

## **Planning Statement**

Reserved Matters Application: Phase 5i Foodstore  
Princess Royal Barracks, Brunswick Road, Deepcut

**Report date:** November 2023

**Prepared for:**  
Newfoundland Developments Limited

**Prepared by:**  
Sarah Isherwood MRTPI  
M: 07554 005585  
E: [sisherwood@vailwilliams.com](mailto:sisherwood@vailwilliams.com)

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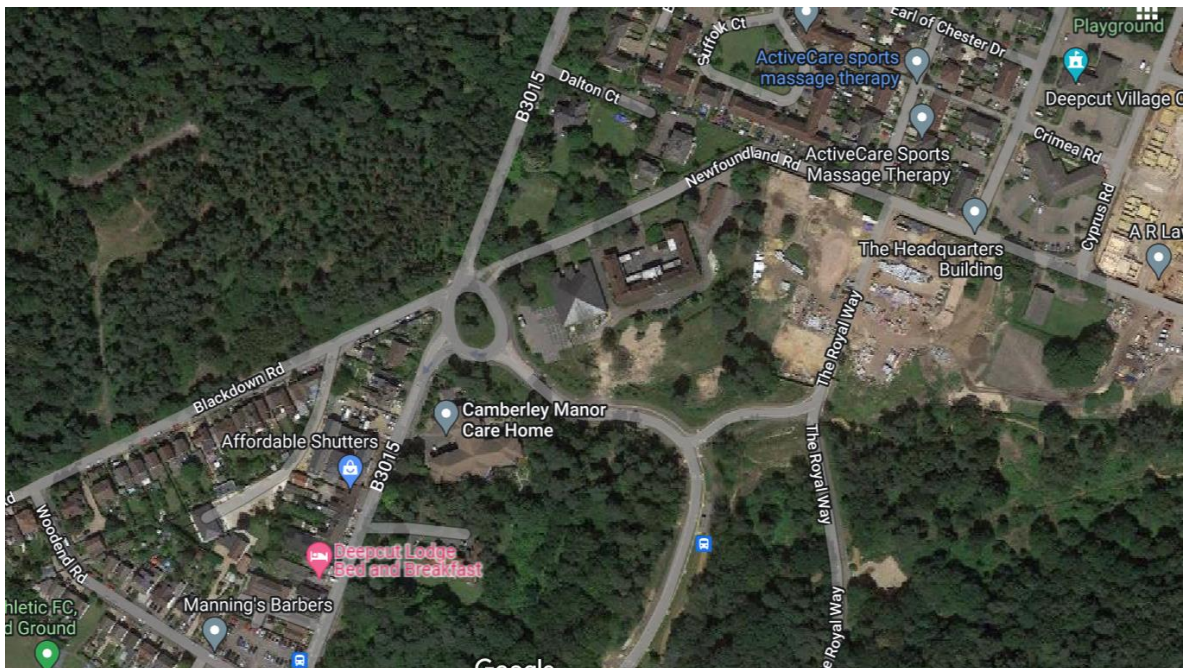
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# 1 Introduction

- 1.1. Vail Williams LLP have been instructed by Newfoundland Developments Limited to submit this reserved matters application *pursuant to condition 4 for the provision of the foodstore (Phase 5i), with access, layout, scale, appearance and landscaping being considered and the submission of partial details in relation to phase 5i pursuant to condition 16 (ecological mitigation and management), condition 23 (visibility splays), condition 25 (off-street parking), condition 26 (EV charging), condition 29 (tree retention and protection plan), condition 32 (landscaping), condition 33 (landscape management plan) and condition 34 (hedges and hedgerow) attached to 12/0546 (as amended).*
- 1.1. This Statement will set out the details of the existing site and its surrounding context, relevant national and local planning policy along with the key considerations for the site including how the proposals comply with relevant planning policies.
- 1.2. This statement should be read in conjunction with a suite of technical documentation including:
  - Design and access statement
  - Transport Statement
  - Drainage strategy
  - Plans and Drawings
  - Arboricultural information
  - Ecological information
  - Energy information
  - Landscaping information

## 2 Site and Surrounding Context

- 2.1. The site formally operational as a museum (Use Class F1), however the museum has closed and the site has remained vacant for a number of years. The former museum building is a single storey, pitched-roof brick building which was formally accessed off Newfoundland way to the north of the site. However, this access has since been closed for vehicles due to alterations to wider highway network and a new access to the site has been created to the south of the site.
- 2.2. The site contains an area of existing hardstanding previously used for parking to the west and south of the site. To the south and east of the site is an area of undeveloped land. This undeveloped area of land to the southeast is considered to be an area of landscape value within the Deepcut SPD. The site is bound by a variety of trees ranging in age and variety including birch trees and Corsican pines.
- 2.3. Adjacent to the northeast boundary of the site is the Logistics HQ building which is considered within the Deepcut SPD as a Building of Merit. The building is a two storey brick building which is being retained and is currently being converted to residential use under a separate phase of development outside the applicant's control.



- 2.4. The site has been identified for redevelopment as part of the Princess Royal Barracks site, Brunswick Road, Deepcut as part of application 12/0546 (as amended) which sought, 'hybrid planning application for major residential-led development totalling 1,200 new dwellings. (Additional info – rec'd 13/01/2017). The application was approved on 4<sup>th</sup> April 2014.
- 2.5. The approval contained a number of outline phases including phase 5i to which this reserved matters application relates. The delivery of the foodstore is related to condition 44 of the approved hybrid consent which seeks:

*The development hereby approved and subsequent reserved matters applications shall include a retail foodstore of no more than 2,000sqm with a net tradable area of no more than 1,400spm.*

*The foodstore shall thereafter be used primarily for the sale of convenience goods within the definition of Use Class A1 of the Town and Country Planning (Use Classes) Order 1987, as amended, with a minimum of 85% of the net sales area being for the sale of convenience goods.*

## 3 Planning Policy

### National Planning Policy Framework (2023)

- 3.1. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or*
  - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
    - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
    - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 3.2. Paragraph 93 sets out that to, ‘provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;....*
  - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.’*
- 3.3. Paragraph 120 states that planning decisions should, ‘give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.’
- 3.4. Paragraph 122 goes on to state, ‘Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability.’
- 3.5. Chapter 12 relates to achieving well-designed places within paragraph 131 stating, ‘Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined<sup>50</sup>, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.’
- 3.6. Paragraph 174 sets out that planning decisions should contribute to and enhance the natural and local environment.

## Surrey Heath Core Strategy 2011-2028

- 3.7. Policy CP1 states that, *'New development will be directed in accordance with the spatial strategy which provides the most sustainable approach to accommodating growth making the best use of infrastructure and services whilst respecting the character of the Borough...At Deepcut, the land at Princess Royal Barracks, Deepcut represents a major redevelopment opportunity that will enlarge the village and provide a major new housing area as well as the opportunity to improve local services.'*
- 3.8. Policy CP4 relates specifically to Deepcut and states that, *'New development on land at Princess Royal Barracks and on other sites within Deepcut should contribute toward the delivery of an expanded rural settlement at Deepcut which will create a new community that is vibrant, sustainable, comprehensive and well designed. In particular new development will be required to contribute toward delivery of the following:... improved provision of retail and associated Class A uses to create sustainable shopping patterns.'*
- 3.9. Policy CP11 sets out, *'New development that will generate a high number of trips will be directed toward previously developed land in sustainable locations or will be required to demonstrate that it can be made sustainable to reduce the need to travel and promote travel by sustainable modes of transport. All new development should be appropriately located in relation to public transport and the highway network and comply with the Council's car parking standards.'*
- 3.10. Policy CP13 relates to green infrastructure and sets out the Borough will, *'encourage schemes which contribute toward, or provide, opportunities to enhance the function of existing green infrastructure, increase provision and improve connectivity.'*
- 3.11. CP14 sets out that the Council, *'will seek to conserve and enhance biodiversity within Surrey Heath. Working with partners, new opportunities for habitat creation and protection will be explored in particular on biodiversity opportunity areas. Development that results in harm to or loss of features of interest for biodiversity will not be permitted.'*
- 3.12. Policy DM9 relates to design principles and sets out a number of design principles required for development to be considered acceptable which includes, but not limited to,
- '(i) High quality design with layouts that maximise opportunities for linkages to the surrounding area and local services; and*
- (ii) Respects and enhances the local, natural or historic character of the environment be it in an urban or rural setting, paying particular regard to scale, materials, massing, bulk and density; and*
- (iii) Provide sufficient private and public amenity space and respect the amenities of occupiers of neighbouring property and uses; and*
- (iv) Protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate;'*
- 3.13. Policy DM11 relates to traffic management and highway safety and sets out development should *'ensure safe and well designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians.'*

- 3.14. *The Borough Council will expect development to protect existing footways, cycleways and bridleways and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan.'*
- 3.15. Policy DM12 relates to district and local centres and neighbourhood parades and states, '*The Borough Council will encourage development that offers environmental improvements and which supports and enhances the viability, vitality and retail function of District and Local centres and Neighbourhood Parades as identified on the Proposals Map.'*

### Surrey Heath Draft Local Plan 2019-2038

- 3.16. SHBC are in the process of preparing a new Local Plan and are seeking to publish pre-submission Local Plan (Reg 19) in November 2023 with submission of the Draft Local Plan for Examination in April 2024 with anticipated adoption in February 2025. As the Local Plan remains in the early stages of the Plan process, no weight has been put on draft policies in the consideration of this application and have not been considered further at this stage.

### Surrey County Council vehicular, electric vehicle and cycle parking guidance for new developments 2023

- 3.17. SCC have recently introduced new guidance with regard to vehicle, electric and cycle parking which has been considered as part of the design evolution of the proposals.

### Deepcut SPD 2011

- 3.18. The SPD covers the Deepcut area and provides further details around managing future development of Deepcut. The Deepcut Vision is identified as follows:

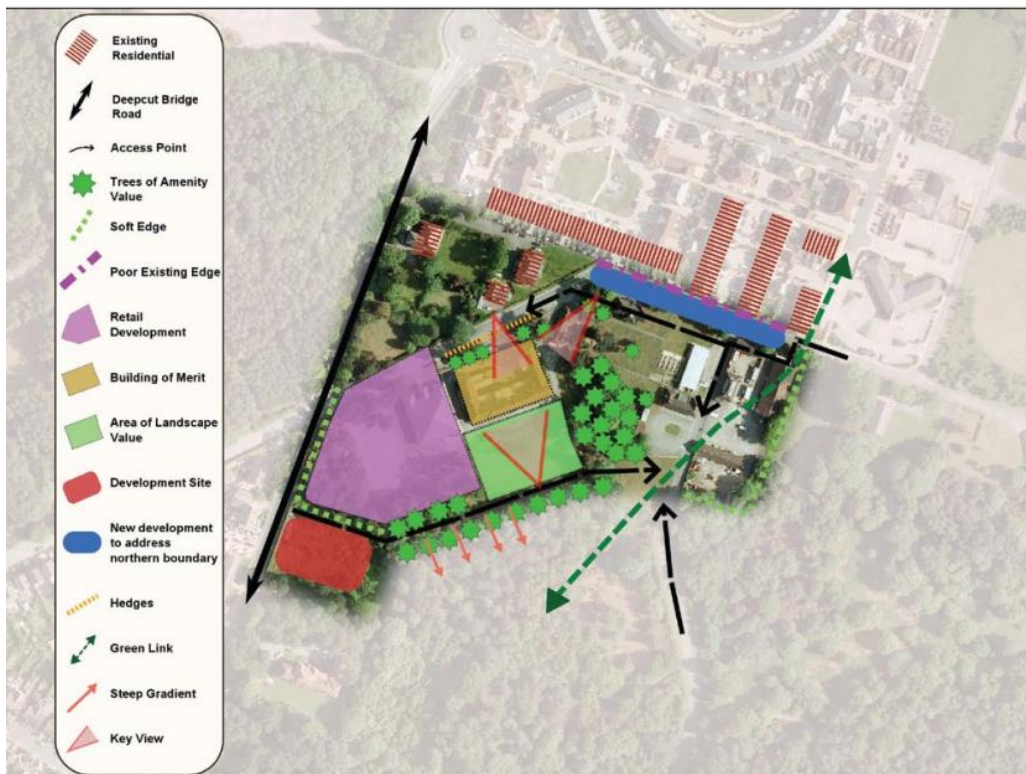
*The Deepcut area will accommodate a sustainable expanded settlement formed out of the former PRB site and the existing Deepcut village. This will be distinct and separate from the urban areas to the west and north but linked to them in a sustainable manner.*

*The expanded Deepcut will be characterised by the rural heathland landscape within which it sits. Open space will thread through the built up area, as well as providing much of the setting of the village. The Basingstoke Canal will play a more significant role providing a recreational and landscape resource and a major walking and cycling link to nearby centres and rail facilities.*

*The expanded settlement will be a socially vibrant community supporting a sustainable lifestyle, where occupants can live, work and play whilst allowing for organic change and flexibility. The quality of design and the general environment will be high, reflecting a contemporary interpretation of Surrey village patterns, incorporating local features of character, especially those having a military or canal association, as well as reflecting the heathland setting.*

- 3.19. With the SPD the application site is identified within Character Area 8, Newfoundland Road. The Character Area identifies a number of elements which should be considered as part of any proposals for a new foodstore as set out on the characteristics and principles plan below.





- 3.20. The design principles state, *'The Director of Logistics HQ building and outbuildings will be retained and redeveloped for high quality residential, office or community uses. The visibility of this building will be enhanced through the retention of existing views and opening up of the southern elevation to public view. High quality landscaping of the building's curtilage will be an essential part of its character. Particular attention should be paid to the space in front of the southern elevation of the building.'*
- 3.21. In relation to the former museum building itself the SPD states, *'The existing site of the RLC Museum and associated car parking area will be the focus for the provision of a supermarket and associated parking. Creation of a visually interesting and high-quality building on this site will be essential. Particular attention will need to be paid to ensuring that roofscapes and publically visible elevations are articulated and do not visually overwhelm surrounding buildings. Parking will be expected to play a low-key visual role and be screened and softened with high quality landscaping. Under-croft parking will be encouraged although the entrances to this area will require careful treatment to ensure they are attractive and/or screened. The positioning of service areas and the relationship between the Building of Merit and the supermarket needs to be sensitively handled.'*

## 4 Proposals

- 4.1. The proposals seek, *'reserved matters application pursuant to condition 4 for the provision of the foodstore, Phase 5i with access, layout, scale, appearance and landscaping being considered and the submission of details in relation to phase 5i pursuant to condition 16 (ecological mitigation and management), condition 23 (visibility splays), condition 25 (off-street parking), condition 26 (EV charging), condition 29 (tree retention and protection plan), condition 32 (landscaping), condition 33 (landscape management plan) and condition 34 (hedges and hedgerow) attached to 12/0546 (as amended).'*
- 4.2. The proposals seek to convert the former museum to a foodstore (Use Class E) unit. This unit will total 416sqm in size and include 279sqm of retail space and 137sqm of back of house space. The new foodstore will be accessed from the south elevation of the building where new cycle parking will be provided to the front entrance store. The proposed foodstore will be occupied by Asda once the development is complete.
- 4.3. It is intended that the foodstore will operate 07:00-23:00 7-days a week to meet current retail convenience requirements expected by customers and given operating hours of nearby convenience foodstores. However, the hours of operation are included within the original hybrid consent (12/0546) and will therefore be dealt with under a separate application.
- 4.4. The remaining space within the building (268sqm) will be allocated as a flexible commercial/community space (Use Class E/F2). This will be accessed from the north elevation of the building and accessed by pedestrians from the car parking area from the south or Newfoundland Road to the north. Separate cycle parking will be provided to the north elevation of the building to serve to commercial/community space.
- 4.5. The proposed layout will enable the significant trees to the north of the site which contribute towards the landscape setting to be retained on site. In order to accommodate the new vehicular access into the site, trees T6 and T7 will need to be removed but will be replaced within the wider landscaping proposals for the site. The existing trees and landscaping will be supplemented by additional landscaping along the boundaries of the site to complement and enhance the landscape setting.
- 4.6. The building as a whole will be served 22no. car parking spaces in addition to 2no. disabled spaces (24no. in total). Of the 24no. spaces 5no. will be provided with electric charging facilities including 1no. disabled space. Covered cycle parking will be provided to the north and south of the building.
- 4.7. The building will be serviced from the south elevation of the building where there is space for a large vehicle to enter, turn and exit the site in a forward gear. Goods will then be trollyed into the foodstore or commercial unit. In addition to the vehicle access to the south of the site, a pedestrian and cycle route will be retained from Newfoundland Way utilising the previous access into the site to minimise the impact of existing tree roots.
- 4.8. A proposed plant area is to be located to the west of the existing building to ensure the proposed plant is an adequate distance away from any future residential occupiers. Full details of the plant specification and associated noise levels will be provided as part of the detailed condition work (condition 58 and 59 of application 12/0546).

- 4.9. In addition to the Reserved Matters details pursuant to condition 4, the proposals also seek to partially discharge a number of planning conditions associated with phase 5i of application 12/0546 (as amended) which have been set out below:

16	The first reserved matters application for each phase shall be supported by a detailed Mitigation Strategy and Management Plan for protected species which shall be in general accordance with the Ecological Management Strategy and should be based on up to date species surveys undertaken in accordance with good practice guidelines which are current at the time of the survey. Where habitats are created as mitigation for development, management plans for the habitat shall also be provided detailing how the areas are to be managed in the longer term. Once approved the mitigation and management plans shall be undertaken in accordance with the approved details.
23	All proposed vehicle and cycle accesses shall prior to their first use shall be designed, constructed and provided with visibility zones, all in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Once provided all accesses and visibility zones shall be permanently maintained to a specification to be agreed in writing with the Local Planning Authority.
25	No new development shall be occupied within each phase until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority for the provision off street car parking for all non-residential land uses in accordance with Surrey County Councils Vehicular and Cycle Parking Guidance January 2012 and the adopted Deepcut SPD.
26	Prior to their first occupation and use all land uses within the development shall be provided with electric vehicle charging points in accordance with the requirements of the Local Planning Authority, the Surrey County Council Parking Guidelines and the adopted Deepcut Supplementary Planning Document.
29	<p>The first reserved matters applications for each phase of development, shall include a Tree Retention and Protection Plan which shall include:</p> <ul style="list-style-type: none"> <li>a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;</li> <li>b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree;</li> <li>c) details of any proposed remedial or management surgery works of any retained tree;</li> <li>d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread or root protection area [RPA], (whichever is the greater), of any retained tree;</li> <li>e) details of the specification and position of fencing, ground protection and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development.</li> </ul> <p>In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.</p>
32	Prior to the commencement of development of each phase, full details of both hard and soft landscape proposals for that phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate, means of enclosure, hard surfacing

materials, water features and minor artefact's and structures (e.g. street furniture, boardwalks, signs, street lighting, external services, etc).

Soft landscaping details shall include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. Details of trees shall include the size, species, cultivated variety, whether container grown, containerised or root balled [no bare root stock] and final positions or density of all trees to be planted, together with the proposed time of planting. All hard and soft landscape works shall be carried out in accordance with the approved details.

33	A Landscape Management Plan for each phase of the development, including a programme for implementation, long term design objectives, long term management responsibilities, proposals for structural planting, green space linkages, timescales and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority prior to the development of each phase. The Landscape Management Plan shall be carried out as approved.
34	All hedges or hedgerows on the site, unless shown as being removed within the reserved matters applications, shall be retained and protected in accordance with details to be submitted to and approved in writing by the Local Planning Authority for the duration of works on land. In the event that hedges or hedgerows become damaged or otherwise defective a scheme of remedial action, including timetable for implementation shall be submitted to the local planning authority for approval. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species and agreed by the Local Planning Authority.

## 5 Planning Considerations

### Principle of Development

- 5.1. The proposals seek to retain and re-use the former museum building (Use Class F1) and re-purpose the building as a foodstore unit of 416sqm (Use Class E) and a flexible commercial/community unit of 268sqm (Use Class E/F2).
- 5.2. Within application 12/0546 (as amended), condition 44 requires the development of a retail foodstore of no more than 2,000sqm with a net tradable area of no more than 1,400sqm. The foodstore shall thereafter be used primarily for the sale of convenience goods within the definition of Use Class A1 of the Town and Country Planning (Use Classes) Order 1987, as amended, with a minimum of 85% of the net sales area being for the sale of convenience goods.
- 5.3. The proposals fall under the maximum size parameter for a foodstore and therefore the proposals are considered to be in compliance with condition 44 of the hybrid consent. The proposals will also deliver the necessary foodstore to meet the requirements and serve the Deepcut community. The principle of development of the site is therefore considered acceptable.

### Provision of Retail Facility

- 5.4. Whilst a retail impact assessment was not completed as part of the original hybrid consent (12/0546), a Retail Need Assessment for Deepcut was undertaken on behalf of SHBC in February 2010 to inform Deepcut SPD. No further retail assessment has been undertaken since this time and therefore the assumptions made within the assessment are over 13 years old and do not fully align with the current retail context today. However the proposals have sought to align with the principles of the Retail Need Assessment wherever feasible and viable.
- 5.5. It is acknowledged within the Retail Need Assessment that there are currently limited shopping opportunities in Deepcut itself which are not meeting residents' convenience shopping needs and expectations. The nearest current shopping facilities identified in the Retail Need Assessment and remain as the Sainsbury's Local (open Monday-Saturday 07:00-22:00 and Sunday 10:00-16:00) which is 2 miles from the site, Tesco Express (open Monday-Sunday 06:00-23:00) which is approximately 2.5 miles from the site and Spar (open Monday-Friday 06:00-22:00 and Saturday-Sunday 07:00-22:00) which is approximately 1.7 miles from the site.
- 5.6. Consequently, the primary catchment for the foodstore will be Deepcut village including the existing and future residential within the Princess Royal Barracks development for which the primary catchment is shown in the circle and secondary catchment shown in the polygon shape on the plan below. Due to the location of the site, Asda do not anticipate drawing customers outside of Deepcut because of the areas of undeveloped military land/open space surrounding the site where there is extremely limited population to the east and the existing retail offering to the west of the site, The size of the proposed store therefore reflects the size of the population it will serve. Consequently, there is no significant gravity to viably justify a store of any greater scale than that which is proposed.
- 5.7. The proposed foodstore will however meet the needs of the local community to reduce their need to travel to existing store locations and will be of a sufficient size to offer a variety of goods to meet the community's day to day needs and meet a currently unmet need within Deepcut.



- 5.8. The Retail Need Assessment sets out that not only is there an unmet need for a foodstore in Deepcut but also suggests that the Deepcut development should be providing a store large enough of fulfilling the bulk food store shopping needs of existing and new residents of Deepcut. As advised above, Asda do not consider that a foodstore larger than that which is proposed would be viable given the size of the population it is anticipated the store will serve. In addition, the Retail Need Assessment does not take account of the changes in shopping habits of consumers since 2010 which has included the rise in the use of online grocery shopping which is used for bulk food shopping and reduces the need for residents to travel further afield for larger food shops. Online grocery shopping was not mentioned at all in the 2010 Retail Needs Assessment so was not a consideration at the time. Prior to 2020, approximately 10% of grocery shopping was conducted online which increased during Covid-19 lockdowns and has now reduced down to 13% in 2023 which was not a consideration in 2010. The increasing shift towards online grocery (and other) shopping further reduces the previously suggested requirement for a larger, circa 2,000sqm store in this location.
- 5.9. Whilst the proposals will not provide a size of foodstore previously anticipated in 2010, the proposals will deliver a foodstore in an appropriate location and will retain an opportunity for additional retail offers alongside the foodstore within the proposed flexible Class E/F2 unit which could be occupied in the future by a non-food retailer or used as a community hall. This opportunity to co-locate retail uses was suggested within the 2010 Retail Needs Assessment and would increase opportunities for the local community to reduce the need for travel in the future if additional facilities can be provided alongside the foodstore.
- 5.10. The approach taken by Asda in relation to the size of the proposed foodstore reflects the response from the market as part of the comprehensive marketing exercise and subsequent reporting undertaken by Avison Young (AY). The report includes the findings of a comprehensive marketing campaign conducted by AY which demonstrated that the demand for this site is from smaller format occupiers, known as convenience stores, for space of approximately 3,000 sqft – 4,500 sqft. The marketing exercise established there was not the demand for a larger food store, mainly due the land being too small, and the layout/ configuration being too challenging. In addition, the volume of housing did not support some of the larger format occupiers; some also preferred out of town schemes with better connectivity and access.
- 5.11. Overall, the proposals have considered the principles set out in the Retail Need Assessment which was prepared in 2010 but now reflect the current market conditions following a comprehensive marketing exercise. The proposals will meet the local demand for Deepcut and reduce residents'

need to travel by providing an appropriately sized foodstore in an accessible location in addition to providing the opportunity for future non-food retail or community use which would complement to adjacent foodstore to contribute towards creating a sustainable community for Deepcut.

## Design

- 5.12. The approach to design has been to retain and enhance the existing building which, when surveyed, is structurally sound and therefore can be retained, significantly reducing demolition and construction waste being generated from the development. Furthermore, by retaining the existing building and surrounding hardstanding areas, this provides an opportunity to create an extensive landscape setting around the building which will positively contribute towards the character of the area.
- 5.13. As the proposals will retain the existing building, the development will maintain a positive relationship with the adjacent Logistics HQ building which will ensure that the HQ building remains the visually prominent building in this character area.
- 5.14. The proposals will retain the land to the east of the site as undeveloped land, identified in the Deepcut SPD as an Area of Landscape Value and which contributes towards the setting of the adjacent Logistics HQ building.
- 5.15. Overall, the proposals will maintain a high-quality built environment which preserves and enhances the character of the landscape which surrounds the site in accordance with CS Policy DM9.

## Landscape

- 5.16. As required by the landscape reserved matter and condition 32 and 33 of application 12/0546 (as amended) hard and soft landscaping details and a landscape management plan have been prepared to support this application. The approach to landscaping is to preserve and enhance the existing landscape within and around the existing building which contributes towards the character and setting of the site. A comprehensive landscaping scheme is proposed, introducing new planting throughout the site providing a mix of new tree planting, hedgerows, and wildflower planting.
- 5.17. The boundaries of the site will be reinforced with hedgerow planting to supplement the existing boundary tree planting and screen views across the car parking areas to reduce the urban appearance of this part of the site.
- 5.18. Within the retained area of undeveloped land to the east, the existing landscaping will be enhanced through occasional cutbacks which will ensure the existing habitat is maintained to create a high quality environment which will link into the wider habitats in the surrounding area.
- 5.19. The proposed landscaping within the development will enhance the existing landscape and will make a positive contribution towards the character of the area and the green infrastructure within the Borough in accordance with CS Policy CP13 and the Deepcut SPD.

## Trees

- 5.20. This Reserved Matters application is supported by a tree survey, arboricultural impact assessment, retention and protection plan in accordance with condition 29 and 34. By retaining the existing building on site and areas of existing hardstanding, the proposals have minimised the impact on existing trees on site, particularly those which contribute most to the existing landscape setting to the north of the site.
- 5.21. Furthermore, by retaining the existing building and hardstanding this allows an area to the southeast of the site to be retained as undeveloped land providing significant areas of soft ground to be retained for existing trees and landscaping to mature and continue to contribute to the landscape setting.
- 5.22. The proposals will result in the loss of T6 and T7 which is unavoidable to accommodate the new vehicle access into the site. These trees are considered to be of low value and do not contribute significantly to the landscape setting of the site. The proposals will retain existing hedgerows on site and the tree protection plan demonstrates the location of the tree protection fencing which will be installed during construction to ensure the existing trees and hedgerows will be protected.
- 5.23. The proposals are supported by a comprehensive landscape plan which incorporates replacement tree planting in addition to new shrub planting across the site which will reinforce and enhance the existing trees and landscaping which is being retained on site.
- 5.24. Through the retention of the significant trees on the site and replanting/landscaping plans, the proposals are considered to be in accordance with CS Policy CP13 and the Deepcut SPD in relation to arboriculture and considered acceptable for the purposes of the Reserved Matters and details associated with Condition 29 and 34 of application 12/0546 (as amended).

## Energy and Sustainability

- 5.25. Through pre-application discussions with SHBC it is agreed compliance with condition 36 is not required for BREEAM as the proposals are seeking to re-use an existing building rather than a new building non-residential building as specified in the wording of condition 36.
- 5.26. The re-use of the existing building will substantially reduce demolition waste and associated embodied carbon compared to if the site were to be fully redeveloped. The proposals will therefore make efficient use of materials and resources by reusing the existing building and areas of hardstanding and retaining as many areas of soft landscaping as possible. This will seek to minimise the impact of the proposed development on the environment.
- 5.27. By re-using the existing building, this will minimise the disruption caused by demolishing the building and reduce the construction period, further minimising the impact of construction on surrounding residents and the environment.
- 5.28. The existing building will be enhanced to improve the energy efficiency of the existing building. Initial calculations have been undertaken to establish that the proposals could enable the proposed Class E foodstore to achieve an EPC rating of A and proposed Class E/F2 unit to achieve EPC rating of B. The proposals will therefore ensure that the existing building will operate as efficiently as possible. The indication of the EPC rating which can be achieved for the building has been informed by SBEM Calculations which have been submitted with the planning application to



demonstrate how the EPC improvements can be achieved. The proposals will incorporate energy saving technologies including LED lighting and insulation to reduce energy needs.

- 5.29. The wider site will incorporate electric vehicle charging points and easily accessible cycle parking for both commercial units to ensure there are opportunities for customers to use sustainable modes of transport.
- 5.30. Overall the proposals will minimise construction waste and create a sustainable and energy efficient development.

## Flooding and Drainage

- 5.31. The proposals will seek to utilise the existing areas of hardstanding and minimise the quantum of new hardstanding into the development site unless necessary. The proposals will result in an increase in impermeable areas on site which is necessary to accommodate the new access road into the site.
- 5.32. By utilising the existing areas of hardstanding on site, this enables the land to the east of the site to remain free from development and subsequently retaining a large area of soft ground which will limit the impact on drainage within the development site.
- 5.33. The proposals will provide a discharge rate of 13.6l/s which shall be achieved with the installation of a hydrobrake unit with associated geocellular attenuation tank. The surface water scheme has been designed to accommodate for the 1:100 year event with a 40% allowance for climate change. The proposed surface water drainage system will be maintained to ensure the discharge rate can be maintained.
- 5.34. Foul water is to discharge to the foul sewer via the connection provided onsite.
- 5.35. The proposals are considered to be in accordance with Policy DM10 and the NPPF and will not increase the risk of flooding on site or elsewhere.

## Ecology

- 5.36. As required by condition 16, the application is supported by a Preliminary Ecological Appraisal and Ecological Mitigation and Management Plan prepared by the Ecology Co-Op and provides up to date survey information for phase 5i and an associated management plan. Following the survey work which has been undertaken, a number of recommendations to be incorporated into the proposals or which should be considered as part of the construction process. Subject to compliance with the proposed recommendations and mitigation, the proposals are not considered to have a significant effect on nearby designated sites or priority habitats.
- 5.37. Mitigation during the construction phase is set out in full detail in the Ecological Mitigation Plan to ensure badgers, bats and reptiles are suitably protected through the construction process. A number of post-construction enhancements are also proposed including enhancing retained acid grassland and heathland and wildflower verges. New species-rich native hedgerow and tree planting is also proposed and shown in the submitted landscape information. Finally, enhancements for bats, birds and invertebrates will be created including bat boxes, bird boxes and brush piles.

- 5.38. The proposals will ensure the existing habitats to the east of the site are retained and will link to the eastern wildlife corridor to the north of the site. By retaining the existing building and hardstanding on site, this enables a large area of undeveloped space to the east being retained for habitat enhancement and will support the retained eastern wildlife corridor.
- 5.39. Overall, it is considered that the proposals, subject to the recommended mitigation will accord with Policy CP13 and Policy CP14 to enhance existing green infrastructure within the Borough.

### **Transport and Parking**

- 5.40. This application is supported by a Transport Statement which has been prepared by i-Transport which sets out full details on the parking and highways impacts of the proposed development and provides details required for conditions 23, 25 and 26. The site will be accessed from the south of the site for which the access and associated bellmouth has already been constructed as part of the wider development.
- 5.41. The proposals will deliver 22 parking spaces for the building as a whole in accordance with SCC's maximum Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development Guidance. In addition to the 22 parking spaces 2 disabled parking spaces are proposed in accordance with SCC guidance. The size of the parking spaces also meets the size requirements set out in SCC parking guidance.
- 5.42. A total of 5no. cycle stands (10 spaces for each unit) are proposed at the front of each unit for easy accessibility for cyclists. A dedicated cycle/pedestrian access is also proposed from the north of the site off Newfoundland way to ensure high levels of accessibility to the site for pedestrians and cyclists. This proposed cycle parking exceeds SCC parking guidance for cycle spaces.
- 5.43. A total of five electric car charging points will be provided within the parking layout which will exceed the requirements for Building Regulations and is considered to be an appropriate number of spaces given the anticipated dwell time of customers visiting the foodstore.
- 5.44. With regard to servicing and delivery, this will take place to the south of the existing building where it has been demonstrated through vehicle tracking that there is sufficient space to turn a delivery vehicle to enter and exit the site in forward gear.
- 5.45. The proposals will accord with the SHBC Policies CP4, CP11, DM11, the Deepcut SPD and SCC parking guidance with regarding to parking and highways.

## 6 Planning balance and Conclusions

- 6.1. The Reserved Matters application seeks approval for, *'reserved matters application pursuant to condition 4 for the provision of the foodstore, Phase 5i with access, layout, scale, appearance and landscaping being considered and the submission of details in relation to phase 5i pursuant to condition 16 (ecological mitigation and management), condition 23 (visibility splays), condition 25 (off-street parking), condition 26 (EV charging), condition 29 (tree retention and protection plan), condition 32 (landscaping), condition 33 (landscape management plan) and condition 34 (hedges and hedgerow) attached to 12/0546 (as amended).'*
- 6.2. The proposals will make an important contribution to the facilities provided to the existing and future residents within the Deepcut community through the provision of a new foodstore (Class E) and flexible commercial/community unit (Class E/F2). The proposed foodstore is considered an appropriate size to meet the needs of the local community to reduce their need to travel and contribute towards creating a sustainable community.
- 6.3. The proposals will make efficient use of the former museum building, a brownfield site, to create a high-quality development which will preserve the landscape character of the site and surrounding area and not detract from the adjacent HQ Logistics building. Through the re-use of the existing building, the proposals will create an opportunity to maintain large areas of undeveloped space within the site which will contribute towards the habitat and biodiversity enhancements and wildlife corridor. Subject to appropriate mitigation measures set out within the relevant technical reports, the proposals will not have a significant adverse impact in relation to trees, ecology, highways or drainage.
- 6.4. Overall, the proposals are considered to accordance with the development plan as a whole and therefore should be approved without delay.

## Our Offices and Regions:

### Gatwick Region

#### Crawley

Unit 4 Peveril Court  
6-8 London Road  
Crawley, West Sussex  
RH10 8JE  
T: +44 (0)129 361 2600

#### Brighton

Projects  
8-9 Ship Street  
Brighton  
East Sussex  
BN1 1AD  
T: +44 (0)129 361 2600

### London Region

#### London

2 Noel Street  
London  
W1F 8GB  
T: +44 (0)20 3589 0050

### Midlands and North Region

#### Birmingham

Edmund House  
12-22 Newhall Street  
Birmingham  
B3 3EF  
T: +44 (0)121 654 1065

#### Leeds

Princes Exchange  
Princes Square  
Leeds  
LS1 4HY  
T: +44 (0)113 322 6246

### South Coast Region

#### Southampton

Savannah House  
3 Ocean Way  
Ocean Village  
Southampton  
SO14 3TJ  
T: +44 (0)238 082 0900

#### Portsmouth

Lakeside North Harbour  
Western Road  
Portsmouth  
PO6 3EN  
T: +44 (0)239 220 3200

#### Bournemouth

Everdene House  
Deansleigh Road  
Bournemouth  
BH7 7DU  
T: +44 (0)120 255 8262

### Surrey Region

#### Woking

One Crown Square  
Woking  
Surrey  
GU21 6HR  
T: +44 (0)148 344 6800

### Thames Valley Region

#### Reading

Apex Plaza  
Forbury Road  
Reading  
RG1 1AX  
T: +44 (0)118 909 7400

#### Heathrow

450 Bath Road  
West Drayton  
Heathrow  
UB7 0EB  
T: +44 (0)208 564 8300

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