

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	23 November 2022
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	5	<b>WARD:</b> South Park and Woodhatch

<b>APPLICATION NUMBER:</b>	22/01421/F	<b>VALID:</b>	01/07/2022
<b>APPLICANT:</b>	Central Central Projects Ltd	<b>AGENT:</b>	SF Planning Limited
<b>LOCATION:</b>	<b>LAND TO THE REAR OF 65 LONESOME LANE, REIGATE</b>		
<b>DESCRIPTION:</b>	Full planning application for the redevelopment of previously developed land to provide 4no. residential dwellings, with associated parking and landscaping.		
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.			

**This application is referred to Committee in accordance with the Constitution as the application site is for net 4 dwellings**

## SUMMARY

This is a full planning application for the erection of 4 detached dwellings, two bungalows and two of barn style with two storeys with revised access arrangements from Lonesome Lane, and associated parking and hard and soft landscaping.

The site is located on the eastern side of Lonesome Lane, within an area of open countryside to the south of Reigate on land which is designated as Metropolitan Green Belt. The site is currently in a mixed commercial (cattery) and equestrian use associated with the adjoining residential property at 65 Lonesome Lane.

The site is located in the Green Belt and Core Strategy Policy CS3 and DMP Policy NHE5, in line with the NPPF (2019), state the construction of new buildings will be regarded as inappropriate in the Green Belt unless they fall within one of the listed exceptions.

The site comprises previously developed land within the Green Belt. Para 149 of the NPPF sets out a number of exceptions to the normal presumption against inappropriate development including at para. G, the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

The proposed development has been assessed in terms of its spatial impact, its visual impact, the duration of development and on the degree of activity likely to be generated, all of which are capable of impacting on openness. The size of the existing buildings on the site, in terms of their footprint and volume and the areas of hardstanding have been calculated. In this case, the proposed development would comprise 4 dwellings which would have a lesser amount of floor area and volume of built form than existing buildings and therefore, in terms of their spatial impact, the proposals would not have a greater impact on the openness of the Green Belt

The proposed bungalows would be of a traditional design with brick and weatherboarding elevations and pitched roofs finished with slate tiles. The 2 storey dwellings are of a relatively contemporary design but take their design cues from traditional barns. Each dwelling would be of the appropriate size in terms of the Nationally Described Space Standards and would be provided with private amenity space.

The impact on the amenities of neighbouring properties is considered acceptable due to good separation and the nature of the proposed dwellings.

Each dwelling would be provided with 2 parking spaces and there would be two visitor car parking spaces. The site is located in an area of low accessibility where the adopted standards require the total provision of 9 spaces i.e. 2-2.5 spaces per dwelling. The provision of 10 spaces overall is therefore considered acceptable.

The proposals would make efficient use of this previously developed site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

### **RECOMMENDATION(S)**

Planning permission is GRANTED subject to conditions.

## Consultations:

Highway Authority: The County Highway Authority considers that the site is unsustainable in transport terms for a new residential dwelling. The site lies outside the existing built-up areas of the borough, is remote from key services and facilities such as jobs, shops, schools, health and leisure facilities, and is not easily accessible by modes of transport other than the private car. For these reasons, it is considered that occupiers of the proposed dwelling would be heavily dependent upon the private car for access to normal day-to-day services and facilities, hence the development would not comply with the sustainable transport objectives of the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

Notwithstanding this advice, however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It is also acknowledged that planning policy does permit the conversion and re-use of buildings, and hence some developments will not be able to meet the requirements of locational and transport policies. Therefore, it is for the Local Planning Authority (LPA) to weigh up the CHA's sustainable transport advice against the other policies in the NPPF, Local Plan, and Core Strategy, to determine whether the proposed development is sustainable in its wider sense, and whether the benefits of the proposed development would outweigh the locational difficulties.

The CHA are satisfied that the access arrangements, which include a wider bell-mouth entrance, would not result cause harm to highway safety subject to a condition relating to the implementation of the wider access as per the approved plans. In addition, the parking areas are considered acceptable subject to a suitably worded condition.

Contaminated Land Officer: Recommends an informative regarding historical uses of the land

Surrey Wildlife Trust: Recommends conditions relating to ecology including a detailed landscape and ecological management plan.

Tree Officer: Following amended plans that move plot 2 away from the canopy of the large oak tree, raises no objection subject to a full tree protection plan.

## Representations:

Letters were sent to neighbouring properties on 07 July 2022 and a site notice was posted on 22 July 2022. Thirteen letters of representation from local residents have been received raising the following concerns:

Issue	Number	Response
Overlooking and loss of privacy	3	See paragraphs 6.32-6.37
Harm to green belt	11	See paragraphs 6.3-6.22
Harm to wildlife habitat	9	See paragraph 6.50

Highway safety	4	See paragraphs 6.38-6.44
Traffic and congestion	4	See paragraphs 6.38-6.44
Impact on trees	8	See paragraph 6.44-6.49
Flooding / drainage	4	See paragraph 6.52
Loss of private view	3	Not a material planning consideration.

## **1.0 Site and Character Appraisal**

- 1.1 The application site is set to the rear of 65 Lonesome Lane and currently consists of a cattery that is housed within a number of wooden buildings and a large barn that is in storage / equestrian use towards the rear of the site.
- 1.2 The site is set within the Metropolitan Green Belt. To the rear of the site is ancient woodland (Felland Copse.) The site is not within an area of high surface water drainage and is in Flood Zone 1. There are a number of mature trees to the edge of the site, most notably a substantial oak to the northern boundary. The site is relatively flat although it does slope gently to the rear (east.)
- 1.3 The site is accessed from Lonesome Lane (an unclassified road) and would use the existing access which would be modified as part of the application.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: None
- 2.2 Further improvements could be secured: Materials, landscaping, tree protection plan, ecology, broadband condition, water efficiency condition, highways conditions, bin storage

## **3.0 Relevant Planning and Enforcement History**

- 3.1 87/06730/F - FIRST FLOOR ROOF EXTENSION TO FORM ADDITIONAL BEDROOMS AND INTERNAL ALTERATIONS TO AN EXISTING DETACHED HOUSE - GRANTED
- 3.2 89P/02270/F - ERECTION OF A CATTERY FOR BOARDING CATS ONLY THREE BLOCK EACH BLOCK TO CONTAIN 10 UNITS - GRANTED
- 3.3 94/08740/F ERECTION OF SEVEN PENS (3.6M X 1.2M) AND TWO FAMILY PENS (3.9M X 3M + 3.9M X 3.9M) FOR CATTERY USE - GRANTED

## **4.0 Proposal and Design Approach**

- 4.1 The proposal is for the demolition of the existing cattery buildings and the existing barn and the erection of two detached bungalows on the site of the

cattery and two 2-storey barn type dwellings on the site of the barn. The dwellings would be of a broadly contemporary design but with some traditional features such as dark wood cladding which is typical of rural buildings in the locality.

- 4.2 During the course of the application, the dwellings have been reduced in volume, with hipped gables and the removal of the basements from the bungalows and the reduction in ridge height of the two storey dwellings.
- 4.3 A scheme of landscaping, including new and improved driveways and access has been proposed along with new planting, and improvements to boundary treatments.
- 4.4 Car parking spaces have been provided for each property and would comply with the standards set out within Annexe 4 of the DMP. The existing access to Lonesome Lane is proposed to be improved and provisions for bin storage have been proposed.
- 4.5 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.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	All the proposed dwellings will meet modern living standards and be of a high quality, sympathetic design, which complements its surrounding rural context.
Involvement	No community consultation took place.
Evaluation	A significant benefit of the scheme is the removal of a large collection of utilitarian buildings and their replacement with a well designed scheme with materials to accord with the surrounding vernacular; and achieved with a significant reduction (in scale, footprint and volume) in built form overall
Design	The proposal has been designed to respect the character of the surrounding buildings and the local vernacular

- 4.6 Further details of the development are as follows:

Site area	4155sqm
Proposed parking spaces	10

Parking standard	9
Net increase in dwellings	4
Existing building volume	3247.37m <sup>3</sup>
Proposed building volume	2691.6m <sup>3</sup> (14% decrease)
Existing building area	637.43m <sup>2</sup>
Proposed building area	561m <sup>2</sup> (12% decrease)

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS3 (Green Belt)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS15 (Affordable Housing)

### 5.2 Reigate & Banstead Development Management Plan 2019

Natural Environment	NHE3, NHE5
Design, Character, and amenity	DES1, DES5, DES8
Transport, Access, and parking	TAP1
Climate Change resilience	CCF1
Infrastructure to support growth	INF3

### 5.3 Other Material Considerations

National Planning Policy Framework

Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Householder Extensions and Alterations
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Other	Human Rights Act 1998
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## 6.0 Assessment

6.1 The application site is situated within the Metropolitan Green Belt.

6.2 The main issues to consider are:

- Principle of development and impact on the Metropolitan Green Belt

- Impact on local character
- Neighbour amenity
- Highway and parking matters
- Trees and landscaping
- Ecological matters
- Flooding and Drainage
- CIL
- Affordable housing
- Sustainability and Climate Change
- Other matters

### Principle of development

#### Green Belt

- 6.3 The site is located in the Green Belt and Core Strategy Policy CS3 and DMP Policy NHE5, in line with the NPPF (2021), state the construction of new buildings will be regarded as inappropriate in the Green Belt unless they fall within one of the listed exceptions.
- 6.4 Para.147 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para.149 sets out a number of exceptions to this, including as section G, limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.
- 6.5 Core Strategy Policy CS3 states that planning permission will not be granted for inappropriate development in the Green Belt, unless very special circumstances exist which clearly outweigh the potential harm to the Green Belt.
- 6.6 The applicants have put forward the argument that the site constitutes 'previously developed land' and could therefore benefit from the exception set out in part G of NPPF para 149. The definition of previously developed land is set out in Annex 2 of the NPPF and states as follows:

*Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*

- 6.7 The application site is occupied by a number of permanent structures, none of which are used for the purposes identified as excluded from the definition of previously developed land. The applicant has provided sworn affidavits that the use of the barn has been equestrian / storage for a period of more than ten years. It is therefore accepted that the site qualifies as previously developed land.
- 6.8 In these circumstances, it is necessary to go on to consider the impact of the proposed development on the openness of the site. In order to be considered as 'not inappropriate', any development would need to demonstrate that it would not have a greater impact on the openness of the Green Belt than the existing development.
- 6.9 The National Planning Practice Guidance published advice on the assessment of openness in the Green Belt in July 2019. It states that "*assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:*
- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
  - *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and the degree of activity likely to be generated, such as traffic generation."*

#### *Spatial Impact*

- 6.10 The proposed development would result in a reduction in the amount of built development on the site, in terms of the footprint of development and the volume of buildings. Existing structures on the site cover a footprint of 637.43sqm whilst the proposed development would cover a footprint of 561sqm, a reduction of 12%. The volume of existing buildings on the site amounts to 3,247cu.m, whilst the volume of the proposed buildings would amount to 2691cu.m, a reduction of 14%. The amount of hardstanding on the site would also be reduced by 29% from 1670sqm to 1183sqm. The existing structures do not include the two shipping containers or the mobile home that would also be removed as part of the application.
- 6.11 In spatial terms, therefore, there would be an improvement in the openness of the site, given the reduction in the amount of built form and areas of hardstanding.

#### *Visual Impact*

- 6.12 The site is in general terms located to the rear of the existing frontage development on Lonesome Lane. The frontage of the site comprises tall hedges



and other vegetation and from Lonesome Lane, the site is well screened. There are very glimpsed views of the buildings on the site down the access road.

- 6.13 The existing cattery buildings on the site are single storey in scale and vary in height depending on the shape of the roof but are around 2.2 to 2.5m to the height of the ridge. The ridge height of the barn is around 7.8m in height.
- 6.14 The two bungalows that would replace the cattery buildings would have an eaves height of 2.4m and a ridge height of 3.4m. The proposed bungalows would be provided with fully hipped roofs which would reduce their visual prominence.
- 6.15 The two dwellings that would replace the barns would have ridge height over 1m lower than the existing barn and would not exceed the footprint of the existing barn.
- 6.16 As noted above, the visibility of the site is restricted from Lonesome Lane, by existing boundary vegetation which would be retained and enhanced. The new dwellings would be viewed down the access road, but the view would be restricted due to the narrow width of the road, the angle of the road and landscaping. The primary view from the front would be of the existing dwelling on the site and would be very similar to the current view. In this regard, the visual impact of the proposals from Lonesome Lane is considered to be no greater than the visual impact of existing buildings on the site.
- 6.17 The formation of new residential curtilages with the consequent increase in parking, areas of hardstanding, fencing and other domestic paraphernalia can have an adverse visual impact on the openness of the Green Belt. In this case, large areas of the site are already covered by hard-standings and used for an amount of external storage. The proposal would reduce the amount of hardstanding by 24%. In this regard, it is considered that there would be an improvement in the openness of the site compared to existing visual appearance of the site. In order to ensure that the impact of the new dwellings and residential curtilages is minimised, it is suggested that conditions be imposed to restrict the further extension of the dwellings, areas of hardstanding, fencing and other structures within the curtilage.
- 6.18 As a result, it is not considered that the proposals would, in terms of their visual impact, have a greater impact on openness than existing development and would accord with paragraph 149 (g) of the NPPF.

#### *Duration of Development and Remediability*

- 6.19 The PPG refers to the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness. In this case, the proposed dwellings and the areas of hardstanding are permanent structures which will remain on the site, with no plans to return the land to its open state in the foreseeable

future. The site already contains permanent structures and as a result, it is considered that there would be a neutral impact in this regard.

#### *Degree of Activity*

- 6.20 With regard to the degree of activity, the provision of 2 x 5 and 2 x 2 bed dwellings would result in a requirement for 9 parking spaces. The current site has been used as a commercial cattery for a number of years and would have had a relatively high level of traffic in and out of the site. In this regard, it is considered that the proposed development would have a positive impact on the openness of the green belt.

#### *Purposes of including land within the Green Belt*

- 6.21 There are 5 purposes listed in paragraph 138 of the NPPF. Of the 5 listed, it is considered that one is relevant, namely (c). Purpose (c) states that land is included within the Green Belt to assist in safeguarding the countryside from encroachment. The proposed development would be broadly located on the footprint of existing buildings and would not extend built form any further eastwards than existing buildings. The proposed access road would be in the same location as existing and would lead to a smaller area of hardstanding to be used for parking and turning. In this regard, it is considered therefore that there would be no further encroachment onto the Green Belt than already exists.
- 6.22 In light of these comments, it is considered that the proposals would not constitute inappropriate development and would qualify as an exception by virtue of para.145 section G, which allows for the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

#### *Sustainability*

- 6.23 In terms of sustainability, it is noted that the site is outside the urban area and lies outside the existing built up areas of the borough and therefore is less accessible. However, the site would deliver four new dwellings which would be a positive social and economic contribution to the borough and would help to comply with council's housing targets. In addition, the site is previously developed land as defined in the NPPF and the re-use of this land is therefore considered more sustainable.
- 6.24 It is also noted that the site consists currently of a cattery business as well as an equestrian use. These currently generate some traffic and noise to the location and the amount of car traffic and activity generated from the site would be commensurate with the current uses.
- 6.25 In addition, as noted above in the report, there would be a reduction of built form within the MGB, both in terms of footprint and volume and a 23% reduction the hard landscaping on the site. This is considered significant in sustainability terms.

Overall, whilst it is appreciated that the site is outside the urban area, there are various reasons as outlined above that carry significant weight and would outweigh the construction of four dwellings outside the urban area.

#### Impact on local character

- 6.26 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.27 The site comprises a mixed use equestrian and commercial site (cattery) located on the eastern side of Lonesome Lane within open countryside to the rear of an existing dwelling. The site adjoins residential development to the north and south, with the donor property being to the west of the site. Residential properties in the area vary in height from full two storey detached houses fronting onto Lonesome Lane to some bungalows with some limited residential properties to the rear. The form and scale of development proposed in this case would be compatible with the scale and character of development in the area.
- 6.28 The proposed layout shows two detached single storey dwellings on the northern side of the access road at the rear of the site with two detached dwellings on the site of the barn further east. Plot sizes are relatively small compared with some in the area, but there is a range of plot sizes adjoining and close to the site and the proposed plots in this case would not be dissimilar to others in the area.
- 6.29 The proposed bungalows would be of a traditional design with brick and weatherboarding elevations and pitched roofs finished with slate tiles, a form of design which reflects traditional agricultural buildings, and which would be in keeping with the rural character of the site. The two story dwellings would be slightly more contemporary in style with a dark grey zinc \ aluminium style fascia to frame the larch boarding at either end of those dwellings and would take their design cues from traditional barns
- 6.30 Limited details of the materials have been provided at this stage and if permission is granted, it is suggested that further details are provided by condition. In addition, the removal of permitted development rights for extensions, areas of hardstanding and means of enclosure, in order to retain the rural appearance of the site and to avoid further spread of development in the green belt will be secured by condition.

- 6.31 It is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.32 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.33 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards and each dwelling would also be provided with appropriate levels of east facing amenity areas. Habitable room windows would face north, south or west and would provide good levels of sunlight and daylight to habitable rooms.
- 6.34 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Lonesome Lane or the character of the wider locality. It therefore complies with policies DES1, DES4 and DES5 in this respect.

#### Neighbour amenity

- 6.35 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.36 The proposed dwellings would possess a sufficient level of separation from dwellings neighboring the site so as to not appear overbearing or cause overshadowing. To the north, there would be a minimum gap of 3m to the northern boundary with the rear garden of 61 Lonesome Lane. Given the single storey scale of the proposed dwelling in this location, this degree of separation is considered sufficient to protect the amenities of the neighbouring property which is around 50m from that property. In addition, plot 1, is the closest property to no.63 Lonesome Lane and is at least 42m from that property.
- 6.37 To the south, the closest property is no.67 Lonesome Lane and this is situated over 60m from the closest dwelling (plot 1). Whilst there would be some views of the new dwellings from that property, they are of sufficient distance so as not to impact that dwelling.
- 6.38 The donor property is situated to the west of the new dwellings; the closest new dwelling is around 40m to the east and would not be in a direct line of sight to the donor property. It is noted that the access to the new dwellings would be to the side of no. 65; however, this is the same as the existing access to the cattery

and it is not considered that it would cause significantly more disturbance to that property.

- 6.39 The proposed layout retains the existing access onto Lonesome Lane, albeit with improved visibility splays. The proposed residential development is likely to lead to a reduction in the number of vehicle using the access road, leading to a decrease in any noise and disturbance caused by vehicle movements and an improvement in the amenities of neighbouring residents.
- 6.40 In conclusion, the proposals would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

#### Highway matters

- 6.41 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.42 The County Highway Authority considers that the site is unsustainable in transport terms for a new residential dwelling. The site lies outside the existing built up areas of the borough, is remote from key services and facilities such as jobs, shops, schools, health and leisure facilities, and is not easily accessible by modes of transport other than the private car. For these reasons, it is considered that occupiers of the proposed dwelling would be heavily dependent upon the private car for access to normal day-to-day services and facilities, hence the development would not comply with the sustainable transport objectives of the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).
- 6.43 Notwithstanding this advice, however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social, and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It is also acknowledged that planning policy does permit the conversion and re-use of buildings, and hence some developments will not be able to meet the requirements of locational and transport policies. They state that it is for the local planning authority to weigh up the CHA's sustainable transport advice against the other policies in the NPPF, Local Plan, and Core Strategy, to determine whether the proposed development is sustainable in its wider sense, and whether the benefits of the proposed development would outweigh the locational difficulties.
- 6.44 The site is in the countryside, but it would not comprise an isolated or remote location by virtue of nearby residential properties along Lonesome Lane. The distances between the site and the closest facilities in Woodhatch are over 2km and are beyond a reasonable walking distance. The site is within comfortable cycling distance of Woodhatch, but it is likely that most trips by future residents

would be by private car. The NPPF recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. In this instance, whilst the proposal would result in a degree of reliance on the use of the private car, the likelihood is that over an average weekly period the proposal would generate less vehicle movements than the existing mixed commercial and equestrian use.

- 6.45 The existing access onto Lonesome Lane is to be used. The County Highway Authority have reviewed the plans and are satisfied that the access arrangements, which include a wider bell-mouth entrance, would not result cause harm to highway safety.
- 6.46 The site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision 2.5 spaces for a 5 bedroom house and 2 spaces for a 2 bed roomed house. Thus, a total of 9 spaces would be required. In this case, a total of 10 spaces are proposed, with two spaces provided for each dwelling and two visitor parking spaces.
- 6.47 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

#### Trees and Landscaping

- 6.48 Policy NHE3 advises that unprotected but important trees, woodland, and hedgerows with ecological or amenity value should be retained as an integral part of the development.
- 6.49 The tree officer was consulted on the proposal in order to assess the proposed development against impact upon existing trees and vegetation. In addition, following comments from the tree officer, plot 2 was moved further from a mature oak just beyond the northern boundary. The tree officer has stated that the submitted arboricultural information is clear and to a very good standard and explains the potential impact of the proposal on site trees and how this can be mitigated and protected against. This detail is sufficient to be conditioned to be implemented should planning permission be granted.
- 6.50 A suitable and substantial landscape improvement scheme of benefit to native biodiversity is essential and will be conditioned to ensure that the proposal has a suitable landscaping design that will benefit the surrounding area. In addition, a condition requiring suitable boundary treatments will be added to the permission.
- 6.51 The proposed development does not appear to result in the loss of any significant trees or vegetation and the existing trees and vegetation can be adequately protected should the application be approved, by tree protection measures inclusive of qualified arboricultural supervision and monitoring. It is also essential to protect those area which will provide additional soft landscaping for the future.

- 6.52 It is therefore recommended that in the event that planning permission is granted, conditions relating to the arboricultural and landscape matters, should be imposed.

#### Bio-diversity Issues

- 6.53 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. Whilst the proposal would result in the redevelopment of existing buildings, it is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. In addition, the proposal is around 100m from an area of ancient woodland. The applicant has provided an ecological survey and this has been assessed by Surrey Wildlife Trust. They have raised no objections subject to suitable conditions relating to the implementations of the recommendations within the supplied report and the submission of an appropriately detailed landscape and ecological management plan.

#### Withdrawal of Permitted Development Rights

- 6.54 Given the relatively small plot sizes for the proposed dwellings it is also recommended that permitted development rights be withdrawn for the proposed dwellings so that the Council is able to retain control of the acceptability, size and design of further extensions at ground floor level and within the roof space.

#### Flooding and drainage

- 6.52 It is noted that concerns have been raised in terms of flooding and drainage on the site. The site is within Flood Zone 1 (the lowest risk of flooding) and is not within an area of high surface water drainage. The new access road and hard landscaping is shown on the plans to be permeable and there are soakaways and other drainage infrastructure shown on the plans. The drainage of the new dwellings will be controlled by building control legislation.

#### CIL

- 6.52 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

#### Affordable Housing

- 6.53 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 6.54 In view of this, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less.

#### Sustainability and Climate Change

- 6.55 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission is granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day and achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations would be attached.

#### Other Matters

- 6.56 Electronic communication networks: Policy INF3 criteria 1 states that "The Council will require all new development to be connected with high speed and reliable broadband". A condition has been added to the permission to this effect.



## CONDITIONS

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

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Location Plan	X-02		22.06.2022
Survey Plan	160422/DET		22.06.2022
Other Plan	160422/Vols		22.06.2022
Elevation Plan	160422/Structure2		22.06.2022
Elevation Plan	160422/Structure1		22.06.2022
Elevation Plan	160422/Structure4		22.06.2022
Elevation Plan	160422/Structure3		22.06.2022
Elevation Plan	160422/Stables		22.06.2022
Elevation Plan	160422/Container2		22.06.2022
Elevation Plan	160422/Container1		22.06.2022
Elevation Plan	160422/Cattery		22.06.2022
Elevation Plan	160422/Barn		22.06.2022
Location Plan	D-06	B	05.09.2022
Proposed Plans	D-05	B	14.07.2022
Site Layout Plan	X-01	A	14.07.2022
Proposed Plans	D-05	C	19.10.2022
Site Layout Plan	D-01	E	19.10.2022
Proposed Plans	D-02	B	19.10.2022
Proposed Plans	D-03	C	19.10.2022
Proposed Plans	D-04	C	19.10.2022
Other Plan	NJC-001	1	13.10.2022

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. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. Prior to the commencement of any development works, including demolition and all construction activities, all tree protection measures shall be undertaken in strict accordance with the approved details contained in the submitted Arboricultural Report ref. S883-J1-IA-1 from John Cromar's Arboricultural Company Ltd. All arboricultural matters will then follow that described in these approved details.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard BS 5837:2012 'Trees in relation to design, demolition and construction – Recommendations'

5. The development shall not be occupied until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the local planning authority. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3, DES1 and DES3, and the recommendations within British Standards including BS8545:2014 and British Standard 5837:2012.

6. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall include wildlife friendly access and be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE3.

7. The development shall be carried out in accordance with the mitigation measures set out within the Ecology Appraisal by All Ecology dated June 2022.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

8. The development hereby permitted shall not be occupied until the submission of an appropriately detailed landscape and ecological management plan. submitted to the Council and approved in writing. The approved measures shall be implemented in full and maintained thereafter.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF.

9. The development shall not be commenced unless and until the existing access to Lonesome Lane has been modified and provided with visibility zones in accordance with the approved plan numbered D 01 E and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered D 01 E for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority for the storage of a minimum of 8 bikes in a secure, accessible and covered location. Thereafter the bike parking shall be retained and maintained for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

12. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

13. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

14. The development shall not be occupied until a refuse collection point has been provided in accordance with the approved plan numbered D01 E.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions, roof enlargements or outbuildings permitted by Classes A, B, C, D, E of Part 1 of the Second Schedule of the 2015 Order (as amended) shall be constructed without the prior approval of the Local Planning Authority.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE5.

16. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day,

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

17. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet,  
b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

## **INFORMATIVES**

1. 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](http://www.ccscheme.org.uk/index.php/site-registration).

2. 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](http://www.firesprinklers.info).
3. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigate-banstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering)
4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers

[banstead.gov.uk/info/20062/recycling\\_and\\_refuse/392/fees\\_for\\_recycling\\_and\\_refuse\\_services/3](http://banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3).

5. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991.
7. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to streetlights, 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 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).
9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

## **REASON FOR PERMISSION**

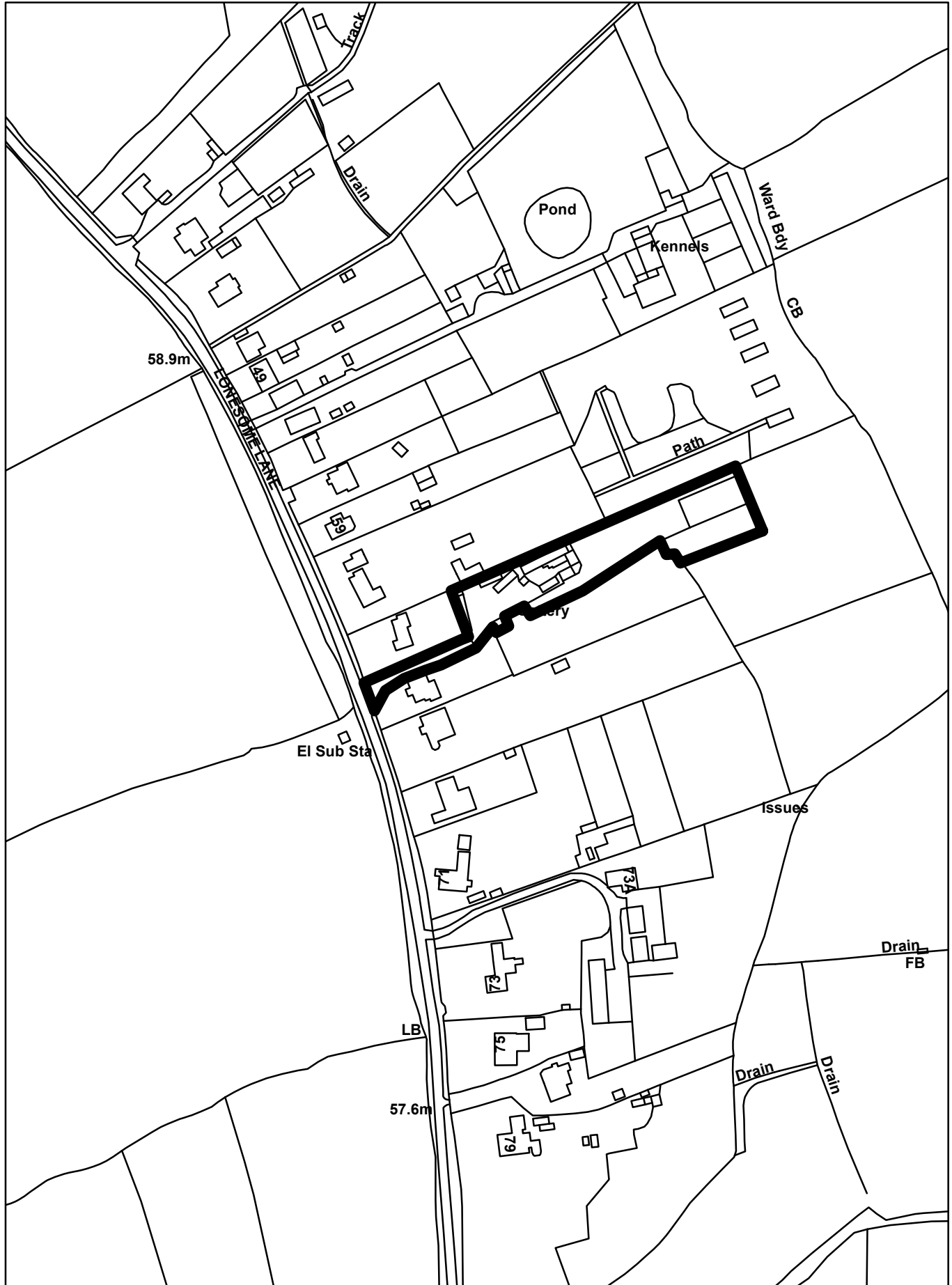
The development hereby permitted has been assessed against development plan policies DES1, DES5, DES8, TAP1, NHE3, NHE5, CCF1, INF3, and material considerations, including third party representations. It has been concluded that the

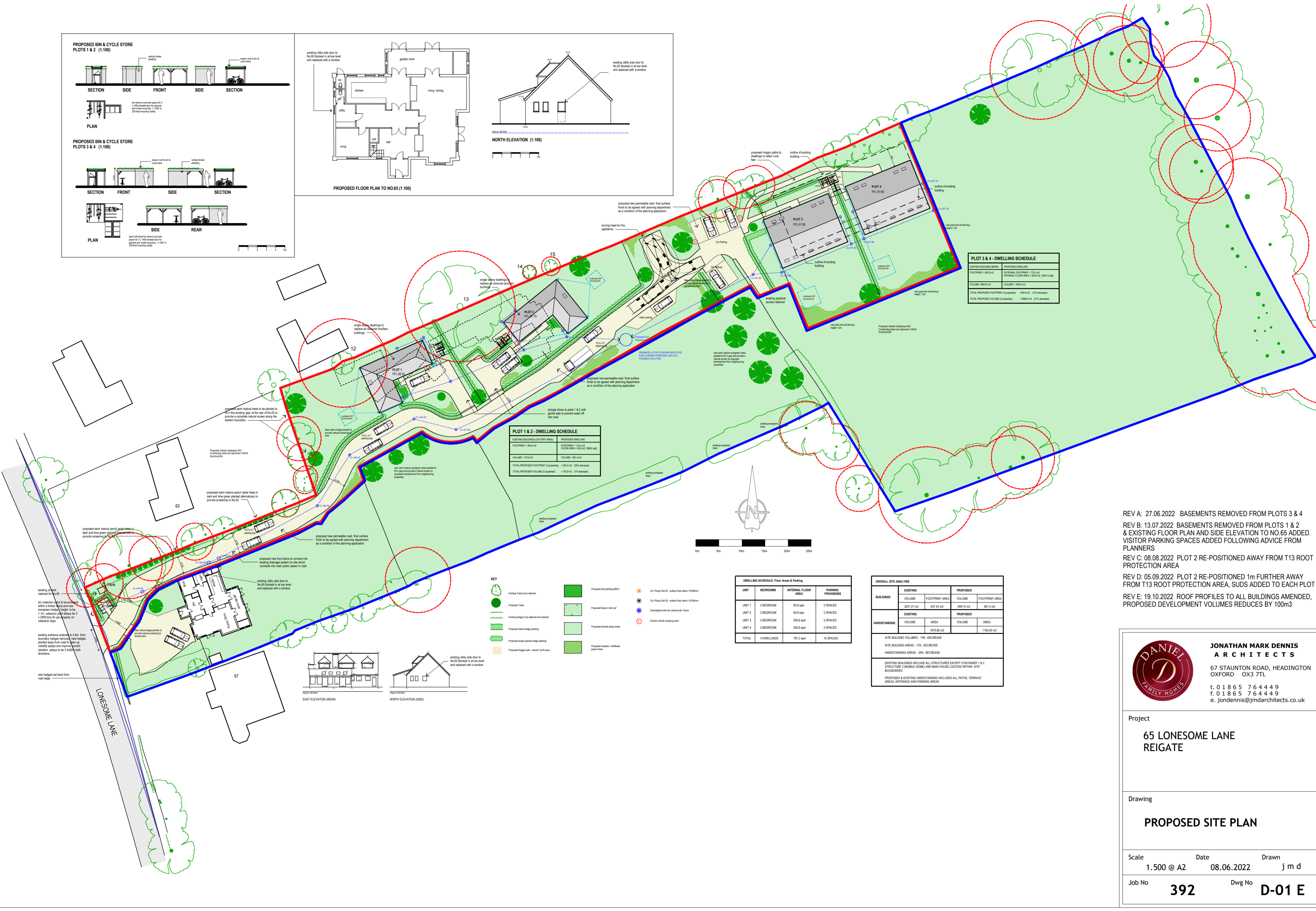
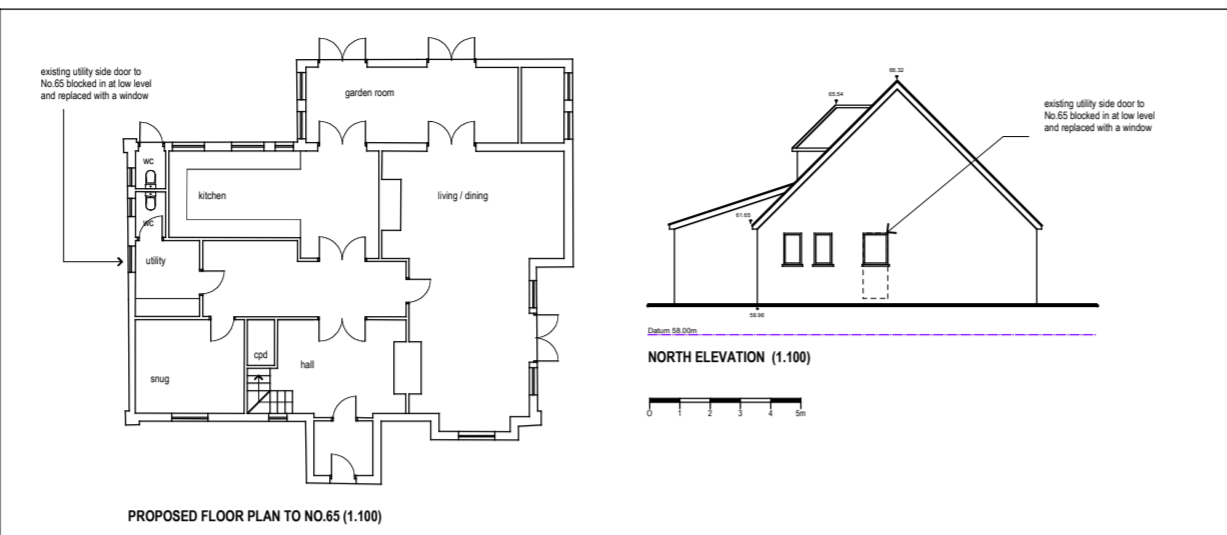
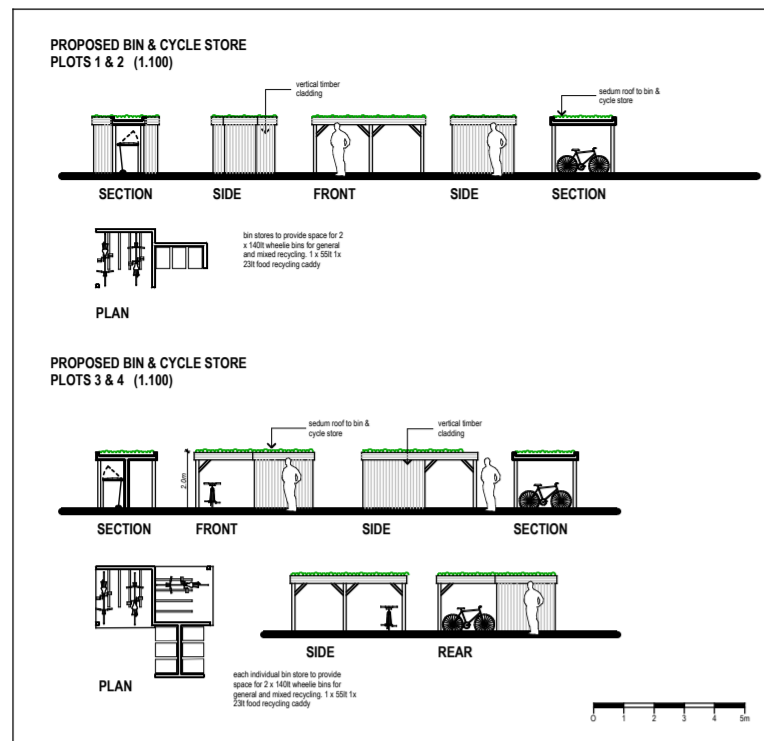
development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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.



# 22/01421/F - 65 Lonesome Lane, Reigate





**PLOT 3 & 4 - DWELLING SCHEDULE**

EXISTING BUILDING (BARR)	PROPOSED DWELLING
FOOTPRINT = 283.8 m <sup>2</sup>	FOOTPRINT = 112.1 m <sup>2</sup>
VOLUME = 283.8 m <sup>3</sup>	VOLUME = 103.4 m <sup>3</sup>
TOTAL PROPOSED FOOTPRINT (2 properties) = 108.4 m <sup>2</sup> (27% decrease)	
TOTAL PROPOSED VOLUME (2 properties) = 103.4 m <sup>3</sup> (21% decrease)	

**PLOT 1 & 2 - DWELLING SCHEDULE**

EXISTING BUILDINGS (CARTERS AREA)	PROPOSED DWELLING
FOOTPRINT = 283.8 m <sup>2</sup>	FOOTPRINT = 112.1 m <sup>2</sup>
VOLUME = 283.8 m <sup>3</sup>	VOLUME = 103.4 m <sup>3</sup>
TOTAL PROPOSED FOOTPRINT (2 properties) = 220.4 m <sup>2</sup> (27% decrease)	
TOTAL PROPOSED VOLUME (2 properties) = 103.4 m <sup>3</sup> (21% decrease)	

**DWELLING SCHEDULE: Floor Areas & Parking**

UNIT	BEDROOMS	INTERNAL FLOOR AREA	PARKING PROVISIONS
UNIT 1	2 BEDROOM	92.8 sqm	2 SPACES
UNIT 2	2 BEDROOM	92.8 sqm	2 SPACES
UNIT 3	3 BEDROOM	305.8 sqm	3 SPACES
UNIT 4	3 BEDROOM	305.8 sqm	3 SPACES
TOTAL	4 DWELLINGS	797.2 sqm	10 SPACES

**OVERALL SITE ANALYSIS**

BUILDINGS	EXISTING		PROPOSED	
	VOLUME	FOOTPRINT AREA	VOLUME	FOOTPRINT AREA
	3247.37 m <sup>3</sup>	837.43 m <sup>2</sup>	2981.6 m <sup>3</sup>	581.8 m <sup>2</sup>
HARDSTANDING				
	VOLUME	AREA	VOLUME	AREA
	1870.82 m <sup>3</sup>	1870.82 m <sup>2</sup>	1183.40 m <sup>3</sup>	1183.40 m <sup>2</sup>

SITE BUILDING VOLUMES - 14% DECREASE  
 SITE BUILDING AREAS - 12% DECREASE  
 HARDSTANDING AREAS - 20% DECREASE

EXISTING BUILDINGS INCLUDE ALL STRUCTURES EXCEPT CONTAINER 1 & 2. STRUCTURE 3 (MOBILE HOME) AND MAIN HOUSE LOCATED WITHIN SITE BOUNDARIES  
 PROPOSED & EXISTING HARDSTANDING INCLUDES ALL PATHS, TERRACE AREAS, ENTRANCES AND PARKING AREAS

- KEY**
- Existing Trees to be retained
  - Proposed Trees
  - Existing hedges to be retained and retained
  - Proposed native hedge planting
  - Proposed native hedge planting
  - Proposed native hedge planting
  - Proposed hedge path - natural / turf / cobble
  - Proposed bulb planting (B&P)
  - Proposed Sedum mat path
  - Proposed amenity grass areas
  - Proposed meadow + wildflower grass areas
  - SU / Utility Slot 01 - outdoor floor stand H 800mm
  - SU / Utility Slot 02 - outdoor floor stand H 800mm
  - Dovetailer built into vertical wall fence
  - Electric vehicle charging point



REV A: 27.06.2022 BASEMENTS REMOVED FROM PLOTS 3 & 4  
 REV B: 13.07.2022 BASEMENTS REMOVED FROM PLOTS 1 & 2 & EXISTING FLOOR PLAN AND SIDE ELEVATION TO NO.65 ADDED. VISITOR PARKING SPACES ADDED FOLLOWING ADVICE FROM PLANNERS  
 REV C: 08.08.2022 PLOT 2 RE-POSITIONED AWAY FROM T13 ROOT PROTECTION AREA  
 REV D: 05.09.2022 PLOT 2 RE-POSITIONED 1m FURTHER AWAY FROM T13 ROOT PROTECTION AREA, SUDS ADDED TO EACH PLOT  
 REV E: 19.10.2022 ROOF PROFILES TO ALL BUILDINGS AMENDED, PROPOSED DEVELOPMENT VOLUMES REDUCES BY 100m<sup>3</sup>

**DANIEL FAMILY HOMES**

**JONATHAN MARK DENNIS ARCHITECTS**

67 STAUNTON ROAD, HEADINGTON OXFORD OX3 7TL

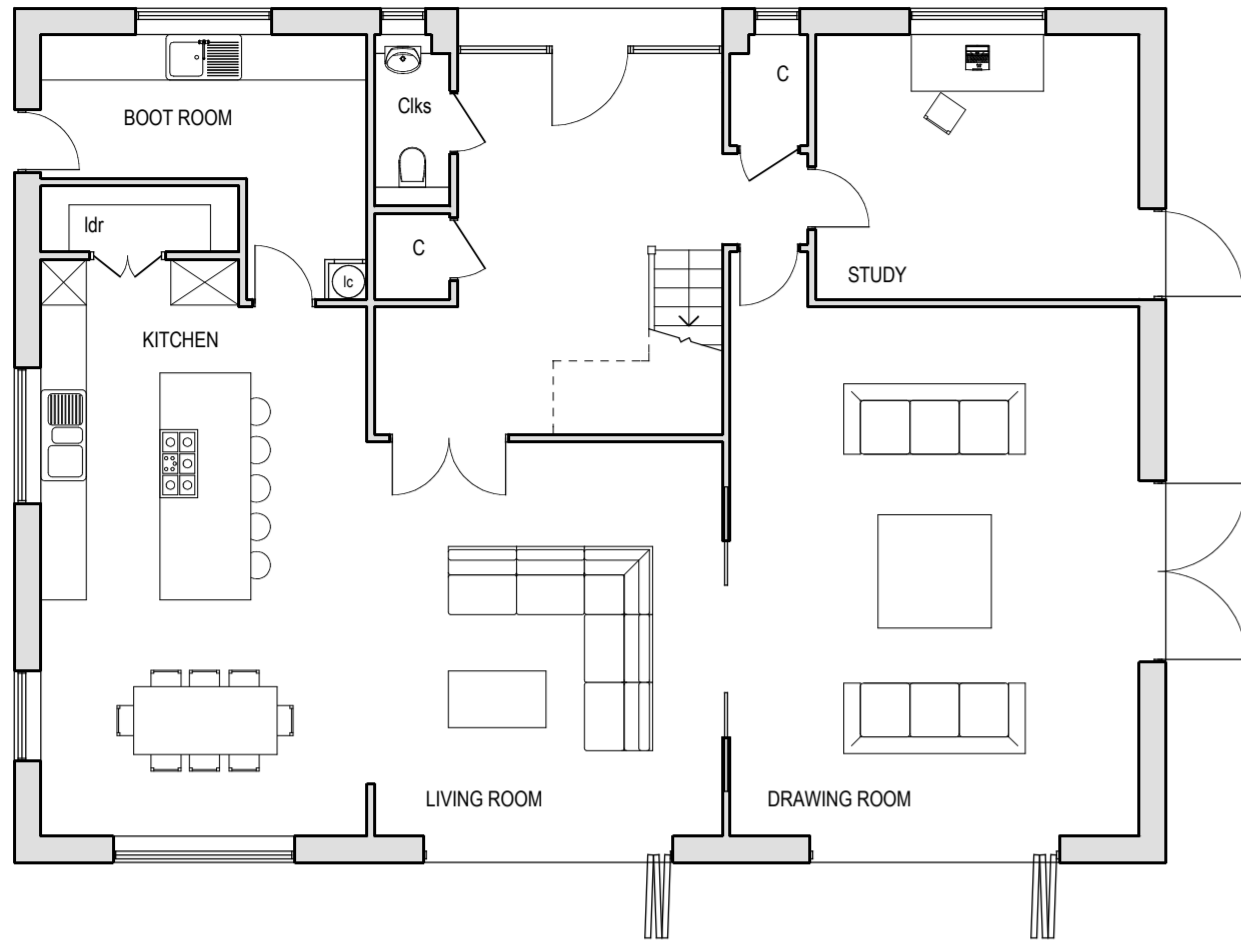
t. 0 1 8 6 5 7 6 4 4 4 9  
 f. 0 1 8 6 5 7 6 4 4 4 9  
 e. jondennis@jmdarchitects.co.uk

Project  
**65 LONESOME LANE REIGATE**

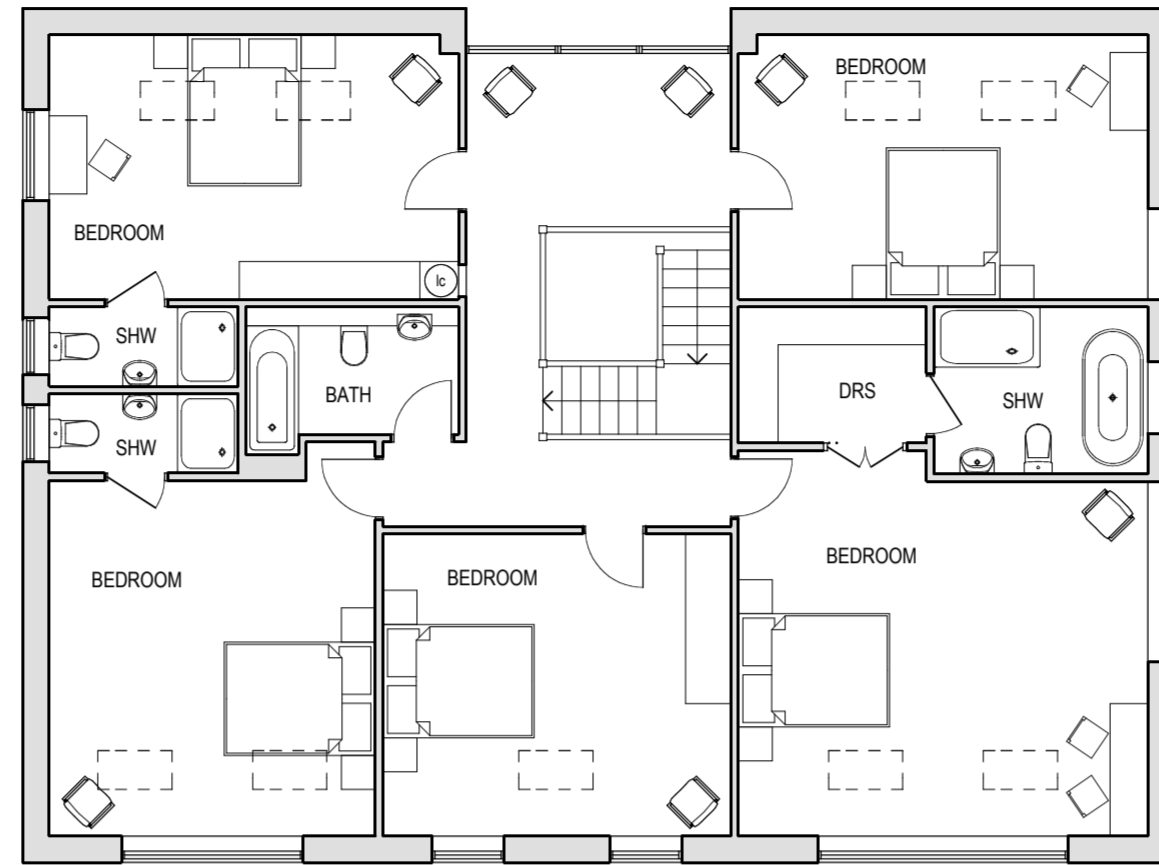
Drawing  
**PROPOSED SITE PLAN**

Scale 1:500 @ A2 Date 08.06.2022 Drawn j m d

Job No **392** Dwg No **D-01 E**

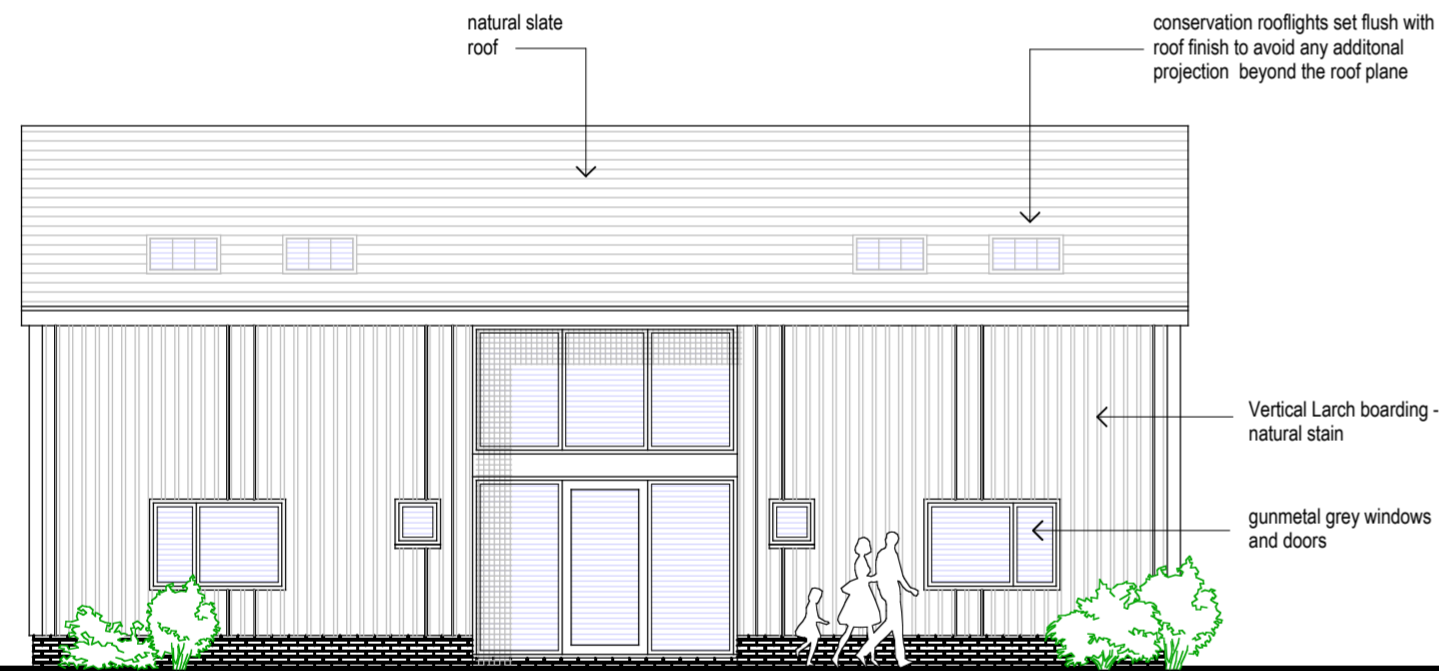


GROUND FLOOR PLAN



FIRST FLOOR PLAN

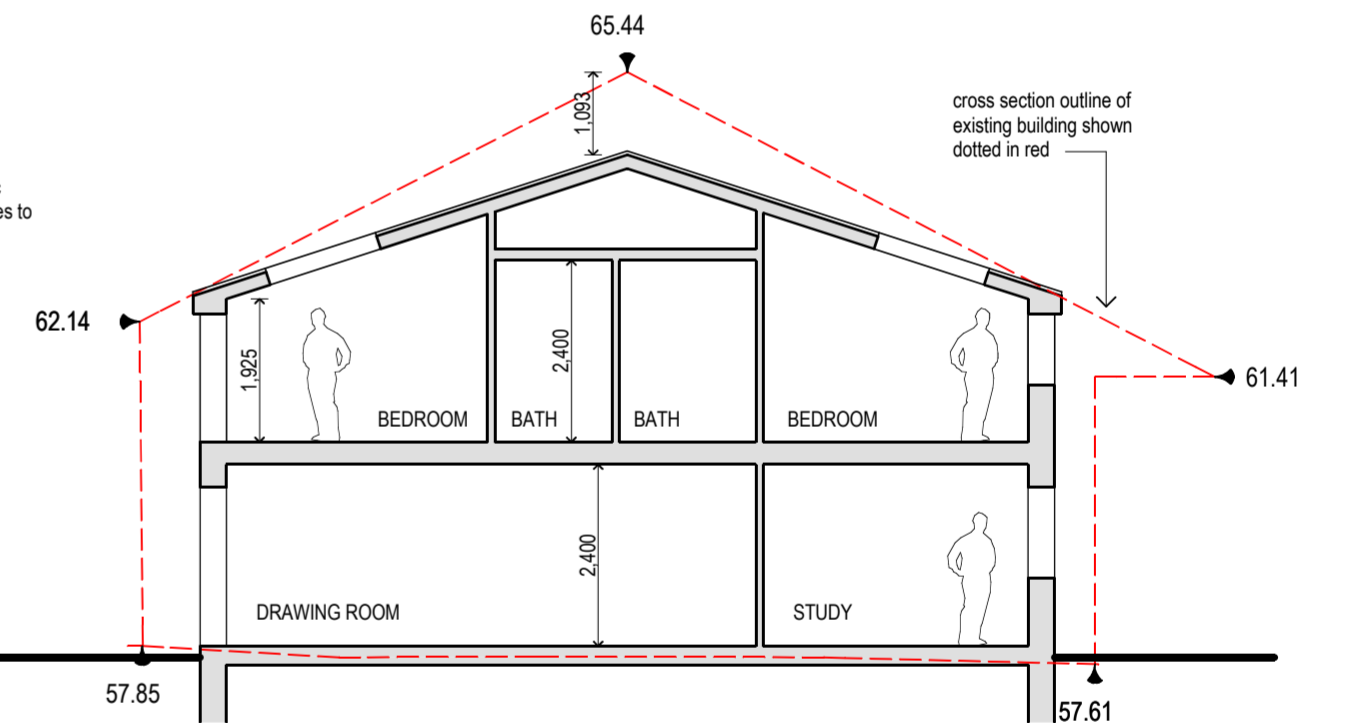
The new dwelling will be designed to be 25% more efficient than the latest June 2022 Building Regulations require, with a possible Level 3 achievable in the Code for Sustainable Homes. This is achieved with additional insulation in the floors, walls and roof, more energy efficient windows and doors (typically 1.1 U-Value as opposed to the current 1.6) and locally sourced materials will be used where possible. An air or ground source heat pump could be used to provide all heating and all hot water to the property and with a rainwater harvesting system installed to provide recycled water for washing machines, WC's and all external garden taps. The new dwelling will have a dedicated charging point for an electric car.



NORTH WEST ELEVATION



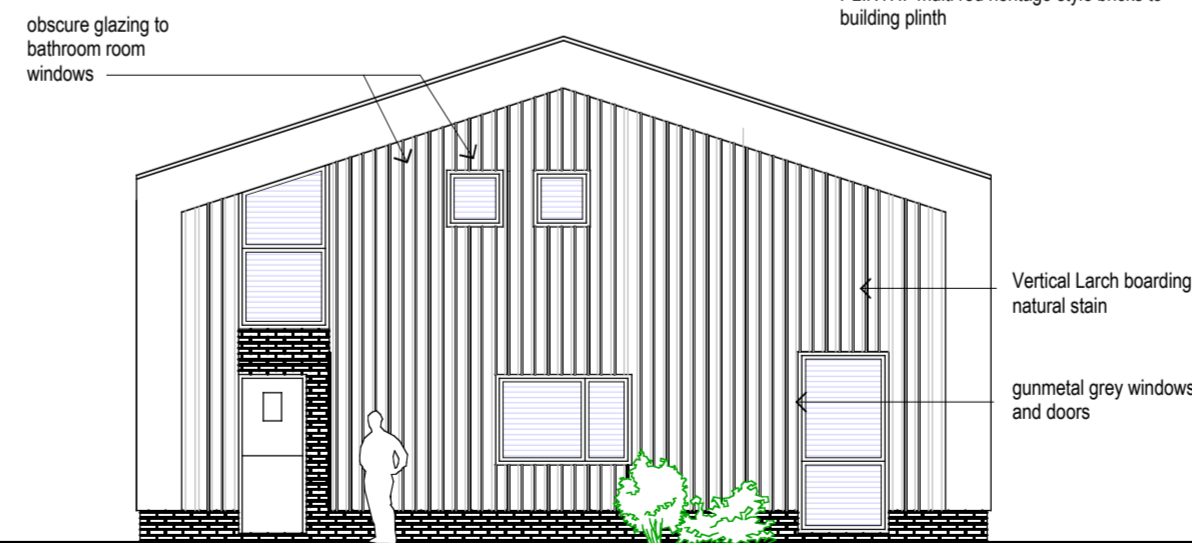
NORTH EAST ELEVATION



Typical Section  
Datum 56.00mts



SOUTH EAST ELEVATION



SOUTH WEST ELEVATION

ROOF: Natural blue slate roofing  
WALLS: Vertical Larch boarding - natural stain  
PLINTH: multi red heritage style bricks to building plinth



REV A: 27.06.2022 BASEMENTS REMOVED FROM PLOTS 3 & 4  
REV B: 13.07.2022 SUSTAINABILITY NOTE ADDED  
REV C: 19.10.2022 ROOF PROFILES AMENDED TO REDUCE VOLUME OF BUILDING & LOWER RIDGE HEIGHT

**DANIEL**  
FAMILY HOMES

**JONATHAN MARK DENNIS**  
ARCHITECTS

67 STAUNTON ROAD, HEADINGTON  
OXFORD OX3 7TL

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e. jondennis@jmdarchitects.co.uk

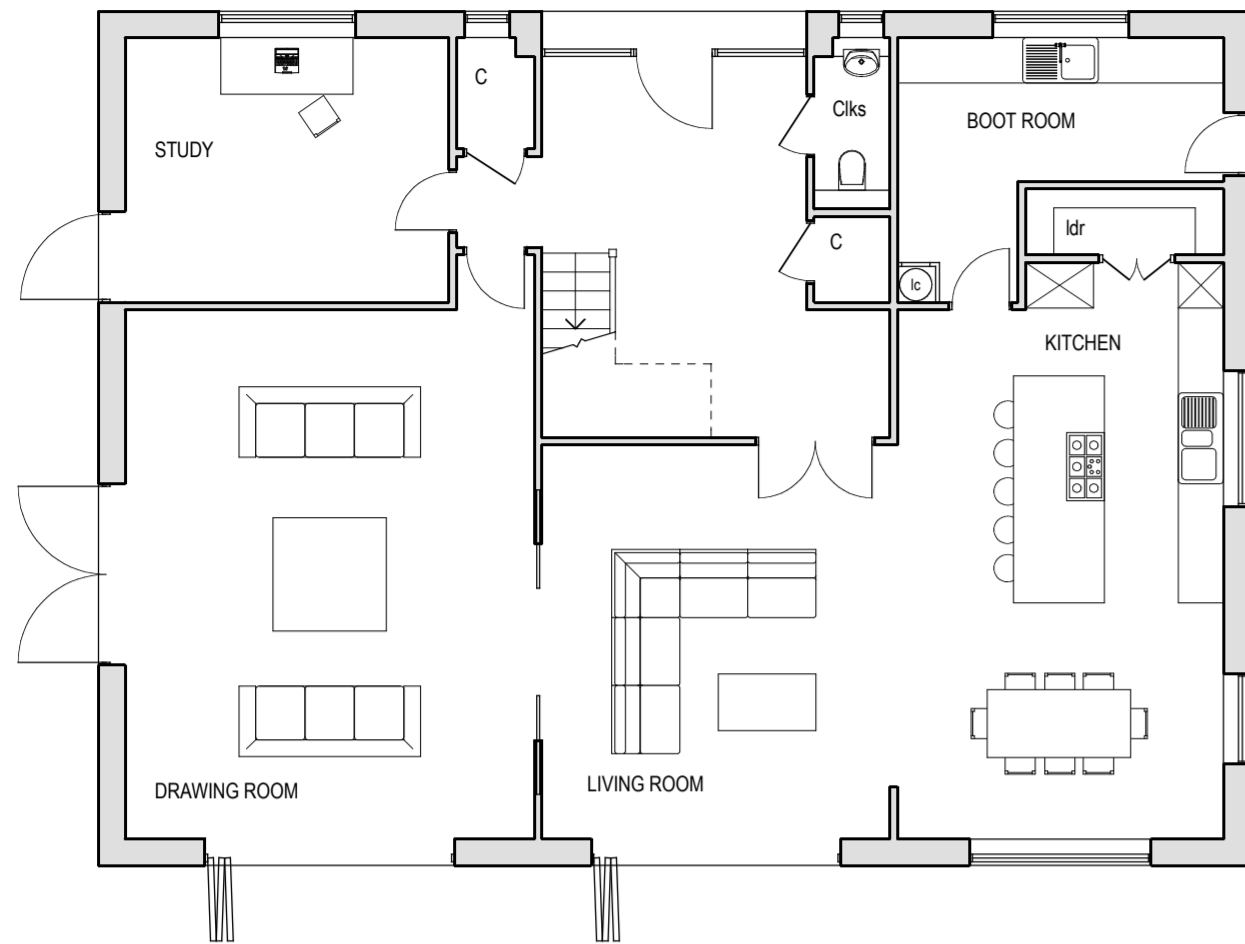
Project  
**65 LONESOME LANE**  
**REIGATE**

Drawing  
**PLOT 4**  
**PROPOSED PLANS, SECTIONS**  
**AND ELEVATIONS**

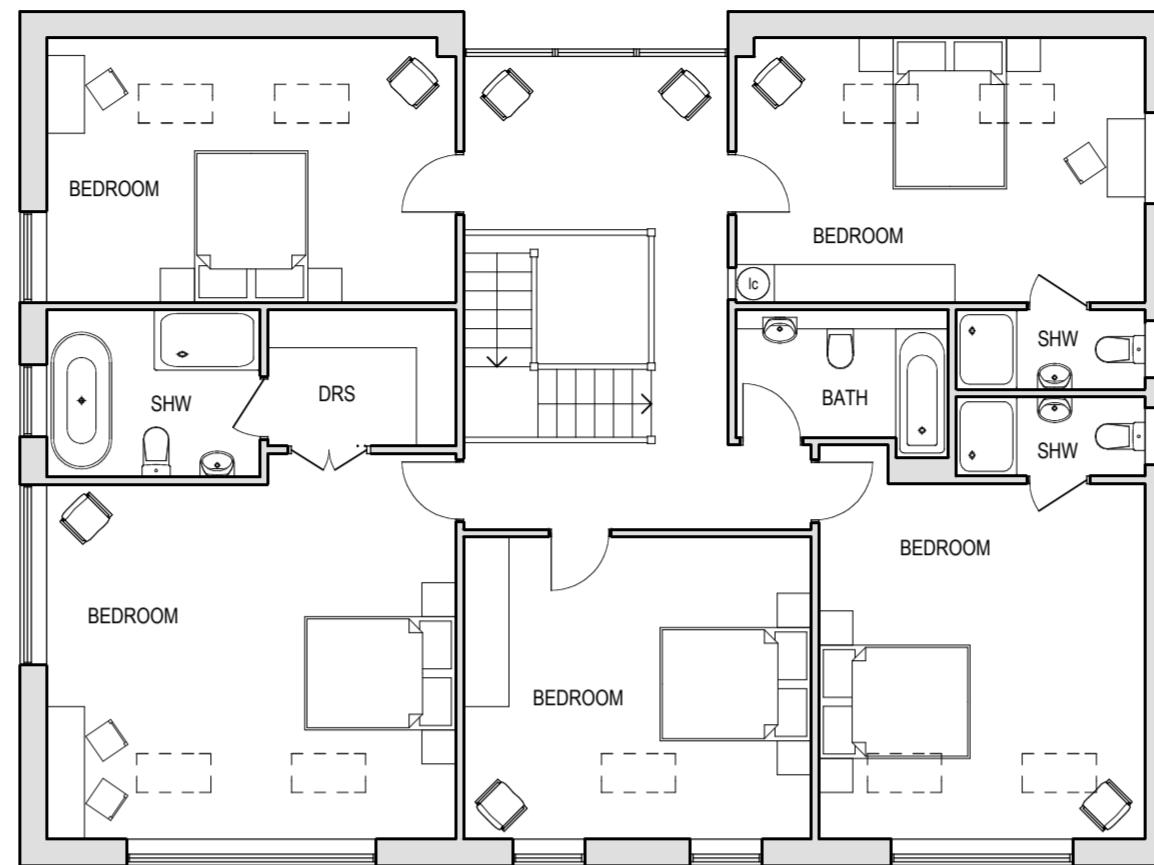
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Job No **392** Dwg No **D-05 C**





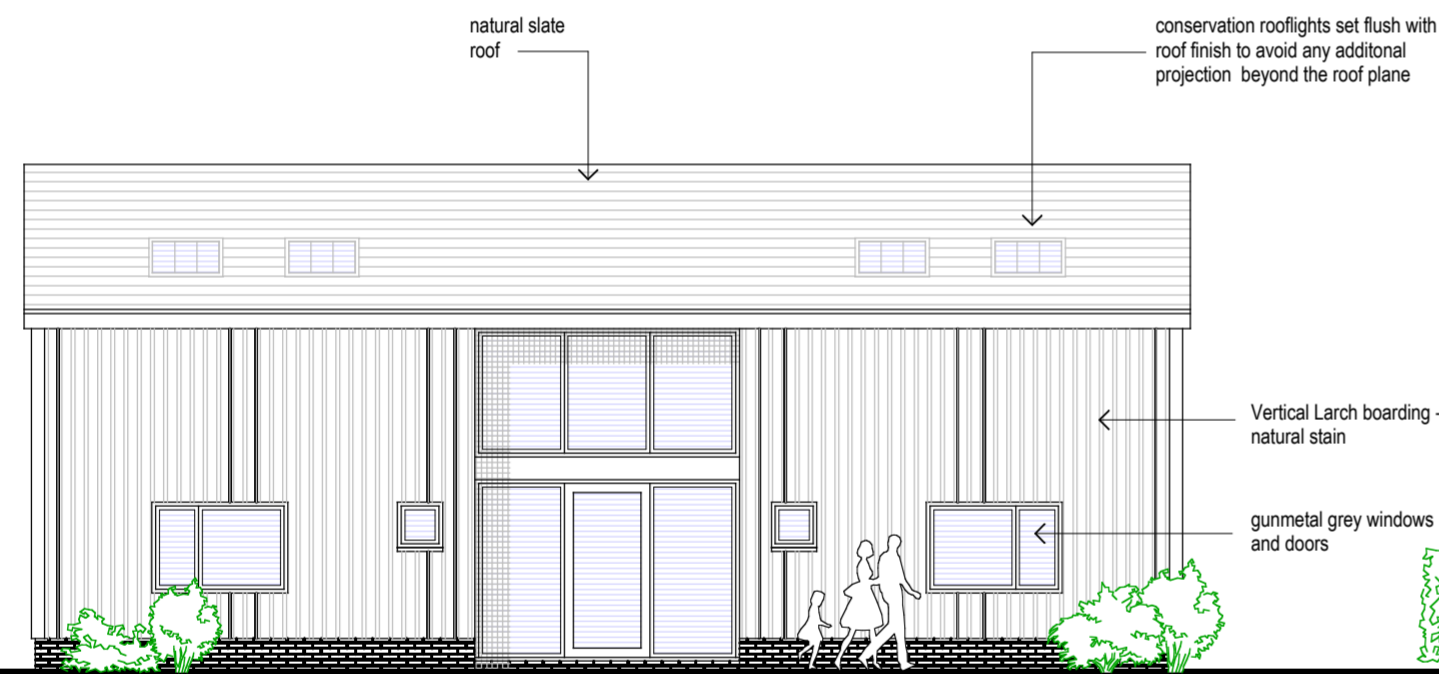
GROUND FLOOR PLAN



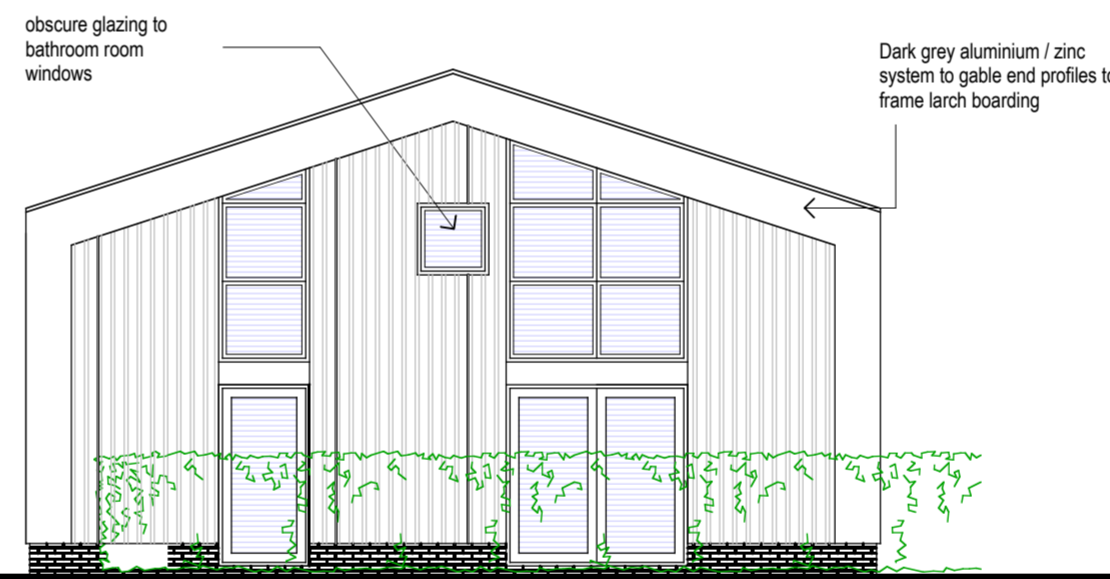
FIRST FLOOR PLAN

The new dwelling will be designed to be 25% more efficient than the latest June 2022 Building Regulations require, with a possible Level 3 achievable in the Code for Sustainable Homes. This is achieved with additional insulation in the floors, walls and roof, more energy efficient windows and doors (typically 1.1 U-Value as opposed to the current 1.6) and locally sourced materials will be used where possible. An air or ground source heat pump could be used to provide all heating and all hot water to the property and with a rainwater harvesting system installed to provide recycled water for washing machines, WC's and all external garden taps. The new dwelling will have a dedicated charging point for an electric car.

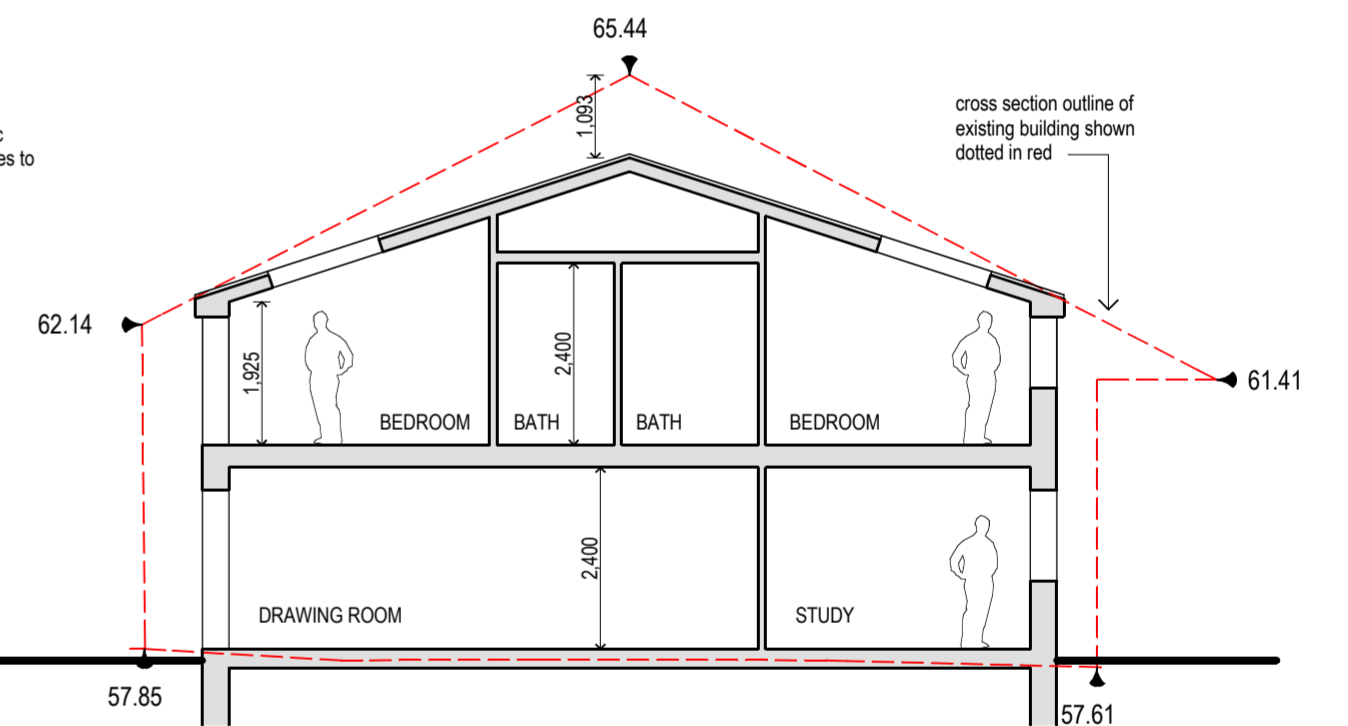
ROOF: Natural blue slate roofing  
 WALLS: Vertical Larch boarding - natural stain  
 PLINTH: multi red heritage style bricks to building plinth



NORTH WEST ELEVATION



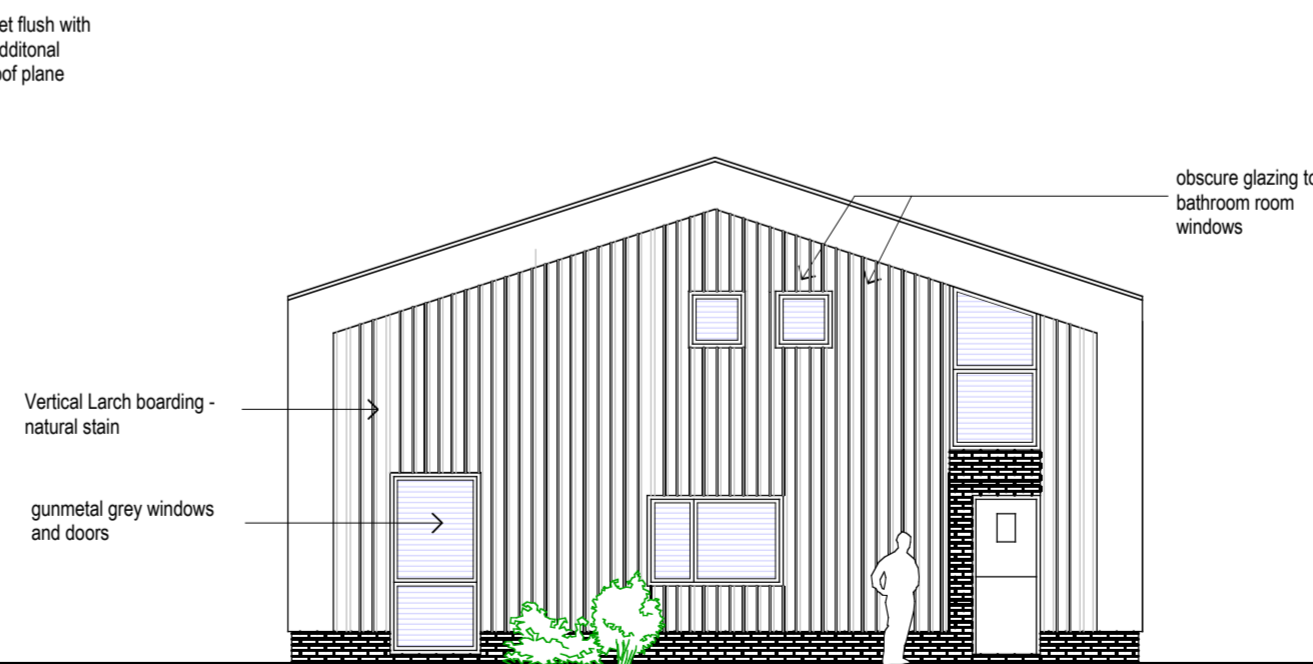
SOUTH WEST ELEVATION



Datum 56.00mts  
 TYPICAL SECTION



SOUTH EAST ELEVATION



NORTH EAST ELEVATION

REV A: 27.06.2022 BASEMENTS REMOVED FROM PLOTS 3 & 4  
 REV B: 13.07.2022 SUSTAINABILITY NOTE ADDED  
 REV C: 19.10.2022 ROOF PROFILES AMENDED TO REDUCE VOLUME OF BUILDING & LOWER RIDGE HEIGHT



**DANIEL**  
 FAMILY HOMES

**JONATHAN MARK DENNIS**  
 ARCHITECTS

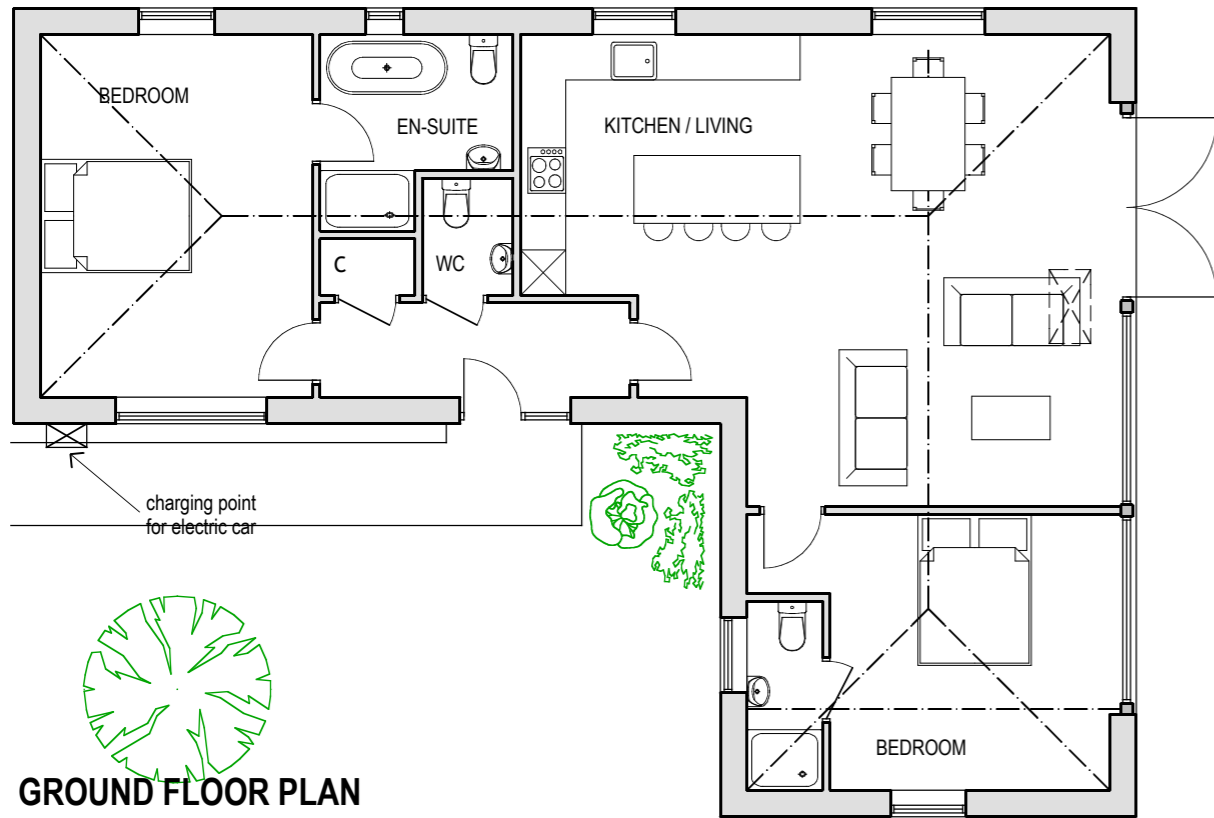
67 STAUNTON ROAD, HEADINGTON  
 OXFORD OX3 7TL

t. 0 1865 764449  
 f. 0 1865 764449  
 e. jondennis@jmdarchitects.co.uk

Project  
**65 LONESOME LANE**  
**REIGATE**

Drawing  
**PLOT 3**  
**PROPOSED PLANS, SECTIONS**  
**AND ELEVATIONS**

Scale 1:100 @ A2 Date 08.06.2022 Drawn j m d  
 Job No **392** Dwg No **D-04 C**



**GROUND FLOOR PLAN**

The new dwelling will be designed to be 25% more efficient than the latest June 2022 Building Regulations require, with a possible Level 3 achievable in the Code for Sustainable Homes. This is achieved with additional insulation in the floors, walls and roof, more energy efficient windows and doors (typically 1.1 U-Value as opposed to the current 1.6) and locally sourced materials will be used where possible. An air or ground source heat pump could be used to provide all heating and all hot water to the property and with a rainwater harvesting system installed to provide recycled water for washing machines, WC's and all external garden taps. The new dwelling will have a dedicated charging point for an electric car.

ROOF: Natural blue slate roofing

WALLS: Horizontal Larch boarding - natural stain

PLINTH: multi red heritage style bricks to building plinth



REV A: 13.07.2022 BASEMENTS REMOVED FROM PLOTS 1 & 2  
 REV B: 08.08.2022 PLOT 2 RE-POSITIONED AWAY FROM T13 ROOT PROTECTION AREA  
 REV C: 19.10.2022 ROOF PROFILES AMENDED TO REDUCE VOLUME OF BUILDING

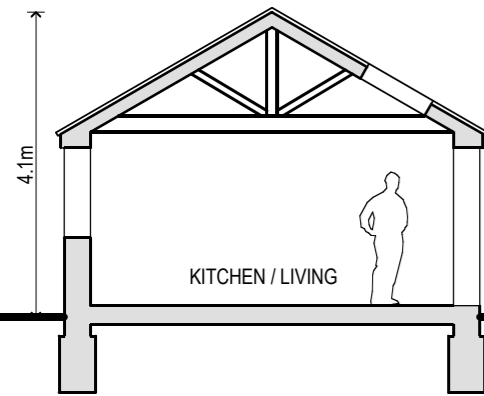
Drawing

**PLOT 2  
 PROPOSED PLANS, SECTIONS  
 AND ELEVATIONS**

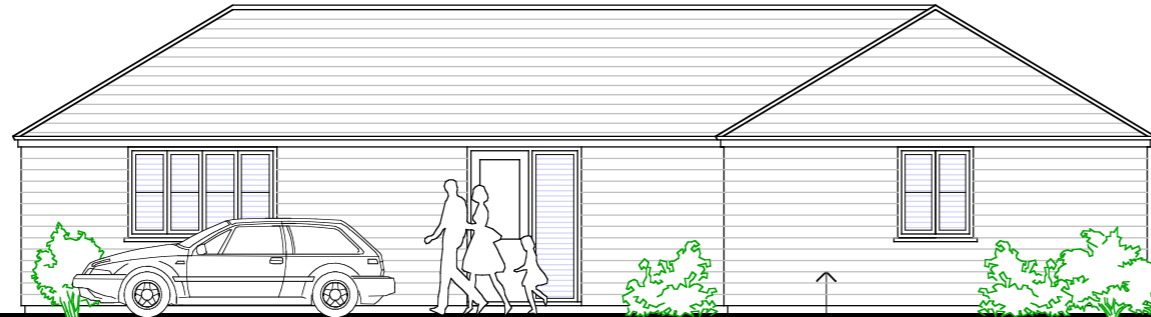
Project

**65 LONESOME LANE  
 REIGATE**

Scale 1:100 @ A3  
 Date 08.06.2022  
 Drawn j m d  
 Job No 392  
 Dwg No D-03 C



**TYPICAL SECTION**



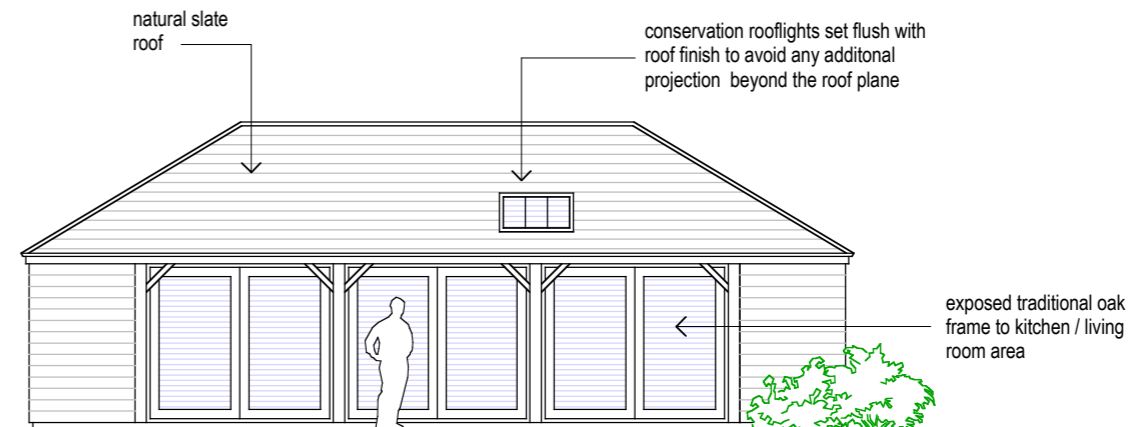
**SOUTH EAST ELEVATION**



**NORTH EAST ELEVATION**



**NORTH WEST ELEVATION**

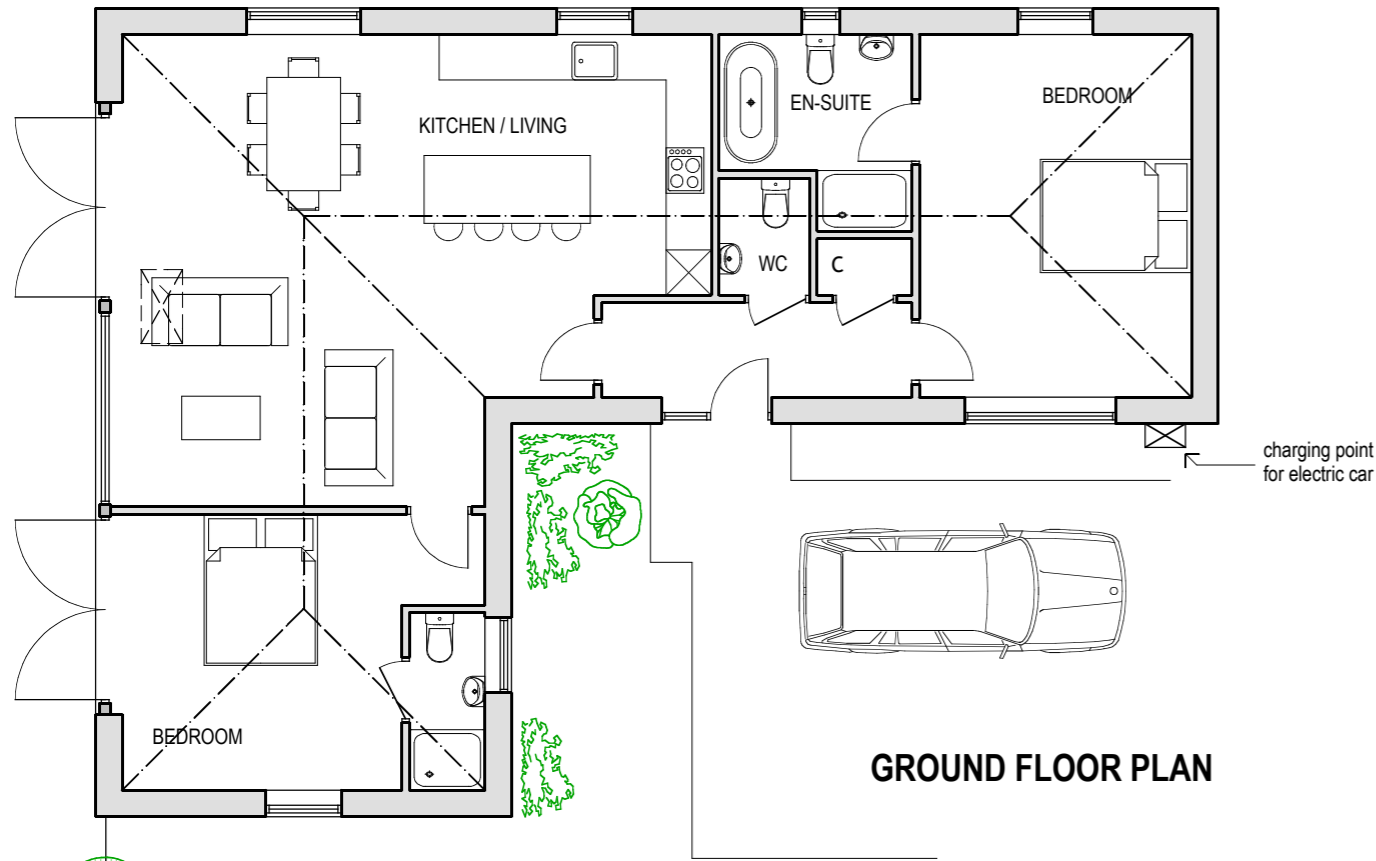


**SOUTH WEST ELEVATION**



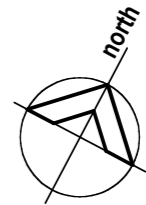
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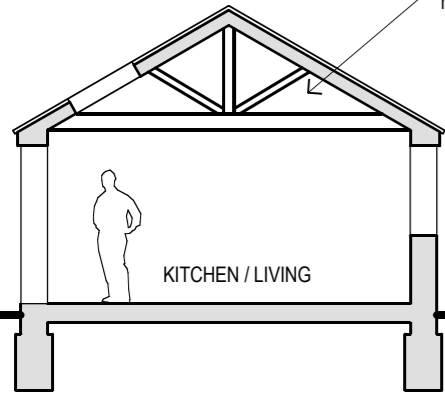


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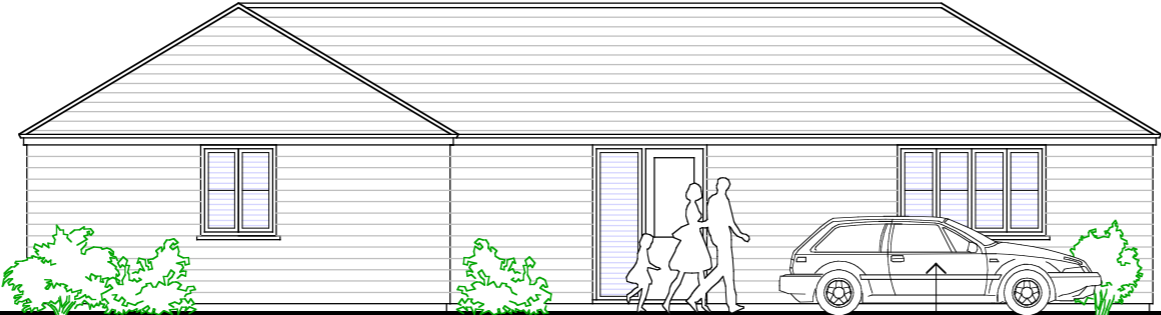
- ROOF: Natural blue slate roofing
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**GROUND FLOOR PLAN**



**TYPICAL SECTION**



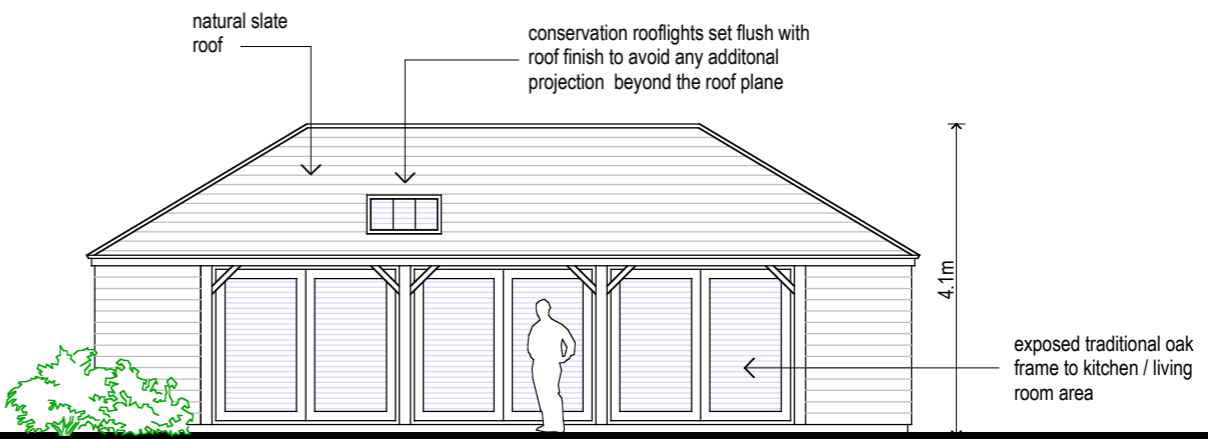
**SOUTH EAST ELEVATION**



**NORTH EAST ELEVATION**



**NORTH WEST ELEVATION**



**SOUTH WEST ELEVATION**



REV A: 13.07.2022 BASEMENTS REMOVED FROM PLOTS 1 & 2  
 REV B: 19.10.2022 ROOF PROFILES AMENDED TO REDUCE VOLUME OF BUILDING

Scale	1:100 @ A3	Date	08.06.2022	Drawn	j m d
Job No		Dwg No			
				<b>392</b>	<b>D-02 B</b>

**Project**  
 65 LONESOME LANE  
 REIGATE

**Drawing**  
 PLOT 1  
 PROPOSED PLANS, SECTIONS  
 AND ELEVATIONS

**Project**  
 65 LONESOME LANE  
 REIGATE

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