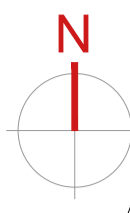


APPENDIX A. SITE LAYOUT PLAN



*Area not surveyed

Approximate location of ASDA totem - subject to future application

Covered & lit cycle stands for flexible use class E/F2 unit












*Area not surveyed

*Area not surveyed

*Area not surveyed

*Area not surveyed

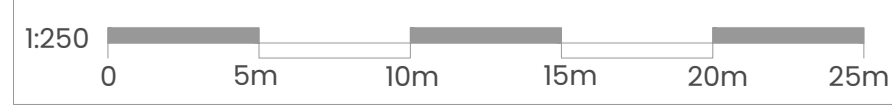
*Area not surveyed

- Key:**
-  site application boundary
 -  Existing trees (See arboricultural report & proposals)
 -  Root Protection Area (See arboricultural report & proposals)
 -  Existing trees to be removed (See arboricultural report & proposals)
 -  Proposed vegetation (See landscaping consultant report & proposals)
 -  Proposed 200mm high timber fence
 -  Proposed electric vehicle charging points
 -  Soft landscaping
 -  Existing gravel
 -  Existing brick paving
 -  Hard Landscape (See Civil Engineer's proposal)

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SITE PLAN
PROPOSED

1:250



GENERAL NOTES: 1. This drawing shall not be scaled. 2. All dimensions shall be checked on site, where applicable prior to commencing the work. 3. All drawings to be read in conjunction with Structural Engineer's current proposals, and all other relevant engineers' and specialists' drawings and specifications. 4. All work shall conform to the current edition of the Building Regulations and any other relevant Statutory Requirements. 5. All material and workmanship shall conform with the relevant British Standards Specifications and Codes of Practice. 6. This drawing is the copyright of Ubique Architects and shall not be copied or reproduced without permission. 7. CDM Regulations 2015; refer to the site copy of the Health and Safety Plan.

REV	DATE	DESCRIPTION	BY	CHK	SITE ADDRESS	SCALE	SIZE
P2	24.10.23	FUTURE TOTEM INDICATED, PARKING LAYOUT AMENDED.	JP	-	NEWFOUNDLAND ROAD DEEPCUT, GU16	1:250	A1
P3	01.11.23	LANDSCAPING PROPOSALS INDICATED.	JP	-	CLIENT NEWFOUNDLAND DEVELOPMENTS LTD	DRAWING STATUS PLANNING	

UBIQUUE
ARCHITECTS

DRAWING TITLE
PROPOSED SITE PLAN
DRAWING NO.
PD-13
REVISION
P3

795 - COMMERCIAL DEVELOPMENT - DEEPCUT

APPENDIX B. PRE-APPLICATION COMMENTS

Highway Authority Pre-Planning Application Advice

Proposed Food Store, Mindenhurst Road, Mindenhurst, Deepcut, Surrey



23 October 2023

Introduction

The following advice is offered to Mark Stead of iTransport representing Newfoundland Developments following a request for pre-planning application advice dated Wednesday 18th October 2023. The advice is offered following a review of the proposed site plan number 795-SK90-P2.

Existing development

The existing site comprises the former Royal Logistics Corps Museum, whose existing vehicle and person trips are noted to have been very low.

Proposed development

The development comprises the provision of a food store (specified within the s106 Agreement as a Supermarket) measuring 416sqm to be occupied by Asda, to serve the Mindenhurst development, as required by the hybrid planning permission for the main development.

We also understand that a further flexible (use class E) non-food retail unit of 268sqm is proposed, although the end user or likely nature of specific use is unknown.

Site Location

The site is located between Newfoundland Road and Mindenhurst Road at the upper end of the main development at Mindenhurst, located immediately east of the new 'northern access roundabout', approximately 350 metres north of Deepcut village centre.

Access Arrangements

The emergence of the Mindenhurst development has seen the creation of the new spine road known as Mindenhurst Road, which has constructed the main vehicle and pedestrian access to the site. It is noted that an additional pedestrian and cycle access is retained from the rear via Newfoundland Road.

Commentary

1. Details are required regarding the access 'road' from Newfoundland Road - why is this so wide? What purpose will it serve? How will unwanted vehicle access and use be prevented from both ends?
2. The proposed site plan shows cycle parking for a community unit and the email provided by iTransport states a flexible E Class unit – please provide further details.

3. Vehicle parking is being provided with 13 spaces in relation to the supermarket and 9 for the additional unit. It is hoped and anticipated that the proposed development will receive most of its customers on foot and by cycle from Mindenhurst and Dettingen Park. Because of this, the finite level of car parking is not a primary concern. Nonetheless, we would expect the planning application to identify the level of parking when considered against [Surrey County Council's Car Parking Guidance](#).
4. Cycle parking should be lit and undercover for both units at the site. Separate cycle parking should also be provided for staff use which it is recommended be provided within the building itself.
5. Details are required as to how the eastern edge of the site connects into the neighbouring plot (Note: the drawing appears to show the continuation of the food store access into the adjacent land parcel which is not anticipated).
6. EV charging points have been shown on the proposed site plan, however, this is not in compliance with EV standards as set out with SCC's parking guidance 2023 – 50% of all spaces require fast-charge points, with cabling provided in the remaining spaces for the future provision of charging points. Some of the fast-charge points could be replaced with rapid charge charging points. The disabled parking spaces also require EV charging facilities.
7. 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.
8. Whilst we note you have identified gradients, please show the gradients and crossfalls on the plan, particularly on the access road.
9. The proposed site plan states 'MoE' – clarification is required on what this refers to?
10. A series of ramps are proposed between the proposed store and the car parking. Users with trolleys or mobility needs could be tempted to walk in the access road to access the car park area or reach the pedestrian crossing/footway.
11. A level/ramped access should be provided for the parking spaces in the north of the site (spaces 10-22).
12. Swept path analysis should be provided within the site, including that of refuge and service vehicles. Sufficient turning space should be provided within the site to allow all vehicles to turn safely and travel onwards in forward gear.

13. The internal pedestrian crossing point appears to suggest a 'zebra' form of crossing which is not shown to normal design requirements for such facilities. We acknowledge that this is private land and meeting such design requirements are not necessary. However, the crossing point should be much wider (min 4m wide) and laid at grade, ideally removing the steps on the desire line to the store entrance, (see point 10 above). This will most likely entail extending the footway further west.
14. Please confirm the width of the internal footway? This should be a min of 3m wide and be able to accommodate all users.
15. Please provide a 3m wide pedestrian footway from Mindenhurst Road between parking spaces 4 and 5 on the pedestrian desire line from the adjacent Toucan crossing. (It is inevitable that visitors will attempt to trample across this landscaped area.
16. It appears that some disabled drivers using space 24 would find it difficult to exit their vehicles, assuming the space is directly adjacent to the side wall of the proposed pedestrian ramp.
17. Safe walking routes should be identified and laid out within the car park as per best practice using thermoplastic paint, or chlorinated rubber paint if laid on block paving.
18. How will unwanted casual kerbside car parking be prevented on the access road, and in particular outside the store entrance and in the service vehicle turning area?
19. If point 15 can be accommodated, please consider providing the footway on the eastern side of the access road, removing conflict with vehicles entering the car park. In this scenario, the proposed turning area could become a bollard protected pedestrian space, for use by service vehicles only when deliveries are expected. It would also address some of the above issues.

Travel Plan

Your attention is drawn to the requirements of the hybrid planning permission which requires that a Travel Plan be submitted in accordance with the s106 Agreement and prior to first occupation. In the case of the food store, we deem this to be prior to its first trading. For clarity, the s106 Agreement specifies that this shall be submitted for approval by the Defence Infrastructure Organisation, although in practice, we expect this to be submitted by your client.

Summary

The principal of the development is accepted as detailed under the heading of 'proposed Development' above. However, we believe there are number of areas where the design can be refined to provide acceptable transport solutions. In doing so, we would be very happy to

discuss the above with you further as part of this pre-application process, and in advance of any formal planning application submission.

Please note that this advice is offered without prejudice to the consideration of any future planning application. It is also offered without prejudice to any advice or recommendations provided by the Local Planning Authority to whom a copy of this advice has been given in confidence.



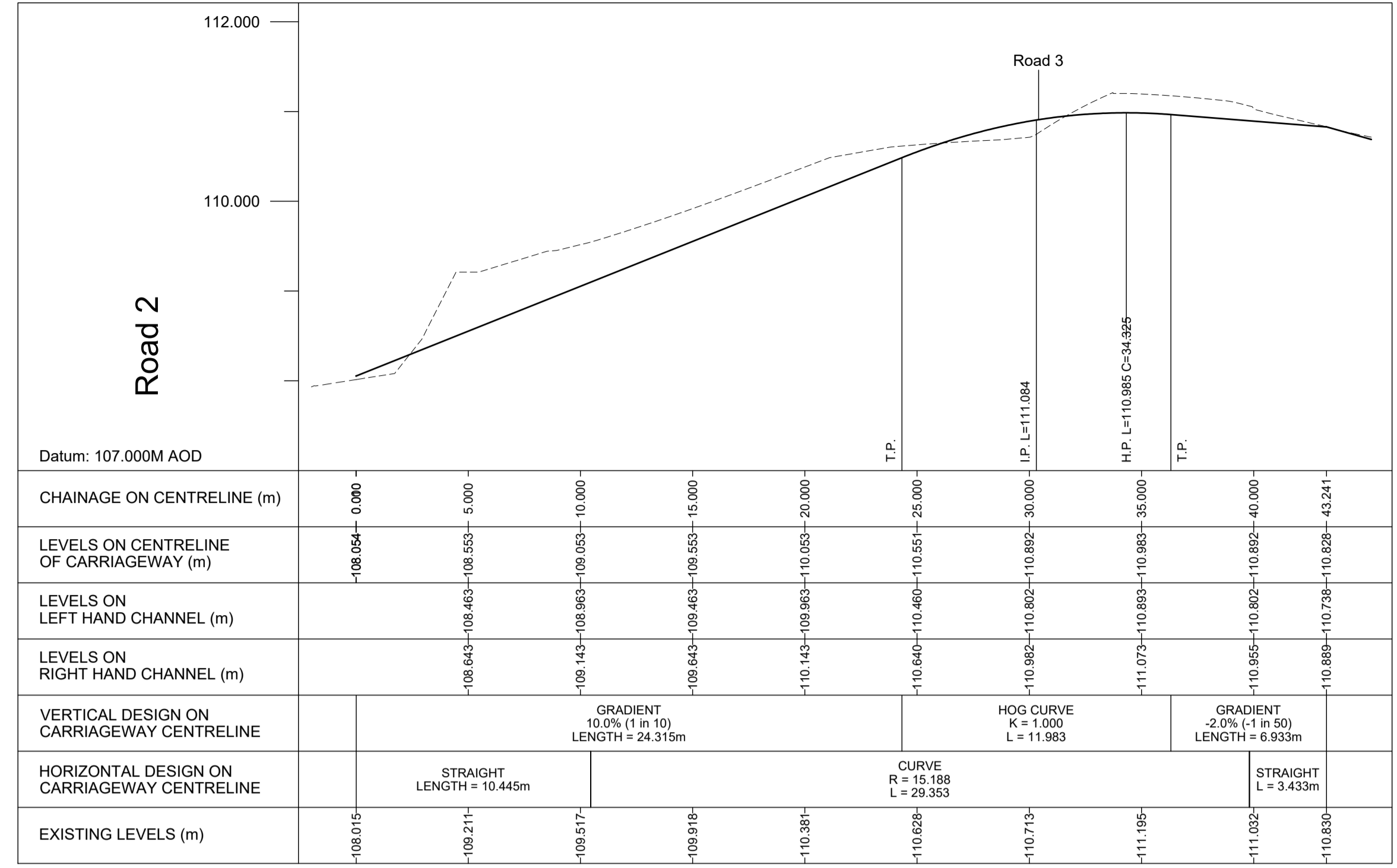
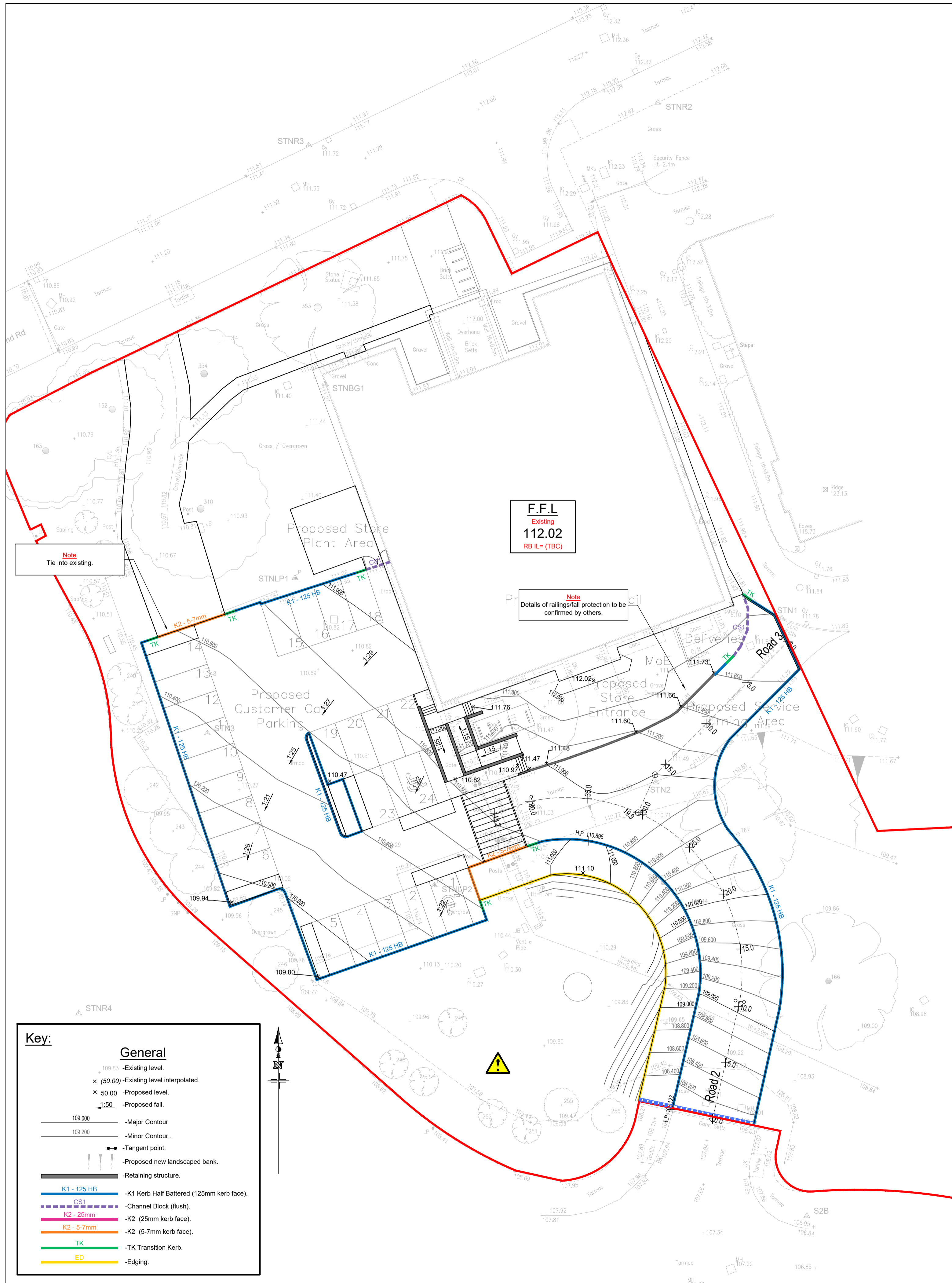
Andy Stokes MCIHT
TDP South Area Team Leader
Transport Development Planning
M: 07968 832 597
E: andy.stokes@surreycc.gov.uk
W: [Transport Development Planning - Surrey County Council \(surreycc.gov.uk\)](https://transportdevelopmentplanning.surreycc.gov.uk)

New **#HealthyStreetsForSurrey** guidance is live, designed to prioritise air quality, physical activity and community wellbeing. Visit <https://healthystreets.surreycc.gov.uk>

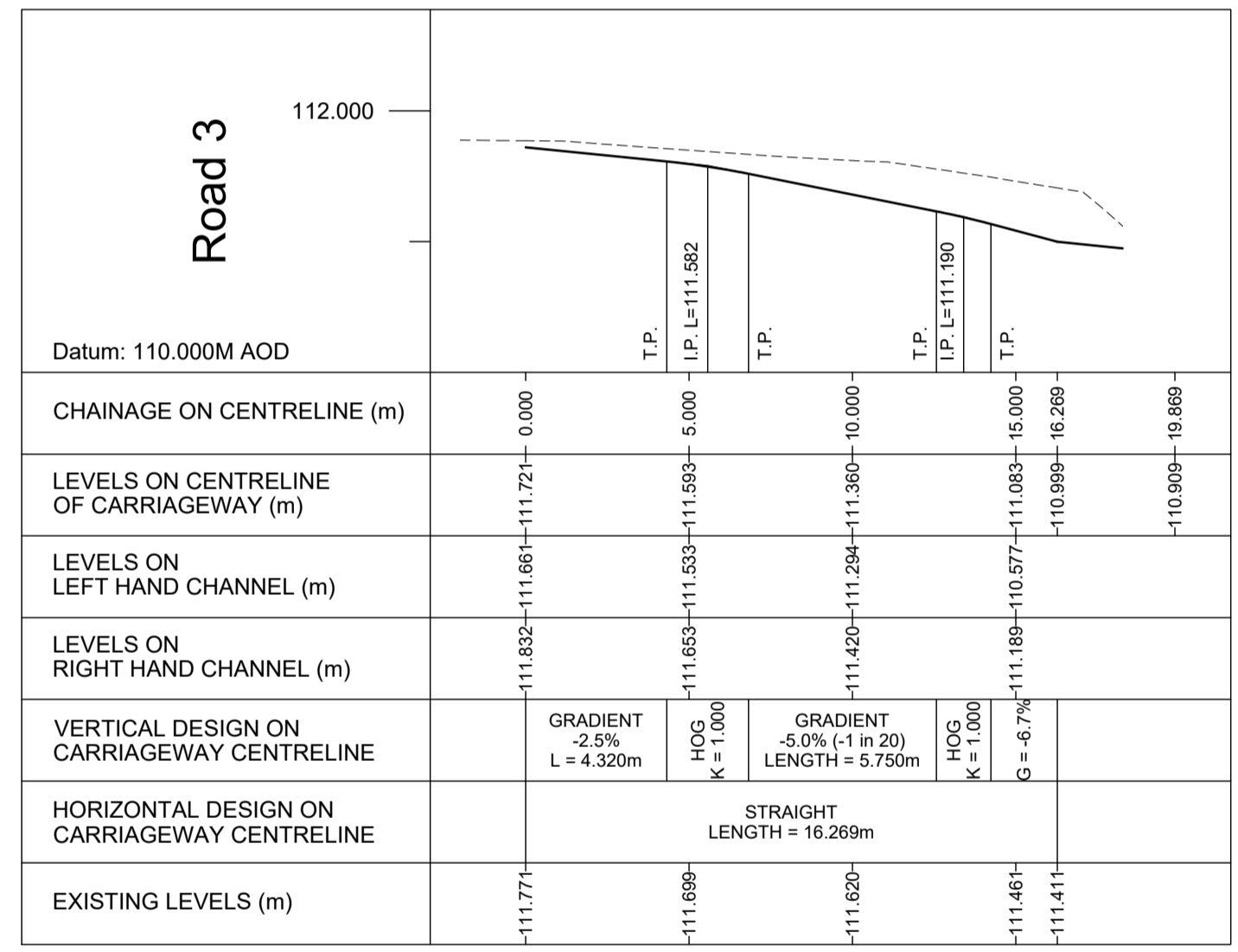


[Surrey County Council, Third Floor, Quadrant Court, 35 Guildford Road, Woking, Surrey, GU22 7QQ](https://www.surreycc.gov.uk)

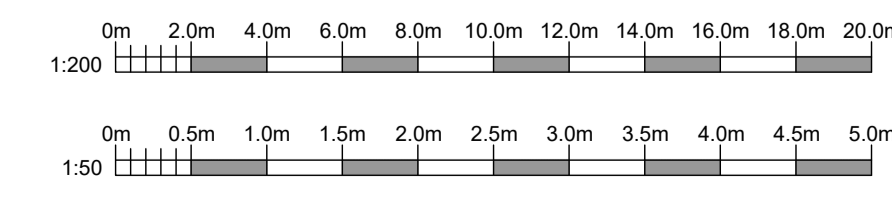
APPENDIX C. VERTICAL ALIGNMENT OF ACCESS



Road 2
Existing Ground Profile
Proposed Ground Profile



Road 3
Existing Ground Profile
Proposed Ground Profile



NOTES

- Do not scale this drawing.
- This drawing is to be read in conjunction with all other relevant Engineer's and Architect's drawings and specifications.

RISK ASSESSMENT

- Residual Risks Identified**
- Previously an MOD site.
- Contractor's General Risk Items**
- (List is not exhaustive but includes commonly raised issues)
- Location of all buried services.
 - Existing drainage:
i) Gases, confined spaces, diseases.
ii) Maintain flow in drains during works.
 - Manual lifting of heavy objects; manhole covers, drainage pipes, concrete rings, kerbs, etc.
 - Excavation for drainage trenches and manholes.
 - Security:
Keep site secure from members of the public. maintain public safety when accessing site.

C	06/11/23	JOD	Drawing updated to suit updated site layout.	
B	27/10/23	JOD	Drawing updated to suit updated site layout.	
A	27/09/23	JOD	Kerb added to back of delivery area.	
-	26/09/23	JOD	Issued for comment.	
Rev	Date	By	Chkd.	Revision notes

Job Title
Newfoundland Road Deepcut

Drawing Title
External Levels Drawing

Client
Little Rock Developments Ltd

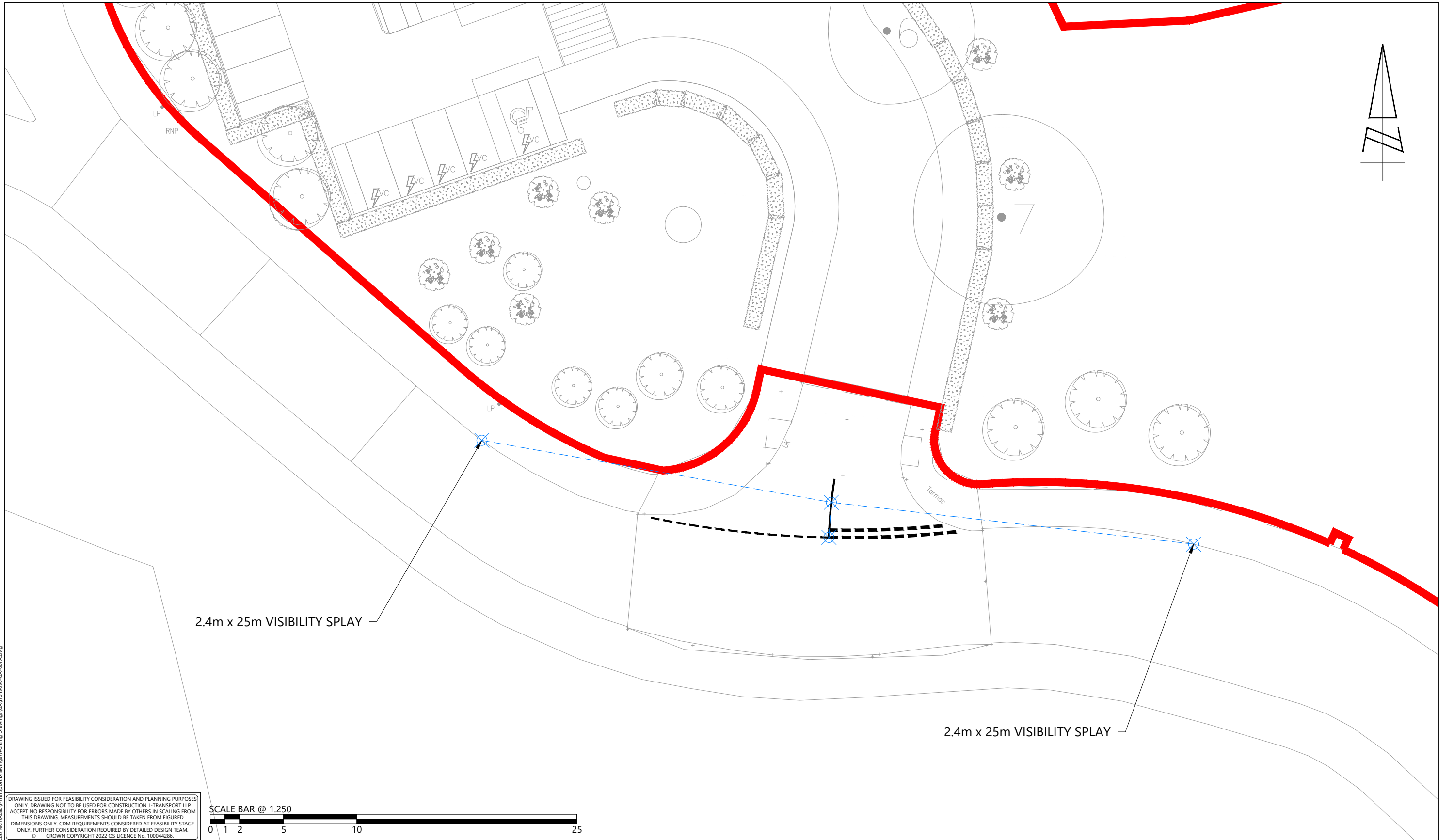


Scale at A1:
1:50 1:200
Status:
FOR COMMENT

Drawn: Date: Sept'23	Checked: Date: Sept'23	Approved: Date:
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Drawing No.: **23-158_C01** Revision: **C**

APPENDIX D. ACCESS VISIBILITY SPLAYS

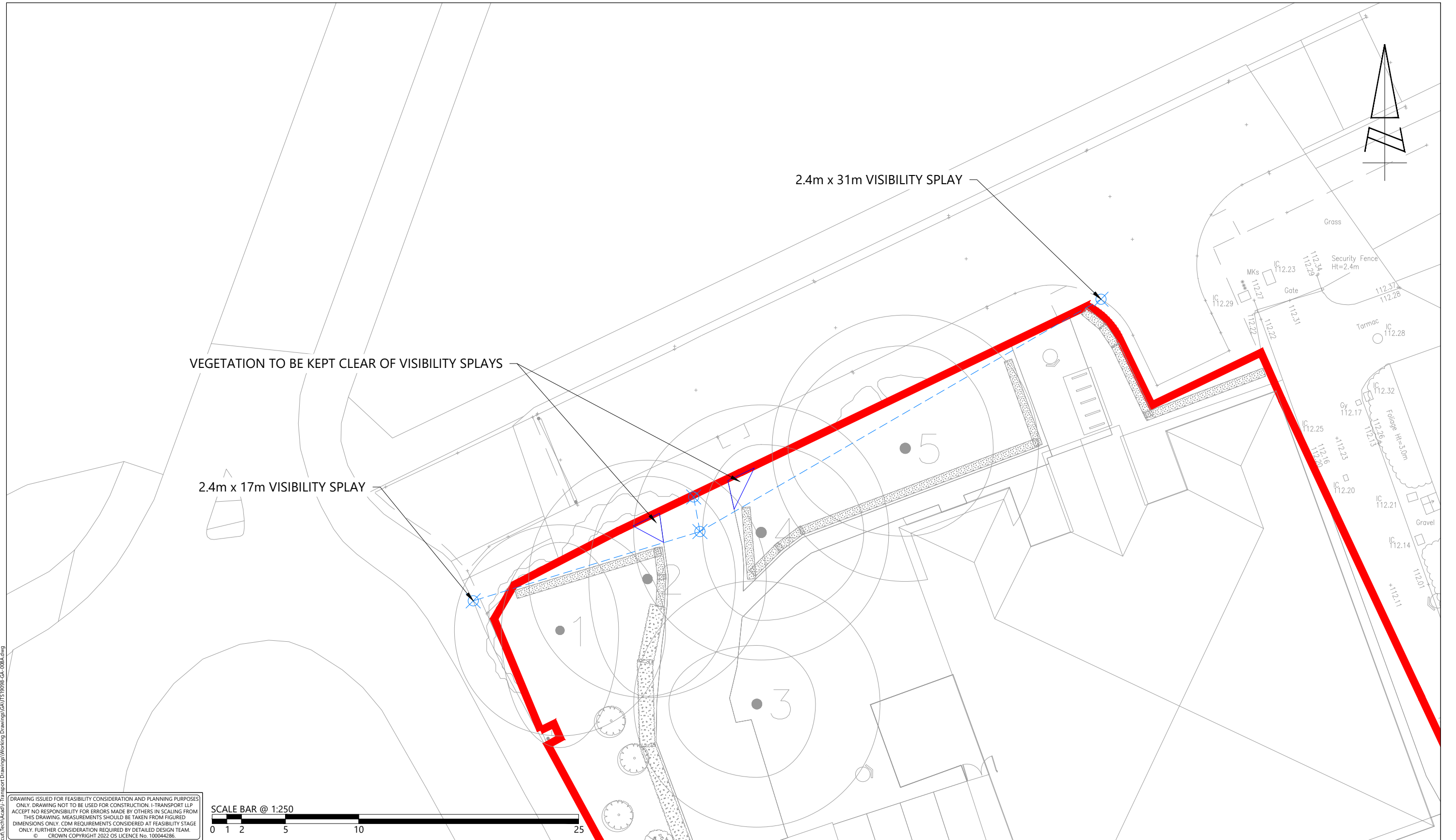


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<p>Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porstmouth, Hampshire, PO6 3EZ www.i-transport.co.uk</p>				TITLE: VISIBILITY SPLAYS FROM PERMITTED VEHICULAR ACCESS		DRAWN: MM	CHECKED: MS	APPROVED: MS
				PROJECT: NEWFOUNDLAND ROAD, DEEPCUT		CLIENT: LITTLE ROCK DEVELOPMENTS LIMITED		PROJECT No: ITS19098
A REV	07.11.23 DATE	MM BY	SITE LAYOUT UPDATED DESCRIPTION	MS CHK	MS APD	DRAWING No: ITS19098-GA-007		
STATUS: FOR INFORMATION						REV: A		

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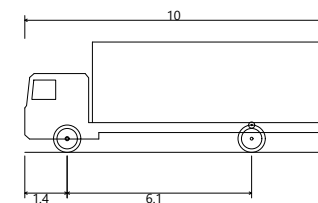
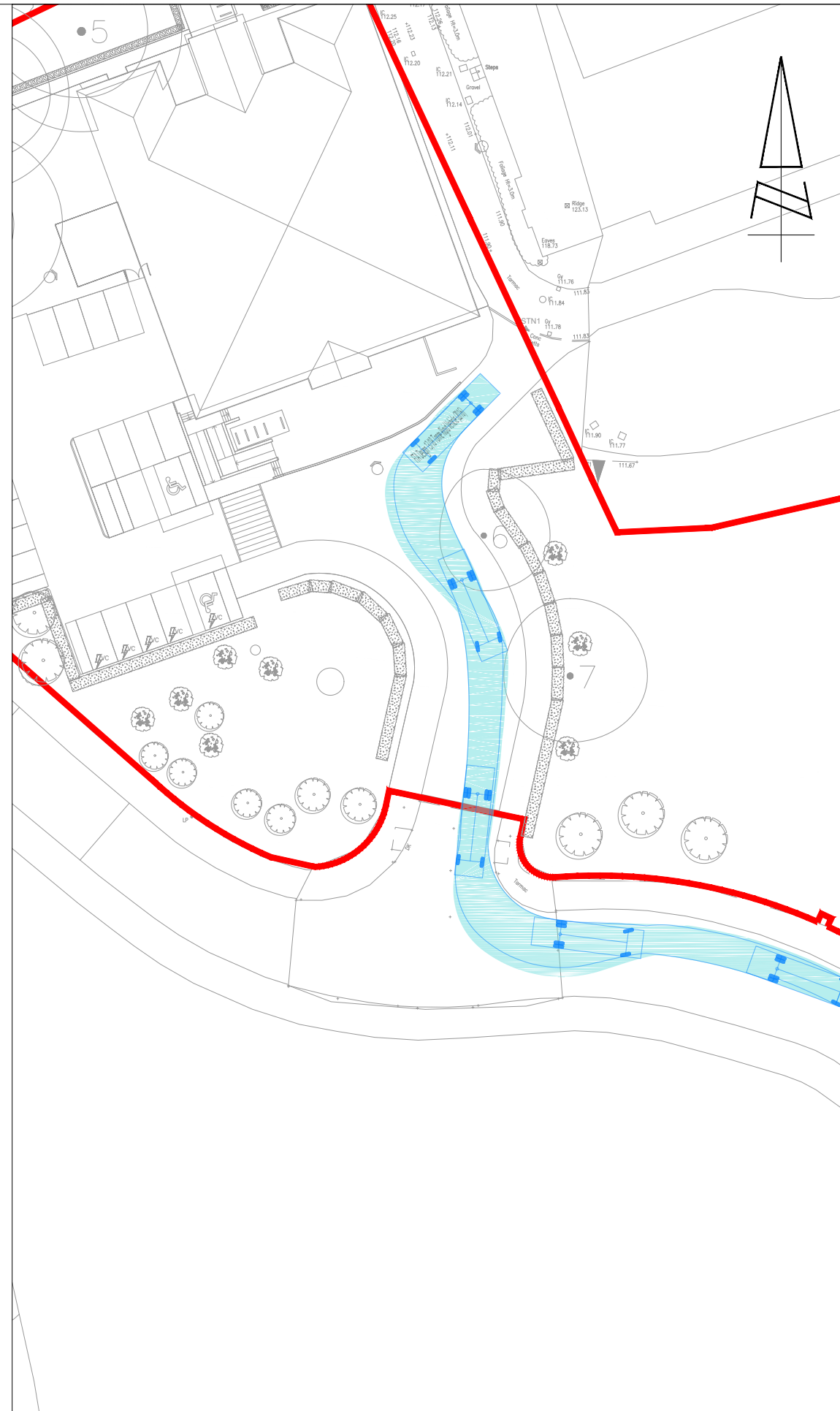
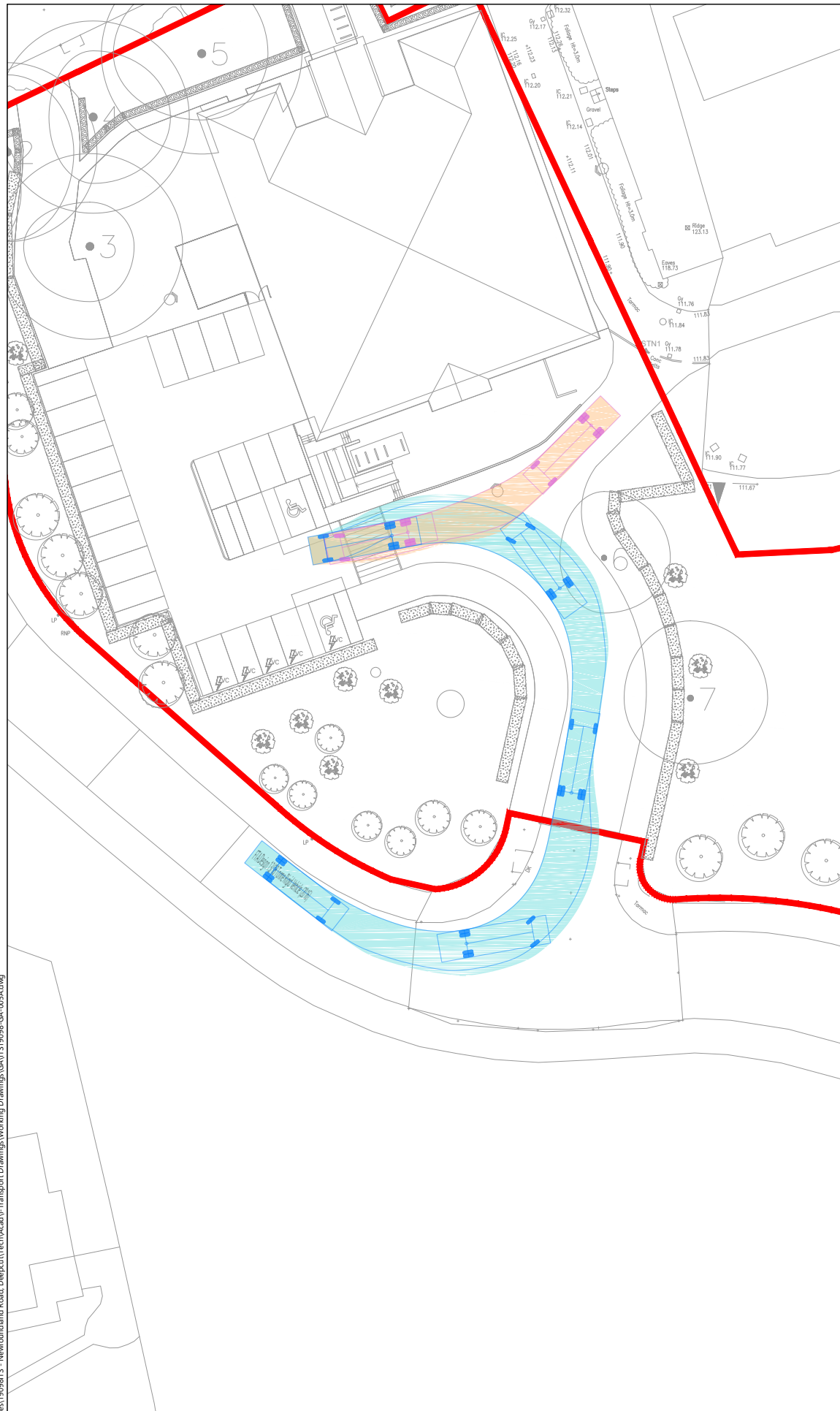
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<p>Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porsmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk</p>				TITLE: CYCLE VISIBILITY SPLAYS AND PEDESTRIAN INTERVISIBILITY SPLAYS FROM PROPOSED PEDESTRIAN/CYCLE ACCESS		DRAWN: MM	CHECKED: MS	APPROVED: MS
				PROJECT: NEWFOUNDLAND ROAD, DEEPCUT	CLIENT: LITTLE ROCK DEVELOPMENTS LIMITED	PROJECT No: ITS19098	SCALE @ A3: 1:250	DATE: 10.10.23
A REV STATUS:	07.11.23 DATE	MM BY	SITE LAYOUT UPDATED DESCRIPTION	MS CHK	MS APD	DRAWING No: ITS19098-GA-008		REV: A

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APPENDIX E. SERVICE VEHICLE SWEEP PATH ANALYSIS



FTA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	07.11.23	MM	SITE LAYOUT UPDATED	MS	MS

STATUS: FOR INFORMATION



Lakeside North Harbour, Building 1000, Lakeside Tel: 01331 6300 366
 North Harbour Western Road, Portsmouth,
 Hampshire, PO6 3EZ
 www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - 10m RIGID VEHICLE

PROJECT: NEWFOUNDLAND ROAD, DEEPCUT

CLIENT: LITTLE ROCK DEVELOPMENTS LIMITED

DRAWN: JD	CHECKED: MS	APPROVED: MS
PROJECT No: ITS19098	SCALE @ A3: 1:500	DATE: 19.07.23

DRAWING No: ITS19098-GA-005 REV: A

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