

173-175 Field End Road
Pinner
Greater London

Transport Technical Note



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INSPIRE
TRANSPORT PLANNING

173-175 Field End Road
Pinner
Greater London

Transport Technical Note



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Figure 1 site location and local facilities

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1.0 INTRODUCTION

- 1.1 Inspire Transport Planning was commissioned to provide a Transport Technical Note (TN) to support a planning application for the creation of an additional apartment and subdivision and extension of an existing apartment to create 2 further apartments. The site is located at 173-175 Field End Road, Pinner.
- 1.2 The proposal was the subject of a pre-application response from Hillingdon Borough Council dated 21st October 2020, which is included within **Appendix A**. This TN addresses the highways and transportation related matters considered in the pre-app response including the following:
-) Access via sustainable modes of travel
 -) Car parking
 -) Cycle parking
 -) Refuse bin storage and access

2.0 EXISTING CONDITIONS

- 2.1 The site is located on Field End Road, Pinner approximately 150 metres north of the junction with North View. Adjacent to the site, Field End Road is an urban single carriageway, is lit and an urban 30 miles per hour (mph) speed limit applies. The site is located directly adjacent to a service road, accessed from Field End Road, to the front of the existing premises. A further access road runs directly to the rear of the premises, serving the Devon Parade and Devonshire Lodge public car park and rear curtilages of properties fronting Field End Road.
- 2.2 A site location plan is shown on **Figure 1**. The site is very well located in respect of access to sustainable transport facilities. The site lies directly adjacent to or in very close proximity (under 800 metres walking distance) to a range of employment, retail, community, healthcare, education and leisure facilities in Eastcote. Such facilities are accessible via wide footways and pedestrian crossings on Field End Road
- 2.3 The site lies approximately 850 metres west of Metropolitan Cycle Route which runs from Cannonbury Avenue to central Harrow. As such good nearby cycle infrastructure is available.

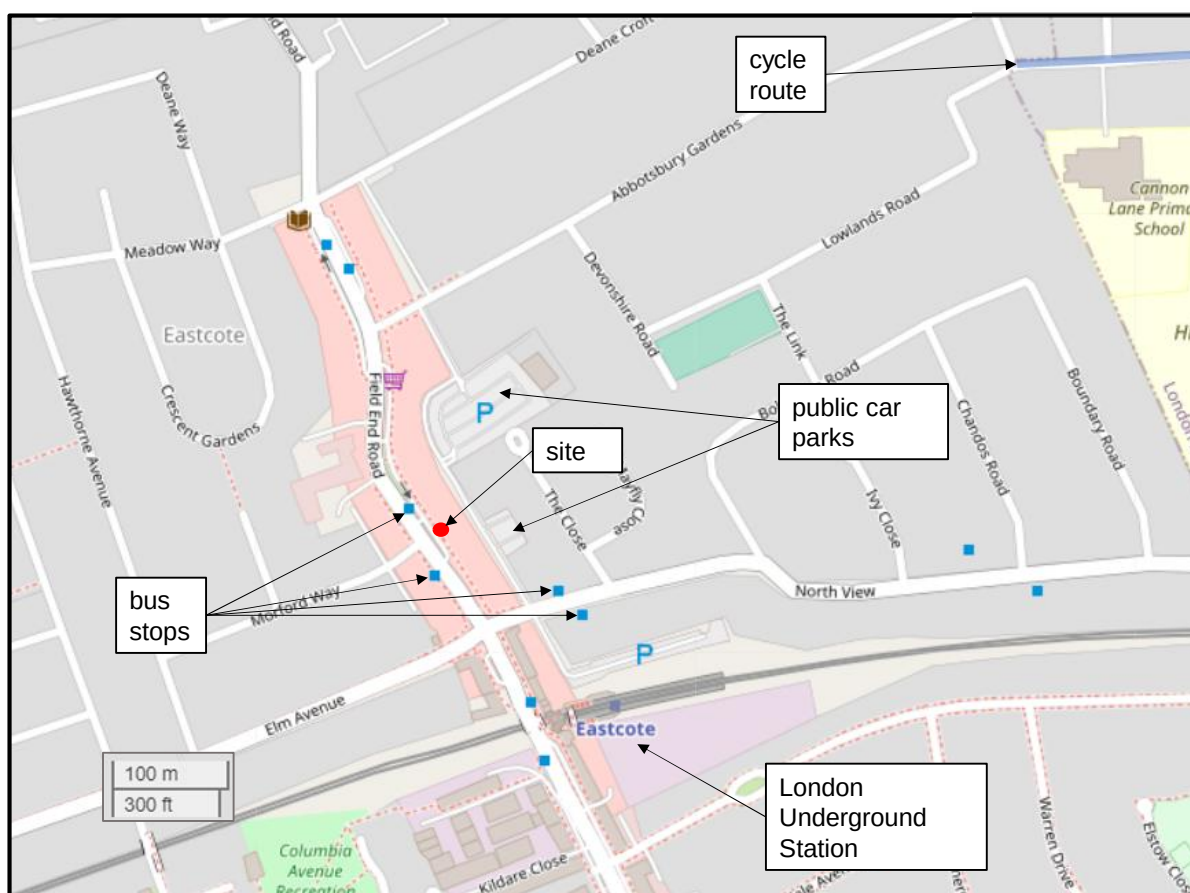


Figure 1 – site location and local facilities

2.4 The site has a Public Transport Accessibility Level (PTAL) ranking of 3 (5th highest of 8, see below), the PTAL assessment is provided within **Appendix B**. Good access to bus and London Underground services are available, as set out below.

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

2.5 The nearest bus stops are located Field End Road approximately 30 metres from the site. These bus stops provide access to service 282. This provides frequent connections between Northwood and Hanwell with frequencies of a maximum of approximately 12 minutes throughout the day and evening. Service 398 is available from Northview via bus stops located approximately 170 metres southeast of the site. Service 398 provides frequent connections between Northolt and Ruislip with

frequencies of a maximum of approximately 30 minutes throughout the day and evening. As such, excellent bus based public transport infrastructure is available close to the site.

2.6 Eastcote London Underground station lies approximately 200 metres walking distance south of the site and provides access to Metropolitan and Piccadilly Line services. Metropolitan Line connects between Uxbridge and Aldgate with frequencies at Eastcote Station of up to 12 services per hour. Piccadilly Line connects between Uxbridge and Cockfosters with frequencies at Eastcote Station of up to 8 services per hour.

2.7 As such, the site is well located in order to attract sustainable travel journeys, in accordance with the National Planning Policy Framework (NPPF), and potential residents would not be reliant on car travel.

3.0 PROPOSED DEVELOPMENT

3.1 The proposed development is identified on the drawings within **Appendix C**. The proposal would be to erect a rear first floor extension to create an additional apartment and convert the existing roof space to habitable use to enable the existing second floor unit to be subdivided into two. The result would be to increase the number of apartments from three to five. The ground floor of the building is in retail use and would remain so. The rear curtilage of the building is used in association with the existing ground floor uses.

Car Parking

3.2 Hillingdon Council refer to Local Plan: Part 2 Policy DMT6 regarding car parking. This provides a maximum guideline on car parking, as does The London Plan. The Hillingdon guideline states provision of 1 to 1.5 spaces per dwelling for one and 2 bedroomed apartments and 2 spaces per dwelling for 2 bedroomed apartments. The draft New London Plan recommends significantly lower maximum provision of 0.75 spaces per dwelling for outer London areas with PTAL ranking of 3, within Table 10.3, as set out below.

Table 10.3 - Maximum residential parking standards

Location	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free~
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0 – 1	Up to 1.5 spaces per dwelling ^

3.3 No car parking facilities currently exist and none are proposed. Hillingdon Council state that the proposals therefore have a deficit in car parking of 3 to 4 spaces, based on the Hillingdon guidelines. The draft London Plan would allow a maximum car parking provision of only 0.75 spaces per dwelling or a total maximum of 1 additional space. Furthermore, it should be noted that the development is centrally located with good access to public transport facilities as set out in Section 2.0 and that the guidelines provide a maximum figure. The site is demonstrated within Section 2.0 to be able to function perfectly adequately as a car free development.

3.4 Public car parks to the rear of the site operate 24 hours per day and offer season tickets at rates of £85.00 and £105 per quarter respectively for residents and non-residents. Therefore, even if future residents required a small amount of additional car

parking, public, off-street facilities are available in extremely close proximity to the site immediately to the rear.

- 3.5 The proposals would therefore not lead to a significant demand for additional on-street car parking within the residential car parking zone in the local area. The Council has stated that the undertaking of an on-street car parking survey will not be required at this time. However, the developer would be prepared to enter into an agreement such that future residents are not permitted to apply for residential on-street parking permits.

Cycle Parking

- 3.6 The Hillingdon Council comments regarding cycle parking have been considered. No cycle parking currently exists for the existing three apartments. The ground floor rear curtilage of the property is fully utilised by the existing ground floor retail units. Therefore, the nearest available location for secure, accessible cycle parking is the rear of the first floor apartments, accessed via a short staircase from the access road immediately to the rear of the premises. Seven, secure, covered cycle parking spaces would be provided in this location providing for both the existing and proposed apartments. Such provision would be an improvement on the existing arrangements where no facilities are available. Pedestrian access to the first floor concourse (and all apartments) would be available both to/from the front and rear of the premises, as such very good access to cycle parking and all apartments would be available.

Bin Storage

- 3.7 There are no current, reliable bin storage facilities for existing apartments. Hillingdon Council recommend access to a bin store to within 30 metres of each apartment and 10 metres from the public highway. As stated above, communal refuse arrangements within the ground floor curtilage of the retail premises are not available. Therefore, individual bin stores for each apartment are proposed at first floor level, within the concourse area. Which would comply with the above. Each bin store would have a separate normal refuse and recycling box which would be taken to the rear service road prior to each collection day.

4.0 TRAFFIC GENERATION

Traffic Generation

- 4.1 Based on typical TRICS trip rates for apartments, two additional dwellings in an urban London area could normally be expected to generate a maximum of approximately 2 two-way vehicular trips per day and on average no additional vehicular trips during peak periods. Such trip generation would have no significant additional highway impact.
- 4.2 Notwithstanding the above, since no car parking facilities are proposed and the site is well located for sustainable travel, the proposals would be likely to attract residents utilising more sustainable forms of transport in accordance with the NPPF.

5.0 CONCLUSIONS

- 5.1 Inspire Transport Planning was commissioned to provide a Transport Technical Note (TN) to support a planning application for the creation of an additional apartment and subdivision and extension of an existing apartment to create 2 further apartments. The site is located at 173-175 Field End Road, Pinner.
- 5.2 The site is well located in order to attract sustainable travel journeys, in accordance with the National Planning Policy Framework (NPPF), and potential residents would not be reliant on car travel.
- 5.3 The development would generate a maximum of approximately 2 two-way vehicular trips per day and on average no additional vehicular trips during peak periods. Such trip generation would have no significant additional highway impact. The site is well located for sustainable travel, the proposals would be likely to attract residents utilising more sustainable forms of transport in accordance with the NPPF.
- 5.4 The proposals would therefore not lead to a significant demand for additional on-street car parking within the residential car parking zone in the local area. Notwithstanding the above, public car parking facilities are available in very close proximity of the site which operate 24 hours per day. The developer would be prepared to enter into an agreement such that future residents are not permitted to apply for residential on-street parking permits.

- 5.5 Cycle parking facilities and bin storage facilities in accordance with Council recommendations would be provided in as convenient a location as possible and would improve considerably on existing facilities.
- 5.6 The NPPF states that “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”. In this case, the proposals would have no significant adverse impact on highway safety or any adverse impact on vehicular traffic on the surrounding highway network.

Appendix A

Tom Rogers (Block 3 Architects)
Holly Cottage
Baveney Wood
Cleobury Mortimer
Kidderminster DY14 8JB

Planning Applications Team
London Borough of Hillingdon
Civic Centre, High Street
Uxbridge UB8 1UW

Tel: 01895 250230
Case Officer: Liz Arnold
Email: larnold@hillington.gov.uk
Date: 21st October 2020
Our Ref: 1919/PRC/2020/136

Dear Tom Rogers (Block 3 Architects)

RE: First floor rear extension with roof terraces and refurbishment of existing building containing 3 apartments to create two additional residential units (5 in total).

SITE: 173-175 Field End Road Eastcote Pinner

I refer to your request for pre-application planning advice dated 21 July 2020 relating to the above development. The advice provided is based on the observations at the site visit and the drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers: L(90)000 - received 02 Jul 2020
L(10)001 - received 02 Jul 2020
L(10)002 - received 02 Jul 2020
L(10)003 - received 02 Jul 2020
L(SK)001 - received 02 Jul 2020
L(SK)002 - received 02 Jul 2020
L(SK)003 - received 02 Jul 2020

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

Nos. 173-175 is a three storey mid terraced building situated on the north eastern side of Field End Road and is occupied by commercial premises at ground floor level with residential above. The building is taller than the adjacent terraced properties to either side and is characterised by a central front gable feature. To the rear is a stepped single storey extension, which abuts an access road, with Devon Parade car park and the rear gardens of 13 and 15 The Close opposite. The attached terrace to the south nos. 177-195 Field End Road is locally listed.

The street scene along Field End Road is characterised predominantly by a mix of two and three storey terraced properties (ground floor retail with residential flats above). To the rear, these

premises have been extended in a number of ways with one and two storey additions. The access road runs along the rear of the properties from North View to Abbotsbury Gardens.

The site is situated within the Eastcote Town Centre and the primary shopping area and has a PTAL score of 3.

The Proposal

The proposal is to erect a first floor rear extension above part of the existing rear extension to create an additional flat and the conversion of roofspace to habitable use to enable the existing second floor unit to be subdivided into 2.

Planning Policy

The proposed development would be assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance:

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Other Policies:

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.8	(2016) Heritage assets and archaeology

Main Planning Issues

1. Principle of development

Paragraph 118 of the National Planning Policy Framework (NPPF, 2019) expects planning decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. It promotes and supports the development of underutilised land and buildings, especially if this would help to meet identified need.

Policy DMH 1 of the Local Plan: Part Two - Development Management Policies (2020) advises that the net loss of existing self contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace. The Council will grant planning

permission for the subdivision of dwellings only if car parking standards are met; all units are self contained and adequate living space and amenity space is provided.

Policy DMH 2 advises the Council will require the provision of a mix of housing units of different sizes to reflect the latest information on housing need.

The application site lies within the existing developed area where there is no objection in principle to the intensification of use of the site subject to compliance with the relevant policies set out in the Hillingdon Local Plan: Part Two - Development Management Policies (2020), the London Plan 2016 and the NPPF.

2. Design

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

DMHB12 advises that development should be well integrated with the surrounding area and it should ensure public realm design takes account of the established townscape character and quality of the surrounding area.

DMHB 3 advises that there is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal in the building's significance and the scale of the harm, including those for extensions. Proposals will be permitted where they retain the character or setting of a Locally Listed Building.

The proposal includes the erection of a first floor rear extension above the existing single storey. This measures approximately 10m in width, 7.1m in depth with a flat roof of a combined height of 7.5m. Unfortunately no elevations have been provided to show the proposal in context. It is acknowledged that there are a variety of extensions of one and two storey to the rear of the main parade and the proposal would sit adjacent to the existing two storey extension to the rear of no. 177. Therefore subject to a suitable design there would be no objection in principle to the addition.

3. Amenity

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) also advises that all development should not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHD 1 requires that alterations and extensions would not result in an unacceptable loss of outlook to neighbouring occupiers.

The proposed extension would sit above the existing rear extension, set back just 4.25m from the windows of units 1 and 2. The proposed extension would also create a walkway above these windows, significantly reducing the natural light to the rooms they serve. Although the submitted floor plans are incomplete, the details for apartment 1 appear to show these rooms as a kitchen and a bathroom and as non habitable rooms this may be acceptable.

Internal Floorspace

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015.

Policy DMHB 16 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The standards require a two person 1 bed dwelling on 1 storey should have a minimum internal floor area of 50sqm; a three person 2 bed dwelling on 1 storey should have a minimum of 61sqm and four person 3 bed dwelling over 2 floors should have a minimum floor area of 84sqm. Again the incomplete floor plans do not show internal layouts, however the informative on the plans suggest this could be achieved.

In consideration of the proposed development, all habitable rooms and those altered by the proposals should maintain an adequate outlook and source of natural light, in compliance with Policy 3.5 of the London Plan and Local Plan: Part 2 - Policy DMHB 11. No details have been provided to demonstrate this and careful consideration should be given to this in any formal submission.

External Amenity Space

Policy DMHB 18 requires all new residential development to provide good quality and useable private outdoor amenity space. For a 1 bed property a minimum of 20sqm should be provided, a 2 bed property would require 25sqm and a 3 bed property 30sqm. The proposal appears to indicate that the 2 and 3 bed units would have adequate amenity space, whilst the 2 one bed units would only have access to the shared entrance terrace. However, it is noted that the existing units do not currently have any amenity space and it may be unreasonable to object purely on this basis.

4. Highways

Parking Provision

Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The Council's maximum standard requires between 1-1.5 spaces to be provided on-site for each of the 1 & 2 bed units flatted units with 2 spaces for each of the 3 bedroom provisions. This would total up to 7-9 spaces. As highlighted earlier the site is 'car-free' at present which will not alter as a result of the proposal. However it is accepted that the ground floor commercial premises and existing 3 flats (2x1 & 1x3/4 bedrooms) do not have on-plot parking provisions but under the current standard would require 4-5 spaces. Hence when the existing & proposed residential provisions are compared under the standard, there would appear to be a net parking deficit of up to 3-4 spaces.

It is acknowledged that the extensive daytime parking controls in the vicinity of the address and proximity of healthy town centre transport links may arguably support a lower or 'car-free' quantum of on-plot parking provision by deterring car ownership/use related to the proposal.

Notwithstanding this point, it would normally be recommended that the prospective applicant undertake on-street parking stress surveys (utilising the recognised 'Lambeth' Surveying methodology) within the locality in order to catalogue the levels of parking demand and availability in all roads within a 200m walking distance of the site which may or may not support a lower/car-free on-plot parking quantum. However in fairness to the future applicant, this exercise would not produce true or representative data due to the current pandemic and hence is no longer a requirement at this time. In lieu of this, it is likely that a 'resident permit restriction' would be applied to the address at a future planning application stage (if permission is granted) in order to prevent future occupiers from obtaining parking permits for

the local CPZ which encompasses the site. This would be secured under a legal agreement.

Cycling Parking Provision

There should be a provision of at least 1 secure and accessible space for each of the 1 to 2 bedroom flats with 2 spaces for each of the 3 bedroom units (totalling 7 spaces) in order to conform to the adopted minimum borough cycle parking standard.

Refuse Bin Store Provision

A bin storage area should be located within the region of the Council's maximum 'waste collection' distance of 10m from bin store to the waste collection point (i.e. refuse vehicle) on the public highway. There is also a requirement for waste carrying distances to the bin store from each residential unit to not exceed a distance of 25-30m which appears achievable. It is acknowledged that the existing 3 flats are currently adequately serviced hence there is a management regime and bin storage facility already in place which will need to be revised/extended to cater for the additional flats. There are no further observations at this stage.

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal.

5. Other

None.

6. Planning Obligation and CIL (Mayor and LBH)

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

7. Application Submission

The Council has published a Local Planning Validation Checklist (June 2020) of submission requirements which will be used to decide whether an application is valid. See - <https://archive.hillingdon.gov.uk/article/12690/Existing-validation-checklists-and-definitions>.

The documents required to support a future planning application are likely to include:

Application Form
CIL Form
Location Plan
Block Plan
Existing and proposed floor plans and elevations
Proposed Roof Plan
Planning Statement,
Design & Access Statement
Daylight/sunlight assessment

8. Conclusion

There is no objection in principle to the erection of a first floor extension or the alterations to create 2 additional residential units. However given the lack of detail provided, any submission would need to ensure compliance with adopted policy in regard to internal floorspace standards, outlook and natural light, amenity space provision and the provision of parking spaces and cycle storage facilities.

Any revisions would need to ensure they are correct and follow the guidelines within the

latest Government guidance as well as the relevant policies and guidance contained within the Local Plan and the London Plan (2016).

A formal application would be subject to public consultation which may raise other issues.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

**Liz Arnold
Planning Consultant
Major Applications Team
London Borough of Hillingdon**

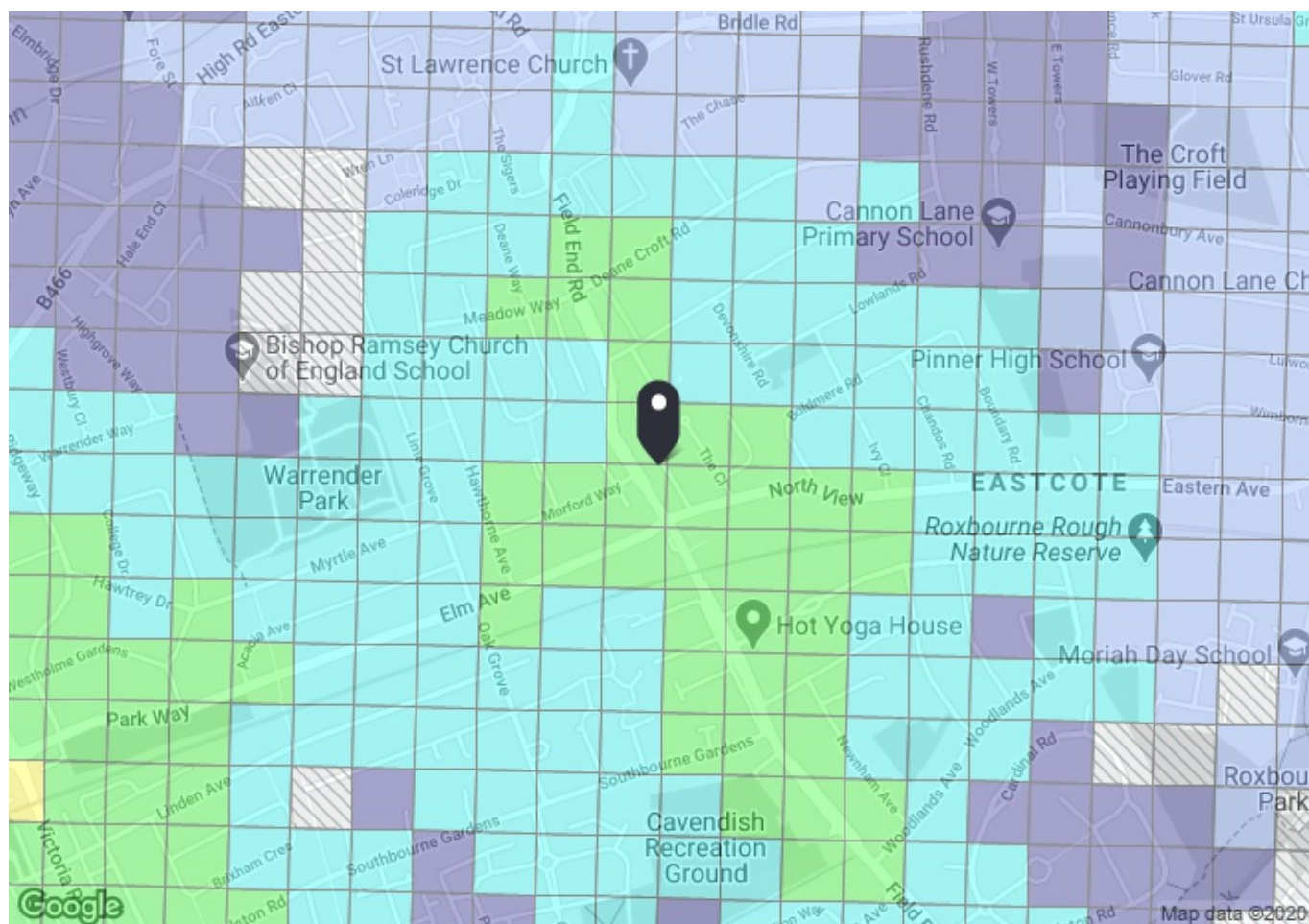
Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

Appendix B



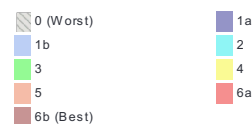
PTAL output for Base Year 3

HA5 1QR
Field End Rd, Pinner HA5 1QR, UK
Easting: 511084, Northing: 187787

Grid Cell: 119102

Report generated: 14/12/2020

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

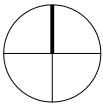
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Bus	FIELD END RD NORTH VIEW	282	28.41	5	0.36	8	8.36	3.59	1	3.59
Bus	NORTH VIEW/THE CLOSE	398	173.31	2	2.17	17	19.17	1.57	0.5	0.78
LUL	Eastcote	'Uxbridge-AldSlow'	184.16	5.33	2.3	6.38	8.68	3.46	1	3.46
LUL	Eastcote	'BkStr-UxbridgeSFast'	184.16	2.33	2.3	13.63	15.93	1.88	0.5	0.94
LUL	Eastcote	'Uxbridge-BStreetSl'	184.16	3.67	2.3	8.92	11.23	2.67	0.5	1.34
LUL	Eastcote	'HarrowHill-Uxbridge'	184.16	0.67	2.3	45.53	47.83	0.63	0.5	0.31
LUL	Eastcote	'Uxbridge-Cockfosters'	184.16	3.67	2.3	8.92	11.23	2.67	0.5	1.34
LUL	Eastcote	'Ruislip-Cockfosters'	184.16	2.33	2.3	13.63	15.93	1.88	0.5	0.94
LUL	Eastcote	'ArnosGrove-Uxbridge'	184.16	1	2.3	30.75	33.05	0.91	0.5	0.45
LUL	Eastcote	'Oakwood-Uxbridge'	184.16	0.33	2.3	91.66	93.96	0.32	0.5	0.16
LUL	Eastcote	'Oakwood-Ruislip'	184.16	0.33	2.3	91.66	93.96	0.32	0.5	0.16
Total Grid Cell AI:										13.47

Appendix C



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Site Location Plan 1:1250@A3



Site Boundary



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

Block Plan 1:500@A3

REV A - Planning Application Submission - December 2020

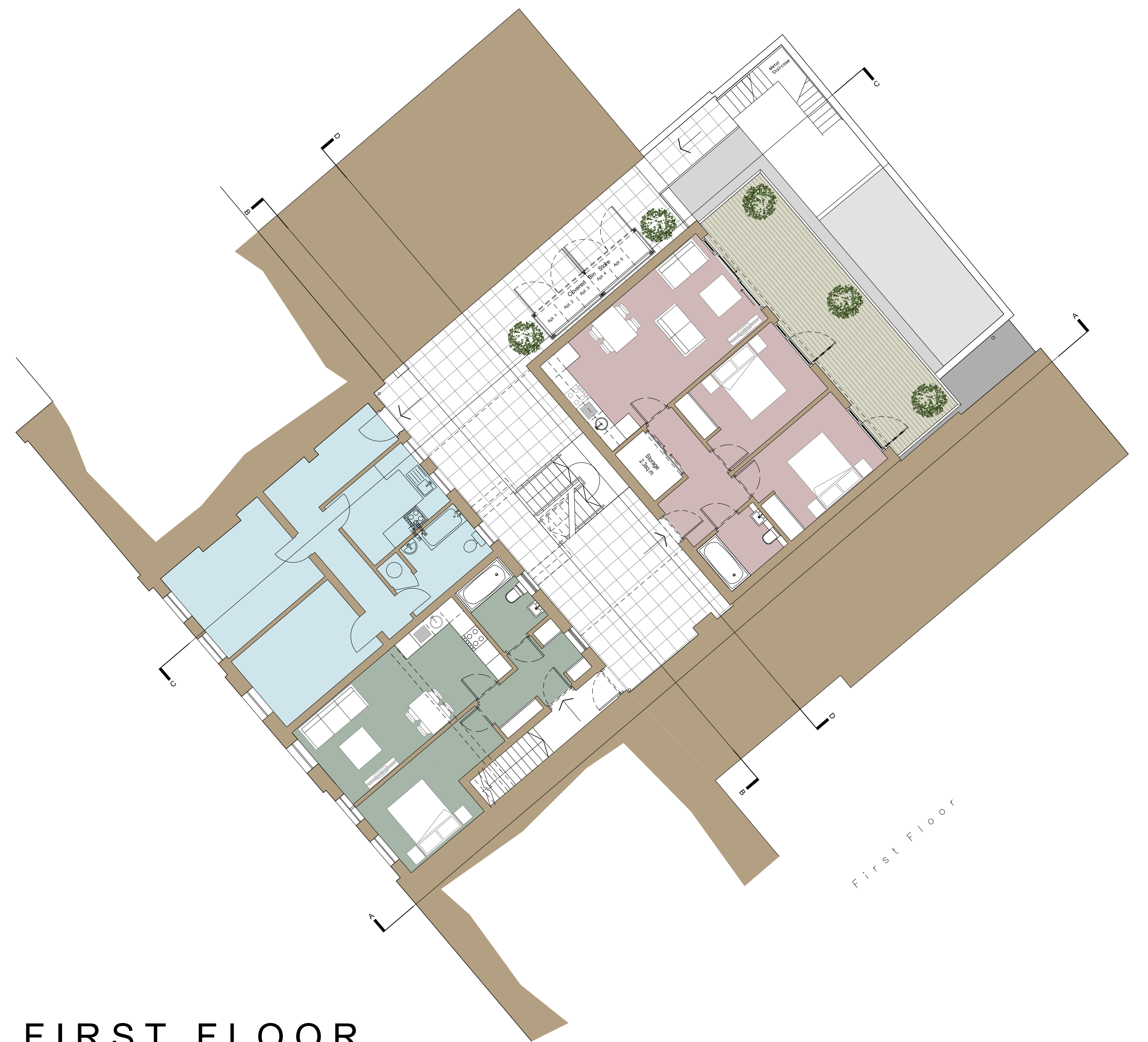
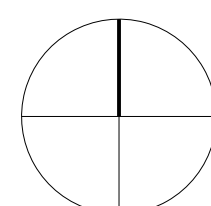
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	DRG. NO: L (90) 000	SCALE: 1:1250 & 1:500@ A3
	DATE: December 2020	REV: A
HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB		
T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk		



GROUND FLOOR

PROPOSED GROSS INTERNAL AREAS (FIRST FLOOR):

- APT. ONE - One Bed Apartment 54.0 sq.m (581.0 sq.ft) - Apartment Internal Layout to Remain as Existing
- APT. TWO - One Bed (1B 1P) Apartment 44.5 sq.m (479.0 sq.ft) - Existing Apartment Re-Planned / Refurbished
- APT. THREE - Two Bed Apartment (2B 3P) 63.0 sq.m (678.0 sq.ft) - New Build Apartment Apartment Above Single Storey Commercial Space
- Communal Deck / Access
- Private External Amenity Space - 26.0sq.m (280.0sq.ft)
- Ground Floor Commercial to Remain as Existing



FIRST FLOOR

REV B - Planning Application Submission - December 2020

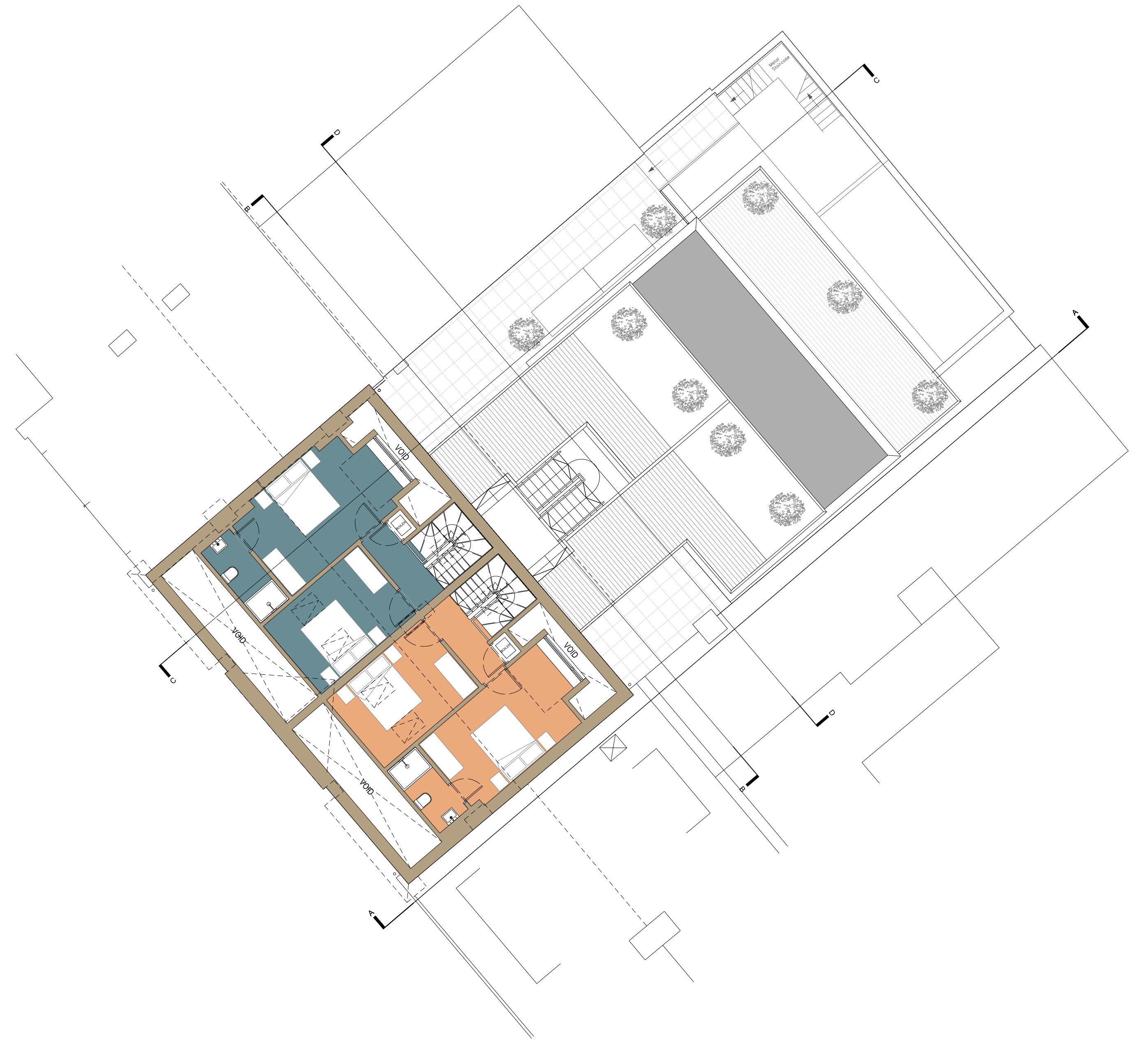
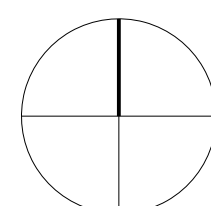
BLOCK³ ARCHITECTS HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	TITLE: F.E.R. 173-175 Field End Road, Pinner Ground & First Floor Plans - Proposed	
	DRG. NO: L (-) 001	SCALE: 1:200 @ A3 / 1:100 @ A1
	DATE: December 2020	REV: B



SECOND FLOOR

PROPOSED GROSS INTERNAL AREAS:

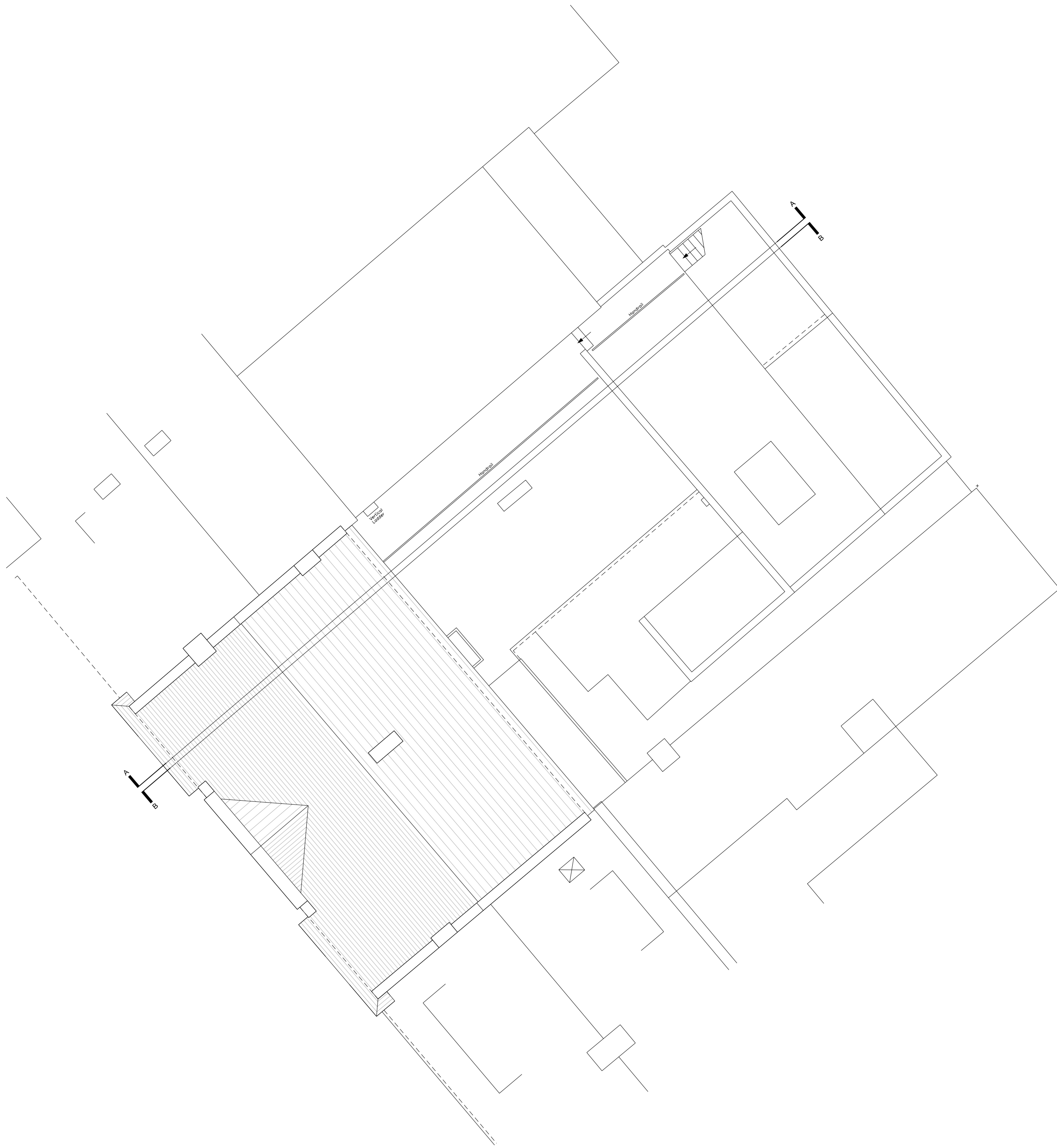
- APT. FOUR - 3 Bed Duplex Apartment (3B 4P) Approx. 89.0 sq.m (958.0 sq.ft) Over Two Floors
- APT. FIVE - 3 Bed Duplex Apartment (3B 4P) Approx. 85.0 sq.m (915.0 sq.ft) Over Two Floors
- Private External Amenity Space - 30.sq.m (323.0sq.ft) per Dwelling



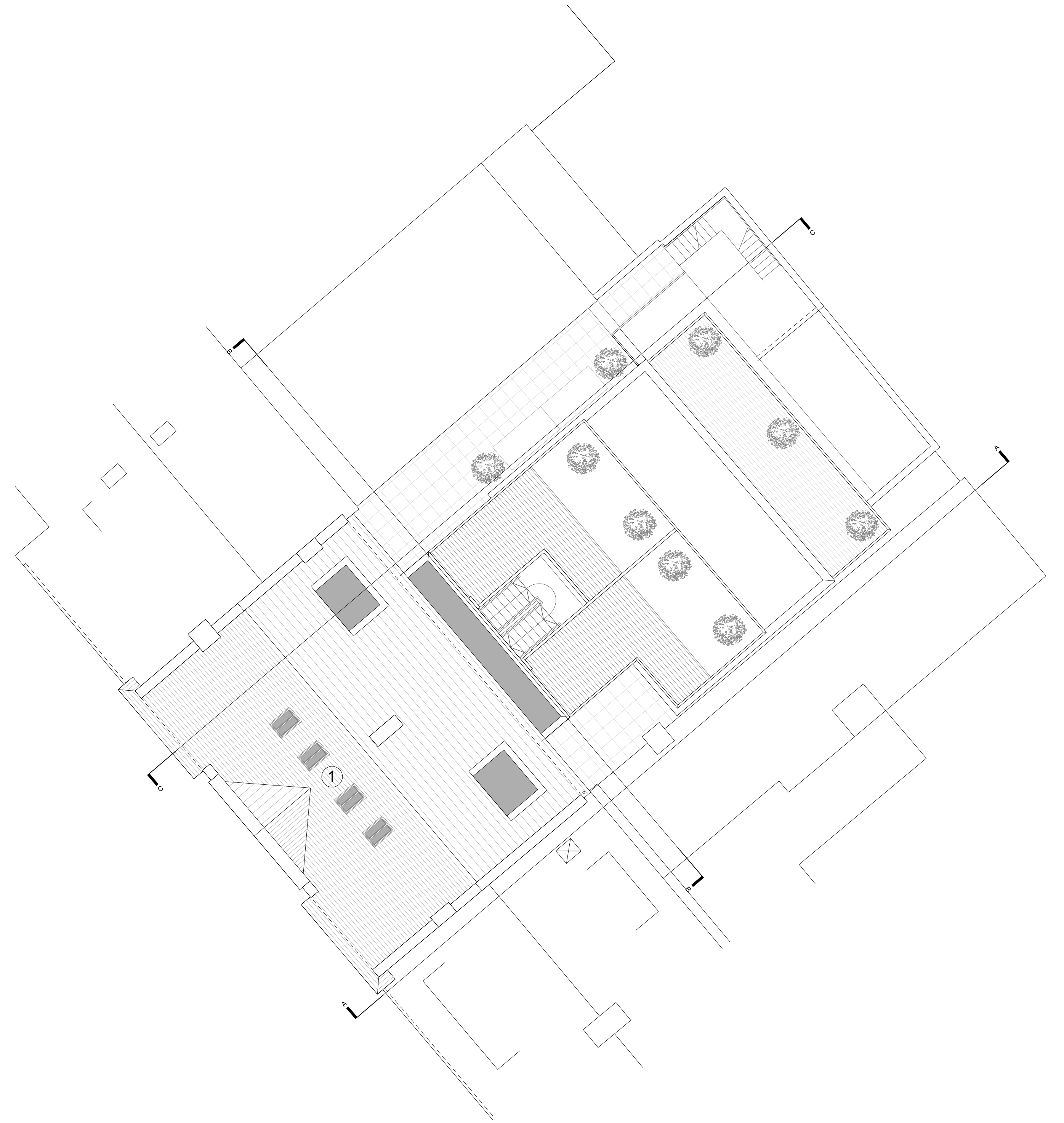
THIRD FLOOR

REV ~ - Planning Application Submission - December 2020

BLOCK³ ARCHITECTS HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	TITLE: F.E.R. 173-175 Field End Road, Pinner Second & Third Floor Plans - Proposed	
	DRG. NO: L (--) 002	SCALE: 1:200 @ A3 / 1:100 @ A1
	DATE: December 2020	REV: ~

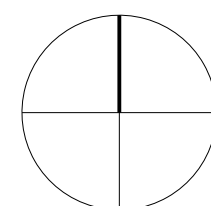
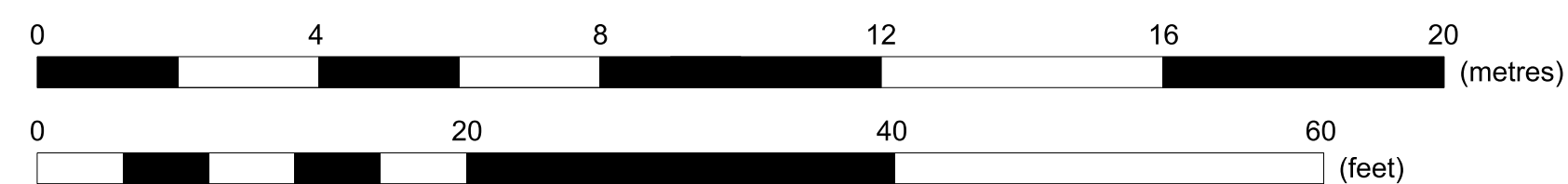


ROOF - EXISTING



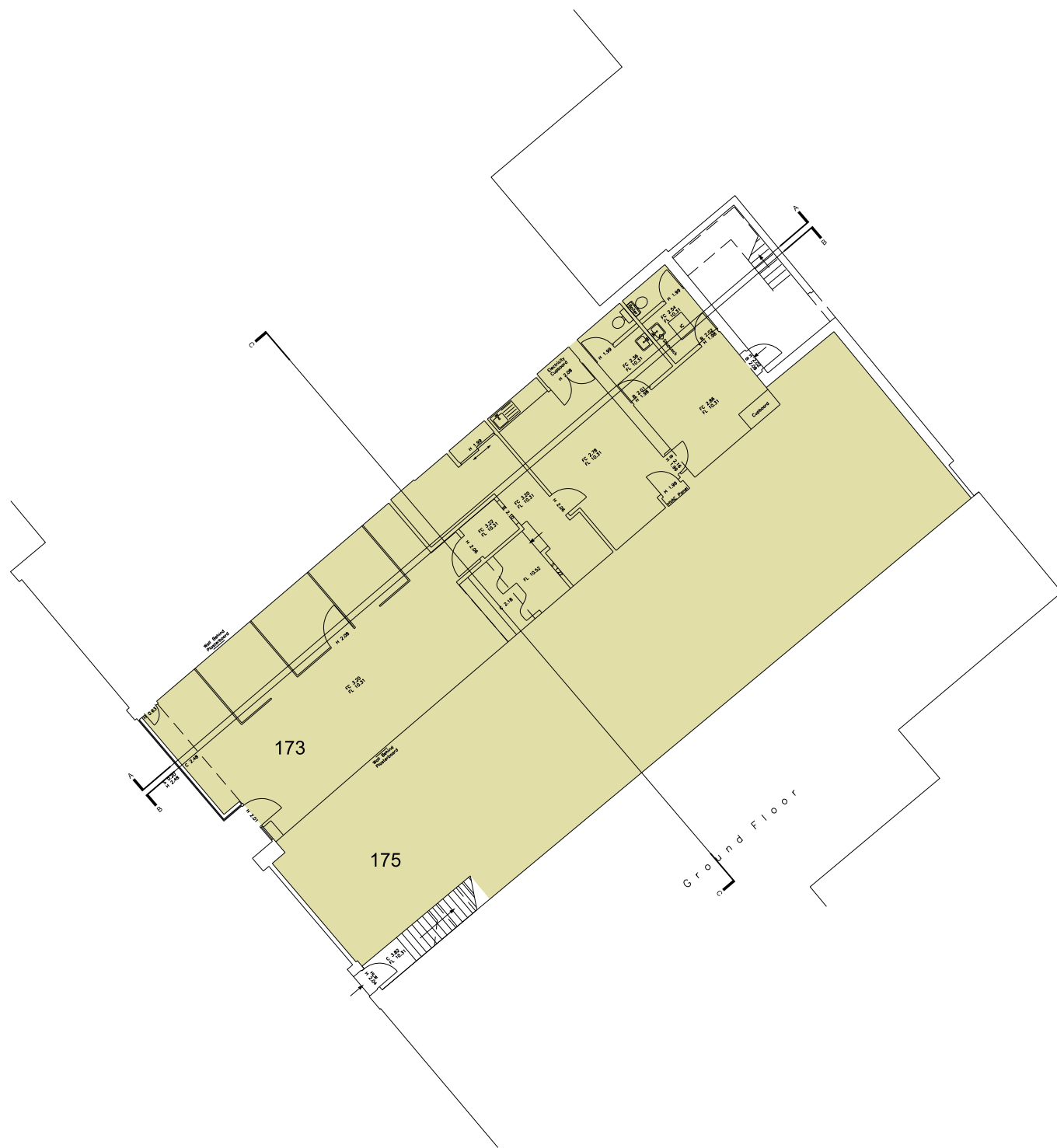
ROOF - PROPOSED

KEY:
 ① Flush Fitting Conservation Style Rooflights



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BLOCK³ ARCHITECTS HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	TITLE: F.E.R. 173-175 Field End Road, Pinner Roof Plans - Existing and Proposed	
	DRG. NO: L (--) 003	SCALE: 1:200 @ A3 / 1:100 @ A1
	DATE: December 2020	REV: ~



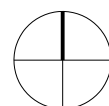
GROUND FLOOR



FIRST FLOOR

EXISTING GROSS INTERNAL AREAS:

- APT. ONE - One Bed Apartment 54.0 sq.m (581.0 sq.ft)
- APT TWO - One Bed Apartment 37.5 sq.m (403.5 sq.ft)



REV ~ - Planning Application Submission - December 2020

BLOCK³ ARCHITECTS		TITLE: F.E.R. 173-175 Field End Road, Pinner Ground & First Floor Plans - Existing	
		DRG. NO: L (10) 001	SCALE: 1:200@A3 / 1:100@A1
HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	DATE: December 2020		REV: ~



V1 - Front Elevation of 173-175 Field End Road



V2 - Rear Elevation of 173-175 Field End Road and Adjacent Buildings



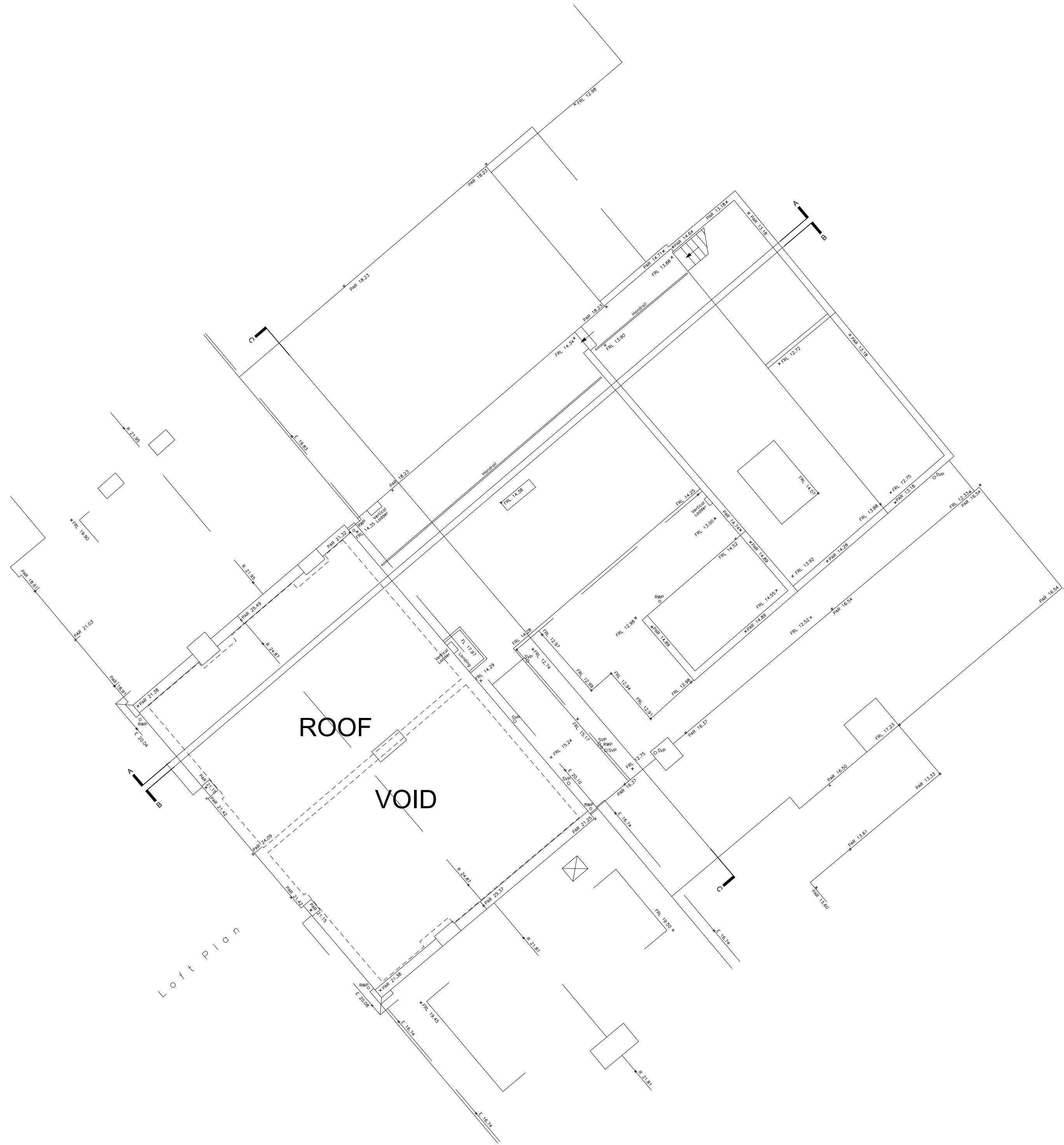
V3 - Rear Elevation of 173-175 Field End Road and Adjacent Buildings

Rev ~ - Planning Application Submission - December 2020

BLOCK³ ARCHITECTS		TITLE: F.E.R. 173-175 Field End Road, Pinner Site Photographs - Existing	
HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB		DRG. NO: L(PH)000	SCALE: N.T.S
T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk		DATE: December 2020	REV: ~



SECOND FLOOR



ROOF VOID

EXISTING GROSS INTERNAL AREAS:

-  APT THREE - 3/4 Bed Apartment 107.0 sq.m (1151.0 sq.ft)
-  Assumed Loft Chambers - Area Yet to be Fully Surveyed



REV ~ - Planning Application Submission - December 2020

BLOCK³ ARCHITECTS HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	TITLE: F.E.R. 173-175 Field End Road, Pinner Second Floor & Roof Void Plans - Existing	
	DRG. NO: L (10) 002	SCALE: 1:200@A3 / 1:100@A1
	DATE: December 2020	REV: ~



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