 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	4 th July 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Billy Clements
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AGENDA ITEM:	8	WARD: Merstham

APPLICATION NUMBER:		18/00394/F	VALID:	27 th February 2018
APPLICANT:	Raven Development Homes Limited		AGENT:	Ppm Planning Limited
LOCATION:	LAND AT 2-132 PORTLAND DRIVE, MERSTHAM			
DESCRIPTION:	Erect re-designed coach houses resulting in 2 additional dwellings (4 in total)			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

SUMMARY

This is a full application for the erection of 2 coach house buildings comprising 4 residential units on part of the site previously occupied by the now demolished block at 2-132 Portland Drive.

The site already benefits from planning consent (13/02289/OUT and associated reserved matters) for 48 residential units. This scheme included two coach house buildings facing onto Nailsworth Crescent which incorporated communal bin storage at ground floor and a single flat above. Due to a re-design of the refuse strategy for the wider scheme (which includes a move towards individual 'on plot' bin storage for the private houses), the space previously occupied by the communal stores has been freed up. As a consequence, this application seeks to make efficient use of the previously approved coach houses with re-designed buildings comprising two, two bedroom houses whilst retaining the central undercroft access to the parking courts.

The buildings would be of largely similar footprint but of lower ridge height owing to the revised sawtooth gable front roof form. The design approach is considered acceptable and would reflect the more contemporary vernacular which has recently been approved for the remainder of the scheme and that of the recently completed Merstham Hub building whilst bringing more activity and interest to the Nailsworth Crescent frontage.

Given the reduced height and comparable siting to the previously approved buildings, no adverse impacts on neighbour amenity have been identified.

Whilst no additional parking is proposed for the two additional units, the wider scheme would incorporate over 74 parking spaces and overall the parking is considered to be adequate. No objection has been raised by the County Highway Authority in this respect and no highway safety issues have been identified.

The scheme would make a positive contribution towards local housing requirements with consequent social and economic benefits, including contributions through CIL and would make better use of a brownfield urban site without any identified harm to character or amenity.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

Consultations:

Highway Authority: No objection subject to conditions.

UK Power Networks: No objection.

Representations:

Letters were sent to neighbouring properties on 8th March 2018. A site notice was posted 22nd March 2018.

No responses have been received.

1.0 Site and Character Appraisal

- 1.1 The application relates to part of the site of the former mixed retail and residential parade between Portland Drive and Nailsworth Crescent which has now been demolished and is presently hoarded awaiting development. The site benefits from planning consent (16/02831/S73 which followed 13/02289/RM1) for a comprehensive residential redevelopment to provide 48 dwellings as part of the wider Merstham regeneration project.
- 1.2 The surrounding area is characterised primarily by inter-war former council houses with an abundance of green open spaces. Immediately adjoining the site at the corner of Portland Drive/Bletchingley Road are two recently completed developments – one consisting of ground floor retail units with flats above (“Hearthstone” - former Iron Horse site) and the other consisting of the Merstham Community Hub and a number of retail units (Quarrydene Parade).
- 1.3 Opposite the application site on Portland Drive is the recently completed development at Purbeck Close, where 40 dwellings were provided at 2-3 storeys last year. To the west on Nailsworth Crescent are three storey blocks of flats interspersed with, and grouped around, communal green spaces and parking areas.

2.0 Added Value

7

- 2.1 Improvements secured at the pre-application stage: Informal advice was sought and it was advised that a full planning application would be required for the additional units. It was advised that there was no objection in principle to the additional units and the changes to the refuse strategy to facilitate this.
- 2.2 Improvements secured during the course of the application: Improvements to the amended refuse strategy on the wider scheme to avoid bin storage within the frontage of the dwellings. Minor amendments to materials on the coach houses.
- 2.3 Further improvements could be secured: Conditions requiring compliance with the proposed materials and to ensure highway improvements and accesses are delivered. Given the nature of the scheme and proximity to other dwellings, removal of permitted development rights for additional windows, dormer windows and

extensions/outbuildings is considered necessary in the interests of safeguarding neighbour amenity.

3.0 Relevant Planning and Enforcement History

3.1	13/02289/OUT	Demolition of existing Nos 2 - 48 (retail) & Nos 50 - 132 (residential) Portland Drive and associated garages. Erection of 48 no 1/2 & 3 bed dwellings and associated external works	Approved with conditions 12 March 2014
	13/02289/RM1	Submission of reserved matters pursuant to access, appearance, landscaping, layout and scale of 13/02289/out - demolition of existing no's. 2 - 48 (retail) & no's. 50 - 132 (residential) portland drive and associated garages. Erection of 48 no 1/2 & 3 bed dwellings and associated external works	Approved with conditions 17 March 2017
	16/02831/S73	Demolition of existing no.S 2 - 48 (retail) & no.S 50 - 132 (residential) portland drive and associated garages. Erection of 48 no 1/2 & 3 bed dwellings and associated external works. Variation of conditions 2, 3, 4, 6, 7, and 10 of permission 13/02289/OUT: re-wording in order to allow the demolition of the existing building prior to discharge of details relating to them	Approved with conditions 17 March 2017
	18/00393/S73	Demolition of existing no.S 2 - 48 (retail) & no.S 50 - 132 (residential) portland drive and associated garages. Erection of 48 no 1/2 & 3 bed dwellings and associated external works. Variation of conditions 2, 3, 4, 6, 7, and 10 of permission 13/02289/out. Re-wording in order to allow the demolition of the existing building prior to discharge of details relating to them. Variation of condition 1 of permission 16/02831/S73. Replace approved drawings	Pending consideration

4.0 Proposal and Design Approach

- 4.1 The proposal seeks to replace the existing two approved coach houses fronting Nailsworth Crescent and comprising ground floor bin stores and first floor apartment with re-designed buildings comprising two, two bedroom houses separated by the central undercroft access.
- 4.2 The re-designed coach houses would be two storeys, sited in the same location as the approved buildings and with a similar footprint. They would have a saw tooth, triple gable roof form, with dark weatherboard/tile cladding to the upper floors and red brick to the ground floor. The overall appearance would be relatively contemporary. Each of the units would have an entrance onto Nailsworth Crescent along with a small courtyard garden to the side.

- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as being predominantly inter-war and post-war 1950s estate housing and blocks of flats. The existing building is described as monolithic with a scale and appearance incongruous with the wider estate.
	No site features worthy of retention were identified (the previous buildings have all been demolished).
Involvement	There have been a number of public consultation events regarding the Merstham regeneration project and specifically the Portland Drive scheme, including the latest revised design approach and coach houses. Consultation was also undertaken with local ward councillors prior to and during the application.
Evaluation	The statement does not identify any other development options considered. However, various options and amendments to the elevational details were advanced during the application process.
Design	The applicant considers that the current proposals improve the quality of the scheme, provide more appropriate servicing (refuse) arrangements for the individual dwellings and as a result make better use of the approved coach house buildings.

- 4.5 Further details of the development are as follows:

Site area	0.03ha
Proposed parking spaces	74 (whole development)
Existing site density	47dph (prior to demolition) 53dph (as previously consented 13/02289/RM1)
Proposed site density	56dph
Density of the surrounding area	Malmstone Avenue/Nailsworth Crescent – 82dph

	Purbeck Close/Fieldoaks Way – 45dph Portland Drive (nth side) – 35dph
Estimated CIL contribution	c.£23,000 (subject to indexation)

5.0 Policy Context

5.1 Designation

Urban Area
Local Centre

5.2 Reigate and Banstead Core Strategy

CS1 Presumption in favour of sustainable development
CS4 Valued Townscapes and Historic Environment
CS10 Sustainable Development
CS11 Sustainable Construction
CS12 Infrastructure delivery
CS13 Housing delivery
CS14 Housing needs of the community
CS15 Affordable housing
CS17 Travel options and accessibility

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Housing	Ho9, Ho13, Ho16
Movement	Mo5, Mo7
Utilities	Ut4

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

Supplementary Planning Guidance/Documents	Local Distinctiveness Design Guide Affordable Housing SPD 2014 Developer Contributions SPD 2016
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Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended)
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6.0 Assessment

6.1 The application site is situated in the urban area. The site is subject to outline planning consent (13/02289/OUT) for the erection of 48 dwellings which establishes the principle of the development. This application seeks to replace the previously

approved “coach houses” fronting Nailsworth Crescent with re-designed buildings enabling the creation of a further two units (4 total).

6.2 The main issues to consider are:

- Design approach and impact on character
- Neighbour and residential amenity
- Highways issues
- CIL, infrastructure contributions and affordable housing

Design approach and impact on character

- 6.3 The proposed re-designed “coach houses” would occupy broadly the same footprint and positioning within the site as the buildings previously approved under 13/02289/RM1.
- 6.4 As a consequence of the revised refuse strategy which is being advanced under a separate minor-material amendment application (S73), there is no longer a need for the ground floor of the previously approved coach houses to be given over to communal bin stores. Instead, the design now incorporates two, two storey dwellings; set either side of the central undercroft access to the small parking courts on the main scheme. At first floor, the accommodation would straddle the underpass.
- 6.5 The buildings would have a lower ridge height owing to the revised sawtooth gable front roof form which is now proposed. This reduced height and the gable fronted roof form would be acceptable in terms of the streetscape of Nailsworth Crescent and would read harmoniously with the gable ends of the “mews” terraces which will run perpendicular to Nailsworth Crescent on the wider development. In terms of overall scale and massing, the buildings would sit comfortably in their surroundings and amongst the wider development.
- 6.6 The now proposed coach houses would have a more contemporary vernacular and appearance than the previous scheme. However, this would appropriately reflect the more contemporary design approach which has been proposed for the remainder of the scheme through the minor material amendment application described above (18/00393/S73). It would also sit comfortably alongside the recently constructed hub building, both in terms of the overall design approach but also in terms of the materials which would include a palette of red brick with dark slate tile cladding to the upper floors and roof.
- 6.7 Replacing the previously approved ground floor communal bin stores with ground floor residential accommodation would also bring more activity and visual interest to the Nailsworth Crescent frontage. Each of the units would have a well-designed, recessed entrance way onto Nailsworth Crescent, avoiding the previously more blank walls which would have faced onto this street.
- 6.8 The proposals would make better use of the site and the built envelope which has already been approved and as such it is not considered that the proposals would represent an overdevelopment. Overall, the proposals are therefore considered to

be acceptable in terms of their design and impact on character and thus comply with policies Ho9, Ho13 and Ho16 of the Local Plan 2005 and CS4 of the Core Strategy.

Neighbour and residential amenity

- 6.9 By virtue of the significant separation distance between the proposed coach houses and the existing flatted blocks on the opposite side of Nailsworth Crescent, it is not considered that any adverse impact on their amenity would arise in terms of overshadowing, overbearing or overlooking.
- 6.10 The relationship between the re-designed coach houses and the adjoining proposed plots on the wider Portland Drive development would not be materially different to that which would arise on the already approved scheme and it is considered that acceptable amenity would be achieved for future occupants of all of these proposed dwellings.
- 6.11 The proposed dwellings within the coach houses would be of an acceptable size (73sqm which would be consistent with the relevant nationally described space standards) and would offer a generally adequate level of amenity in terms of outlook and daylight. Each would also have access to a small courtyard garden to the side.
- 6.12 Taking the above into account, it is considered that the proposals would be acceptable in terms of impact on neighbour amenity and the standard of accommodation for future occupants, thus compliant with Policy Ho9 and Ho13 of the Local Plan 2005.

Highways, parking and transport issues

- 6.13 The proposals do not seek any change to the existing car parking or access arrangements on the wider development.
- 6.14 Whilst no additional spaces are proposed for the additional two units now proposed, the overall level of parking which would be provided on the scheme taken as a whole (74 spaces) is considered to be adequate taking account of the nature of the area and local highway conditions. Any displacement parking which would arise from these two additional units would be minimal (3 spaces according to the Council's Borough Local Plan standards) and is not considered to give rise to an unacceptable impact on the local area. The County Highway Authority has reviewed the application and has raised no objection.
- 6.15 The proposal would not therefore give rise to unacceptable highway, parking or transport impacts and thus complies with Policy Mo5 of the Local Plan.

CIL, infrastructure contributions and affordable housing

- 6.16 The proposal would result in the creation of additional residential units and accordingly would be liable for the Community Infrastructure Levy. The exact amount of liability would be determined and collected after the grant of planning

permission (and subject to indexation); however, based on the information provided by the applicant to date, CIL liability in this case would be approximately £23,000.

- 6.17 Legislation (Regulation 122 of the CIL Regulations) and national policy requires that only contributions that are directly required as a consequence of development can be secured through planning obligations. Requests of this nature must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. In this case, no such site specific contributions have been requested.
- 6.18 In terms of affordable housing, whilst the proposal would result in the creation of additional residential units, it would fall below the small sites threshold introduced by the Government through the Planning Practice Guidance and Written Ministerial Statement. On this basis, it is not considered necessary or justified to seek contributions towards affordable housing in this case.
- 6.19 In view of the above, and the resolution of the Planning Committee in November 2016, greater weight is therefore given to the national policy position in the WMS than the Council's adopted policy. For this reason, it is not considered justified to seek contributions towards affordable housing in this case and the absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

Other matters

- 6.3 The proposal would make a positive contribution towards meeting the housing needs and requirements of the borough, with associated social and economic benefits. This attracts a limited amount of additional weight in favour of the application.
- 6.4 Issues such as the drainage layout and landscaping for the site are dealt with under the applications for the development of the wider Portland Drive site.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Elevation Plan	3425_PL(20)145	A	20.06.2018
Street Scene	3425_PL(20)130	A	20.06.2018
Elevation Plan	3425_PL(20)123	A	20.06.2018
Floor Plan	3425_PL(20)122	A	20.06.2018
Arboricultural Plan	3425_PL(20)09	A	20.06.2018
Floor Plan	3425_PL(20)08	A	20.06.2018
Roof Plan	3425_PL(20)05	A	20.06.2018
Floor Plan	3425_PL(20)04	A	20.06.2018
Floor Plan	3425_PL(20)03	A	20.06.2018
Floor Plan	3425_PL(20)02	A	20.06.2018
Floor Plan	3425_PL(20)01	A	20.06.2018
Site Layout Plan	3425_PL(20)005	A	20.06.2018

Site Layout Plan 3425_PL(20)004 A

20.06.2018

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

3. The development shall be carried out in strict accordance with the external materials, finished ground floor levels and site levels specified on the approved plans (3425_PL(20)145 Rev A and 3425_PL(20)08 Rev A) and there shall be no variation without the prior written consent of the Local Planning Authority.

Reason:

To ensure that a satisfactory external appearance and an acceptable relationship with neighbours is achieved with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

4. The development shall be carried out in strict accordance with the construction management and transport management details set out in the Construction Phase H&S Plan by STACK dated 21st May 2018.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objectives of the NPPF (2012), and to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan (2005).

5. The development hereby approved shall be first occupied unless and until the proposed vehicular / pedestrian / cycle accesses to Nailsworth Crescent which are required to serve, or otherwise associated with, the residential units have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to nearby occupiers or other highway users with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Mo7.

6. The development hereby approved shall not be first occupied unless and until the proposed highway alterations to Portland Drive and Malmstone Avenue, to include:
 - a) The relocation of the existing kerb line on Portland Drive to provide perpendicular parking bays
 - b) The provision of reduced width sections and raised tables on Portland Drive
 - c) The provision of a new radius at the junction with Malmstone Avenue
 - d) The provision of parallel parking bays on Malmstone Avenuehave been implemented in general accordance with the scheme shown on drawing no.3425_PL(20)005.

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

7. The development hereby approved shall not be first occupied unless and until space has been laid out within that phase for vehicles to be parked and for vehicles to turn so they may enter and leave Nailsworth Crescent in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purposes.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to nearby occupiers or other highway users with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Mo7.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason:

To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13, and Ho16

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the

bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or watercourse. The applicant is advised that a licence must be obtained from the Highway Authority Local Highways Service Group before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

7. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. The applicant is advised to use the 'Secured by Design' scheme to design out crime by the use of effective crime prevention and security standards.

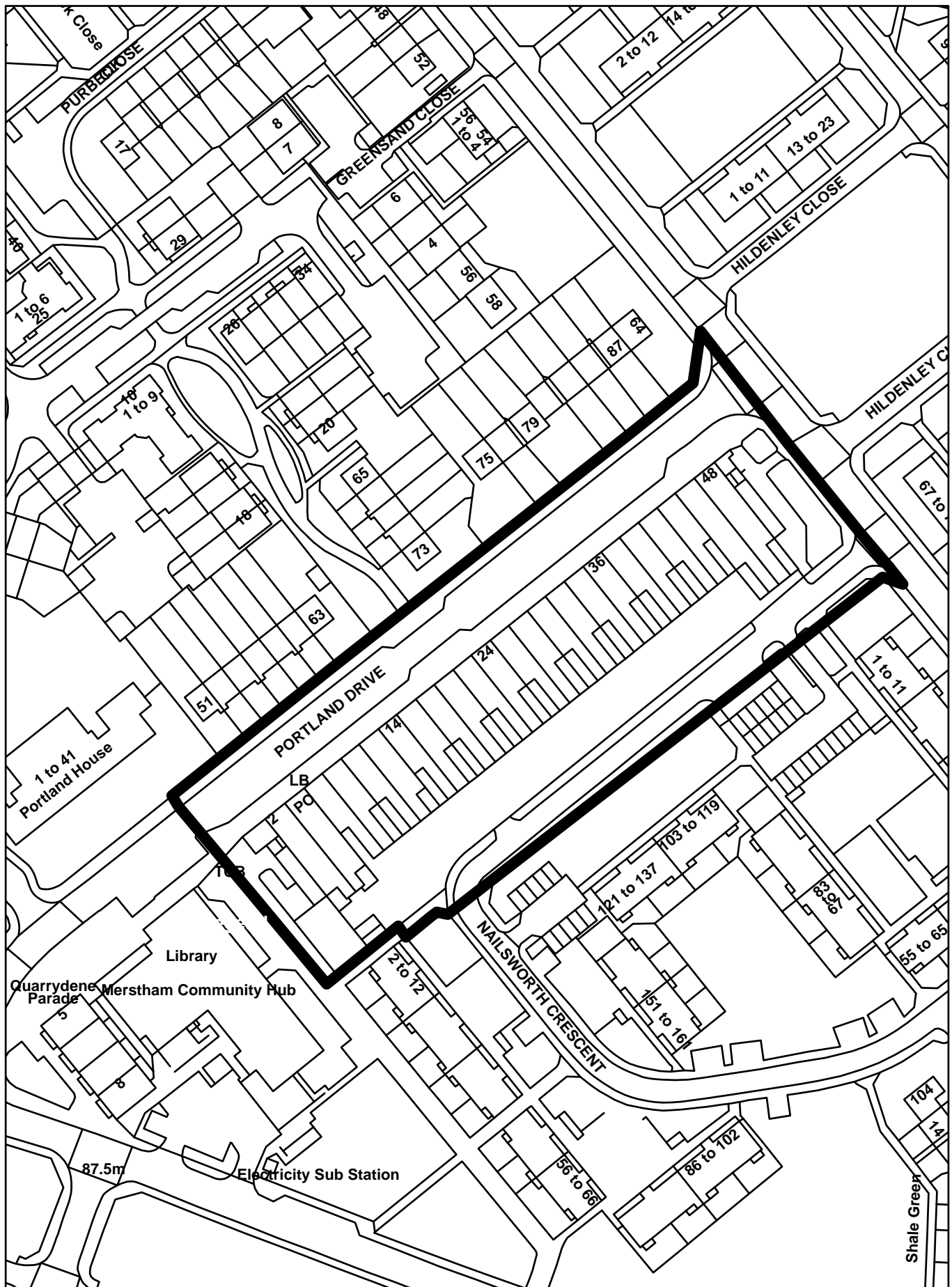
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies Pc4, Ho9, Ho9, Ho13, Ho14, Mo5, Mo7, Ut4 CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

18/00394/F - 2 - 132 Portland Drive, Merstham





Application boundary
Area= 10,917m2

Additional units
subject to separate
full planning
application

A	15/6/18	Addition of House Type B3E
rev	date	description
	16/2/18	Issued for planning

stock
wool

The Pump House 19 Hooper Street
London E1 8BU 020 7264 8600
info@stockwool.co.uk

Client
Raven Housing Trust

Project
Portland Drive

Drawing
Site Plan Proposed
-(Full Plans Application)

Status
PLANNING

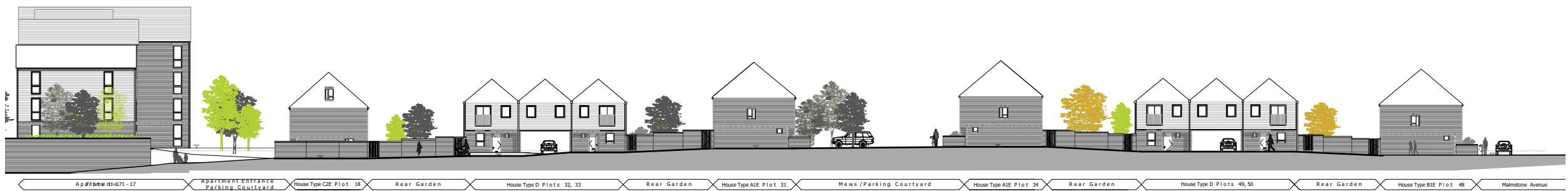
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Date 11.12.17
Drawn JR
Checked AP

Project no_Drawing no	Revision
3425_PL(20)005	A

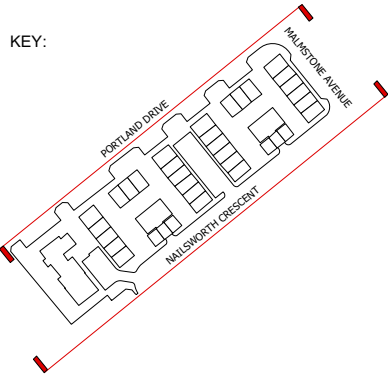
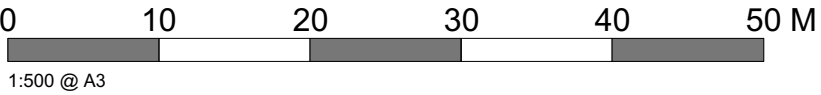
MERSTHAM
HUB



PORTLAND DRIVE ELEVATION



NAILSWORTH CRESCENT ELEVATION



KEY:	
A	15/06/18 Window sizes amended, pitched dormer roof added. Bin storage moved to rear garden
	16/02/18 Issue for Planning
rev	date description

stock
wool

The Pump House 19 Hooper Street
London E1 8BU 020 7264 8600
info@stockwool.co.uk

Client
Raven Housing Trust

Project
Portland Drive

Drawing
Street Elevations
Portland Drive &
Nailsworth Crescent

Status
PLANNING

Scale 1:500 @ A3
CAD File 3425/CAD
Date 11.12.17
Drawn JR
Checked AP

Project no_Drawing no	Revision
3425_PL(20)130	A

Material Schedule

Brickwork / Cladding

01. Brickwork Type 01-Wienerberger
'Kempley Antique' laid in
stretcher bond pattern with flush
mortar joints
02. Brickwork Type 02-
'Ivanhoe Cream' laid in
stretcher bond pattern with flush
mortar joints
03. Brickwork Type 03-
'Reno Red Multi' laid as soilder
course detail and angled(special) cill detail
04. Brickwork Type 03-
'Reno Red Multi' laid as basket
weave pattern detail
05. Brickwork Type 02-
'Ivanhoe Cream' laid as soilder
course detail and angled(special) cill detail
06. Brickwork Type 02 -
'Ivanhoe Cream' laid as basket
weave pattern detail
07. Brickwork wall to boundary 215mm wide
with brick on edge detail to parapet.
Brickwork to match.

Window / Doors

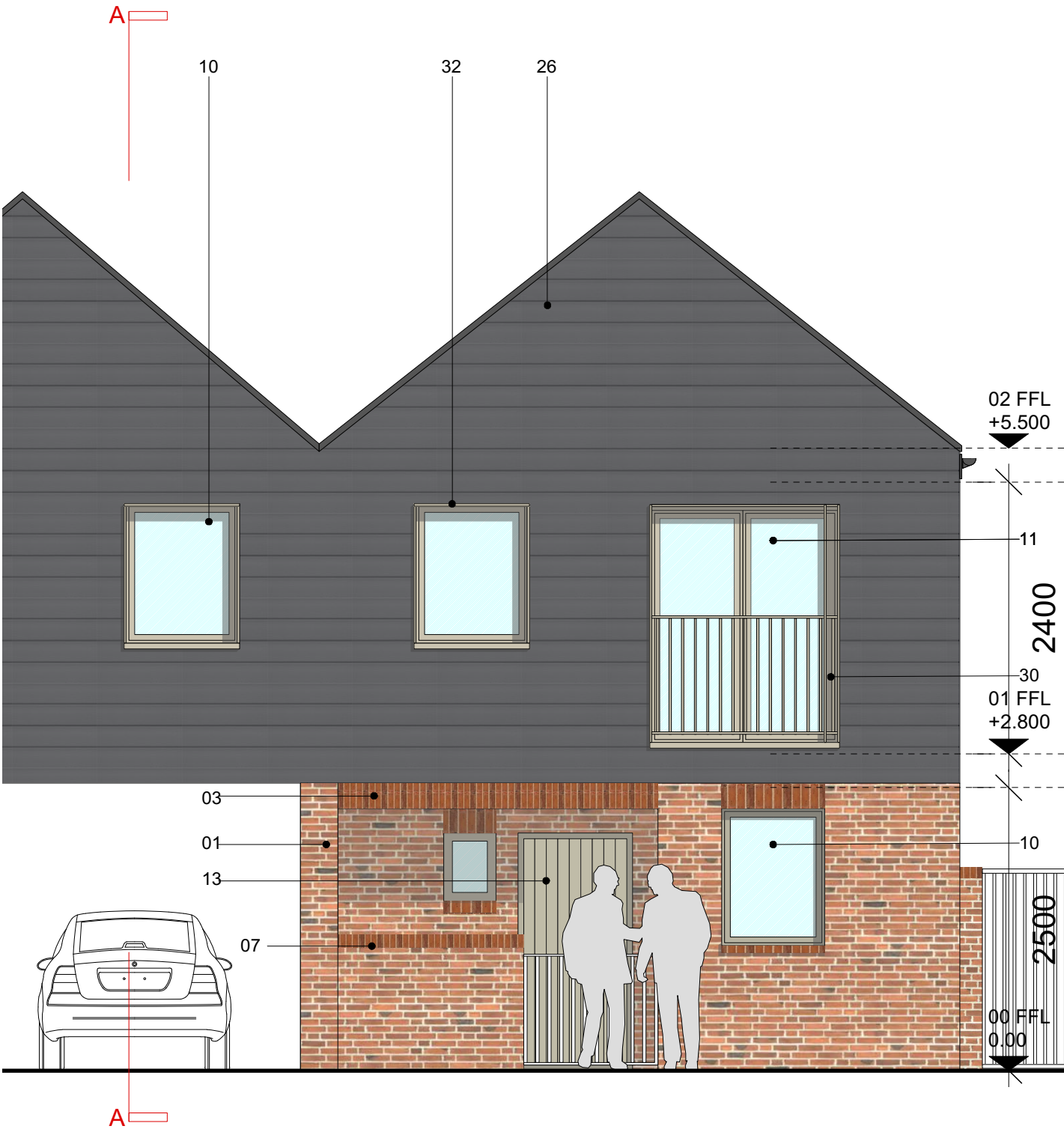
10. Window / door system Type 01
with square edge profiles colour in RAL7032
11. Window / door system Type 02
with square edge profiles colour in RAL7044
12. Window / door system Type 03
with square edge profiles colour in RAL7016
- 13.Entrance door system Type 04
with square edge profiles colour to
match windows with side light where shown
14. Powder coated aluminium louvered
doors to plant and refuse storage areas
15. Residential lobby glazing:
Power coated aluminium glazing
system or similar approved

Roofing Cladding and finishes

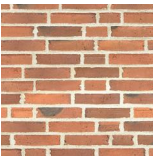
20. Roof /Cladding
tiles -Type 01 -Marley eternit clay plain
tile Hawkins 'Fired Sienna'
21. Roof tiles /Cladding -Type 02 -Marley eternit clay
plain tile Hawkins 'Staffordshire Blue'
- 22.Roof Dormer clad in GRP or similar approved
- 23.Velux roof light 1180mm x 980mm
- 24.Flush eaves gutter detail
- 25.Recessed hidden eaves gutter detail
26. Horizontal cladding-Hardie plank or similar -
colour iron grey

Metalwork

- 30.Powder coated steel bacloony and balustrading
system colour in RAL 7044
- 31.Powder coated steel balustrading
system colour in RAL 7016
32. Hardie board trim to window reveal



HOUSE TYPE D - FRONT ELEVATION



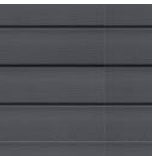
BRICK TYPE
'KEMPLEY ANTIQUE'



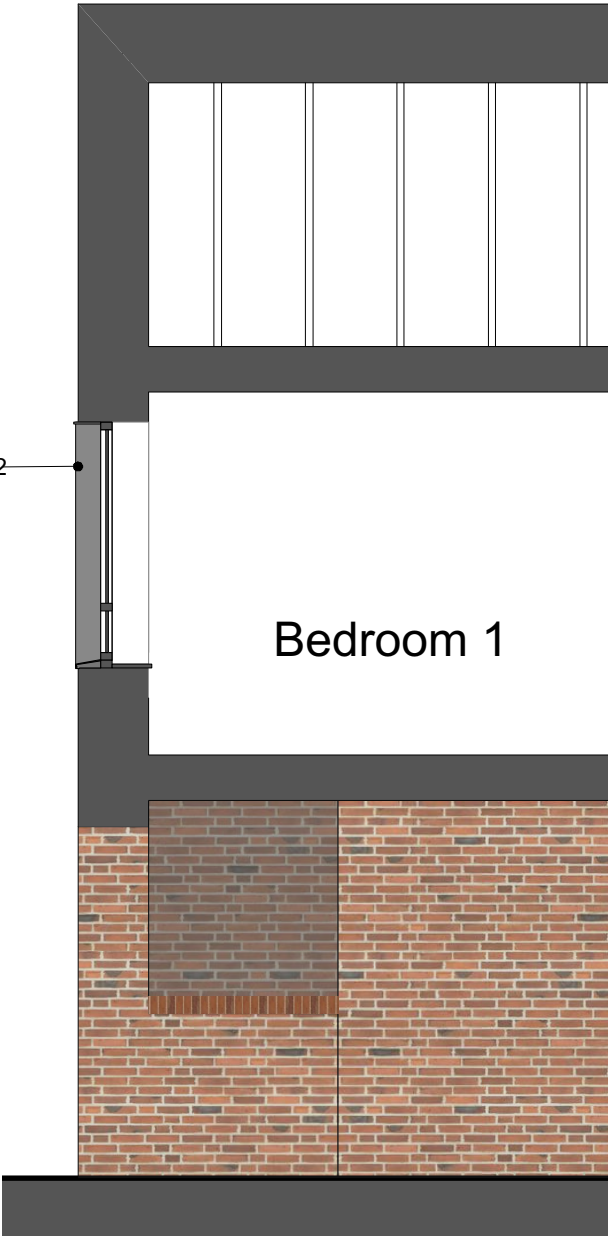
WINDOW FRAMES
RAL 7044-'Silk Grey'



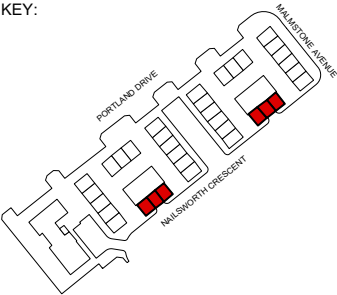
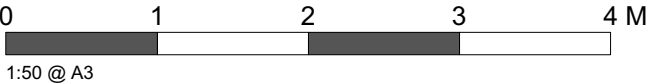
ROOF & CLADDING TILE TYPE
'STAFFORDSHIRE BLUE'



HARDIE PLANK CLADDING
'IRON GRAY'



HOUSE TYPE D- SECTION A-A



Plot Nos.: 32, 33, 49, 50

A	15/06/18	Window sizes amended, pitched dormer roof added. Bin storage moved to rear garden
	16/02/18	Issue for Planning
rev	date	description

stock
wool

The Pump House 19 Hooper Street
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Client
Raven Housing Trust

Project
Portland Drive

Drawing
House Type D
Detailed Elevation

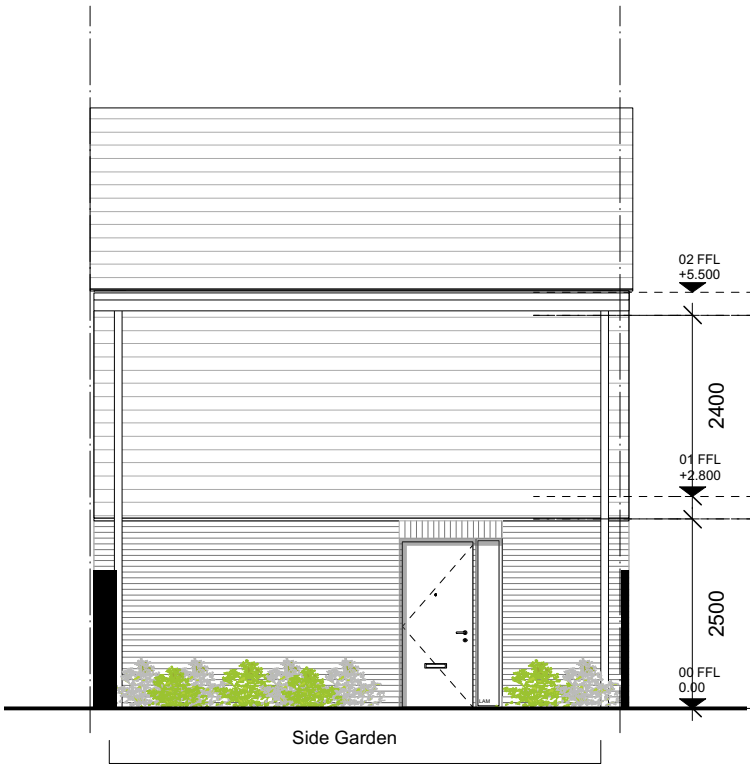
Status
PLANNING

Scale 1:50 @ A3
CAD File 3425/CAD
Date 11.12.17
Drawn JR
Checked AP

Project no_Drawing no	Revision
3425_PL(20)145	A



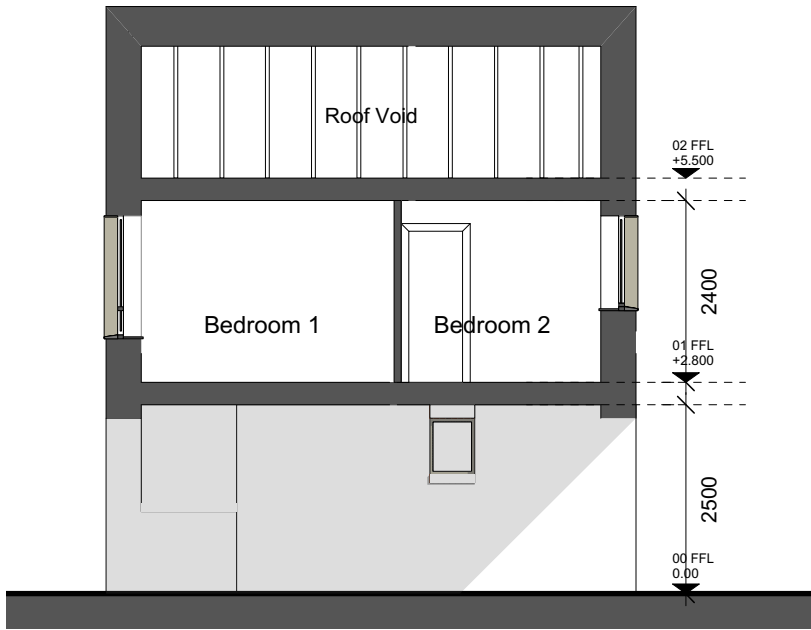
FRONT ELEVATION - NAILSWORTH CRESCENT



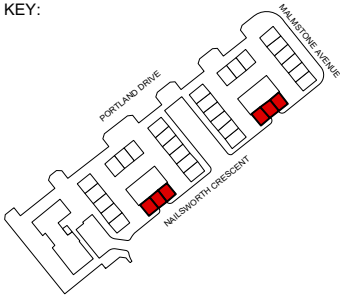
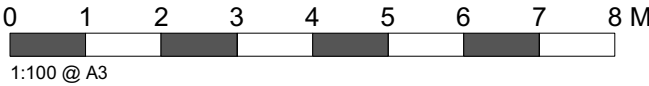
SIDE ELEVATION



REAR ELEVATION



SECTION A-A



Plot Nos.: 32, 33, 49, 50

For materials schedule, refer to drawing no. PL(20)140-145

For Landscape design refer to drawing no. PL(20)03

A 15/06/18 Window sizes amended, pitched dormer roof added. Bin storage moved to rear garden
16/02/18 Issue for Planning

rev	date	description
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Client
Raven Housing Trust

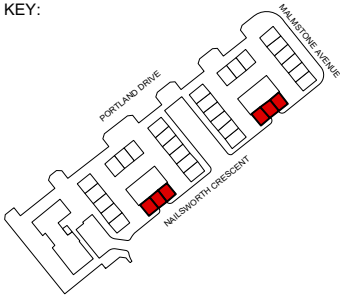
Project
Portland Drive

Drawing
House Type D
Elevations & Section

Status
PLANNING

Scale 1:100 @ A3
CAD File 3425/CAD
Date 11.12.17
Drawn JR
Checked AP

Project no_Drawing no	Revision
3425_PL(20)123	A



Plot Nos.: 32, 33, 49, 50

For materials schedule, refer to drawing no. PL(20)140-145

For Landscape design refer to drawing no. PL(20)03

- A 15/06/18 Window sizes amended, pitched dormer roof added. Bin storage moved to rear garden
- 16/02/18 Issue for Planning

rev date description

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Client

Raven Housing Trust

Project

Portland Drive

Drawing

House Type D
Floor Plans

Status

PLANNING

Scale 1:100 @ A3

CAD File 3425/CAD

Date 11.12.17

Drawn JR

Checked AP

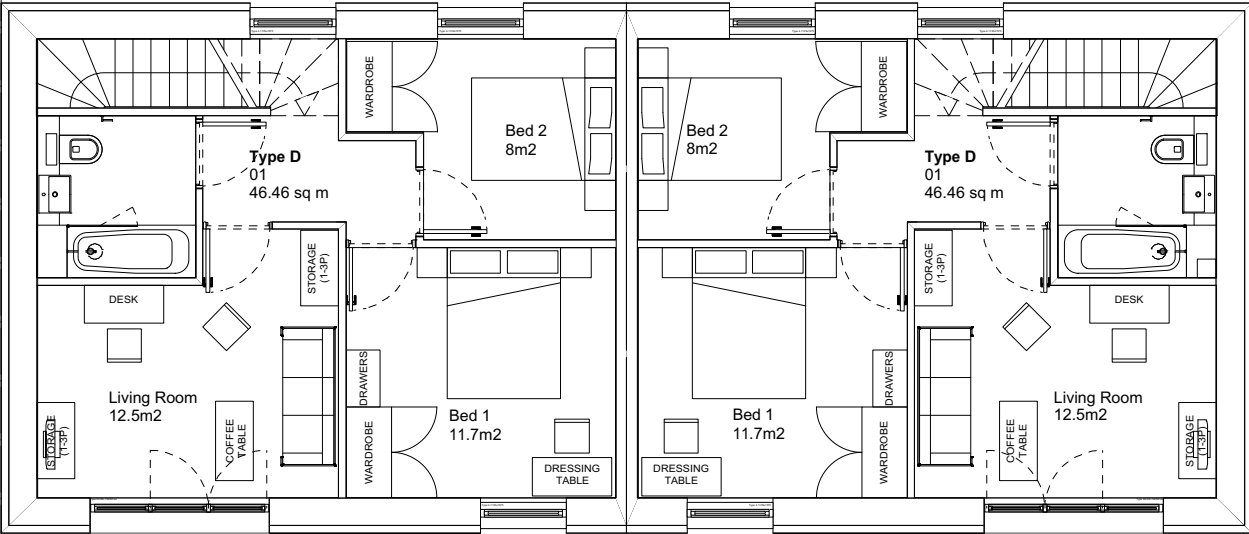
Project no_Drawing no

3425_PL(20)122

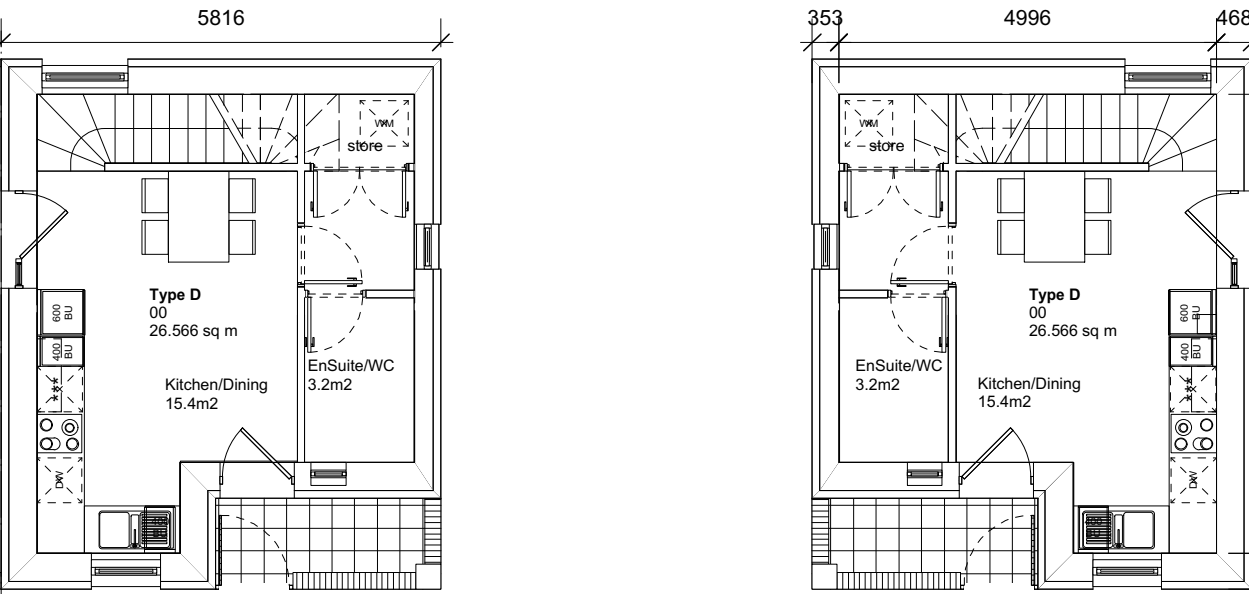
Revision

A

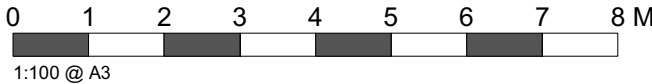
ROOF PLAN



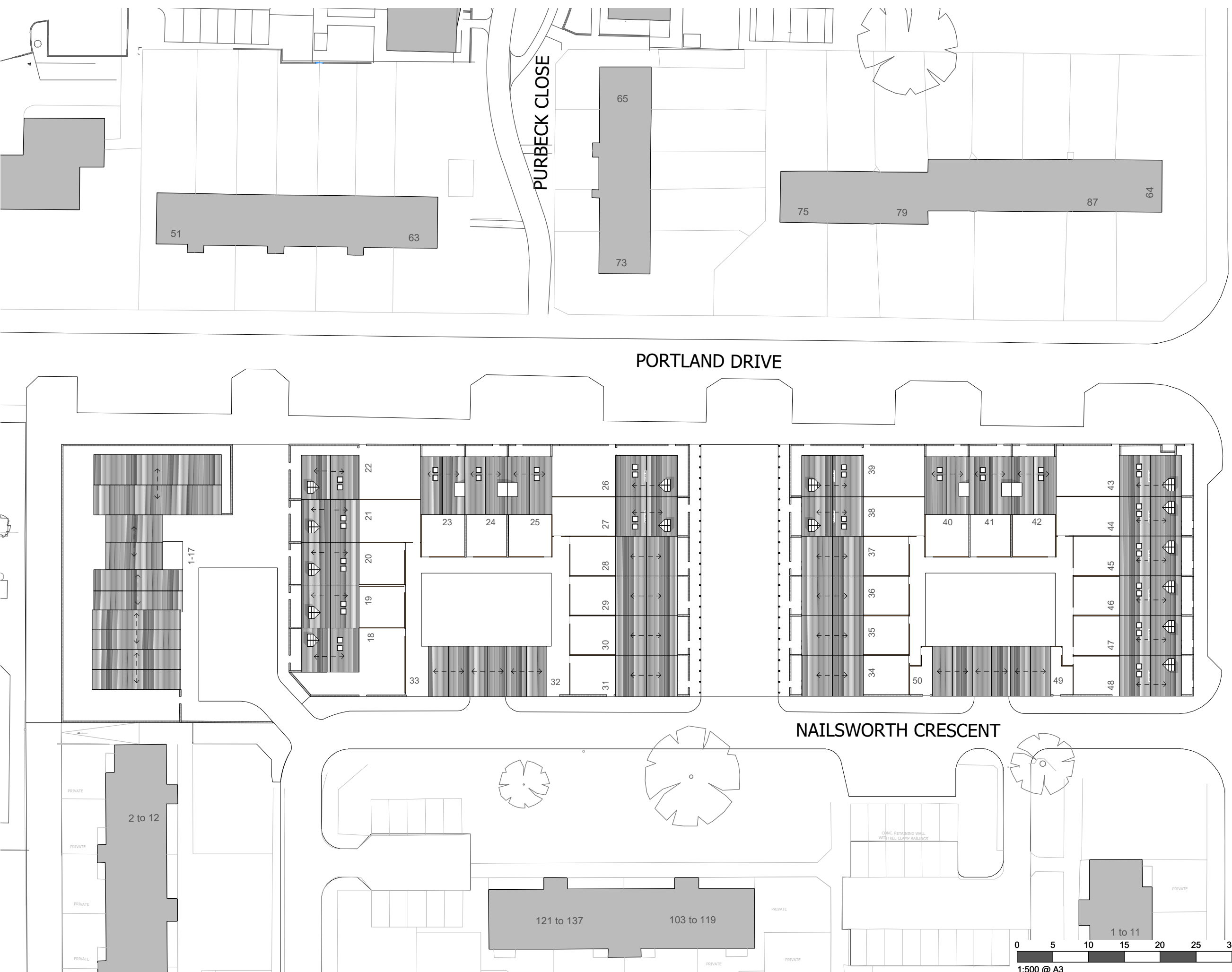
FIRST FLOOR PLAN



GROUND FLOOR PLAN



	Proposed	Existing
Ground Floor	26.5 sqm	8.7 sqm
Flrst Floor	46.4 sqm	93.0 sqm
Second Floor	N/A	N/A
Gross Internal Area	72.9 sqm	101.7 sqm



Any errors and omissions to be reported to the Architect prior to commencement. Dimensions and areas are based on survey information provided by the client. This drawing is copyright © STOCKWOOL. All dimensions to be checked on site. For Planning Purposes Only

A	15/6/18	Addition of House Type B3E + pitched dormer
	16/2/18	Issued for planning
rev	date	description

MALMSTONE AVENUE

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The Pump House 19 Hooper Street
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Client
Raven Housing Trust

Project
Portland Drive

Drawing
Roof Plan

Status
PLANNING

Scale 1:500 @ A3
CAD File 3425/CAD
Date 11.12.17
Drawn JR
Checked AP

Project no_Drawing no	Revision
3425_PL(20)05	A