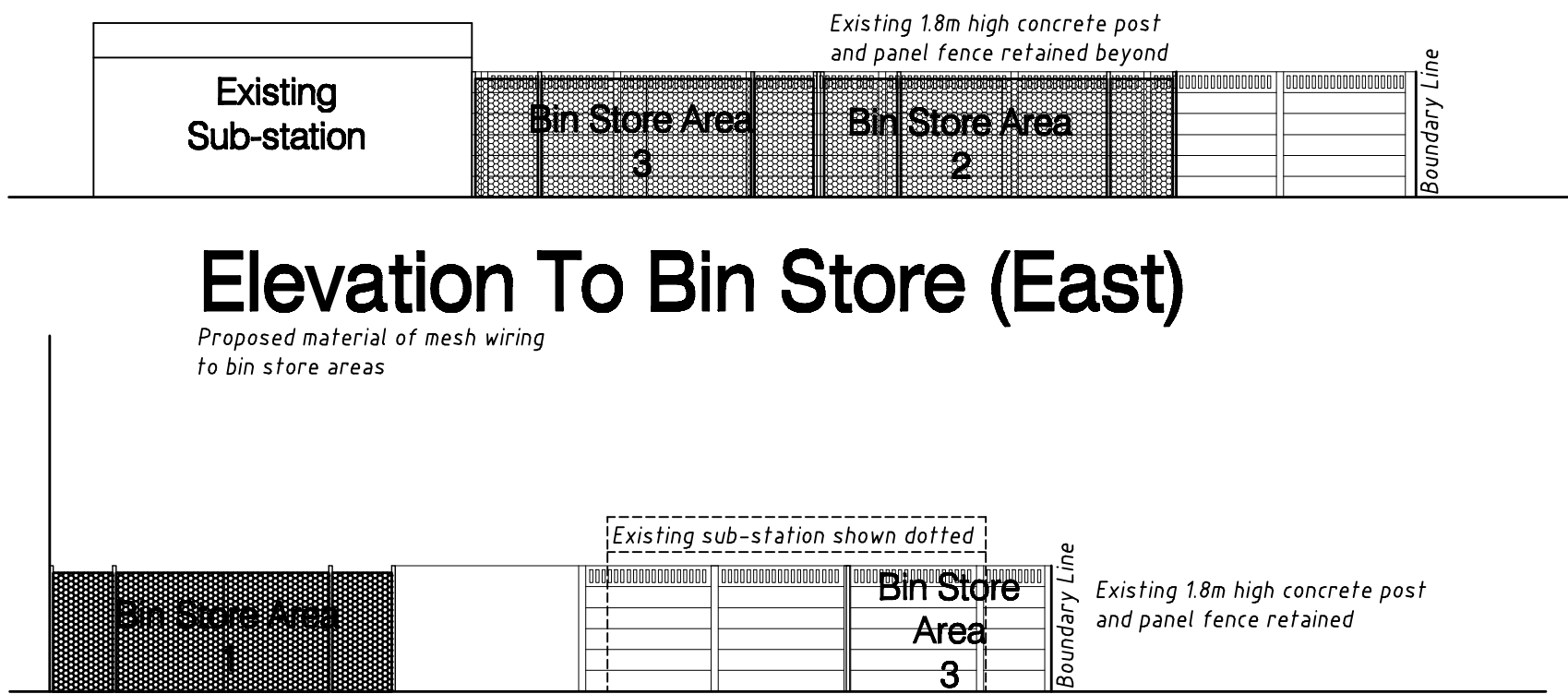
Elevation to Mucklow Hill



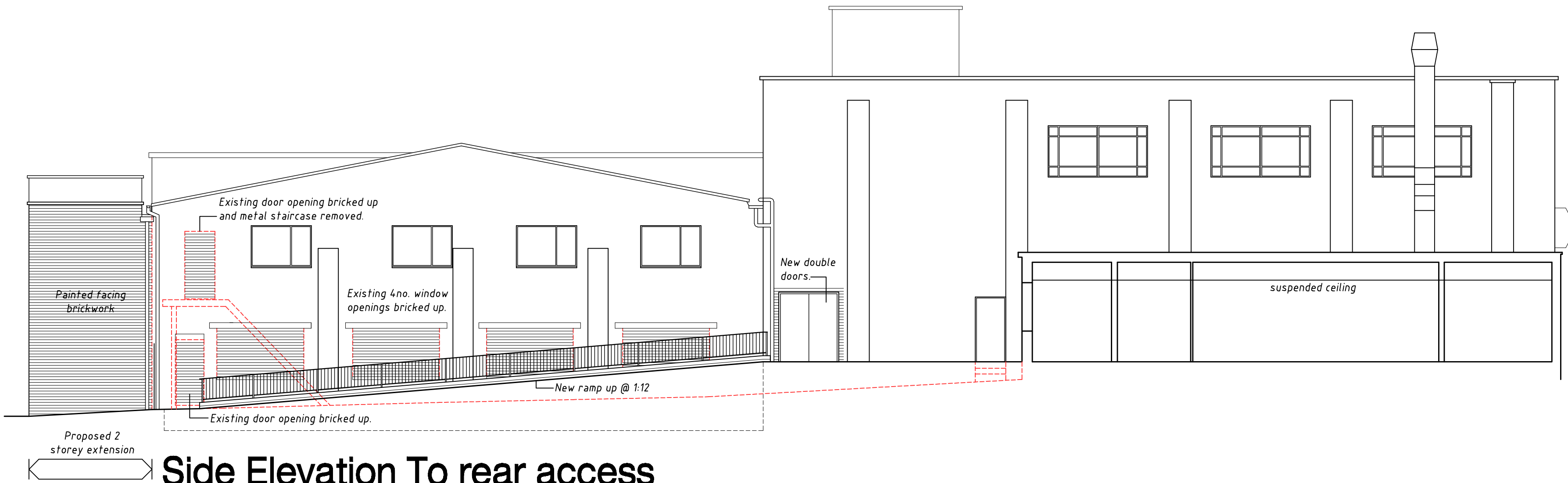
Side Elevation To Car Park



Elevation to Long Lane



Elevation To Bin Store (East)



Side Elevation To rear access

