

DESIGN & ACCESS STATEMENT

DEEPCUT

DATE

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UBIQUE
ARCHITECTS

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1.0 INTRODUCTION

This document has been prepared by Ubique Architects on behalf of the applicant Newfoundland Developments Ltd to accompany a submission at Newfoundland Road, Deepcut, GU16.

Ubique's proposals are to refurbish the existing building into a new ASDA express food store and flexible use class E/F2 unit. Externally, Ubique propose improvements to the existing hardstanding area to provide customer car parking and the introduction of new planting along with ecological enhancements to improve the biodiversity of the site.

1.1 DESIGN TEAM

This Design and Access statement is to be read in conjunction with reports, statements and design proposals prepared by the following consultants:

Client – Newfoundland Developments Ltd
Architects – Ubique Architects
Planning – Vail Williams
Highways/Transport – i-Transport
Landscaping – PJC Consultancy Ltd
Civil Engineers – Hodel
Arboriculture – Keen Consultants
Geotechnical – Ground and Environmental Services Limited
Topographical – CD Surveys Ltd
Ecology – The Ecology Co-op
SBEM – Award Energy

1.2 BACKGROUND

On April 4, 2014, Surrey Heath Borough Council (SHBC) granted planning permission for a hybrid planning application (reference: 12/0546) for a significant residential-focused redevelopment of the former Princess Royal Barracks in Deepcut. This redevelopment encompasses 1,200 homes, a primary school, and various community and retail amenities.

The outline permission included a food store of up to 2,000sqm at the site the subject of this application, which forms part of Phase 5i of the wider hybrid site redevelopment.

There is no longer a requirement for such a large store due to significant changes in the food sector since the application was submitted. The emergence of online grocery shopping and meal-kit services have influenced the market. Consumer habits have changed from larger weekly shops to more frequent 'top-up' shops at smaller convenience stores. Subsequently, supermarket brands are placing their larger stores more strategically with smaller convenience stores becoming more prevalent.

Currently, the nearest convenience stores to Deepcut Village are in Frimley Green which requires a five-to-ten-minute drive (or a thirty-to-forty-minute walk) each way.

1.3 POLICY AND OTHER CONSIDERATIONS

- Deepcut SPD
- National Planning Policy Framework (2023)
- Surrey County Council Vehicle, Cycle and Electric Vehicle Parking Guidance (February 2023)
- Surrey Heath Core Strategy and Development Management Policies (2012)
 - Policy CP2 – Sustainable Development and Design
 - Policy CP4 – Deepcut
 - Policy CP11 – Movement
 - Policy CP14 – Biodiversity and Nature Conservation
 - Policy DM9 – Design Principles
 - Policy DM11 – Traffic Management and Highway Safety
 - Policy DM16 – Provision of Open Space and Recreation Facilities

2.0 SITE

The application site is located on Newfoundland Road to the East of the roundabout connecting the B3015, Blackdown Road and Mindenhurst Road. There are existing residential areas to the North and West of the site with new residential development as part of the wider hybrid planning permission to the South and East under construction.

The site measures approximately 7400sqm, with an existing single storey building to the North of the site, existing hardstanding and car parking to the West and undeveloped green space to the East.



The existing building was formerly The Royal Logistics Corps Museum which opened in 1995 and was vacated in 2019.



The neighbouring 2 ½ storey building to the East is the Director of Logistics HQ which has been identified in the Deepcut SPD as an attractive building of merit. The existing building is in keeping with the design of the Director of Logistics HQ due to the use of similar brickwork and fenestration. It is important that any development on the site will not visually overwhelm the surrounding buildings.

The undeveloped land to the East of the site is an open area of landscape value and it is imperative to retain the existing setting so that view of the Director of Logistics HQ is maintained.

Parking for the food store is to play a low-key visual role and is expected to be screened and softened with high quality landscaping.

2.1 ACCESS

2.1.1 HIGHWAYS

Newfoundland Road is now disconnected from the roundabout to the East. The previous access road from Newfoundland Road to the North of the car park is now redundant. A new vehicular access 'stub' with tactile paving has been constructed off Mindenhurst Road to the South of the site however this has not been connected to the existing car park.

2.1.2 PUBLIC TRANSPORT

There are currently two regular bus services which connects Deepcut with Farnborough to the West and Camberley to the North. There is a bus stop opposite to the new access stub within a one minute walking distance of the site for buses travelling North. The nearest bus stop to the site for buses travelling South is located approximately 200m (roughly a two to three minute walk) South of the site on Mindenhurst Road.

In terms of rail links, Farnborough North Railway Station is approximately 3km West which connects National Rail Services and Farnborough Station is approximately 4.5km West which connects South Western Railway services.

2.1.3 PEDESTRIAN & CYCLE

A shared cycleway on Newfoundland Road connects to cycleways on the Eastern side of the B3015 and Mindenhurst Road. There are footways of 2.0m to 3.0m width on all roads surrounding the site which are sufficiently lit. There is a set of traffic lights at the entrance of Mindenhurst road from the roundabout to provide safe crossing for pedestrians.

2.2 TOPOGRAPHICAL

A topographical survey was undertaken by CD Surveys Ltd. This survey information provided the key level data that has informed the exterior proposals. The level changes across the site have informed the design of the proposals. Careful consideration was required for vehicle and pedestrian access.

2.3 ARBORICULTURAL

The application is supported by a tree survey and report prepared by Keen Consultants, which identifies the proposed removal of trees which will be mitigated by the new landscaped planting proposals. The trees to the North of the site have been identified as moderate quality. This has informed the designs to retain as much of the existing site in this area as possible to minimize disturbance of these trees.

2.4 GEOTECHNICAL

Based on the site investigation, intrusive works and subsequent data assessment carried out by Ground and Environmental Services Limited, the site is not considered to be 'contaminated land'. No significant risks to human health were found and no remedial works are required in respect of ground contamination. This will all be subject to a continued competent watching brief on site throughout the duration of any proposed construction works on site.

2.5 ECOLOGY

The Ecology Co-op have commenced and will continue to undertake ecological investigations which will support the ecological mitigation and management plan. PJC consultancy Ltd have collaborated with The Ecology Co-op to propose Ecological enhancements across the site, details of which can be found in the Landscape and Ecological Enhancement Plan. The existing land to the East of the site will remain open and undeveloped as part of the proposals, maximising ecological features which can be retained on site.

3.0 PROPOSALS



3.1 USE

The existing building is proposed to be renovated and divided into two units:

- A 416sqm food store
- A 268sqm flexible use class E/F2 unit (with non-food retail most likely to be the end user)

Structurally, the existing building has been found to be in good condition and consequently it is feasible to be repurposed. Redevelopment of the existing building will result in numerous benefits. It will avoid the need for demolition therefore reducing the construction period and disruption to the surrounding area. Using this approach will lead to significant reductions in waste and impact on the landscape. Careful consideration & repurposing of the existing structure & fabric will be of great benefit environmentally due to demolition works & proposed construction works being significantly reduced. Furthermore, the food store will be delivered and operational sooner, allowing local residents to use the convenience store at an earlier date.

3.2 DESIGN

By re-purposing the existing building, the massing and scale will not be increased. This will ensure that a positive relationship is maintained with neighbouring buildings and established views of the landscaping and HQ building are retained.

There are minimal changes proposed to the exterior appearance of the building. A new entrance canopy is to be provided to the South of the building to define the store entrance with slate tiles to match existing. Fenestration is to be in keeping with existing windows and doors. New brickwork forming the walls of the access ramps is to match the existing building.

Design and specification for ASDA's signage and a totem will be included within a separate planning application.

3.3 PROPOSED FOOD STORE

Operational requirements for a convenience store can be met using the existing footprint of the building. The existing building is proposed to be renovated to a shell and core finish for the tenants to occupy and fit out their store layout and back of house area.

The proposed food store will seek to operate within the trading hours of 0700-2300 7-days a week.

3.4 VEHICLE ACCESS AND DELIVERIES

A new access road is proposed connecting the existing access stub to the existing car park. Appropriate visibility splays are proposed to allow good visibility for motorists.

There is a turning head proposed to the South-East of the building for services and deliveries which will have a new kerb to separate the road from the adjacent site to the East. Gradients do not exceed 10% which will allow service vehicles to enter and make deliveries to the store. Swept path analysis can be found in i-Transport's report.

3.5 PEDESTRIAN AND CYCLIST ACCESS

A 2.4m wide path to the West of the proposed access road will allow pedestrian and cyclist access from Mindenhurst road. There is a 4m wide crossing connecting to the stepped and ramped access to allow access to the store.

The proposed stepped and ramped access addresses level changes to the South-Western corner of the building and ensures accessibility for all. Proposed gradients and levels can be found in the Civil Engineer's proposals.

A proposed retaining wall with railings between the hardstanding area by the store entrance will accommodate the level changes in this area and ensure safe passage for pedestrians.

Covered and lit cycles stands are to be provided in front of the store entrance, including a cycle stand for disabled cyclists, with another stand also to the North of the building for the flexible use class E/F2 unit.

To the North of the car park, the former access road from Newfoundland Road is proposed to be repurposed as a shared cycle and pedestrian route. Re-using the existing hardstanding will minimise the impact on the trees in this area. Appropriate visibility splays have been incorporated here also.

All of the features mentioned above are proposed in order to maximise site accessibility for pedestrians. In turn, this will promote sustainable travel from local residents.

3.6 PARKING

The proposed car park will use the existing hardstanding area to the West of the building, minimizing the impact on existing trees. SCC's Vehicle, Cycle, and Electric Vehicle Parking Guidance for New Development has been used to develop the parking strategy. Using these guidelines, 22 spaces are to be provided plus an additional 2 spaces for disabled parking. The disabled bays are closest to the store entrance, and one will also be an EV charging point.

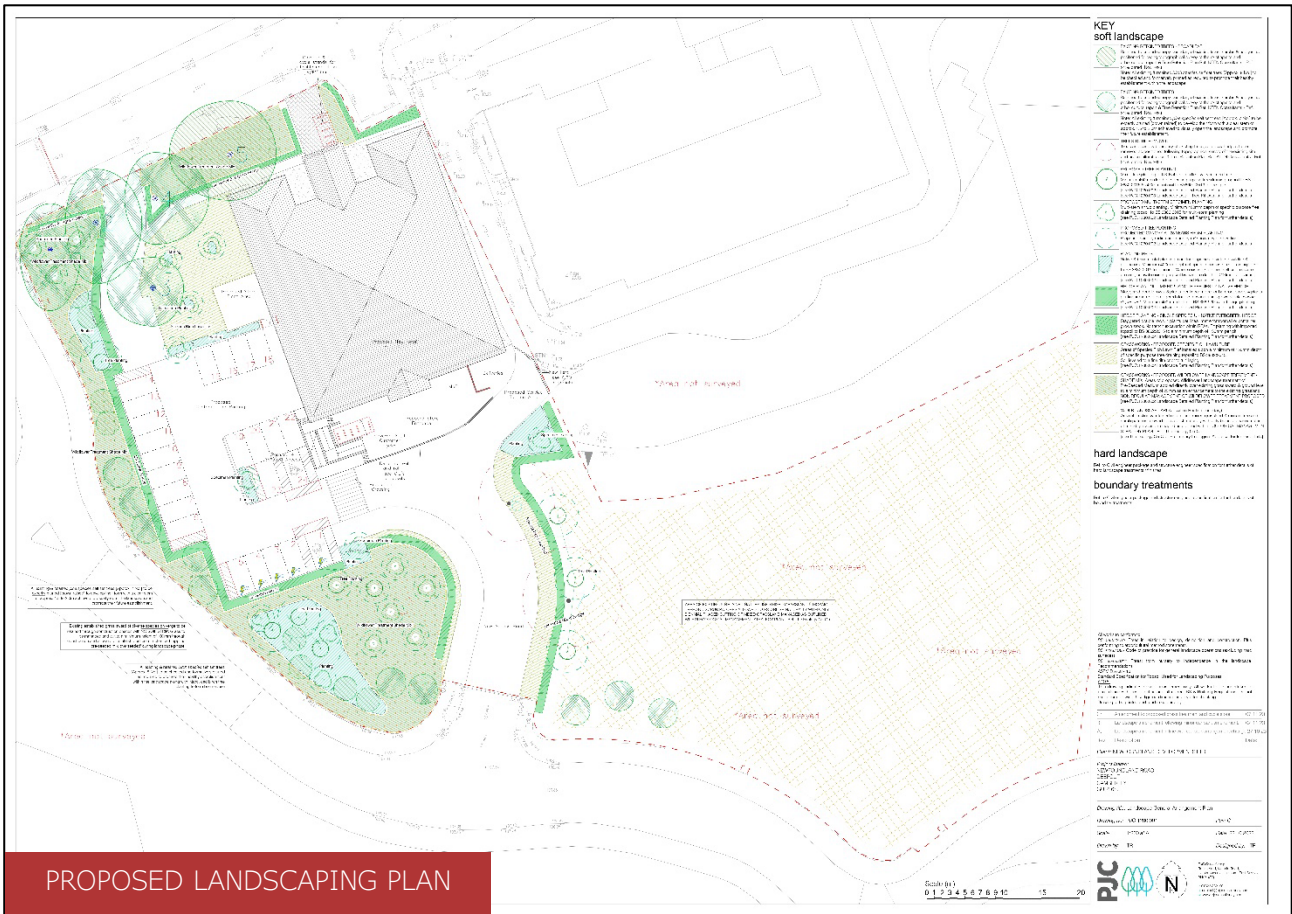
Building Regulations Part S requires that buildings undergoing renovation are to provide EV charging points 20% of spaces, therefore 5 EV charging points are proposed. These have been positioned in a bank to the South of the car park.

3.7 ENERGY

An SBEM assessment was undertaken to understand the current energy performance of the building. This will be used to determine any necessary thermal upgrades to ensure the building will comply with current building regulations whilst utilising as much of the existing building fabric as possible.

3.8 LANDSCAPING

The full proposed landscaping and ecological enhancements can be found in PJC's reports.



Retaining and enhancing the existing landscaping assists in creating a development of high-quality design and appearance. Key features include native hedging along the Western boundary to provide screening to the car park, wildflower seeding treatment to create a species rich lawn turf and planting of native tree species to offer mitigation of the removed trees. East of the proposed access road, a row of hedging and tree planting will protect the existing grassland from pedestrians. Overall, this will enhance the biodiversity of the site and create habitats for wildlife.

It is important that the land to the West is proposed to be retained as it has been identified as an area of landscape value in the Deepcut SPD.

3.9 DRAINAGE

The drainage and maintenance strategy for the site can be found in Hodel's reports. It has been identified that the site is at a very low risk of flooding from rivers, seas or surface water.

Design of the surface water scheme accommodates a 1 in 100-year weather event plus an additional 40% to allow for climate change. Surface water is to be attenuated on site and discharge to the surface water sewage. Foul water will be discharged to foul sewer via the existing connection point.

4.0 PRE-APPLICATION

Pre-application advice was sought in order to:

- Establish the policy context of our proposals.
- Provide information about the current position at Deepcut.
- Clarify questions raised by the council.
- Comment on the design of the proposals.

Additionally, pre-application advice has been sought from SCC Highway Authority.

4.1 COMMENTS FROM PRE-APPLICATION

The following design comments were provided in a pre-application response from SHBC Planning Services dated 14th September 2023:

Design

-Signage proposed for the building should be well integrated into the proposed design changes to the building. The location of a signage zone should be considered/identified at this stage. The height of totem signage should be proportionate to the building, and it should be sited to accommodate boundary hedging. This signage should have limited illumination.

-The sustainability benefits from re-use should be set out in the application as should the proposed measures to improve the sustainability of the building to be re-used, eg in terms of enhanced insulation and energy efficiency.

Landscaping and Ecology

- An extensive landscaping scheme is required, hedgerows (native) should abound the footways and access roads, with trees of significant maturity in age to be planted within, it is also suggested that trees are to be planted extensively in the SE open space.

-There are opportunities for ecological enhancements within the main site which should be considered.

Parking & Access

- Cycle parking should be undercover, lit, and secure.

- The Western part of the car park should be straightened up, provide a straight line, and ideally extend Northwards as far as possible.

The following comments were provided in a pre-application response from SCC Highway Authority dated 23rd October 2023:

- Some of the proposed parking areas are located adjacent to grass verges. Hardstanding should be provided in these areas to prevent drivers/passengers from stepping on to the adjacent verge/landscaping.

-The crossing point should be much wider (min 4m wide).

-The disabled parking spaces also require EV charging facilities.

4.2 PRE-APPLICATION AMENDMENTS

Amendments have been made to address the pre-application comments as follows:

Design

-Signage has been indicated on elevations and the totem has been indicated on the site plan in accordance with the comments above. Design and specifications of the signage and totem are to be covered by a separate application by ASDA and will consider the advice given.

-An SBEM assessment has been carried out. Upgrades will be delivered based on the results of the report and to ensure current regulations are met.

Landscaping and Ecology

-An extensive landscaping plan has been provided by PJC which proposes native hedging, new trees and ecological enhancements in line with the comments above.

Parking & Access

- Cycle stands are proposed to be lit and covered.
- The Western part of the car park forms a straight line and utilises as much of the existing hardstanding as possible.
- Parking bays next to grass verges have a hardstanding buffer zone minimum 1.0m
- The crossing point has been increased to 4m wide.
- One disabled parking bay has been provided with an EV charging point.

5.0 CONCLUSIONS

-The proposed food store is sufficient in size to accommodate the local areas given today's consumer habits and can be delivered sooner and with less environmental impact than a brand-new facility given the redevelopment of the existing building.

-Vehicles, cyclists, and pedestrians are all able to access the site safely with sufficient parking and routes for safe ingress and egress.

- The supporting consultant documents show there will be no ecological, arboricultural, geotechnical, transport or drainage issues as a result of the proposals.

-Landscaping proposals and ecological enhancements are extensive and will increase biodiversity on the site.

-Pre-application advice has been sought and recommendations have been implemented accordingly.

For all the above reasons we consider the proposals to successfully deliver a food store as part of Phase 5i of the wider hybrid Deepcut site redevelopment and respectfully request that planning permission be granted.

6.0 INDICATIVE VISUALS



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