

# Land south of Newfoundland Road, Deepcut

Ref: ITS19098-001C Reserved Matters Transport Statement  
Date: 13 November 2023

## SECTION 1 Introduction

- 1.1 Littlerock Developments Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a Reserved Matters (RM) planning application for a proposed retail development on land south of Newfoundland Road, Deepcut.
- 1.2 A hybrid planning application (*ref: 12/0546*) for a major residential led redevelopment of the former Princess Royal Barracks at Deepcut, comprising 1,200 homes, a primary school and community and retail facilities, was granted planning permission by Surrey Heath Borough Council (SHBC) on 4 April 2014.
- 1.3 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.
- 1.4 There is no longer a retail case for a store as large as 2,000 sqm. Instead, it is proposed that the museum building at the site will be renovated and divided into two units:
  - A 416sqm food store at the southern end of the building; and
  - A 268sqm unit falling within flexible use class E/F2 (with non-food retail expected to be the most likely end user and assumed to be the case in this report).
- 1.5 The proposed site layout is shown at **Appendix A**, excerpt below.

Image 1.1: Proposed Site Layout



1.6 With the approval of the outline planning permission for a larger quantum of development than is now proposed, it has been demonstrated that the proposal accords with national and local transport policy, as set out in the National Planning Policy Framework (NPPF), i.e.:

- 1 It is a sustainable location for development. It lies within a strategic development site and forms part of a strategy for minimising the need for residents to travel further afield to shop.
- 2 It provides safe and suitable access. The access has been designed and built accordingly with the intention of serving a larger store. It will safely serve this smaller retail unit.
- 3 It will not have an unacceptable (or 'severe') traffic impact. The outline application fully presented the traffic implications of the (wider outline) proposal and has been agreed with Surrey County Council (SCC) as highway authority. The RM application seeks permission for a smaller quantum of floor area than what is permitted at the site. Its traffic impact will be lower and thus is also acceptable.

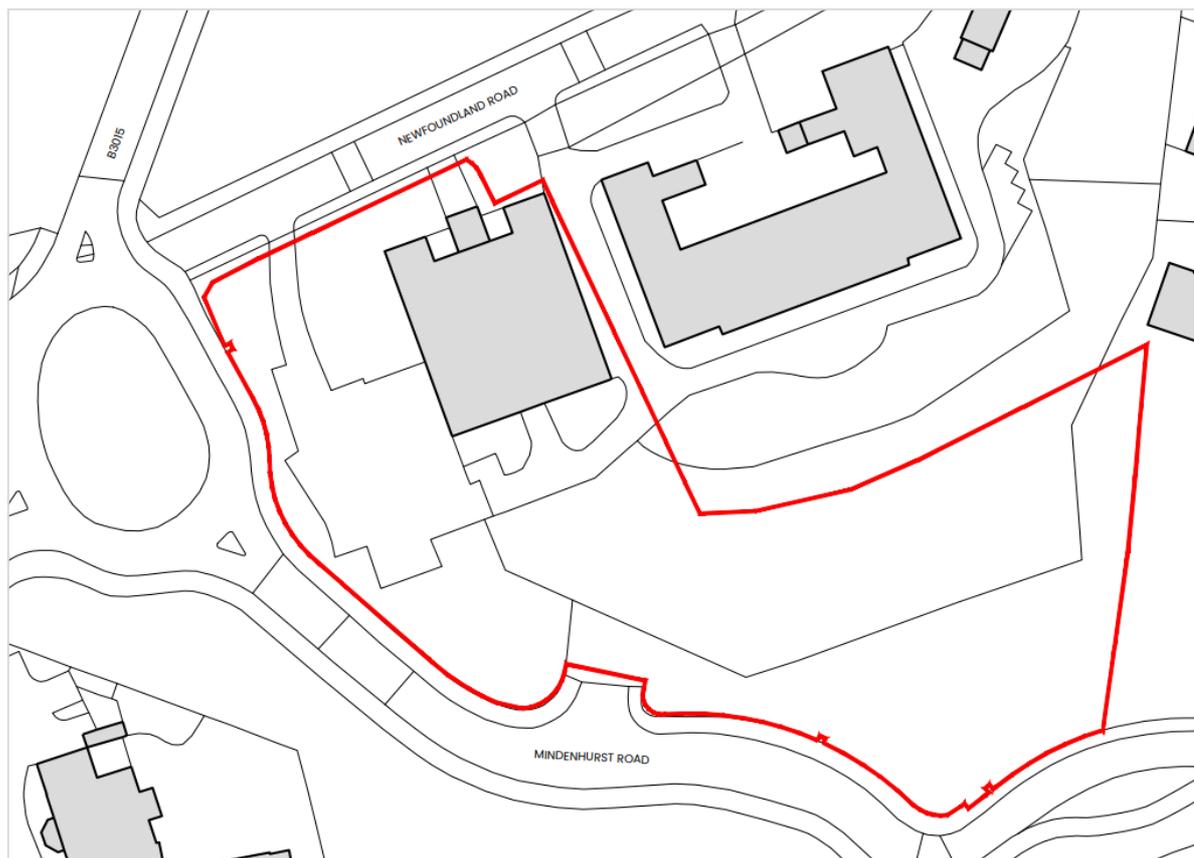
- 1.7 This Transport Statement therefore focuses on the transportation matters pertinent to the RM planning application, including the compliance with design standards such as car and cycle parking standards and the ability of large vehicles to service the site.
- 1.8 To allow the planning application to proceed on an agreed basis, details of the emerging scheme have been shared with SCC, who have provided pre-application comments on the proposal, outlined at **Appendix B**. This report presents SCC's comments and sets out how they have been taken into consideration within the submitted drawings.
- 1.9 The remainder of the Transport Statement is structured as follows:
- Section 2 – Site Context Planning History.
  - Section 3 – SCC Pre-Application Comments.
  - Section 4 – Development Proposal.
  - Section 5 – Summary and Conclusions.

## SECTION 2 Site Context and Planning History

### 2.1 Site Location and Context

- 2.1.1 The site is occupied by a former museum building with adjacent car park and (formerly) access from Newfoundland Road.
- 2.1.2 The site is located immediately south of Newfoundland Road and east of a four arm roundabout with the B3015 Deepcut Bridge Road, Blackdown Road and Mindenhurst Road.
- 2.1.3 Newfoundland Road itself has been severed from the B3015 although a shared cycleway on its southern side connects with cycleways on the eastern side of the B3015 and Mindenhurst Road.

**Image 2.1: Site Location**



### 2.2 Outline Planning Permission

- 2.2.1 A hybrid planning application (*ref: 12/0546*) for a major residential led redevelopment of the Princess Royal Barracks at Deepcut, comprising 1,200 homes, a primary school and community and retail facilities, was granted planning permission by SHBC on 4 April 2014.

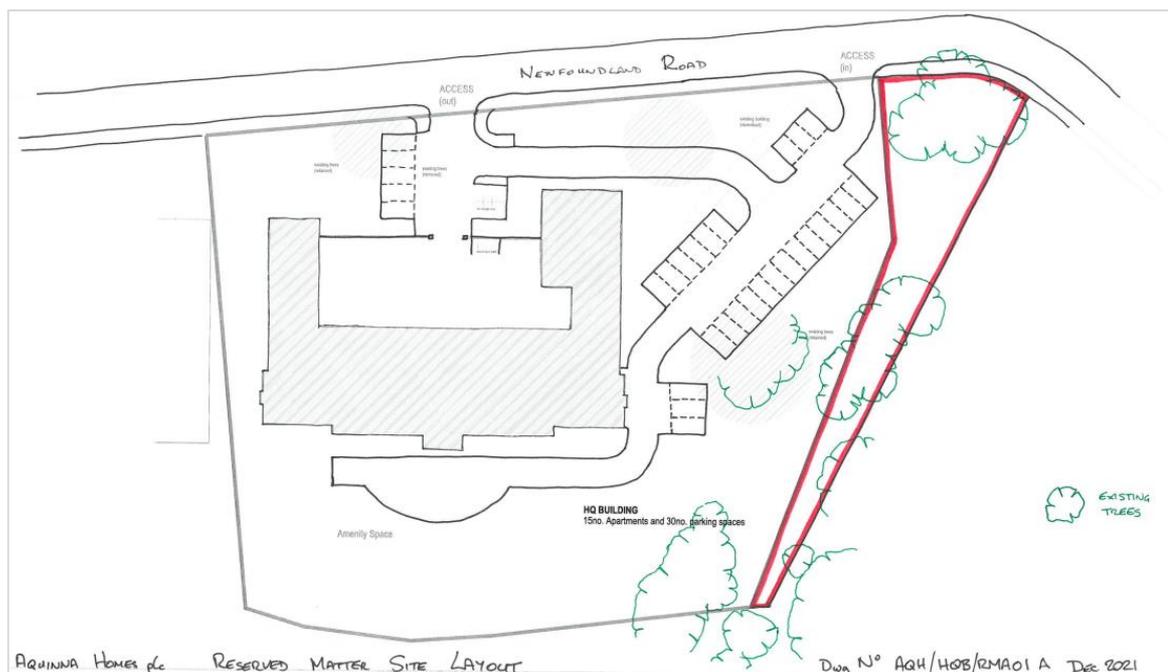
2.2.2 The hybrid planning permission included provision for the redevelopment of a former museum building to provide a foodstore comprising up to 2,000sqm and forming Phase 5i of the wider redevelopment site.

## 2.3 Neighbouring Site

2.3.1 The application site currently shares an access with the land to the east. It was possible to gain access to the car parking outside the former museum site via an access road that passes along the eastern side of the building (outside the application site), entering the application site to the south of the building.

2.3.2 The building to the east is undergoing renovations under separate proposals (phase 4e of the outline permission), as a result of which the parking and access arrangements will be altered, as shown below. Going forward, the two sites will not be adjoined by a shared access or any hardstanding.

**Image 2.2: Permitted Redevelopment of Land to East**



## 2.4 Access

2.4.1 Vehicular and pedestrian access to the proposed food store is permitted through a simple priority-controlled junction off Mindenhurst Road, approximately 90m south-east of the roundabout junction between Blackdown Road, Deepcut Bridge Road and Mindenhurst Road. An access 'stub' with tactile paving has been constructed but it does not connect to the rest of the site.

## 2.5 Outline Planning Conditions

- 2.5.1 Condition 23 of the planning permission requires that all proposed vehicle and cycle accesses be designed, constructed and provided with visibility zones in accordance with details submitted to and approved in writing by the Local Planning Authority.
- 2.5.2 Condition 24 requires that, prior to occupation, pedestrian inter-visibility splays of 2m x 2m are provided on each side of all vehicle and cycle accesses. No fence, wall or other obstruction between 0.6m and 2m in height shall be erected within the area of the splays.
- 2.5.3 Condition 25 requires that no development shall be occupied until space has been laid out within the site in accordance with details submitted for off street car parking for all non-residential land uses.
- 2.5.4 Condition 26 requires that, prior to occupation, all land uses within the development shall be provided with electric vehicle charging infrastructure points.
- 2.5.5 The compliance of the proposal with these conditions (and other relevant design standards) is demonstrated in Section 4.

## SECTION 3 SCC Pre-Application Comments

3.1 SCC's pre-application comments are included in **Appendix B** and summarised below together with i-Transport's responses to them. This is followed by an illustrative comparison of the proposed site layout and that previously submitted to SCC for comments.

**Table 3.1: SCC Comments and i-Transport Response**

SCC Comments	i-Transport Response
1. Why is access from Newfoundland Road so wide?	This is proposed as a shared cycleway but was formerly the main vehicle access. It is of variable width, circa 5 to 6m. This is a re-use of existing hardstanding. Although wider than a typical shared cycleway, it is not proposed to reduce the width in order to protect the root protection zones of surrounding trees.
2. Confirm proposed use of northern unit and provide details of cycle parking.	The proposed site layout confirms this is a flexible E/F2 use. Section 4 demonstrates that cycle parking will be provided in accordance with parking standards.
3. Set out how car parking complies with SCC's standards.	The proposal accords with parking standards – see Section 4.
4. Provide lit, undercover cycle parking. Provide a space for cycles designed for use by the disabled.	The updated site layout plan shows cycle parking will be covered. External lighting is proposed. Additional space between two stands (1.5m) is provided for a mobility cycle outside the Asda store.
5. Confirm how eastern edge of site will appear.	The eastern edge of the turning head will be kerbed to demarcate the site edge. Fencing will be provided to physically separate the site from the land to the east. As set out in Section 2, hardstanding immediately east of the site will be removed as part of separate redevelopment proposals. The two sites will no longer be connected.
6. SCC request 50% of spaces provide electric vehicle charging.	It is proposed to provide five electric vehicle chargers, including one at a space for the disabled. This means over 20% of spaces will benefit from a charger. This is the maximum that can be delivered under the power supply available to the site. Section 4 explains why this is also an appropriate provision.
7. Provide hardstanding at parking by verges.	Agreed.
8. Show gradients on plan.	Agreed. Chainages and long sections are shown in engineering drawings in <b>Appendix C</b> .
9. What does MoE mean?	Means of Escape.
10. Could people with trolleys walk along the access road?	No. The access road will be lower than the store frontage. A guardrail will prevent access onto the carriageway in this area (steps / ramps will be provided instead). Trolleys will not be provided.
11. Provide ramped access for spaces 10-22.	This will not be possible as it will offset the adjacent car parking westwards. There is insufficient aisle width or landscaped area to the west to deliver this. The spaces will be within 50m of the building entrance and spaces for the disabled will be the closest. The spaces achieve convenient store access.
12. Provide swept path analysis	Agreed. See section 4.
13. Provide 4m wide flat crossing in front of store	Agreed. As shown on the engineering drawings, there is minimal gradient in this area.
14. What is minimum width of footway?	3m (previously 2.4m was proposed)..
15. Provide 3m internal footway.	Agreed. To be available for cyclists too.
16. Drivers will encounter difficulty exiting space 24	Agreed. The area has been reconfigured. A hatched area to the right will separate the space from the adjacent wall.
17. Safe walking routes	The applicant does not wish to provide safe walking routes. This is acceptable as the car park will be an exceptionally low speed / low traffic flow environment. The aisle will operate safely as a shared surface and accords with MFS (ref: para 9.1.7) and MFS2 (para 12.2.3)
18. How will nuisance parking be prevented?	Parking is to be provided in accordance with SCC's standards. Overspill parking will not be an issue. Asda will implement a parking management scheme to ensure considerate parking.
19. Can a footway be provided on the eastern side of the access road.	No. This would require pedestrians to walk through the service yard. It will also impact unacceptably on available landscaping. This is acceptable as a 3m pedestrian / cycle route is proposed.

Image 3.2: Proposed Site Layout



Image 3.3: Previously Submitted Site Layout (superseded)



## SECTION 4      Development Proposal

### 4.1      Introduction

4.1.1      The RM planning application seeks to convert the former museum to a 416sqm food store to the south (to be operated by Asda) and 268sqm unit to the north under flexible Use Class E/F2. Access from the existing highway network will be via the constructed simple priority-controlled junction to the south.

4.1.2      This section of the Transport Statement provides further details relating to:

- Access.
- Parking.
- Electric Vehicle Charging Provision.
- Delivery and Servicing Arrangements.

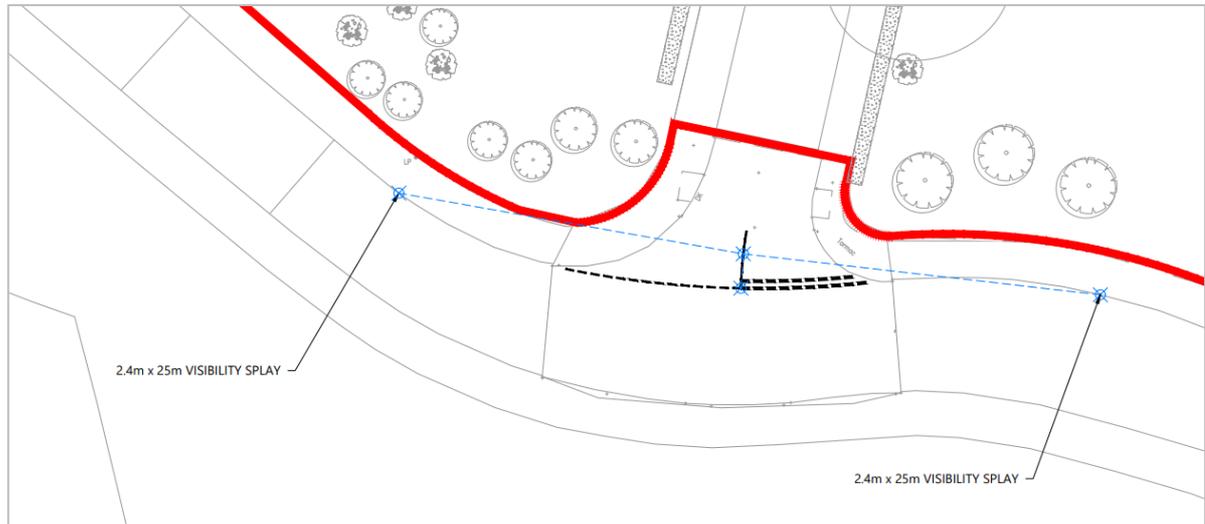
### 4.2      Access

#### Vehicular

4.2.1      The completed priority junction access will be extended northwards to tie in with hardstanding and car parking south of the building, forming a new access road the car park.

4.2.2      A spur off to the east of the access road will be provided, forming a service yard.

4.2.3      Condition 23 of the outline planning permission requires accesses to be designed and constructed with appropriate 'visibility zones' Whilst the access has been constructed, this information has been provided for completeness. Visibility splays from the access junction, measuring a 2.4m x 25m, are achievable as shown below and at **Appendix D**.

**Image 4.1: Visibility Splays from Completed Access**

4.2.4 This is appropriate for a 20mph design speed and is appropriate for Mindenhurst Road, noting the change of speed limit to the south to 20 mph and the crossing, traffic calming and roundabout to the north.

4.2.5 The access road into the site will form an access ramp with a gradient not exceeding 10% (predominantly at the straight southern end of the road). This is in accordance with Section 5.3 of the Freight Transport Association (FTA) *Designing for Deliveries* guidance, the first paragraph of which states:

***“Gradients of ramps should not exceed 1 in 10 when straight and should be less when there is a significant horizontal curvature.”***

4.2.6 The transitions in gradient on the access ramp will have a K value (measuring the rate of change of curvature) of 1, which is appropriate for a design speed of 20mph (ref: SCC’s design guidance *Technical Appendix A, table on page 20*). A drawing illustrating the vertical alignment of the site access is included as **Appendix C** and is reproduced below.

Image 4.2: Proposed Access Gradients

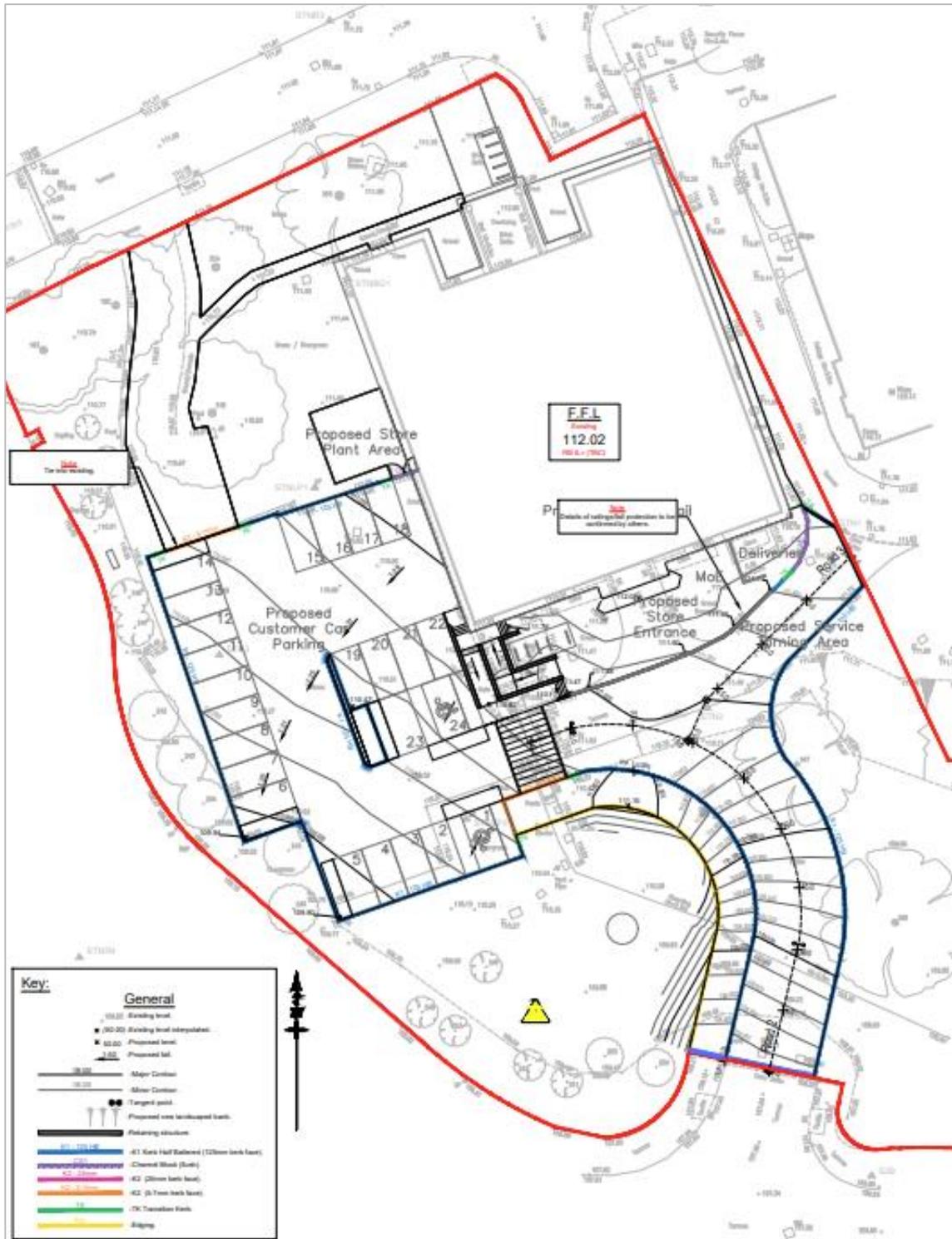
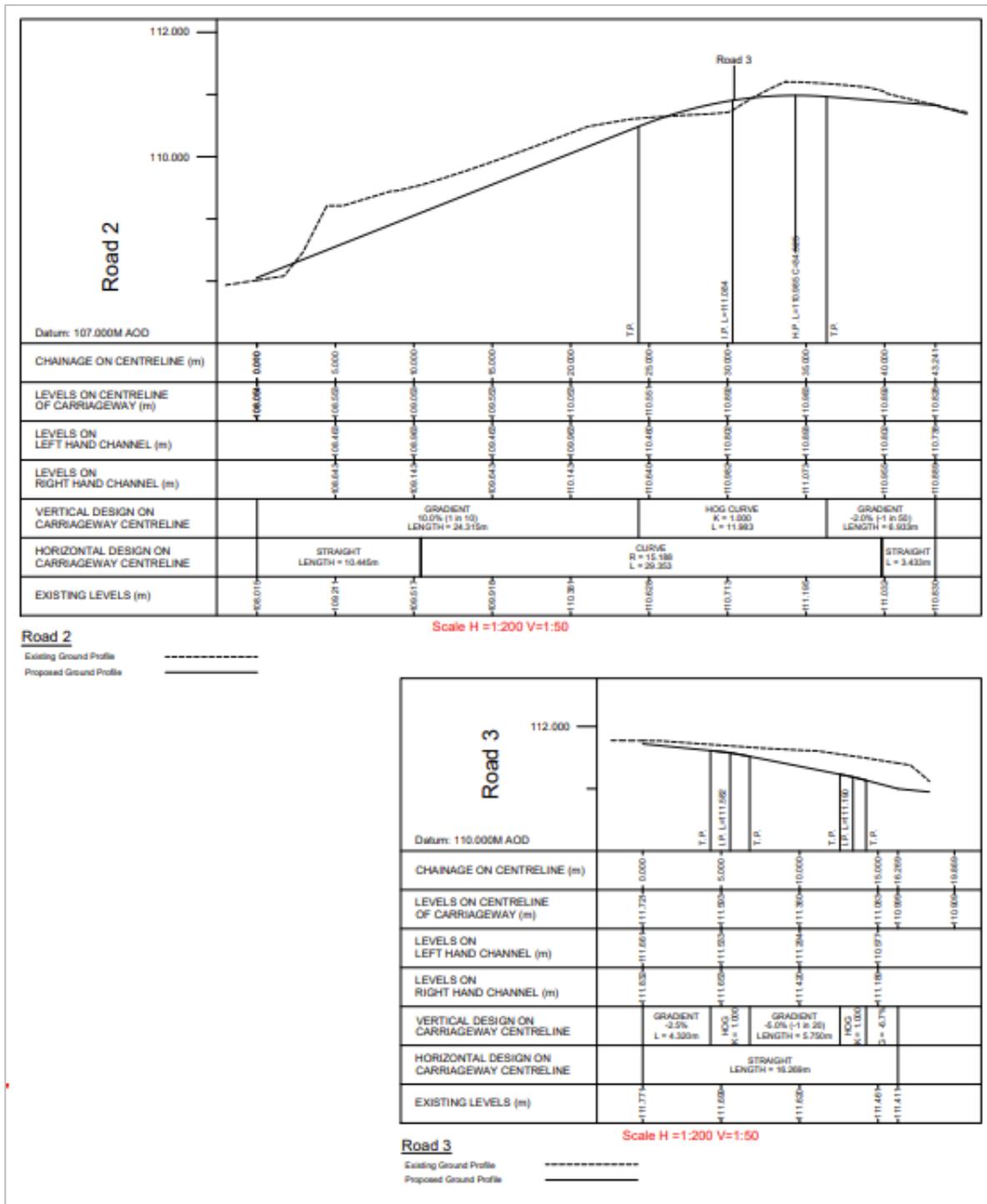


Image 4.3: Proposed Long Sections

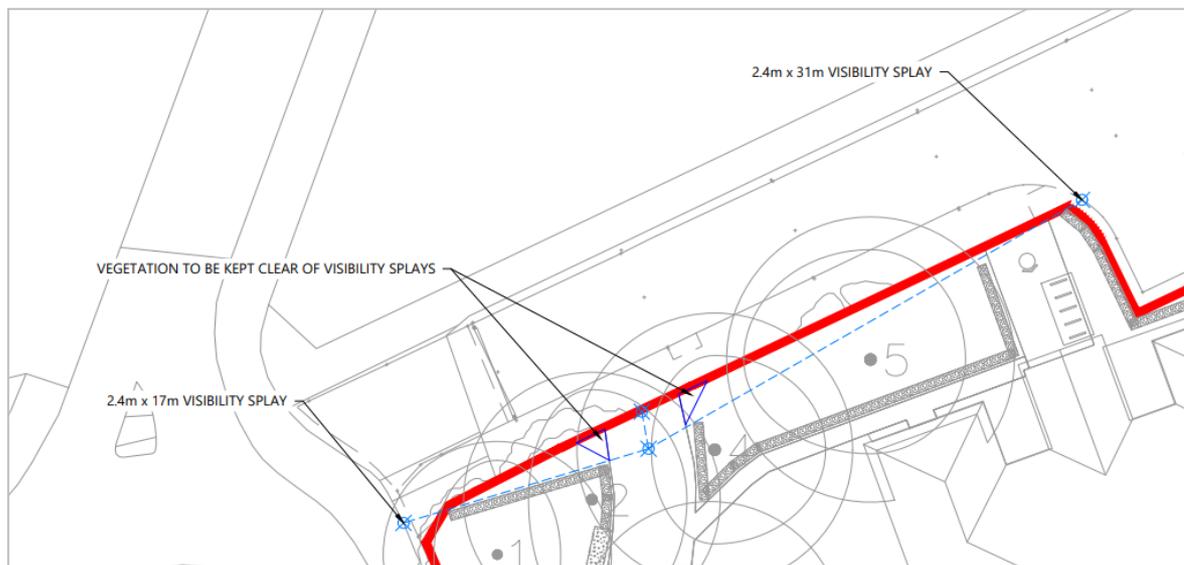


4.2.7 The curvature of the access road elongates the access road and minimises the gradient between the existing (fixed) access junction and retained building and car park. The gradient complies with FTA and SCC guidance.

### Pedestrian / Cycle

- 4.2.8 A 3m wide shared cycleway will be provided immediately west of the vehicular access, connecting with shared cycleways on Mindenhurst Road. This will lead to an on-site controlled parallel crossing of the access road to the 'store side' (4m wide in accordance with SCC's preferences). Steps and ramps (1:15 gradient) will provide connections to the building entrance and cycle parking. The shared cycleway and crossing have been widened in response to SCC comments.
- 4.2.9 A pedestrian / cycle access will also be provided from the shared cycleway on Newfoundland Road to the north, providing improved permeability for non-motorised travel (noting many of the closest homes are to the north). This will have a typical width of at least five metres. This is wider than a typical cycle route as it formerly provided the main vehicular link to the car park. It uses existing hardstanding which is not to be changed to protect root protection zones.
- 4.2.10 In accordance with condition 23, the access design is presented along with visibility splays at **Appendix D** and below.

#### **Image 4.4: Sightlines from Pedestrian / Cycle Access**



- 4.2.11 The visibility splays measure 2.4m (absolute minimum cycle setback distances (ref: LTN 1/20 paragraph 5-6) by:
- To the left: 17m – appropriate for a 20 kph cycle design speed – the minimum acceptable design speed (ref: LLTN 1/20 Tables 5-4, 5-5) and applied in this instance because of the proximity of the access to the end of the cycle route on Newfoundland Road.
  - To the right: 31m – appropriate for a 30 kph 'typical' design speed (ref: LLTN 1/20 Tables 5-4, 5-5).

4.2.12 In accordance with condition 24, 2m x 2m pedestrian / cycle intervisibility splays are illustrated (and will be provided) at the junction of the pedestrian / cycle access with the cycleway on Newfoundland Road. This area will be kept free of planting or obstruction.

4.2.13 The unit to the south will be at a slightly higher level than the car park and access road. Steps and ramps<sup>1</sup> will provide connectivity to the car park. Guardrails at the front of the building frontage will prevent access to the access road, which will be slightly lower than the store frontage.

4.2.14 The unit in the north of the building will be accessed by :

- A direct connection off Newfoundland Road.
- A path leading east from the pedestrian / cycle access to the car park.

## 4.3 Parking

### Car Parking

4.3.1 The proposed site layout illustrates the car parking layout which can be delivered in accordance with Condition 25 of the outline permission. It is proposed to provide 22 standard parking spaces, plus two for the disabled. The following paragraphs demonstrate that the proposal accords with parking standards.

4.3.2 For robustness, parking is assigned to flexible use class E on the basis that it will be occupied by a non-food retailer.

4.3.3 The car parking strategy for the site has been developed with reference to SCC's *Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development* guidance.

4.3.4 The maximum car parking standards for food or non-food retail units of up to 500 sqm is one space per 30 sqm. Applied to the proposal:

- The maximum standard for a 416 sqm foodstore is 13 spaces.
- The maximum standard for a 268 sqm non-food retailer is 9 spaces.

4.3.5 The maximum parking standard is thus 22 spaces and the proposal complies with parking standards.

4.3.6 In line pre-application comments, hardstanding is provided adjacent to end spaces to facilitate manoeuvres and vehicle access.

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<sup>1</sup> 1:15 gradient over maximum 5m length / 0.33m rise (*ref: Building Regulations M2, Table 1*)

### Parking for the Disabled

4.3.7 For non-residential development, an additional 5% of total car parking spaces should be allocated for disabled users. The proposal includes an additional two spaces for the disabled, or 9% of provision and thus accords with parking standards. The spaces are the closest ones to the building entrance.

### Geometry

4.3.8 Parking spaces will be provided in line with geometry recommended by the parking standards:

- Standard spaces: 2.4m x 4.8m (*ref: SCC's guidance*).
- Spaces for the disabled. As above with 1.2m strip at side and behind the space in accordance with TAL 5/95. The closest spaces to the building will be marked for use by the disabled.

### Cycle Parking

4.3.9 SCC's *Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development* sets minimum cycle parking standards. These are:

- Food retail (out of centre): one space per 350sqm; and
- non-food retail (out of centre): 1 space per 1500sqm.

4.3.10 Applying the above to the proposal yields a minimum requirement of three cycle parking spaces.

4.3.11 Five Sheffield cycle stands are proposed (10 spaces) for each unit. This exceeds the minimum standards and is thus acceptable. They will be covered and lit.

4.3.12 One space in front of the Asda store will be designed to accommodate those with disabilities – it will be provided with a 1.5m gap to the next stand in accordance with Wheels for Mobility's "A Guide to Inclusive Cycling" (*ref: page 58*) and SCC pre-application comments.

## 4.4 **Electric Vehicle Charging Provision**

4.4.1 Building Regulations Part S (requirement S5) requires that buildings undergoing renovation provide one parking space with a charge point and cable routes to 20% of spaces (i.e. five).

4.4.2 SCC's recently adopted guidance goes much further – the normal starting point, and that recommended in pre-application discussions, is for 50% of spaces to be provided with electric vehicle charge points, with cabling fitted to the remainder.

4.4.3 A total of five electric vehicle charging points (with nominal rated output of 7kW) are to be provided within the site layout (including one at a space marked for the disabled in line with SCC standards) – which are marked on the plan. This equates to over 20% of spaces benefitting from electric vehicle charging and exceeds Building Regulation requirements. The provision exceeds Building Regulation requirements.

4.4.4 The proposed provision of electric vehicle charge points falls short of SCC's preference. The applicant has considered SCC's request at length and, although supportive in principle of the promotion of electric vehicle use, it will not be possible to provide charging for 50% of chargers. This is because:

- The maximum electrical capacity of the former museum site is 120kW. This includes all external lighting and chargers. This is written into a sales contract with Asda and is dictated by the restricted capacity across the wider site. A substation will therefore not remedy this issue.
- The Asda store will require 70kW of that power for the building and associated heating, freezers, lighting and computers. This will leave 50kW for the remainder of the site, including chargers.
- Provision of five 7kW charging stations will take 35kW of the remaining 50kW, leaving 15kW for the northern building.
- It will therefore not be possible to provide more chargers without compromising power available to that building.
- A greater provision of chargers is therefore not possible based on the power supply available.
- It will also not be necessary:
  - The Asda store is intended for short stay use (average duration is around 7 minutes for a convenience store).
  - While longer stays are possible, Asda will implement a parking management strategy which will limit the duration of stay.
  - The store will serve a local catchment. Local homes are being built out with electric vehicle charging. As a typical electric car takes nearly 8 hours to fully charge ([ref: https://pod-point.com/guides/driver/how-long-to-charge-an-electric-car](https://pod-point.com/guides/driver/how-long-to-charge-an-electric-car)), there would be no merit to residents in charging away from their homes, a short distance away.
  - Many customers are expected to travel to the store by sustainable modes. Those who do not are likely to be undertaking short trips which will not require a charge at the end.

- These store attributes appear to be acknowledged in SCC's parking standards, which apply the requirement for 50% of spaces to have a charger to those retail units which exceed 500 sqm. Unlike the larger store for which outline permission was granted, the proposed units will not be this large.

4.4.5 The proposal for five 7kW chargers ensures a significant proportion of spaces will provide charging (in excess of Building Regulations). It is the absolute maximum that can be delivered and beyond what is strictly necessary, given the nature of the land use proposed.

4.4.6 SCC suggested as an alternative that rapid chargers be provided and this has also been considered. A rapid charger's normal power output is 50kW. A single charger will therefore use up the entire remaining power supply for the site, noting that Asda will require 70kW of the 120kW that can be delivered. It will leave none for the northern unit. Rapid chargers cannot be provided.

4.4.7 Provision of electric vehicle charging will enable condition 26 of the outline permission to be discharged at this site.

## 4.5 Delivery and Servicing

4.5.1 The service yard for the redevelopment is located to the south of the building and forms an eastern 'spur' from the access road.

4.5.2 The spur / set down will have a maximum gradient of 5% (1 in 20), in accordance with Section 5.3 of the FTA *Designing for Deliveries* guidance, the final paragraph of which states:

***"Gradients can be steeper where vehicles manoeuvre and park. In such places, gradients of up to 1 in 20 can usually be tolerated."***

4.5.3 The gradient will be lower at the eastern end of the turning head (2.5%), where the levels of the turning head and the hardstanding outside the store will 'meet' in order to facilitate the wheeling of deliveries into the store.

4.5.4 A 10m rigid vehicle is the largest expected delivery vehicle to an Asda convenience store. The same type of vehicle will also take away retail waste. A swept path analysis has been undertaken to demonstrate that a 10m rigid vehicle can safely access and egress the service yard in such a manner as to enable turning on the highway in a forward gear. An extract of this is presented below and in **Appendix E**.

Image 4.5: Swept Path Analysis: 10m Rigid Vehicle



4.5.5 Servicing can safely be undertaken by the largest expected service vehicle.

## SECTION 5 Summary and Conclusion

- 5.1 Littlerock Developments Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a RM planning application pursuant to outline planning permission 12/0546, a mixed use residential-led strategic development, which included outline permission for a foodstore of up to 2,000 sqm at the site.
- 5.2 The RM application seeks permission for a smaller commercial unit comprising a 468 sqm food retail unit and 216 sqm of flexible floorspace under use class E, re-using the former museum building at the site.
- 5.3 As the site has outline planning permission, it has already been demonstrated that three of the 'tests' at paragraph 110 of the NPPF have been met:
- 1 It is in a sustainable location for development and forms part of the sustainable transport strategy for the redevelopment of the wider area.
  - 2 Its access has already been agreed and built.
  - 3 A larger retail development has already been found to be acceptable in traffic terms.
- 5.4 This TS therefore relates solely to the remaining test at paragraph 110 of the NPPF: its compliance with design standards. The TS demonstrates that the proposal:
- Takes on board comments raised by SCC during pre-application discussions.
  - Provides a permeable layout that can be safely accessed by pedestrians, cyclists and car drivers.
  - Provides car parking in accordance with SCC's standards.
  - Provides cycle parking in accordance with SCC's standards.
  - Provides electric vehicle charging in excess of Building Regulations and appropriate for the electrical capacity of the site and the nature of the development.
  - Can be accessed by the largest service vehicle anticipated and provides a suitable set-down area with gradients that meet FTA guidelines.
  - Demonstrates that conditions 23 to 26 (highways matters related to the outline permission) can be discharged.
- 5.5 On this basis, the RM site layout accords with relevant design standards and is acceptable in highways and transportation terms.