



Deepcut
Regulation 19
Supplementary Planning Document



Foreword

This document was adopted as informal planning guidance by the two councils in September 2011. It will be subsequently adopted as SPD upon adoption of their respective Core Strategies.

Surrey Heath Borough Council adopted the SPD as guidance on the 6th September 2011.

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Introduction

- 1.1 This supplementary planning document (SPD) covers a locality known as the Deepcut Area, identified in Figure 1.1. It includes the existing settlement of Deepcut, the Princess Royal Barracks (PRB) and surrounding hinterland areas. The Deepcut Area straddles the boundaries of two local authorities - Surrey Heath Borough Council and Guildford Borough Council.
- 1.2 The SPD will form part of the Local Development Frameworks of the two councils. It is based upon a comprehensive programme of community and stakeholder engagement, as well as the results of an extensive range of background studies and research. A full list of the evidence base is contained in Appendix 1.
- 1.3 The SPD represents the chosen strategy for managing the future development of Deepcut. The strategy is based on a community inspired vision for the future and sets out how this will be achieved.
- 1.4 The purpose of the SPD is to guide developers and the local planning authorities as they seek to create a new type of place within the Deepcut Area.
- 1.5 It is expected that the SPD document will be used by developers to:
 - direct any masterplanning they may undertake for Deepcut development sites;
 - guide their preparation of planning applications for sites in the Deepcut Area.
- 1.6 The SPD will be a material consideration for both Surrey Heath and Guildford boroughs when determining all planning applications in the Deepcut Area.

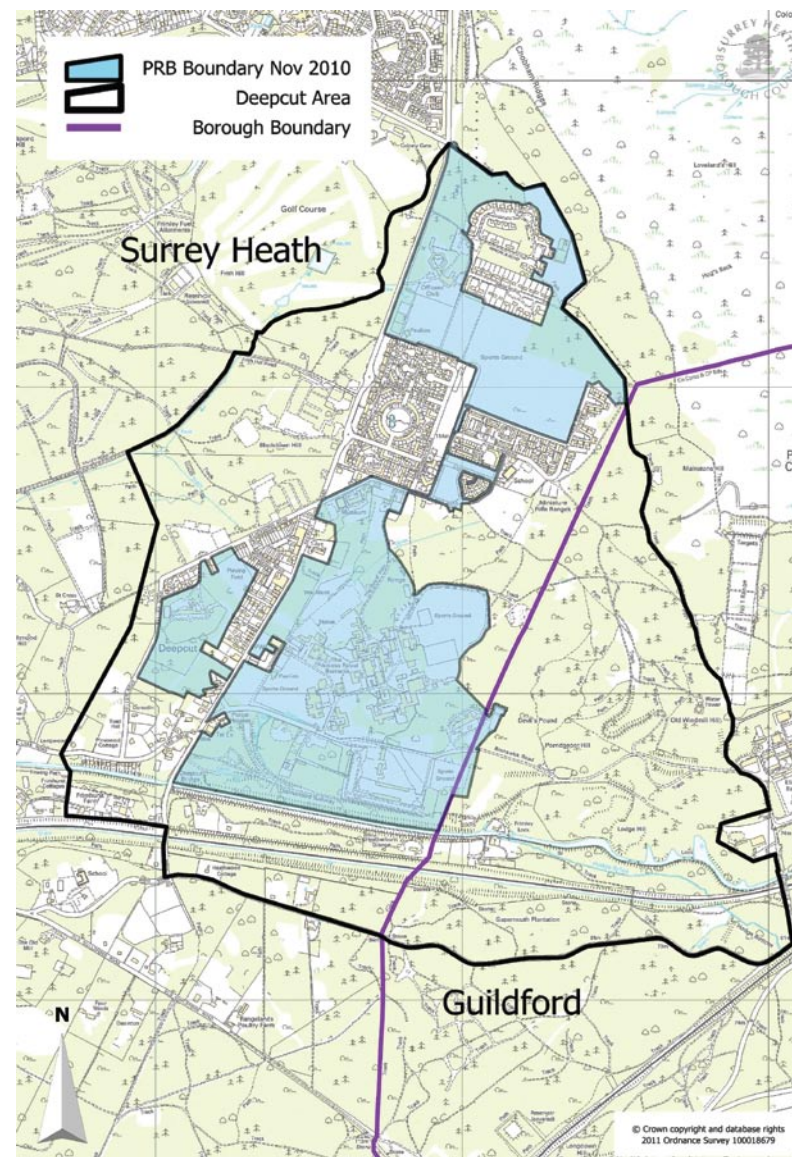


Figure 1.1 : The Deepcut Area

Planning Policy Context

National framework

- 1.7 The SPD has been prepared in the light of current national policy documents. Appendix 2 sets out those of relevance at the time of writing.
- 1.8 Specific national objectives relating to sustainability, community building, making efficient use of land and the creation of a place through design and character have underpinned the preparation of the SPD.

Local Policy

- 1.9 The Deepcut Area encompasses parts of two boroughs and thus the local policy of both authorities must be considered.

Surrey Heath Borough Council

- 1.10 Surrey Heath's adopted local policy for the Borough is contained within the saved policies of the Surrey Heath Local Plan 2000. Although this plan does not anticipate the development of a new village at Deepcut it does currently provide guidance for the Deepcut Area. Relevant adopted policies are listed in Appendix 2.
- 1.11 The Deepcut Area SPD has been specifically written to provide further guidance in relation to policies in the emerging Surrey Heath Core Strategy and Development Management Policies Document. This document was considered at Examination in

March 2011. Further hearings are expected in late 2011 with adoption anticipated in 2012.

- 1.12 Policy CP3 of the Core Strategy identifies Deepcut as a strategic housing location, accommodating over one third of the new homes to be provided in the Borough in the period 2011 – 2028.
- 1.13 Policy CP4 deals specifically with development on the Princess Royal Barracks, allocating some 1200 net new homes to the site and requiring it to contribute towards the delivery of an expanded rural settlement at Deepcut. Policy CP4 of the emerging Core Strategy is set out in Appendix 2.

Guildford Borough Council

- 1.14 Guildford's adopted local policy is contained in the saved policies of the Guildford Local Plan 2003. Like Surrey Heath, the Local Plan does not anticipate the development of a new village at Deepcut. Nevertheless, it does contain policies relevant to development at PRB. These are given in Appendix 2.
- 1.15 Guildford Borough Council has a published timetable for the development of its Core Strategy and other documents of its Local Development Framework, the Local Development Scheme 2011.

Introduction

Strategic Environmental Assessment/ Habitats Regulation Assessment

- 1.16** Current EU and government regulations require the SPD to have been subject to a Strategic Environmental Assessment (SEA) and a Habitats Regulation Assessment (HRA) during its preparation.
- 1.17** The SEA process considers the likely significant effects on the environment of implementing a plan and any reasonable alternatives, taking into account the objectives and geographical scope of the plan. The SEA process occurs in tandem with the preparation of the SPD document and is available on the Surrey Heath Borough Council's website in the Deepcut Development Project page.
- 1.18** A Habitats Regulations Assessment (HRA) is also required to assess the impact of the SPD on Natura 2000 sites. Within Surrey Heath and Guildford Boroughs this includes Special Protection Areas (SPA) and Special Areas of Conservation (SAC). In accordance with these requirements an HRA has been prepared which examines the potential of the Deepcut Area SPD to have significant effects on the Thames Basin Heaths SPA and SAC. The Habitats Regulation Assessment is available separately on Surrey Heath Borough Council's website on the Deepcut Development Project page at <http://www.surreyheath.gov.uk/planning/deepcutdevproject/default.htm>.



Image 1.1 View from Chobham Ranges

Community involvement

- 1.19** Achieving ownership of the SPD document by the local community was an important objective of the SPD preparation process. A continuous programme of engagement with interested parties was a cornerstone in achieving this objective. This document represents the concluding part of a continuous engagement process in the formulation of planning policy for Deepcut.
- 1.20** Details of the engagement programme can be found in the Regulation 18 statement which accompanies this SPD.

How to use this SPD

- 1.21** This document provides the planning policy framework for the future development of Deepcut. Chapters 3 and 4 should be seen as providing the bones or strategic level thinking for Deepcut while Chapters 5 - 8 place the detailed flesh on those strategic bones.
- 1.22** Developers should familiarise themselves with the content of this SPD before undertaking design and planning for a development site in Deepcut. In particular, developers should:
- Understand the key issues and opportunities and constraints that operate in the area and which have guided the development of the SPD (Chapter 2);
 - Be fully conversant with the Deepcut Vision and objectives and ensure that their proposals embody the vision and meet the objectives (Chapter 3);

- Ensure that their development proposals fit into the broad place concept for Deepcut. (Chapter 4)
- Be aware of the character area that their development proposal falls within and ensure that the development delivers the principles laid out for that character area (Chapter 5)
- Ensure that their detailed design complies with the principles and standards laid out by topic in Chapters 6 - 8.



Image 1.2 Deepcut Community Planning Event, March 2010

Understanding Deepcut

The Wider Context

- 2.1 Although in a rural location, Deepcut it is also very much part of the complex patchwork of settlements and countryside areas that lie close to the edge of London (Figure 2.1). The merged settlements of the Blackwater Valley lie to the west and north. Within this urban area the small centres of Heatherside and Frimley Green lie closest, while the higher tier centres of Farnborough and Camberley are located within 4km and 5km respectively. Beyond the heathland areas to the east lie a string of villages on the A322, including Pirbright, Bisley and West End. The regional centres of Guildford and Woking lie further to the south east, and east.

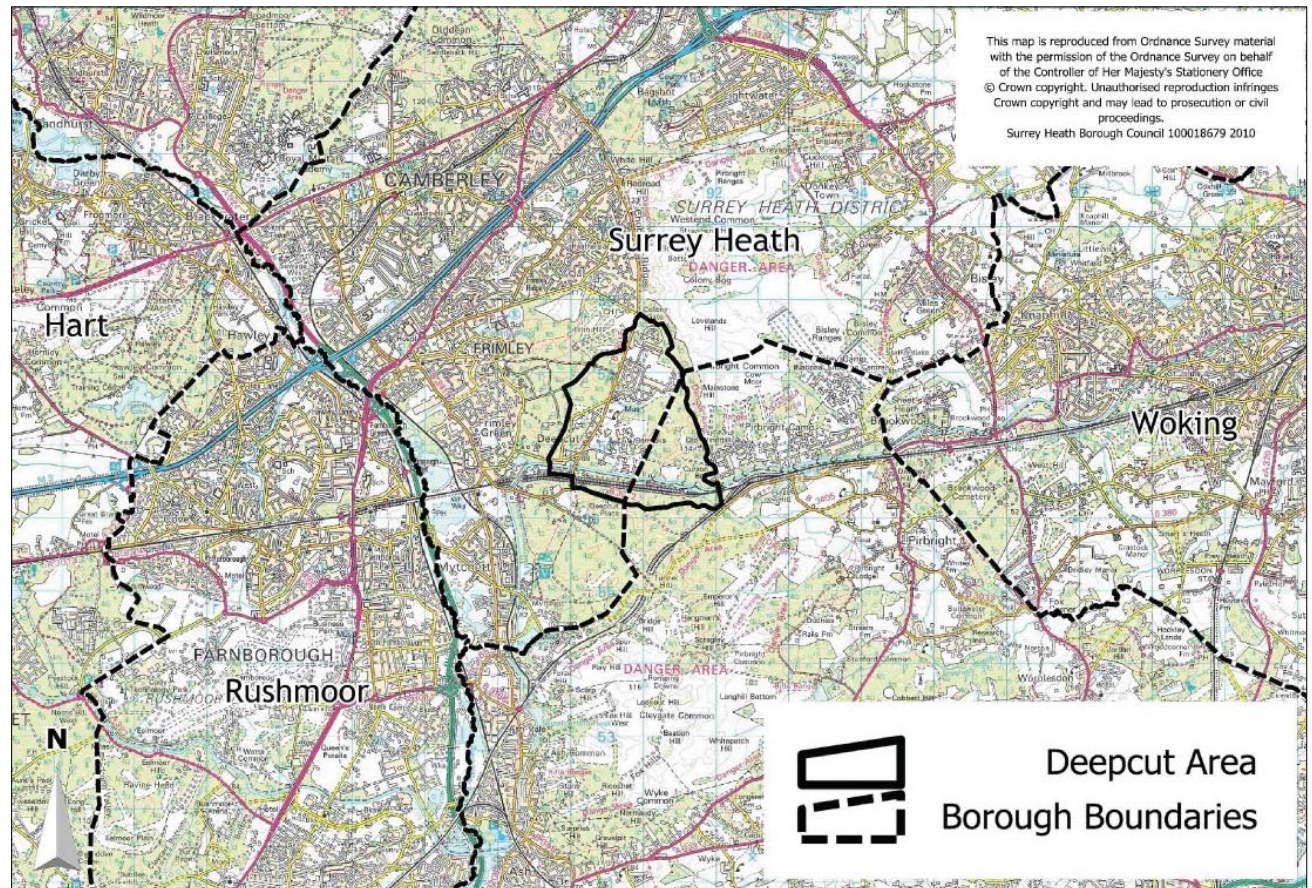


Figure 2.1 Deepcut in a wider context

Key Issues

Protection of the heathland habitat

- 2.2** The Deepcut Area lies within a large remnant of the heathland that once extended across much of northern Europe. This part of that heathland stretches from Aldershot and Guildford in the south through to Bracknell in the north.
- 2.3** Over the last 100 years the vast heathland areas that once covered large parts of Surrey, Hampshire and Berkshire have been gradually eroded and fragmented by urban development. The remaining heathland areas contain precious wildlife and habitat resources as well as being valuable landscape and recreation assets. As urbanisation has continued and populations have continued to rise close by, these remaining heathlands have come under increasing pressure with degradation, decline and further fragmentation becoming more commonplace.
- 2.4** Much of the heathland in the vicinity of Deepcut is covered by the Thames Basin Heaths Special Protection Area (SPA) – a European designation denoting a wildlife site of international importance. Although there is no SPA land within the Deepcut Area, there is a large SPA adjoining to the north and east and a further area adjoining to the south (See Figure 2.2).

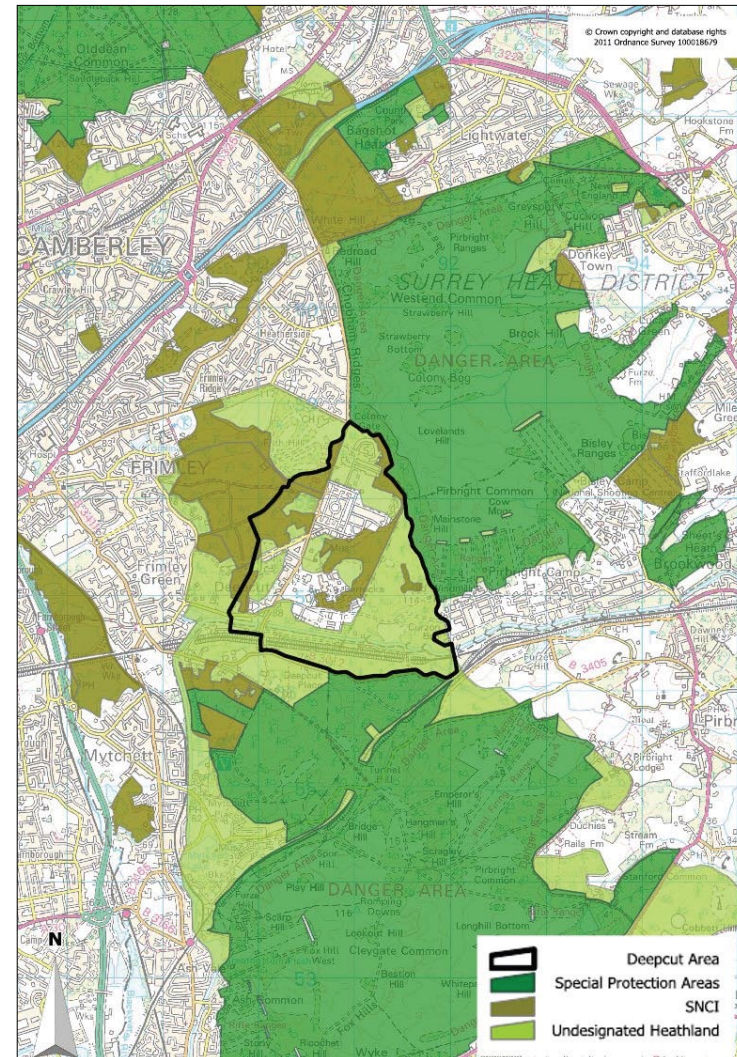


Figure 2.2 Environmental Considerations

Understanding Deepcut

- 2.5 Local designations (Site of Nature Conservation Importance) extend over significant portions of the Deepcut Area, but there are also large expanses of remnant heathland that are not protected by any ecological designation. The area of land in Guildford is, however, included within Guildford Landscape Character Assessment (LCA) as 'Unsettled Sandy Heaths'. This categorisation includes specific features it is recommended should be enhanced and managed. This includes the secluded nature of the area.
- 2.6 The building of 1200 new homes in the Deepcut Area has the potential to exacerbate urban pressures on the heathland. Management and mitigation of the pressures will be one of the issues facing any large scale residential development in Deepcut. Equally measures required to mitigate the effects of the housing on the SPA habitats will have a direct influence on the form and scale of any development that takes place.

Urbanisation/coalescence

- 2.7 The edge of the Blackwater Valley urban area lies to the north and west of the Deepcut Area (Fig 2.3). If not carefully managed, future development could result in coalescence of the Deepcut settlement with the urban area. This would result in the loss of valuable open space and Deepcut effectively becoming an urban extension.

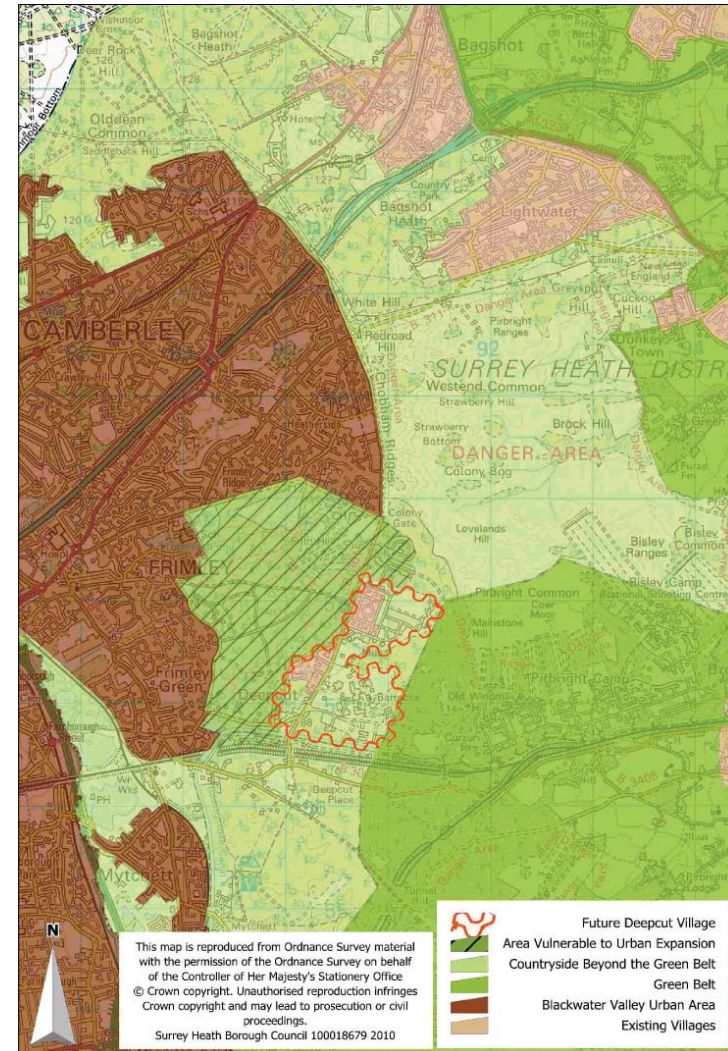


Figure 2.3 Urban Pressures

Transport

- 2.8** Although Surrey Heath is crisscrossed by strategic transport infrastructure including the M3 motorway, mainline and secondary rail networks and a number of A roads, the Deepcut Area has limited direct and easy access to these major transport links (Fig 2.4). It is served by a rural road network largely based on the historic paths that served the heathland areas and former farming communities. Access to major transport corridors such as the M3, the A331 and mainline rail stations is via roads and junctions that suffer from congestion at peak times.
- 2.9** Deepcut has limited access by public transport to local employment and retail areas. There is no rail access to the mainline that runs through the southern part of the Deepcut Area and bus services are limited. Car travel is currently the dominant mode of transport to and from the Area and there are limited opportunities to encourage significant modal shifts to more sustainable forms of transport such as cycling and bus.

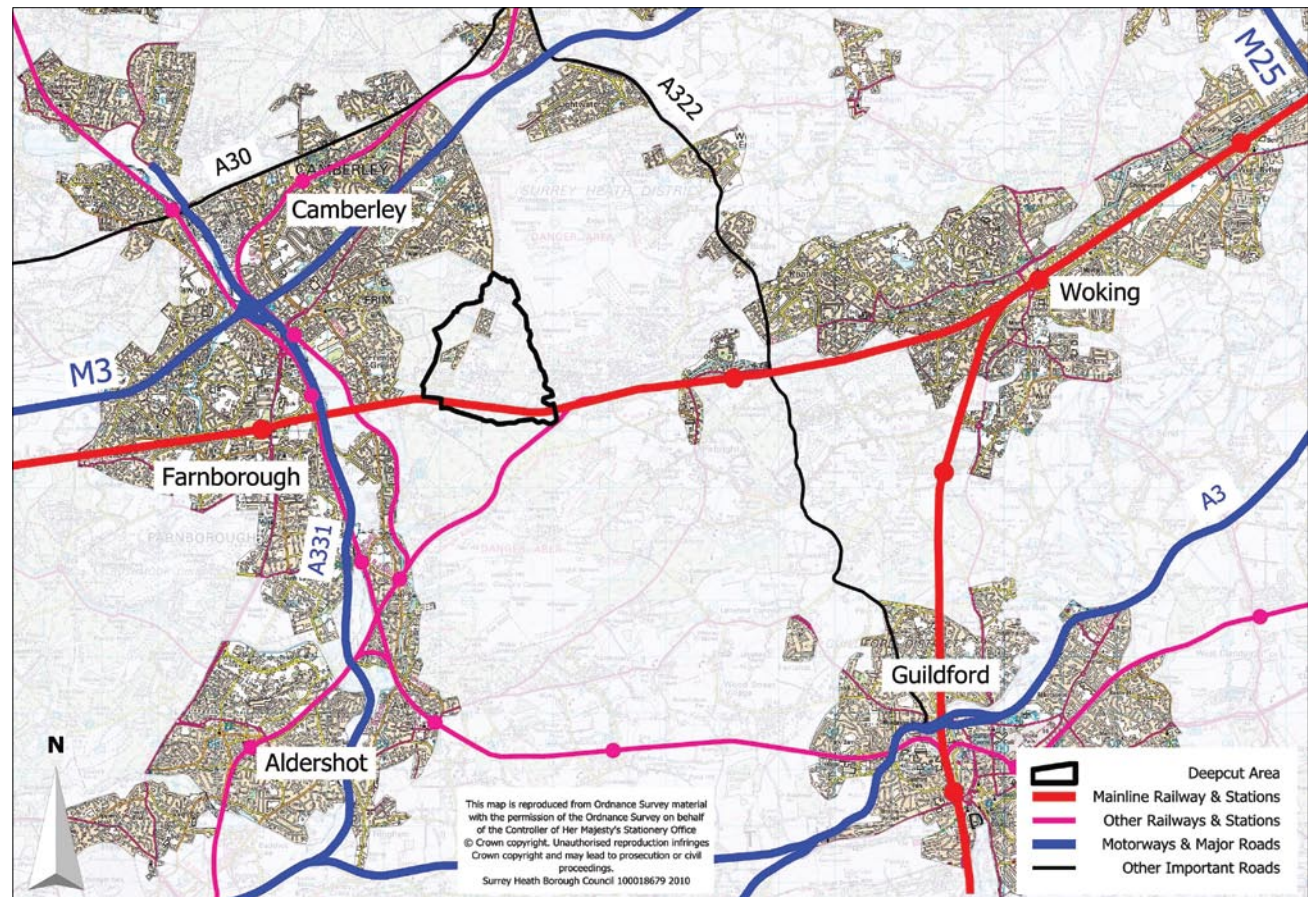


Figure 2.4 Transport connections around Deepcut

Understanding Deepcut

Fragmented, linear settlement pattern

- 2.10 Built development at Deepcut currently exists in discreet patches spread over a 2km stretch of Deepcut Bridge Road (Fig 2.5). The settlement has a fragmented, strongly linear form which has evolved in response to topography, the military activities and the dominant north/south route through the area.
- 2.11 Building a sustainable place with a distinct identity out of this fragmented, linear pattern will be a major challenge.

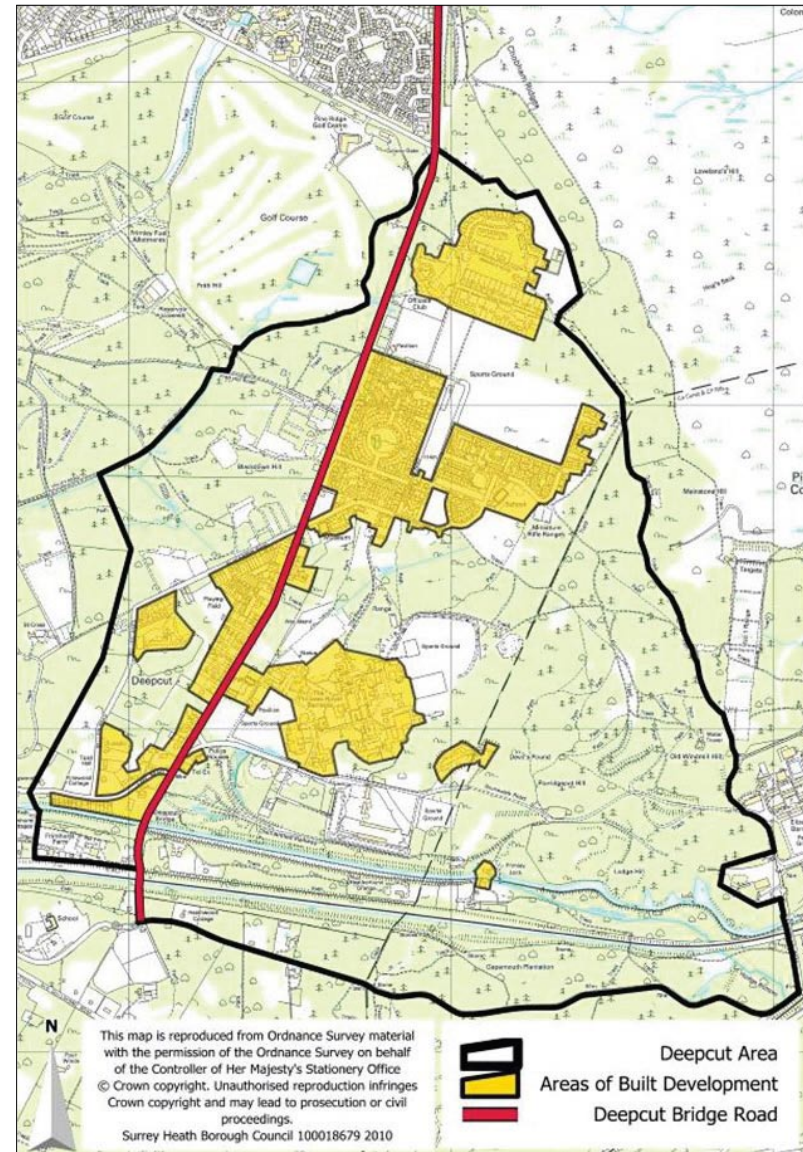


Figure 2.5 Settlement Pattern

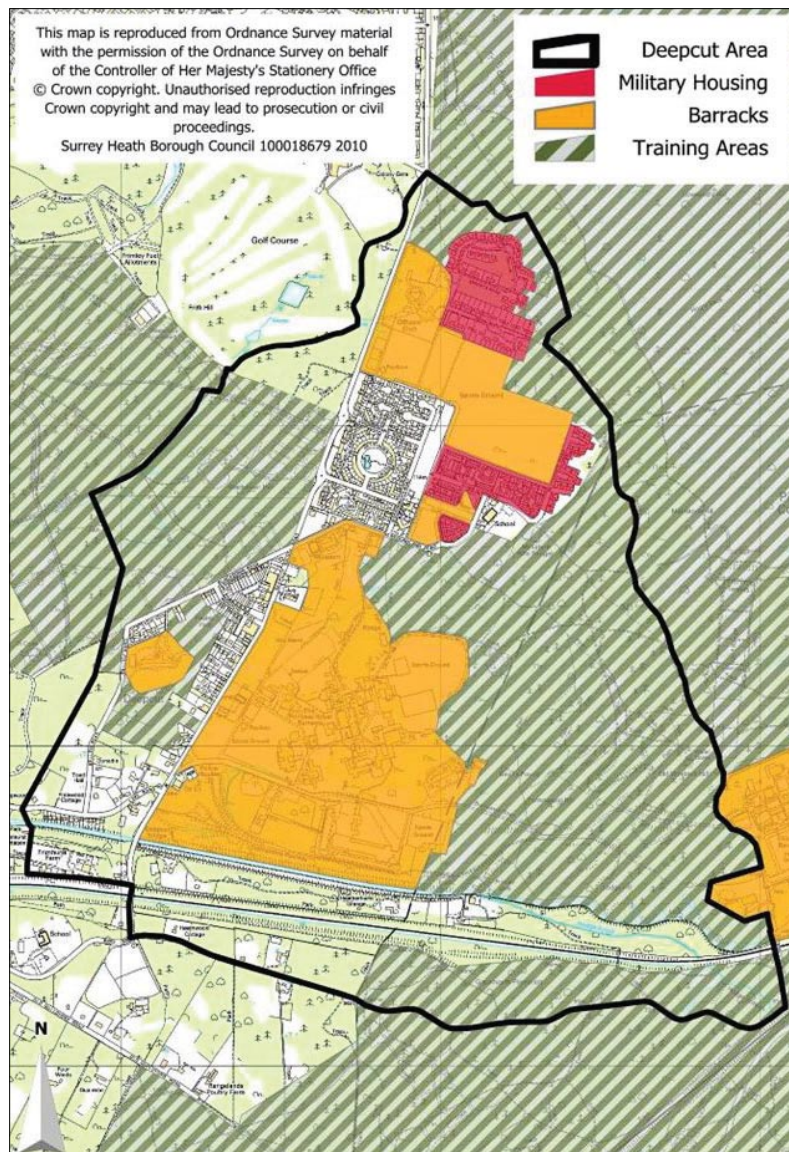


Figure 2.6 Military Presence

Dominant military activities

- 2.12 Military activities dominate this part of Surrey (Figure 2.6). The main foci in the Deepcut locality are the barrack areas of PRB and Pirbright. PRB, which lies within the Deepcut Area, accommodates the Defence College of Logistics and Personnel Administration. The two Barracks areas are linked by Brunswick Road – a private military road.
- 2.13 Extensive areas of training estate are found in the wider locality and there are large areas of training estate within the Deepcut Area which are used by both PRB and Pirbright Barracks. Clusters of military housing lie in the northern part of the Deepcut Area.
- 2.14 Although the redevelopment of the PRB will remove large tracts of military land and activity, the MOD will still retain a strong presence in the Area through its military housing, training estate activities and the Pirbright Barracks.
- 2.15 Military activities will still need to be accommodated in the new village and its hinterland, and potential conflicts between civilian and military uses managed.

Understanding Deepcut

Separate communities

- 2.16 The existing Deepcut community settlement is characterised by separation.
- 2.17 Topography divides the settlement into two parts. Dettingen/Alma Gardens and the Aisne area sit at a higher level in the north while the main civilian areas and the core of the Defence Training College are at lower levels in the south.
- 2.18 The community is also split into military and civilian components with both communities having duplicated facilities.
- 2.19 Redevelopment of the PRB site provides an opportunity to create a more cohesive settlement and community.



Figure 2.7 Topography in and around Deepcut (looking north)

Poor quality built environment

- 2.20 Areas of the existing settlement suffer from a low quality built environment with poor urban design and the use of low quality materials. There are a number of rundown locations, particularly around the retail/business areas of Deepcut Bridge Road.
- 2.21 The creation of a new type of place at Deepcut provides opportunities to improve the quality of the environment across the settlement.



Images 2.1 and 2.2 Examples of poor urban design

Separation from Basingstoke Canal

- 2.22** The Basingstoke Canal provides a strong east/west feature that counterbalances the strong north/south focus provided by Deepcut Bridge Road. There are no direct links from the settlement area to the canal apart from where DBR and the Canal intersect. This, however, is marked by a high bridge and there is no other development around this important focal point. Consequently, this important landscape resource is divorced and hidden from the settlement areas and access to it is difficult.
- 2.23** The redevelopment of the PRB provides the opportunity to link the village area with the Canal.



Images 2.3 and 2.4 Basingstoke Canal and Frimley Lock

Opportunities and constraints

- 2.24** The key issues and the opportunities & constraints identified in Figure 2.8 have informed the preparation of the vision, objectives, placemaking concept and the design principles. When preparing planning applications developers will need to take these issues and constraints/opportunities into account.

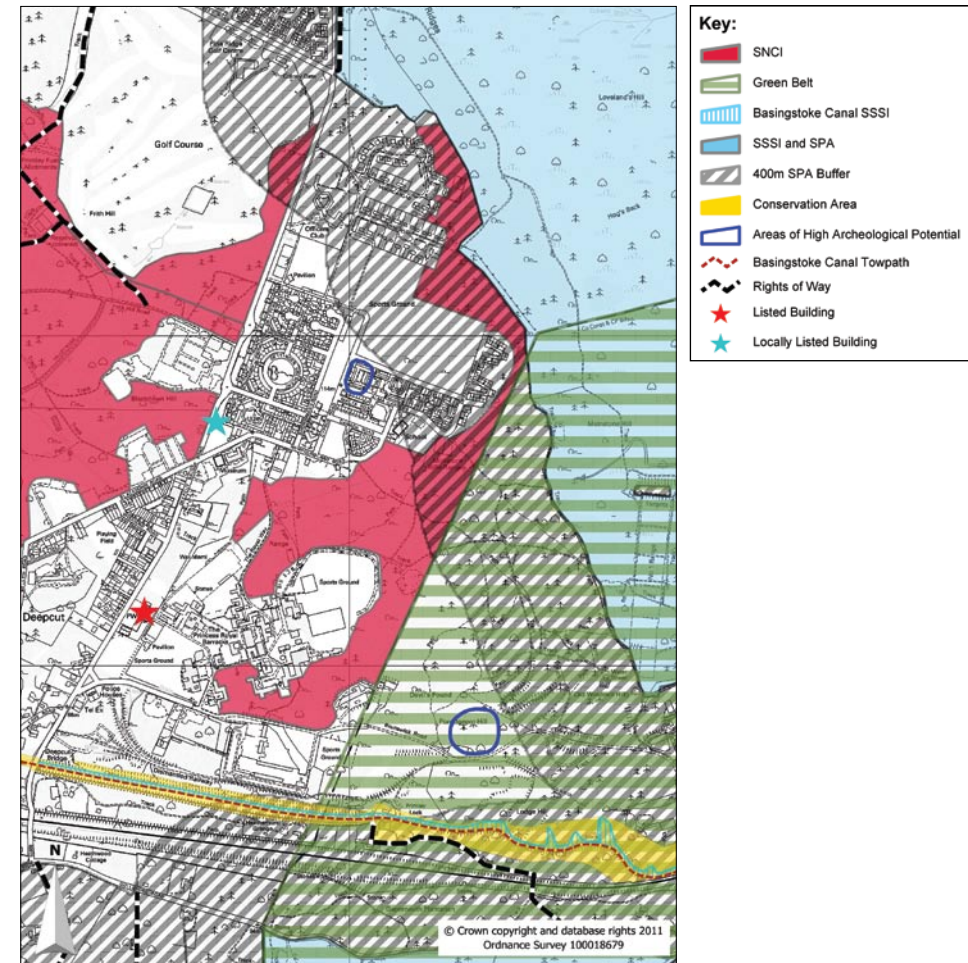


Figure 2.8 Opportunities and Constraints

Vision and objectives

3.1 The Deepcut Vision is the foundation of the SPD. It sets out the type of place Deepcut should be in the future. Community and other interested parties ownership of the Vision is considered to be high and developers will be expected to demonstrate how their proposals embody this Vision.

3.2 The Deepcut Vision is:

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.

3.3 The remainder of the SPD enlarges on this Vision and provides a route for achieving it. Chapters 4 and 5 set out broad spatial frameworks for delivering the Vision while chapters 6 – 8 provide detail to enable the Vision to be fleshed out.

3.4 The Vision is set out in its component parts, along with accompanying objectives, on the following pages.



Vision

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



Creating a sustainably connected rural village

Objectives

1. Create a sustainable rural village out of the existing settlement area and the PRB site.
 - *All future development will be expected to contribute to the creation of this rural village*
 - *Redevelopment of the former PRB site will embrace the existing village and be a catalyst in the creation of a unified and distinctive settlement.*
 - *Development to meet local needs and promote sustainable patterns of living.*
2. Ensure that the new settlement has a distinct and separate identity. The current countryside designation between Deepcut and the urban areas to the west and north will be maintained.
3. Develop walking and cycling linkages within, and to, surrounding urban areas and facilities in order to promote non-car based movement.
 - *A network of walking and cycling routes serving the community hubs and providing for a high degree of permeability will be created within the village.*
 - *Walking and cycling links will be created from the village to surrounding areas via new paths, an enhanced Canal towpath and Rights of Way.*
4. Encourage the development of improved and sustainable bus links to surrounding areas.
5. Ensure that road connections can cope with increased levels of motorised traffic, whilst maintaining highway safety and minimising environmental effects.

Vision and objectives

Vision

The expanded Deepcut will be characterised by the rural heathland landscape within which it sits.



The heathland setting

Objectives

1. Pursue a village design, character and form that strongly reflects the heathland landscape within which it sits.
 - *Development will draw upon the heathland as a design resource. Materials, colour and planting schemes will reference the heathland landscape.*
 - *The natural landscape should be dominant with built development nestling within it.*
2. Ensure that the heathland landscape penetrates the new village and strongly influences the edges of the settlement and views to and from it.
 - *Key heathland views will be protected and new views created.*
 - *The interface between the heathland and settlement edges will be soft and permeable. Hard edges with buildings directly adjoining surrounding heathland will not be acceptable.*
3. Protection and enhancement of the heathland landscape and habitats will be a paramount concern for the new village development.
 - *Generous provision of natural and semi natural public open space will contribute to creating a heathland character within the village and ensure that the population has access to areas for recreation. The provision of SANGs areas will be an important component of this space and will be used to mitigate pressure on adjoining SPA areas, especially those that have a right of public access. Further mitigation in the form of Strategic Access Management and Monitoring will also be required.*
 - *SNCI areas will be protected and managed primarily for wildlife interests. Development of roads and paths should not fragment these areas. Buffer areas will be required to ensure that built development does not occur hard up against SNCI boundaries.*
 - *The unsettled sandy heath areas in Guildford Borough will be maintained and enhanced, and carefully managed in terms of public access.*

Vision

Open space will thread through built up area, as well as providing much of the setting of the village.



Open Space

Objectives

1. Create a green infrastructure network from public and private open space. The network will function to provide visual character, recreation and movement space, wildlife habitat and climate change resilience
2. Create a plentiful and diverse public open space network throughout the village that contributes to the green, spacious character of the settlement and which links into the surrounding heathland areas without harming nature conservation interests.

The new village will deliver a mix of public open space incorporating:

- *Formal space in the form of sports fields, parks, playgrounds and allotments*
 - *Informal space in the form of natural and semi natural areas, village green and other amenity green space.*
3. Pursue a village design which promotes plentiful private open space in the form of gardens and courtyards, providing sufficient space for the growing of trees and hedges.

4. Provide space around buildings to facilitate:

- *Softening of the built form;*
- *Visual permeability to allow views both within and out of development;*
- *Provision of adequate space for the development of mature vegetation.*

Vision and objectives

Vision

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.



Basingstoke Canal

Objectives

1. Ensure that the new settlement is strongly linked to the Basingstoke Canal with the Frimley Lock area acting as one of the focal points and gateways to the village.
 - *A series of green links in keeping with the rural environment will be provided between the built up areas of the village and the canal edge.*
 - *Within the PRB site a linear pathway will be created on the northern side of the canal to mirror the towpath on the opposite bank.*
 - *Key cycle and walking linkages will be provided between the Canal crossing points and major focal points within the village.*
2. Use the PRB redevelopment to facilitate upgrading of the existing towpath to provide high quality cycling routes from Deepcut to Pirbright Bridge and Guildford Road, Aldershot
3. Facilitate the protection and enhancement of the ecological and landscape character and SSSI and Conservation Area status of the Basingstoke Canal, particularly through improving water flows into the canal during dry periods.
 - *Seek to ensure that new SUD system (or other water management system) contributes to the water supply into the Canal.*
 - *Protection of the rural, wooded setting character of the Canal through the creation of an extensive public open space area along the southern edge of the PRB site.*
 - *Ensuring that any development visible from the Canal addresses it and does not turn its back onto the Conservation area.*
4. Facilitate improved recreational use through sensitive development and upgrading of the Frimley Lock area.

Vision

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.



Creating a community

Objectives

1. Ensure that the new village has a strong and viable mix of uses threaded throughout which facilitate activity and vibrancy in the community and minimise the need to travel.
 - *A series of community hubs will be created in the village accommodating community assets such as the village green, school, church, sports hub, health facilities and supermarket.*
 - *Community hubs will be focal points of the walking and cycling networks and served by adopted roads.*
2. Pursue a settlement design that encourages walking and provides good social infrastructure facilitating an integrated community and sustainable lifestyles.
3. Seek an integrated community that connects features and facilities of Deepcut that are currently separated by topography and/or military/ civilian divides.
4. Develop an attractive and vibrant village centre that meets the needs of the local population.
5. Develop high levels of permeability through the village and create safe streets, linkages and public spaces.
 - *The village form will encourage active frontages, good levels of surveillance of public spaces and routes and provide a network of areas where social interaction and activity is encouraged.*
6. Ensure that the buildings and places in the settlement are flexible and adaptable, allowing for change over time.
 - *An organic form of settlement and building design that allows for change will be pursued. Development will be expected to be phased and plot sizes varied to allow for future extension of buildings and/or infill. The creation of fully built out development that provides no space for future growth or adaptation will be resisted .*
 - *Building for Life standards will be expected.*

Vision and objectives

Vision

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.



Ensuring Quality

Objectives

1. Design of buildings, spaces and infrastructure will be high quality and promote a rural village identity.
2. Sustainability principles will underpin the settlement design, form and construction, impacting on places, spaces, buildings and occupant lifestyles.

- *Buildings will be highly efficient in terms of energy and water use. Use of passive solar design, natural ventilation and heating will be expected. Potential for CHP should be explored.*

3. Promote a green, organic village character, reflective of the rural heathland setting and a desire for a spacious settlement form.

Spaciousness and green character will be achieved through:

- *Threading public open space through the development*
- *Threading informal open space along road corridors, as is found in other Surrey villages*
- *Promoting garden space of good proportions*
- *Controlling plot ratios, height and density*

- *Retention of existing mature trees of quality wherever possible*
- *Provision of high quality landscaping schemes in public spaces*

4. Ensure that building scale and character, road design and settlement layout reflects a contemporary interpretation of Surrey village patterns.

5. Provide for the car in the form of adequate on-site parking, but ensure that within residential neighbourhoods pedestrians and cyclists can dominate the movement corridors.

- *Street spaces will be designed to keep car movements at low speeds. Parking for bikes and cars will be expected to be on-plot in most cases.*

6. Develop architecture, public art work and spaces that reflect local features of strong character, especially those with positive heathland, military or canal associations.

7. Protect and enhance buildings and landscape features of merit.

8. Seek improvement to areas in need of environmental upgrading.

The new place of Deepcut

- 4.1 The key purpose of the SPD is to set out the type of place that the two councils want to see delivered at Deepcut and to provide a broad framework for delivering this place concept.
- 4.2 Figure 4.1 sets out in broad spatial terms the type of place that Deepcut will be in the future. It is based on the creation of a Surrey village with a strong heart. This concept plan has emerged from an extensive engagement process that was undertaken from 2009 until 2011.
- 4.3 Developers will need to ensure that their development proposals are based on the broad placemaking concepts outlined in this chapter.

The Deepcut Place Concept

- A rural village set in a wooded clearing
- A linear form based on Deepcut Bridge Road with a strong community heart created around St Barbara's Church with other nodes of community activity spread throughout the village
- The strong heart created out of the village green, church, school and park.
- Key community elements such as village green, shops, school, church, community centre/health facilities and sports hub within walking distance of most residents
- A network of walking and cycling routes focussed on the village green and radiating out to key facilities in surrounding urban locations
- Countryside penetrating deep into the built up areas of the village
- Plentiful open space within built up areas of the village
- Clusters of isolated development in countryside around the edges of the village.
- A loosely enclosed village green that is based around road junctions and spills over the roads.
- Key retail activities centred on Deepcut Bridge Road
- SANGs space provided in two linked, large blocks

Figure 4.1 The Place Concept for Deepcut



Design principles

5.1 Chapter 4 sets out the broad place concept for Deepcut. This chapter outlines the key spatial design principles which will govern development within the village. These are set out in Figure 5.1.

Street hierarchy and design

5.2 Much of the character of the village will be set by the design and layout of the streets and it is fundamental that developers recognise the importance of their 'place' function. They serve many functions, not only the circulation of cars, pedestrians and cyclists, but also as meeting and play spaces and visual corridors which help define the overall character of the development. As such, streets will need to reflect the overarching vision for Deepcut and be sustainable, rural based, high quality and inclusive spaces.

5.3 The street hierarchy of the expanded settlement will be based on the following structure:

Deepcut Bridge Road

Currently acts as the primary road in the existing settlement. This role will be maintained in the future expansion of Deepcut. Environmental improvements which reduce vehicle speeds, improve the environment, maintain safety and aid the regeneration of Deepcut will be sought.

Secondary Roads

Secondary routes will connect into Deepcut Bridge Road and provide the key links into residential areas, whilst serving a number of local facilities. Although this part of the network will need to accommodate relatively high levels of pedestrian, cycle and vehicular movement, it will maintain a green, soft character. Amenity green space is expected to thread along

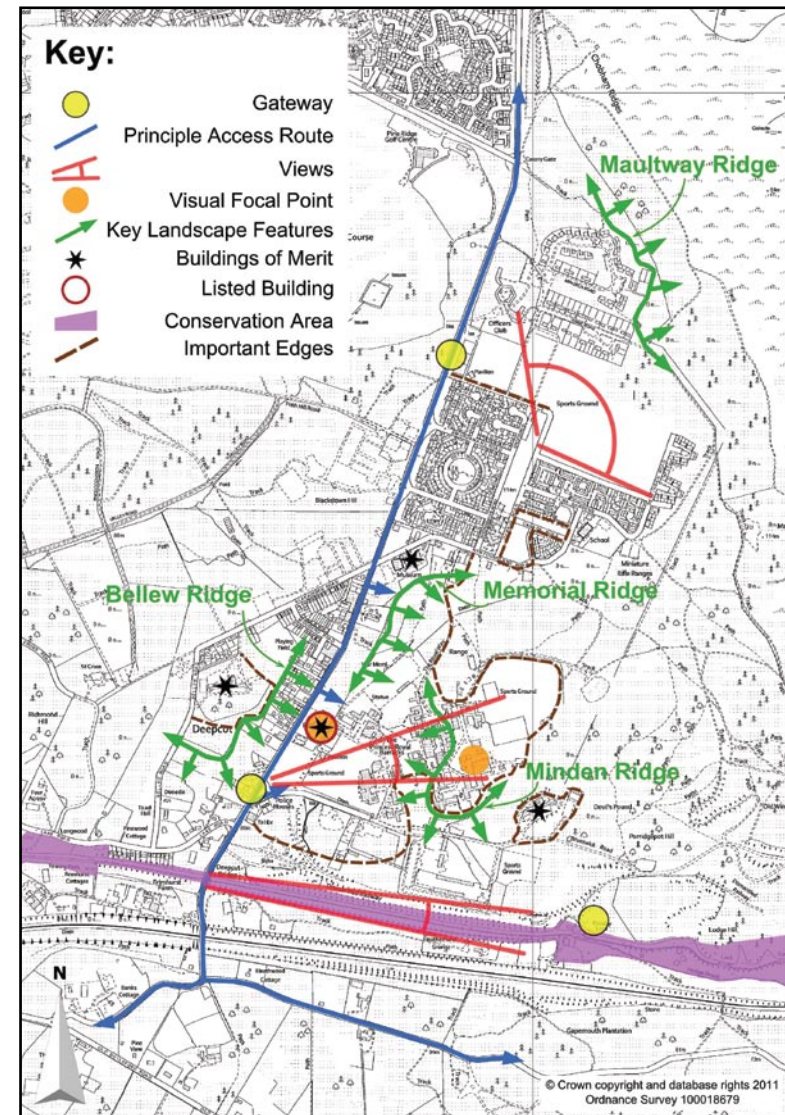


Figure 5.1 Deepcut Design Principles

these road corridors, along with verges of varying width. Footpaths are expected to meander through the green space, rather than adopted lines rigidly parallel to the road carriageway.

Residential Streets

Much of the new road network on the PRB will be in the form of residential streets. These roads will have a soft, green character with footpath provision limited to a single side. Hedges and trees are expected to enclose the road carriageway. In many Surrey landscapes overarching trees on both sides of the road create green tunnels. Attempts should be made to create these green tunnels in a number of the Residential Streets. Road and footpaths surfaces are expected to be permeable and have a natural appearance.

Rural Lanes

These roads will have a very soft, green character and be present throughout the village. A key role of the lanes will be to help to avoid hard interfaces with open space and the rural heathland.

Carriageway widths will be narrow and enclosed by green landscape elements such as verges, hedges and trees. Buildings will be glimpsed through vegetation, rather than providing enclosure to the road. The lanes will be designed to keep vehicle movements well below 20mph. In most instances pedestrians, cyclists and cars will share the carriageway surface. Surface materials of the carriageway will be permeable and natural. Properties will accommodate on plot parking and on street visitor parking will be restricted. Passing points will be provided intermittently along the road length.

- 5.4** Detailed design guidelines for these 4 types of streets are set out in Appendix 3.

Key vistas

Minden Ridge view

- 5.5** This key view is highly visible and can be considered to be the vista that defines the place of Deepcut.

Currently it provides an attractive vista, partially opening up the heart of the Princess Royal Barracks to public gaze. In future this area will be a centre of activity and visually draw people into the heart of the new village. Description of the Minden Ridge View



Image 5.1 Minden Ridge View

Description of the Minden Ridge View

- 5.7** The view starts from Deepcut Bridge Road, near the existing intersection with Brunswick Road and runs up to the Minden Ridge. At present it consists of a broad green area in the foreground. Views from Deepcut Bridge Road are framed by trees.
- 5.8** The middle ground is a mix of green spaces, trees and buildings tumbling down the hillside. The green swathe that begins in the foreground extends up the hillside in a meandering form, becoming increasingly narrow as it ascends to the ridgeline. Trees and several tall thin structures mark the ridgeline.
- 5.9** The background is composed of a tree fringed sky.

Design principles

Management of the Minden Ridge View

- 5.10 The principal management objective for this view will be to preserve and enhance its essential character i.e.

A broad green swathe in the foreground that narrows to meander up through a hillside clothed in assorted buildings and trees to a focal point on the ridgeline.

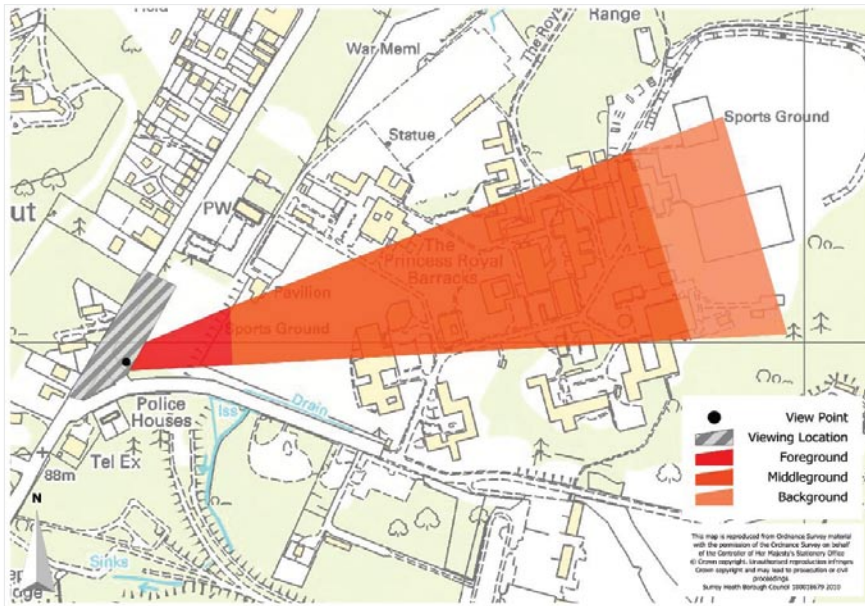


Figure 5.2 Minden Ridge View

- 5.11 Future development should enhance the existing composition of the view. Development in the fore and middle grounds that is overly intrusive, unsightly or prominent to the detriment of the view as a whole will not be accepted.

- 5.12 The ridgeline focus is expected to be visually attractive and in keeping with the landscape. A bulky building will not be acceptable.

- 5.13 A tree fringed sky should remain the dominant element of the background to the view.

The Deep Cut View

- 5.14 This is another key view in Deepcut, although less visible. The view traverses a landscape feature that give the village its name - the deep cutting that the Basingstoke Canal passes through. The historic and visual importance of the Canal is recognised in the Conservation Area designation which is focussed on the canal and immediate environs.

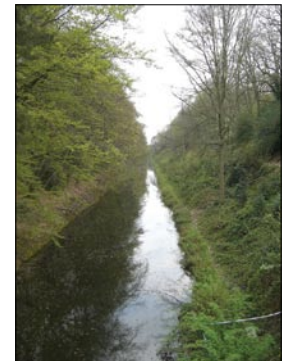


Image 5.2 Deep Cut View

Description of the Deep Cut View

- 5.15 This view is very narrow and linear, running eastwards from the bridge on Deepcut Bridge Road and follows the line of the Canal (see Figure 5.3) The foreground consists of a broad area of water with trees overhanging from the northern bank. The towpath is visible on the gentler slopes on the southern banks.
- 5.16 The water, trees and towpath continue into the middle ground with the trees and green banks on either side claiming more of the view as it recedes into the distance.
- 5.17 The background is composed of a tree-fringed sky.

Management of the Deep Cut View

- 5.18** The principal management objective for this view will be to preserve its essential character. ie

A straight ribbon of water tightly enclosed by steep tree clad banks.

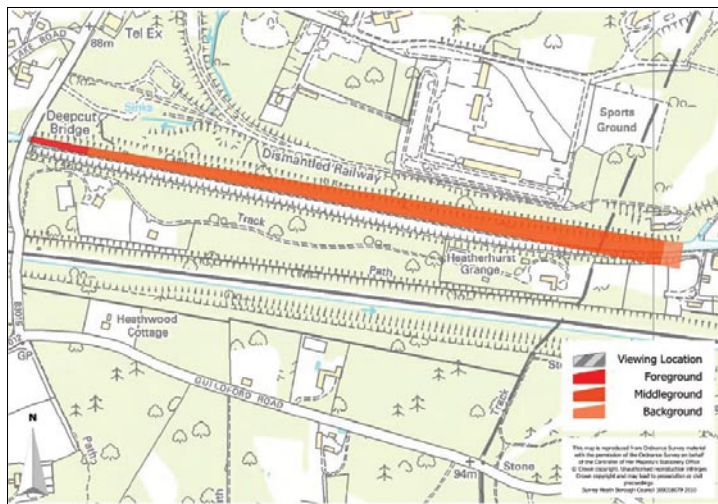


Figure 5.3 Deep Cut View

- 5.19** Development is expected to be very minor, small scale and related to recreational and infrastructural activities. If it is intrusive, unsightly or overly prominent to the detriment of the view as a whole it will not be accepted.
- 5.20** Where development is visible from the Canal the buildings will be expected to address the Conservation Area and not turn its back to it.
- 5.21** Upgrades to the towpath will need to be sensitive and natural in

character in order to retain the soft, rural nature of this view. Lighting of the path will not be acceptable.

North Alma View

- 5.22** This View is more hidden than the previous two, and more panoramic in nature. It is an essential element in the character of the northern part of the existing settlement and helps to frame both the Dettingen Park and the Alma Gardens areas.
- 5.23** The view is notable for the vast expanse of the grassed area and the dome of sky above it. Currently it provides an attractive, undeveloped vista, partially reflective of the large open spaces on the heathland to the east. It is an important view that brings the nature of the heathland up to the village edge.



Image 5.3 North Alma View

Description of the North Alma View

- 5.24** The view is centred on an area within the Dettingen Park recreation area, close to the 90 degree turn on Cyprus Road. From here it runs in a great arc across the open space north of Alma Gardens and Dettingen Park (see Figure 5.4)

Design principles

5.25 The wide open spaces of mown grassland occupy the fore and middle grounds. Occasional specimen trees punctuate the view. The open space, although extensive, is enclosed. To the north and east tree belts encircle while the housing areas provide enclosure on the edges of the view.

Management of the North Alma View



Figure 5.4 North Alma View

5.26 The principal management objective for this view will be to preserve and enhance its essential character:

A vast, undeveloped open space on the edge of a settlement dominated by low lying vegetation and framed by tree belts.

5.27 This area will accommodate SANGs and sports fields in the future. Any sports or SANGs related development in the fore and middle grounds that is overly intrusive, unsightly or prominent to the detriment of the view as a whole will not be accepted.

5.28 Low lying vegetation should remain the dominant element in the fore and middle grounds. The SANGs space should be managed to provide focal points. These focal points should be composed of natural elements (ie trees, water, slight level changes) which act to draw the eye and serve as destinations for walkers and cyclists.

Church Spire Views

5.29 Church spires are often visual focal points for rural communities - high points in the landscape which mark the presence of a settlement, and often point to its centre or heart.

5.30 St Barbara's church sits within the valley between the Minden and Bellew ridges and is overlooked by development on the slopes to the west, north and east. Glimpses and wider views of the church spire are visible from many directions and it is a strong visual element when viewed from the valley floor and slopes to the east.

5.31 In the new Deepcut village the spire will provide a visual reference, pointing to its community heart.

Description of the Church Spire Views

5.32 Currently fore, middle and long distance views of the church spire are available around all points of the compass, although middle and long distance views from areas to the north-west through to the north-east



Image 5.4 A foreground Church Spire View



Image 5.5 A middle ground Church Spire View



Image 5.6 A long distance Church Spire View

are absent due to heavy tree cover. The views are multiple and are often in the form of glimpses, seen through trees. Foreground views are dominated by the sky and framing trees. Middle ground views are a mixture of sky and trees while long distance views are primarily looking down on the church with a background of trees framing the spire.

Management of the Church Spire Views

- 5.33** The principal management objective for the church spire views will be to:
- preserve and enhance the existing views of the spire;
 - enhance the role of the spire as a visual marker point.
- 5.34** Developers will be expected to identify the existing key views of the spire and set out how their design will protect and enhance these views. Particular attention should be paid to the views from the valley floor to the east and south and the Minden Slopes.
- 5.35** PRB developers will also be expected to use the church spire as a design focal point for the southern part of the site. Views of the church spire will be expected to have formed an important element in the layout and design of public spaces in the south. Views can either be vistas or glimpses. The provision of church spire views from the arc running north-west to north east will be sought.
- 5.36** Future development should enhance the existing key views and create new ones. Development that is overly intrusive, unsightly or prominent to the detriment of the church spire views will not be accepted.
- 5.37** Mature trees should remain as a dominant element in the views. The existing tree dominated backdrops to the spire should not be compromised by inappropriate development.

Design principles

Edges

Settlement edges

5.38 The key settlement edges are shown in Figure 5.1. Details of how these edges should be treated are contained in the Character Area sections of this Chapter.

5.39 Within the settlement there will be a number of key edges:

- development fronting retail areas
- development fronting the main and principal road network
- development adjoining public open space, including the village green
- development fronting community hub areas
- development fronting onto corners



5.40 In these areas all development will be expected to create high quality active frontages. In a rural village context an active frontage means:

- frequent doors and windows, with few blank walls;
- articulation of facades, with projections such as bays and porches
- a mix of uses,
- minimal use of high fencing and walls (i.e. in excess of 1.5m)
- creation of corner features.

Making frontages 'active' adds interest, life and vitality to the public realm. It also ensures natural surveillance and the creation of a place that feels safe.

Buildings of Merit

5.41 The Deepcut Area contains a number of buildings that are considered by the community to be important. The locations of these buildings are shown in Fig 5.1. The reasons why they are considered important are identified below:

Building	Why considered important
	<ul style="list-style-type: none"> ● Grade II listed building ● Highly visible iconic building ● Visually attractive ● Strong historical elements ● Military connection ● High degree of community appreciation
<p>Barbaras Church</p>	<p>Deepcut Bridge Road</p>
	<ul style="list-style-type: none"> ● Visually attractive ● Provides historical links ● Military connection
<p>Old Officers Mess</p>	<p>Brunswick Road</p>

Building	Why considered important
	<ul style="list-style-type: none"> ● Visually attractive ● Provides historical links ● Military connection
<p>Sergeants Mess</p>	<p>Bellew Road</p>
	<ul style="list-style-type: none"> ● Visually attractive ● Provides historical links ● Military connection ● Good visibility
<p>Headquarters of Director of Logistics</p>	<p>Newfoundland Road</p>

Design principles

5.42 These buildings help to provide a sense of place and give a link with the past. Incorporating them into the new village will give a richer tapestry of buildings. The mix of new and old will provide a more natural form of settlement, one that has evolved over time rather than being created all at once. For the community, this will provide a sense of continuity between the past, present and future.

5.43 The Council will require the retention of all these buildings and their re-use to form effective components of the new community.

St Barbara's

5.44 St Barbara's Church and cemetery will be retained within the village. The building is Grade II listed and is shown in Figure 5.5 with its curtilage. The associated cemetery contains Commonwealth War Graves.

5.45 It is expected that the building will retain some form of community use in the new settlement. This is likely to involve its existing faith function as well as other extended community roles.



Figure 5.5 St Barbara's- Church and curtilage

Village Gateways

- 5.46** Three main gateway areas have been identified in the village, two road gateways and one pedestrian. These areas are gateways in the sense of being visual and perceptual entrance and exit points to the village. All are different in character and important to the creation of an image of what the new Deepcut village will be. All gateway areas will be managed to protect and enhance the village character.

The road gateways

- 5.47** The north and south road gateways will be particularly important given the number of people that are expected to pass through them. Details of their treatment are contained in the Character area sections of this chapter.

Frimley Lock Gateway

- 5.48** The Frimley Lock area marks the top of the Deepcut flight of locks and accommodates a lock keepers cottage, canal workshops and a dry dock, provides access over the Canal to the towpath on the southern bank. The lock area has a rundown air to it, but retains a rural charm.

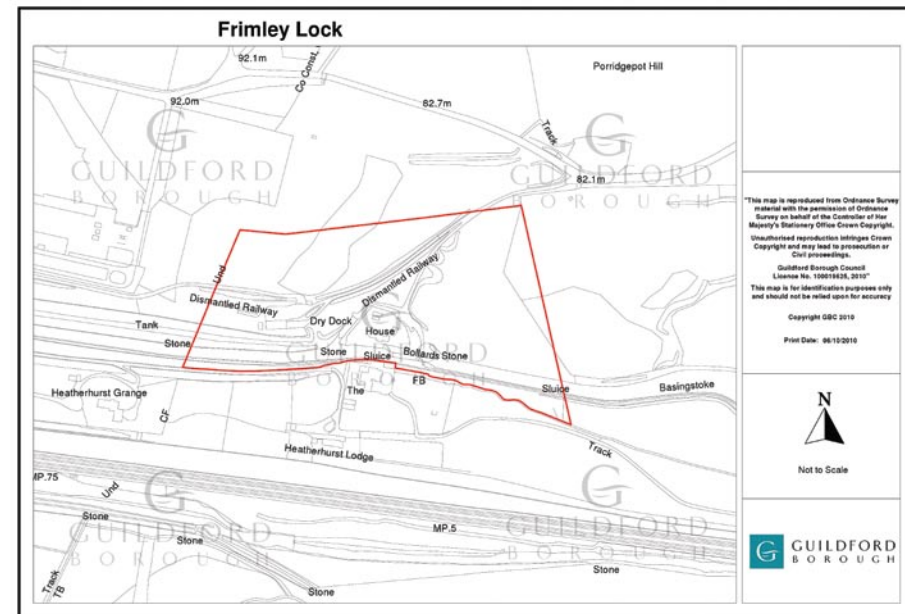


Figure 5.6 Frimley Lock area

Design principles

- 5.49** The area is currently remote from the Deepcut settlement area as there are no direct links between the towpath and the village. Access to the lock area is from either Pirbright, or from MOD access roads across the PRB site. The former railway embankments provide vehicular access to the Basingstoke Canal Authority's workshops.
- 5.50** The Frimley Lock area is expected to perform a gateway function for the future village, providing a natural point of entry and exit for walkers and



Image 5.7 Frimley Lock Area

- 5.51** Guildford Borough Council is supportive of the sensitive upgrading of the area to create a high quality gateway. In addition to being a focus for sustainable movement links, the area may also act as a recreational hub for walkers, cyclists, boaters and canoeists using the Canal.
- 5.52** The area will be expected to retain its low key rural character and be appropriate to the Conservation Area and the secluded, unsettled nature of surrounding woodland. Development of recreation facilities, or facilities to support the infrastructure needs of the Canal may be acceptable provided they are small scale in nature and sensitively designed. This would potentially include the retention, repair and maintenance of the Frimley dry dock. Appropriately designed signage and linkage spaces will be expected to encourage users of the area to visit Deepcut village.

cyclists onto the canal towpath network. It marks an important connection point and will be a main focal point for a number of cycle and walking routes through the Deepcut Area.

Character Areas

6.1 Chapter 4 sets out the broad place concept for Deepcut. Chapter 5 outlines the key spatial design principles for the new village. This chapter provides more detail to the spatial concept through the creation of character areas on that part of the new village that will see significant change with the redevelopment of the PRB; namely:

Character Area 1	Village Green
Character Area 2	Minden Ridge and Slopes
Character Area 3	Minden Plateau
Character Area 4	Brunswick
Character Area 5	Minden Valley South
Character Area 6	Minden Valley North
Character Area 7	Deepcut Bridge Road East
Character Area 8	Newfoundland Road
Character Area 9	Alma
Character Area 10	Bellew
Character Area 11	Blackdown
Character Area 12	Brunswick Woods
Character Area 13	Sports Hub

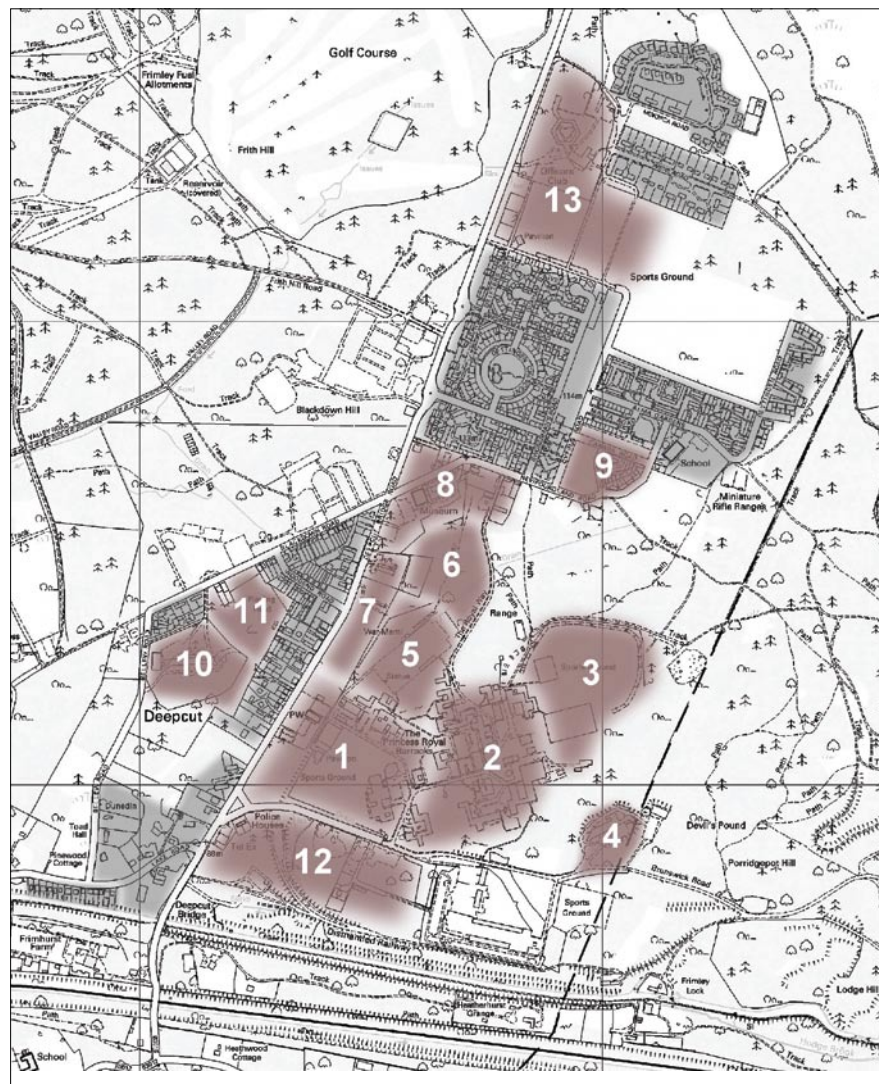


Figure 6.1 - Character areas in Deepcut Village

6.2 The location of these character areas is shown on Figure 6.1.

6.3 Planning applications for developments within the character areas identified in Fig 6.1 will be assessed in relation to their conformity with the principles outlined for the character area/areas that they lie in.

6.4 Applications for development elsewhere in the village will be expected to be in context, and regard should be had to the information contained in the June 2009 Character Assessment.

Character Area 1 - Village Green

Key existing characteristics

- Adjoins Deepcut Bridge and Brunswick roads and is the largest and most publicly visible area within the PRB site.
- The area is predominantly open grassland but with a number of buildings and hardstanding areas including St Barbara's Church. The Church area is comprised of the Grade II listed church, the cemetery accommodating Commonwealth War Graves, the former parade ground and a temporary building which acts as the church hall.
- A number of mature trees and hedges exist within the area, particularly along Deepcut Bridge Road, Brunswick Road and clustered within the park area adjacent to the church. Rows of memorial trees line the east/west road running towards the church.
- The area accommodates the fore and middle ground of the important Minden Ridge Vista.
- Vehicular and pedestrian access to this area is currently from Deepcut Bridge and Brunswick Roads. Pedestrian access is also available via a route that passes through the church yard from Deepcut Bridge Road. The southern approach to Deepcut is rural and characterised by established woodland. Low density housing signals a sense of arrival which is enhanced by the opening up of views towards the Minden Ridge at the junction of Deepcut Bridge and Brunswick Roads.

Design Principles

- A mix use area that will provide the community heart for the village
- A variety of development intensities will be expected in this area.
- The protection of the Minden Ridge Vista and Church Spire views will be paramount.
- Existing mature trees and hedges should be retained and incorporated into the amenity green space network.
- Encourage connections to sustainable public transport routes along DBR and Brunswick Road.

Church

- Retain St Barbara's Church and cemetery and preserve the setting of the listed building through creation of a formal park on the former parade ground. The Church and its curtilage will be an important community hub area. 'Green' pedestrian and cyclist corridors will connect through the churchyard and park.

Village green

- The PRB site will be required to deliver a village green around 2ha in size. It will predominantly be a maintained open grassed area with areas of mature trees. Pathways, seating, children's play areas and other community features such as notice boards, litter bins and post boxes will be present.

Character Areas

- The village green is expected to perform the following roles:
 - A key community hub which is capable of accommodating community events
 - Enable protection of the fore and middle ground components of the Minden Ridge View
 - A highly visible space at the meeting point of a number of access routes.
 - A hub for informal recreation such as picnicking, playing, walking, sitting, meeting people and observing life.
 - Accommodate children's play space
 - An accessible and safe space through which people move, either by walking or cycling via green corridors, links and amenity spaces that connects to the area.
 - The focus of the green amenity space, pedestrian and cycling networks
 - A focal point for the SUDs network.
- The Village Green is expected to be at the meeting point of a number of roads. The green space will spill over the roads which will partially fragment the green into separate parcels. However, a large central space capable of accommodating periodic community events such as fetes or travelling shows must be maintained.
- Consideration should be given to meeting the local community's

aspirations for the space, paying particular regard to the inclusion of a water feature and siting of a traditional pub within the immediate surrounding area.

- The Green is expected to be loosely enclosed in keeping with traditional Surrey village greens. Green links and amenity green spaces will be expected to run into the Green in a number of places. Firmer enclosure will be provided by built form, orientated in a manner to actively engage with the space. Plot sizes are expected to be varied with several high status buildings acting as focal points.
- High quality and natural landscape treatments and materials that reflect the local context should be used
- A mix of uses is expected to front onto the Green. Residential and small scale retail and community activities will be encouraged.

School

- The school buildings will be expected to help enclose the northern edge of the Village Green and provide an active frontage. The buildings facing towards the Green should reflect the detailed plot widths and heights, set back and proportions of buildings that traditionally surround Surrey village greens. Two storey built elements are likely to be needed to assist in achieving enclosure.

Southern gateway

- Development should not encroach into the open spaces on the eastern side of Deepcut Bridge Road and restrict the attractive views that occur at the junction of Deepcut Bridge and Brunswick Roads.

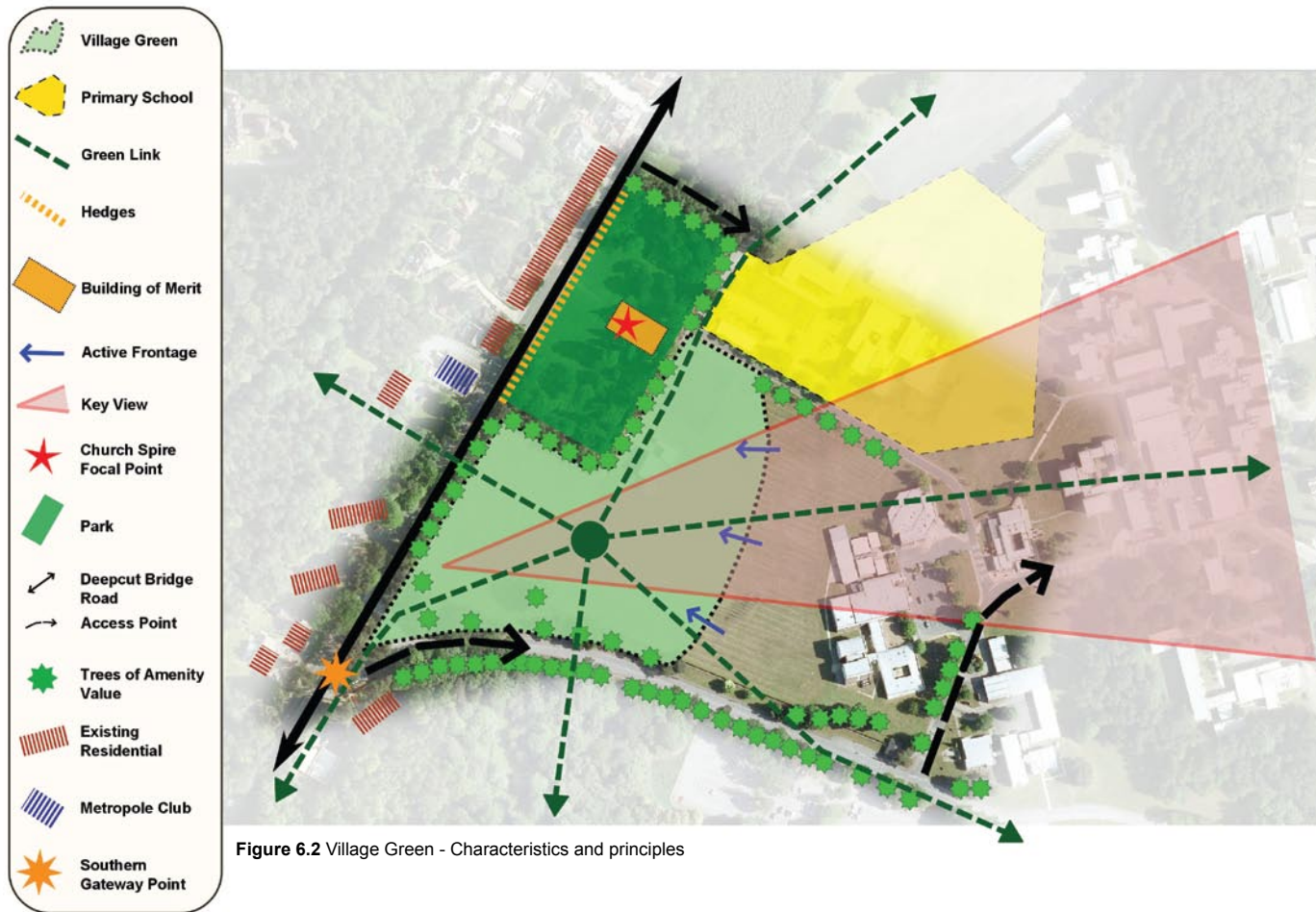


Figure 6.2 Village Green - Characteristics and principles



Figure 6.1 A space for community focus



Figure 6.2 Village Green Pond, Pirbright

Character Areas

Character Area 2 - Minden Ridge and Slopes

Key existing characteristics

- Although currently inaccessible to the public, this area is highly visible from Brunswick and Deepcut Bridge Roads.
- The ridge and the southwest facing slopes are currently occupied by the core buildings of the Defence College of Logistics and Personal Administration. The buildings are interspersed with trees and walkways and together the landscape and buildings currently form one of the key views in Deepcut
- A water tower located at the highest point on the ridge acts as a visual focal point.
- Views across the valley, towards the church and to the Bellew Ridge and beyond are visible from much of the Character Area

Design Principles

- A residential area that is likely to be one of the most attractive areas of the site to future home buyers. Properties in this area will be expected to command high prices for the views, sunny slopes, proximity to community hubs and penetration of the area by mature trees and open space.
- Protection and enhancement of the Minden Ridge View.
- Accommodate a corridor of green space meandering up from the Village Green area (see the section on Minden Ridge viewing corridor). Properties bordering this green ribbon should address it with gardens and building frontages opening on to the space. The green corridor will

accommodate pedestrian and cycling routes and may also include road space

- The point where the green corridor crosses the ridge line should serve as a focal point for the green space network. The general public should be able to access views from this area across the PRB valley and to the Bellew ridgeline and beyond.
- Other small ribbons of public space should feed into the main green ribbon and thread through the built development and along road corridors on the slopes.
- The hill slopes and ridgeline should be pepper-potted with mature trees in the form of both specimens and clumps. Existing trees should be retained wherever possible.
- Two separate road access will be required to cross the ridgeline and serve the housing area on the plateau behind.
- Building plots on the ridgeline and slopes should take full advantage of the southwest facing slopes and the passive solar design opportunities it presents. All plots will be expected to provide building platforms which allow buildings to orientate towards the south.
- A visual focal point will be provided on the ridgeline. This may be in the form of a tall thin feature on a building (for example a turret or spire), or a tall thin building in its own right. Particular attention will be paid to ensuring the focal point is a visually pleasing feature.



Figure 6.3 Minden Ridge and Slopes - Characteristics and principles



Image 6.3 Minden slopes with views beyond



Image 6.4 Existing green ribbons and mature trees on the Minden slopes

Character Areas

Character Area 3 - Minden Plateau

Key existing characteristics

- A large area of level ground elevated above the rest of the site. The topography slopes strongly down from this plateau area on all sides.
- The plateau is hidden from the rest of the site and is only accessible from the Minden Ridge area.
- It is a well defined area and appears as an extensive grass clearing enclosed by established woodland.
- SNCI areas surround the character area to the north, east and south.
- Retention of the strong woodland edge with public accessibility to the edge areas.
- Fingers of heathland are expected to penetrate into the heart of the area.
- Feathering of development so that a soft edge is provided to the housing areas as they interface with the wooded edge. Provision of a fire break may enhance this soft edge and facilitate the opening up of the woodland edge to public view.

Design Principles

- A residential area that will accommodate a mix of housing densities and types. Higher densities are expected to cluster around a community focal point toward the centre of the plateau. Larger, detached properties will help in providing a soft interface between the woodland edge and housing. Maintain the feel of development in a woodland clearing. The layout of the area will need to enable residents to sense the woodland edge with houses huddled in the clearing.
- Road treatments around the periphery of the character area will meet the requirements outlined in the “Rural Lane” approach.
- Attractive footpaths will be provided through the existing woodland areas to the rest of the PRB site, particularly linking through to the Minden Valley and the Brunswick Character Areas respectively.
- Two vehicular access points will be provided onto the plateau area from the Minden Ridge Character Area.

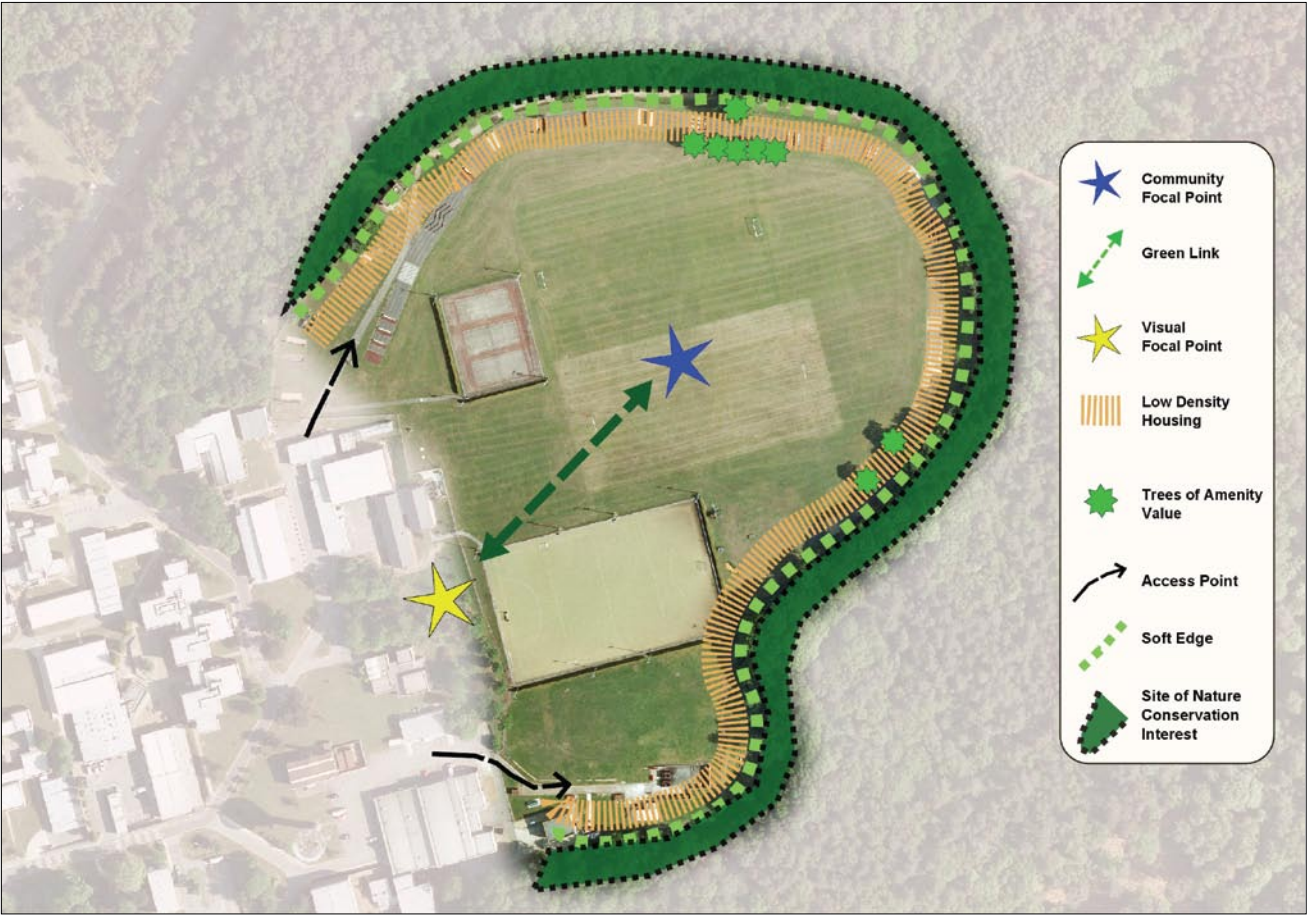


Figure 6.4 Minden Plateau - Characteristics and principles



Image 6.5 - An unacceptable hard settlement edge

Character Areas

Character Area 4 - Brunswick

Key Existing Characteristics

- A sloping clearing in woodland which is dominated by the Old Officers Mess building (a Building of Merit).
- The Officers Mess is a large 3 storey central building with 2 wings. Small outbuildings lie to the rear. The Mess is located in an elevated position in the clearing.
- A high quality and well defined surrounding landscape featuring SNCI to the north and west, Green Belt to the east and a well maintained extensive lawn to the front of the principal elevation.
- A number of specimen trees not typical of the wider landscape feature within this location.

Design Principles

- The Officers Mess building will be retained due to its significance as a historical reference point and its architectural merit. Development in the form of residential or hotel/conference facilities will be provided through the conversion of the existing Mess building. Other potential uses will be considered provided they retain the character of the building and its setting and accord with relevant planning policies.
- The character area will retain its sense of development within a woodland clearing and isolation from the rest of the development.

As such, ribbon development will not be permitted along the road connection from the south west.

- Re-development should reinforce and enhance the classical qualities of the building's architecture. Landscaping around the building, and particularly to the front should be of high quality and preserve and enhance views of the building's façade.
- Pedestrian connections will be provided to the Frimley Lock area to the south and to the Minden Ridge and Slopes through the existing woodland that serves to divide the areas. Any pedestrian route through the unsettled sandy heaths area of Guildford borough to the Frimley Lock area will be carefully designed to ensure minimum disruption to this defined area (described in the Guildford borough Landscape Character Assessment, see <http://www.guildford.gov.uk/article/3962/Landscape-character-assessment>).
- Car parking will be located to the rear of the property so as not to detrimentally impact upon the key views of the principal elevation.
- The woodland edge will be reinforced and emphasis should be placed on maintaining specimen trees in the approaches, and to the front of the building.

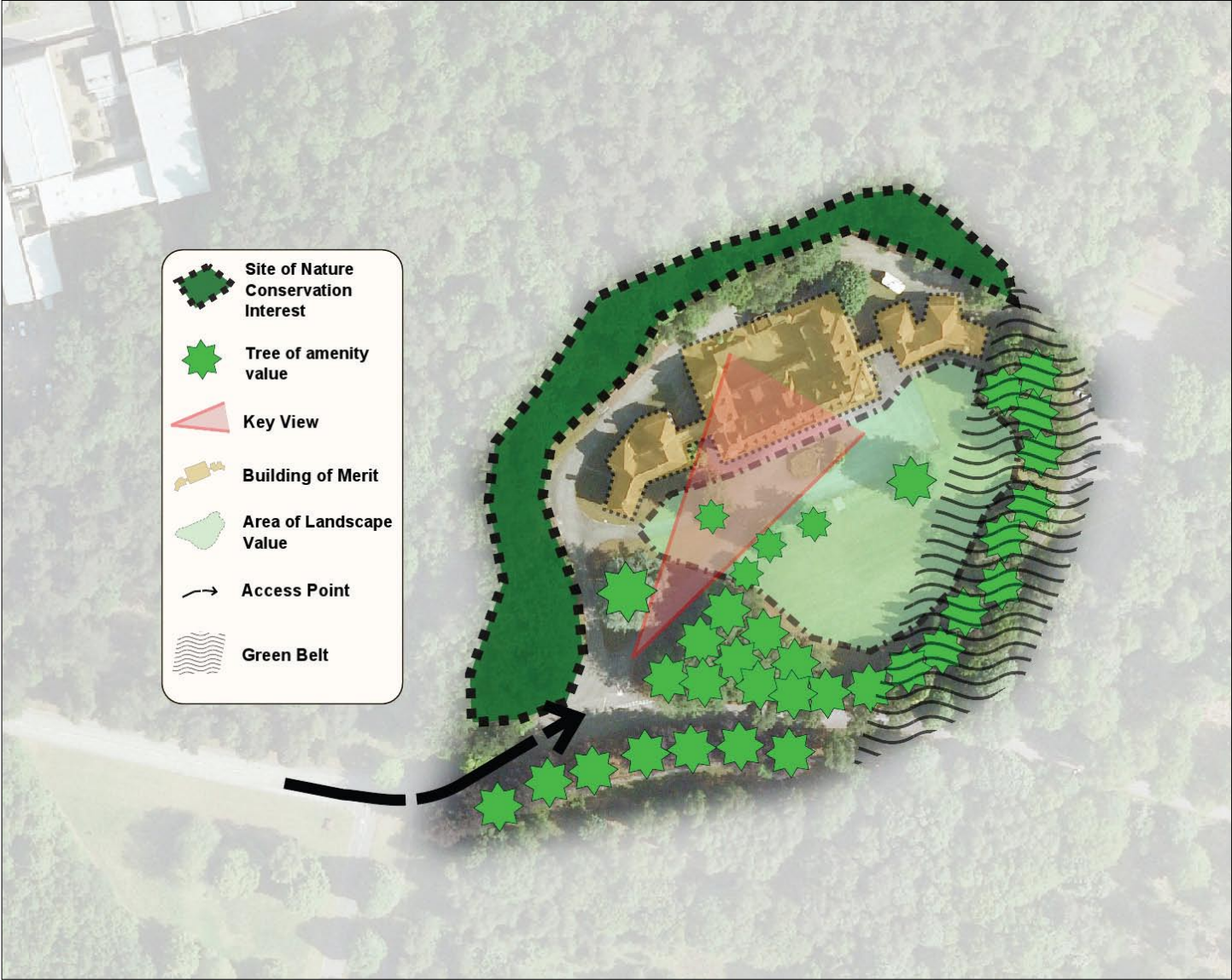


Figure 6.5 Brunswick - Characteristics and principles

Character Areas

Character Area 5 - Minden Valley South

Key Existing Characteristics

- The Minden Valley South character area comprises a significant area of cleared level ground (the valley floor) with relatively steep slopes to the east and west perimeters.
- The focal point of the character area is the parade ground, featuring two war memorials on the north-west and south-west boundaries.
- The parade ground features an attractive avenue of established trees to the north-west and south-west boundaries.
- SNCI areas feature to the northern and eastern edge.
- Development along the periphery of the character area will need to maintain a soft edge through the retention of the identified trees of merit on the sloped areas to ensure that the area is clearly defined.
- Roofscapes will be visible from surrounding ridge and slope areas and should be carefully designed to provide visual interest. Large areas of flat roof and lack of ridge and slope articulation will not be acceptable.

Design Principles

- A mix of residential, community and open space areas.
- Higher density residential areas are expected to cluster here.
- The area will provide a key movement corridor (green link) connecting the Village Green/Primary School to the south with residential/community facilities to the north. The existing avenue of trees to the north-west of the parade ground provides the ideal opportunity for a legible corridor.

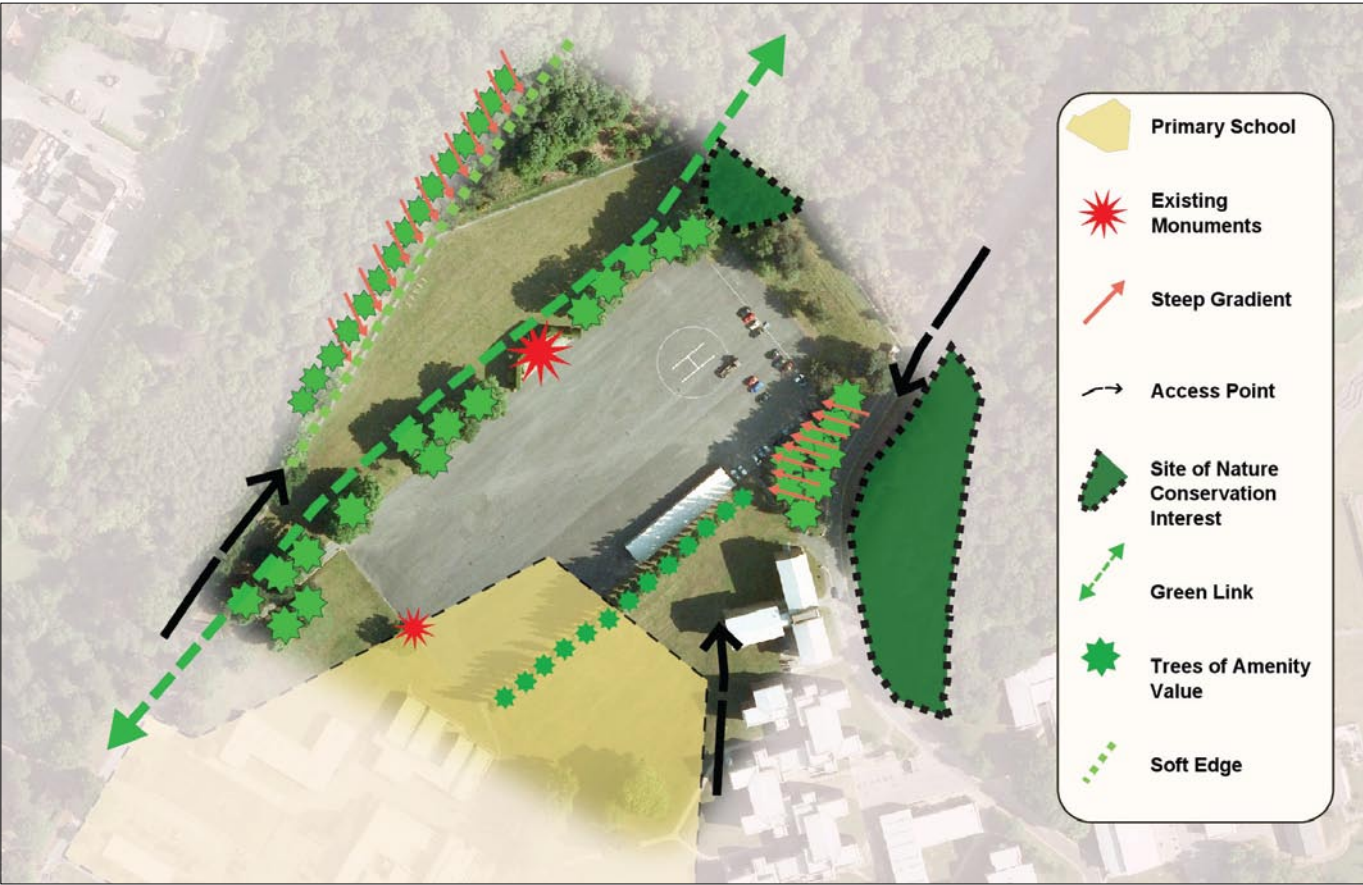


Figure 6.6 Minden Valley - Characteristics and principles



Image 6.6 - The wide valley floor of Minden South

Character Areas

Character Area 6 - Minden Valley North

Key existing characteristics

- A wooded valley head that slopes gently upwards and is enclosed by steep slopes to the north and west.
- The area is free of buildings and is dominated by its wooded character. Over half of this area is SNCI which runs in a swathe from north to south.
- The Royal Way provides a defined edge to the east.
- The boundary of the SNCI will provide the opportunity to continue the green link across the PRB site, connecting the Newfoundland Character Area to Minden Valley South.
- The SNCI should remain as a cohesive whole and not be fragmented by roads and paths. Access to this area will be limited with its role being primarily as a wildlife haven and for visual amenity.

Design Principles

- Residential and open space uses will predominate
- Due to its wooded character lower density development will be expected in the area to the west of the SNCI. Properties will be expected to encompass existing mature trees within their curtilages wherever possible. The Memorial Ridge Slopes will define the perimeter of the development and the trees of amenity value will be retained.
- Higher densities may be appropriate to the east of the SNCI as a continuation of the development in Minden Valley South. However, a soft edge will need to be ensured particularly up against the boundary of the SNCI.

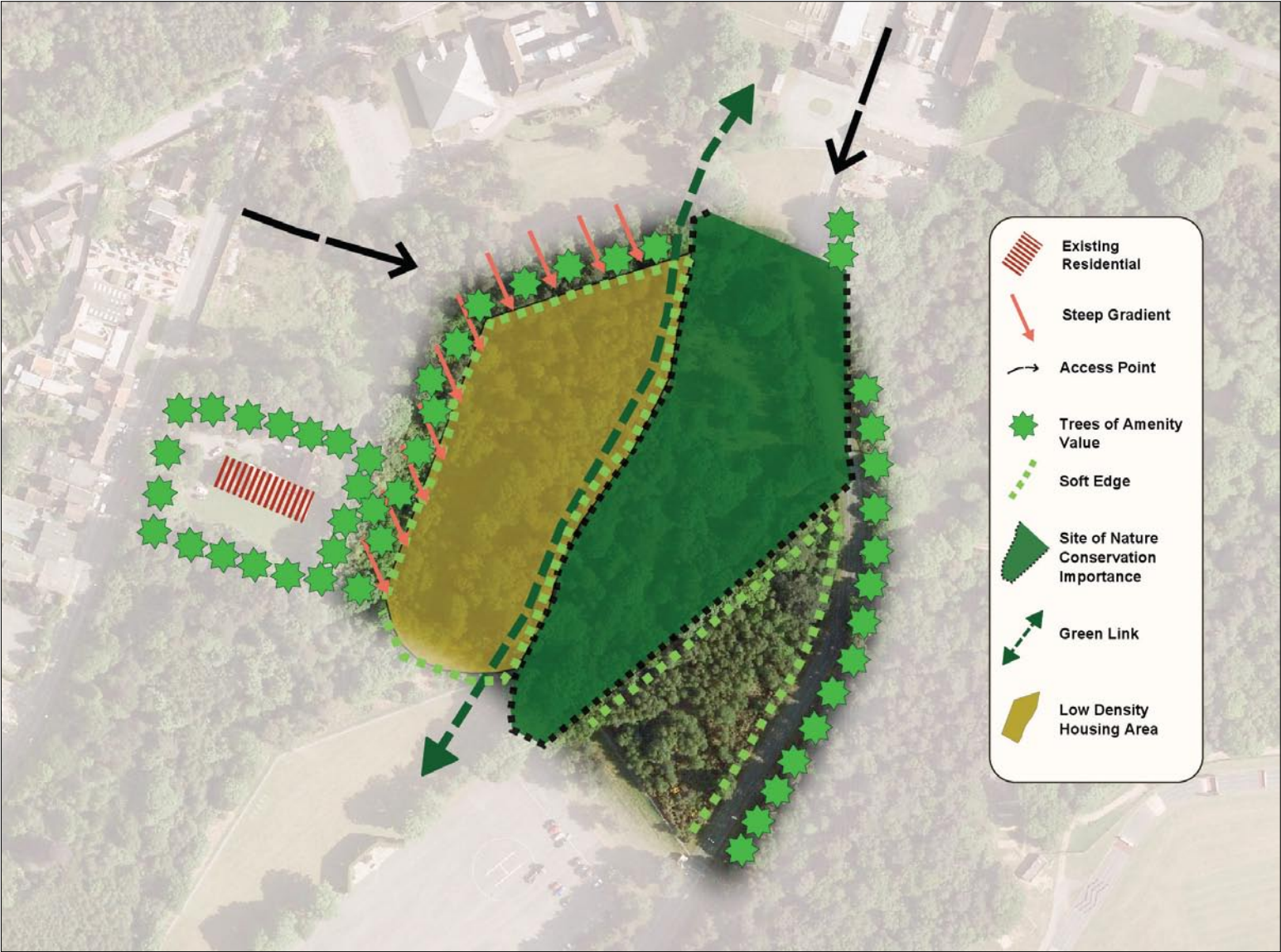


Figure 6.7 Minden Valley North - Characteristics and principles

Character Areas

Character Area 7 - Deepcut Bridge Road Character Area

Key existing characteristics

- Although the area adjoins DBR and the main commercial area it is hidden behind a robust wooden fence and inaccessible to the public. Its visibility and profile is currently extremely low.
- The area is free of buildings and covered by trees and scrub. It did formerly house a church and the building platform and churchyard area for this facility are still evident.
- The land has a complex topography with plateau areas as well as gentle and steep slopes. Generally, it slopes upwards from south to north and drops from west to east.
- The area overlooks the Minden Valley and across to the Minden Ridge.

Design Principles

- Redevelopment will be expected to significantly enhance the visibility and status of this area. Mixed use development will be encouraged to reinforce the existing retail/commercial activities on the opposite side of DBR.
- The DBR frontage will be enclosed by buildings and large mature trees. Buildings that turn their backs onto the street will not be acceptable. Parking areas should not create dead areas in the street scene and destroy the sense of enclosure.
- The creation of a hard urban environment along DBR should be avoided by providing breaks in building frontages and extensive mature landscaping. Glimpses down into the Minden Valley area and to the Minden Ridge will be sought.
- Development away from the DBR frontage and along the Memorial Ridge will be designed to enhance the townscape and provide views down into and across the Minden Valley. Careful attention should be paid to creating attractive roofscapes and interesting elevations.

- An access point off Deepcut Bridge Road will be located to the south of the Character Area in a location where the gradient is acceptable. Access points will not be acceptable where they are proposed opposite existing junctions onto Deepcut Bridge Road i.e. Woodend Road/Alfriston Road.
- Trees of amenity value on the steep slopes to the east of the Character Area and those that provide the setting of North Minden House will be retained in order to provide definition and separation.
- High residential densities will be acceptable along DBR and immediately behind. Medium and low densities are sought for development along the Memorial Ridge.



Figure 6.8 Deepcut Bridge Road - Characteristics and principles

Character Areas

Character Area 8 - Newfoundland Road

Key existing characteristics

- This area accommodates a number of buildings (RLC Museum, the Director of Logistics HQ and army workshops), hard standing and landscaping.
- It is bordered to the west by Deepcut Bridge Road and to the north by Newfoundland Road.
- It is a level area that sits above the Minden Valley and is separated from it by the Memorial Ridge.
- The Director of Logistics HQ is an attractive and highly visible 2 ½ storey Building of Merit. The building is landscaped in a manner that befits its urban setting with trees, hedges, grass and shrubs. A number of attractive outbuildings are associated with the facility.
- The northern edge of the Character Area suffers from poor natural surveillance due to the orientation of the Dettingen Park development resulting in a significant stretch of dead frontage.

Design Principles

- This area is expected to accommodate a mix of uses including retail and residential.
- 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.

- 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.
- The current junction of Newfoundland Road/Deepcut Bridge Road will be closed and a new access point delivered further south, adjacent to the old Fire Station site. This will address concerns over the existing junction. The introduction of a new road access to the south of the Character Area will benefit the existing Building of Merit as the principal elevation and landscaped gardens will be opened up to be viewed from the street.
- New development should seek to address the existing northern edge problems that are associated with the Dettingen Park development.

A realignment of the road network will provide an opportunity for new development that could actively engage with the street and solve the current issue of dead frontages.

- A green link will connect through from Minden Valley North up towards the Dettingen Park estate and Sport Hub.
- High density housing would be acceptable in this Character area



Image 6.7 North east view of the Director of Logistics HQ building

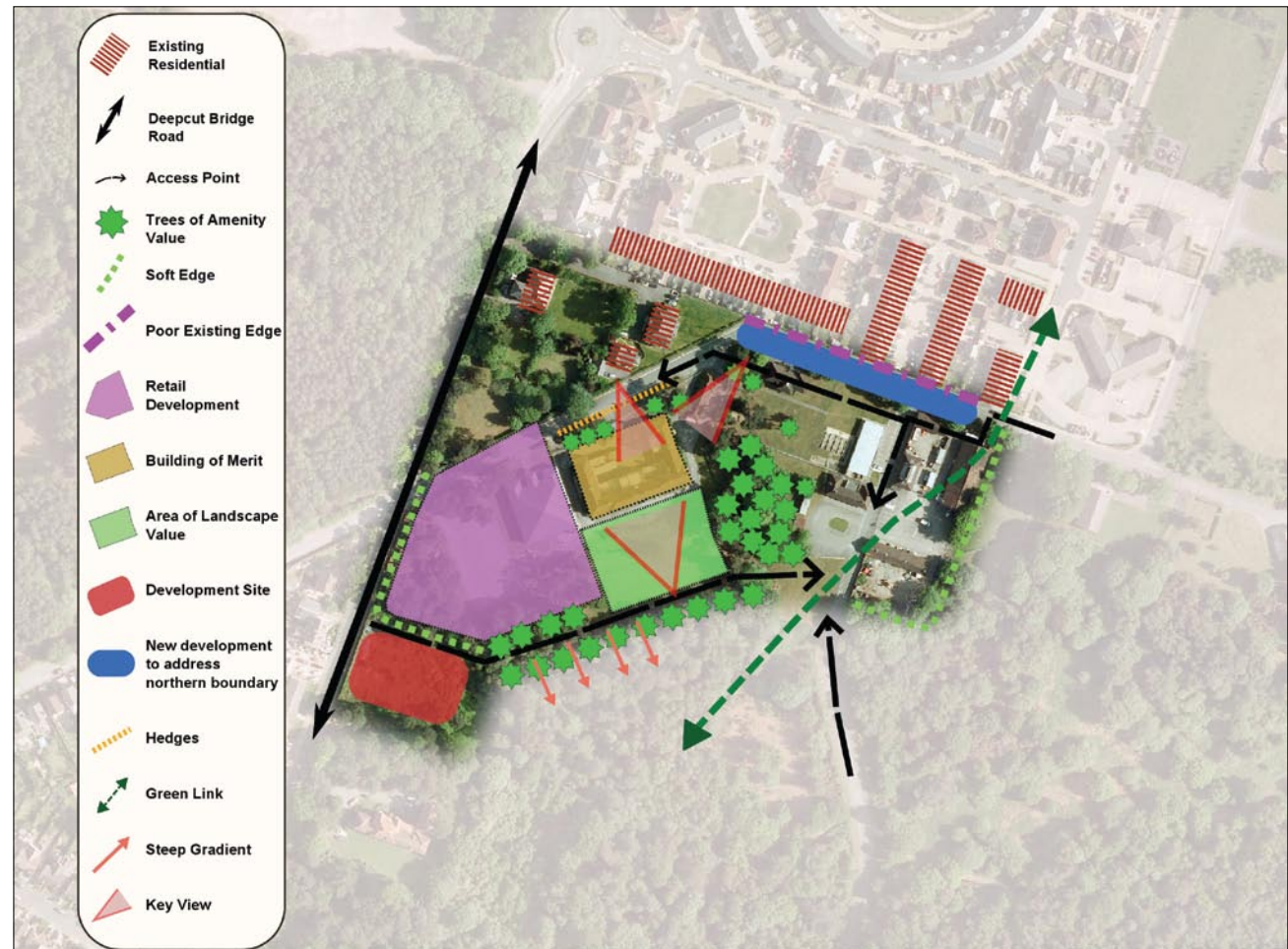


Figure 6.9 Newfoundland Road - Characteristics and principles

Character Areas

Character Area 9 - Alma Character Area

Key existing characteristics

- A predominantly open and maintained grassy area with some scrubby trees and long grass. Roads separate the site into 3 separate parcels of varying size.
- The Area is bordered immediately to the west by the Deepcut Village Centre and Spar. High density residential developments define the boundaries to the north and east.

Design Principles

- Uses are expected to be residential and reflect existing densities observed in the immediate vicinity.
- Development will positively engage with the existing street networks and provide soft landscaping to the principal elevation in order to prevent an overly urbanised feel to the development.
- Dead frontages, such as blank elevations and high fencing (which are commonplace in the immediate surrounding area) are not acceptable.
- The interface of this area with Dettingen Park, particularly the community centre and Spar should seek to reinforce and enhance the location as a focal point for the community.



Figure 6.10 Alma - Characteristics and principles

Character Areas

Character Area 10 - Bellew

Key existing characteristics

- A wooded area with the Sergeants Mess (a Building of Merit) located in a clearing on the western side.
- Located on the western edge of the existing village this area is well screened by trees and has a low profile and almost no public visibility.
- Majority of the area is level with the gradient falling away to the south east of the Character Area.

Design Principles

- New development is expected to be residential. Conversion of the Building of Merit to apartments will be encouraged.
- Maintain the secluded, low visibility of the area and the sense of development taking place in a woodland clearing. Retention of a wide band of tree cover around the edge of the site will be essential in this.
- Retention of a soft green character throughout the residential area will be sort.
- New development should not detrimentally impact on the amenity experienced by surrounding residents in the immediate surroundings.



Image 6.8 A wing of the Sergeants Mess



Figure 6.11 Bellew Principles and Characteristics

Character Areas

Character Area 11 - Blackdown

Key existing characteristics

- An open space area approximately half grassed and half in woodland. A rundown playground and pavilion building adjoin the grassy areas.
- The area has low visibility as a result of the surrounding tree cover. Access is from Woodend Road. Existing residential properties surround to the north, east and south. Wooded areas of the Sergeants Mess lie to the south west.

Design Principles

- Develop this area as a neighbourhood open space performing a number of formal and informal recreation roles. Facilities that may potentially be located here include allotments, improved play facilities for children and adults and kick about areas.
- Maintain the surrounding tree cover but improve visibility into the area to enhance opportunities for overlooking and surveillance.
- Improve access to this area and integrate with the existing surrounding development.



Figure 6.12 Blackdown – Characteristics and principles

Character Areas

Character Area 12 – Brunswick Woods

Key existing characteristics

- A flat wooded area with several clearings accommodating hard standing and several buildings.
- Provides strong green enclosure to the open grassed area to the north.
- An important contributor to the character of the southern gateway.
- Brunswick Road provides the northern edge while Deepcut Bridge Road provides the western. Extensive wooded areas lie to the south and east.

Design Principles

- Uses primarily residential although a mix of uses fronting the Village Green will be encouraged.
- A mix of development intensity will be expected in this area.
- Development on the northern edge should assist in providing enclosure of the village green. The character of the enclosure should be a mixture of built structures (buildings and walls) and vegetation (trees and hedges).

- Wooded areas should penetrate through to the village green area and provide green pedestrian and cyclist routes through to the SANGs area and canal to the south.
- Development should have a soft feathered interface with the SANGs space and the gateway. Generous garden space and gaps between buildings will be expected. Hard settlement edges will not be acceptable along the southern, western and eastern edges.
- The western edge and southern gateway area should retain its tree covered rural character.



Image 6.9 Enclosure of a Village Green with walls, vegetation and buildings



Image 6.10 A softer enclosure of hedges trees and buildings



Figure 6.13 Brunswick Woods - Characteristics and principles

Character Areas

Character Area 13 - Sports Hub

Key existing characteristics

- Apart from the Officers Mess building and the cricket pavilion, the area is a mixture of woodland and grass sports pitches. Rows of mature trees surround the sports pitches.
- The area consists of two level plateaus linked by a small slope.
- The Officers Mess is an unusually shaped 3 storey, flat roofed building which occupies much of the higher plateau which overlooks the cricket square. This building is set back from Deepcut Bridge Road but is partially visible from it.
- Several road routes run through the sports pitches and divide the space into separate parcels. These roads are enclosed by tree avenues
- The sports area is highly visible from the settlement areas to the south but is hidden from Deepcut Bridge Road by a wide band of woodland.
- Three vehicular access points lead off Deepcut Bridge Road into the Character Area. Two of these have a barrier and are not open to public use. The third access lies at the northern edge of the PRB site and provides access to the Officers Mess and the Minorca/Aisne housing area. A large area of unrelieved concrete and tarmac lies opposite. A further access route is available into the character area from the south, via Cyprus Road.

- Most of the Character Area lies within 400m of the SPA.
- The northern edge of Dettingen Park, which lies adjacent, does not provide an attractive edge to the settlement.

Design Principles

- This character area will be the focus of the village's sports facilities with a flexible, multi-use sports facility which provides for formal sports and informal playing areas.
- A sports pavilion building will overlook the sports pitches.
- The tree avenues will be maintained and reinforced.

Tree cover and sports pitches should be the dominant elements in this character area. The band of woodland screening the character area from Deepcut Bridge Road will be reinforced and extended northwards. A gap will be provided in the landscaping screen at the gateway which will provide views towards the Dettingen Park development.

Two opportunity sites for development exist:

- The area adjacent to Dettingen Park will be residential. Its principal role is to provide an attractive edge to the settlement and the cricket square.
- Development on the Officers Mess site will be heavily screened from Deepcut Bridge Road and located close to the Minorca/Asine housing area. A hard urban development with high built coverage, high trees loss and minimal landscape setting will be resisted. Improvements to the road environment adjacent to the site will be encouraged.
- Development within 400m of the SPA will only be permitted where it can demonstrate no significant effect on the SPA through a detailed application specific Habitats Regulation Assessment.

Access points from DBR will be reduced to two.

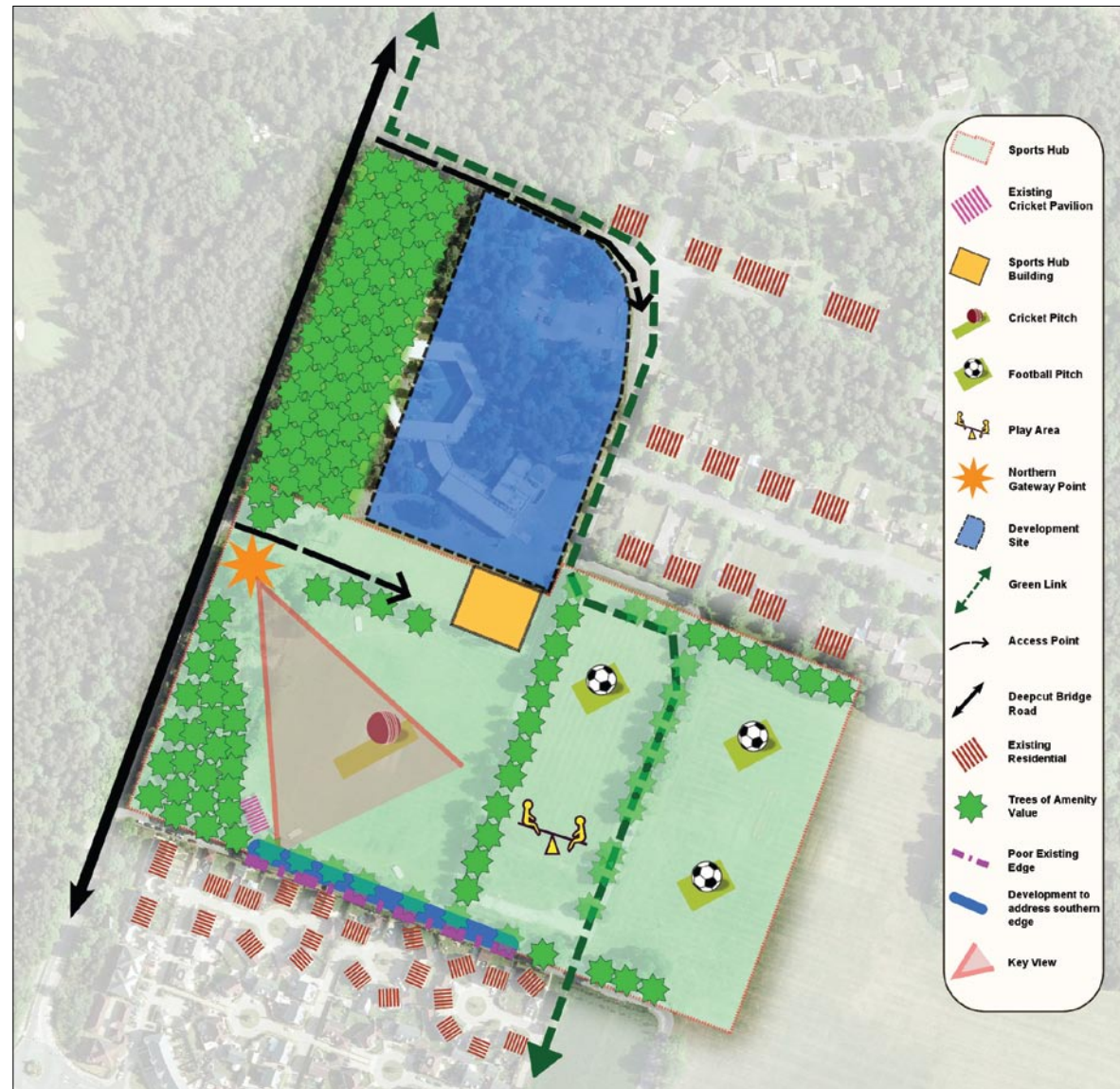


Figure 6.14 Sports Hub - Characteristics and principles

Detailed guidelines and standards

7.1 The preceding 3 chapters have set out the broad spatial concepts and principles for the development of Deepcut. This chapter provides specific standards to guide development at a more detailed level. The standards have been laid out on a topic based approach.

Layout

7.2 Development should adhere to a distorted and irregular grid pattern in order to reflect a less rigorously planned, traditional village. Streets and blocks should differ in size and meet at odd angles to replicate an organic feel to the development. Use of long winding streets serving multiple cul-de-sacs will not be acceptable.

Perimeter Blocks

7.3 Buildings will have a clear distinction between public fronts and private backs. Public fronts and private backs are made distinct when primary access is from the street, the principal frontage. The edge of the blocks will be lined with buildings in order to relate positively to the public.

7.4 Public areas should always be overlooked by the fronts of buildings, encouraging casual surveillance of the public realm. For this reason plots should not be placed where they back onto public spaces such as streets, public open space or footways/cycle tracks, as this would compromise the vitality of the public realm and reduce security. Projections and set backs from the building line are encouraged to add visual interest to the street scene.

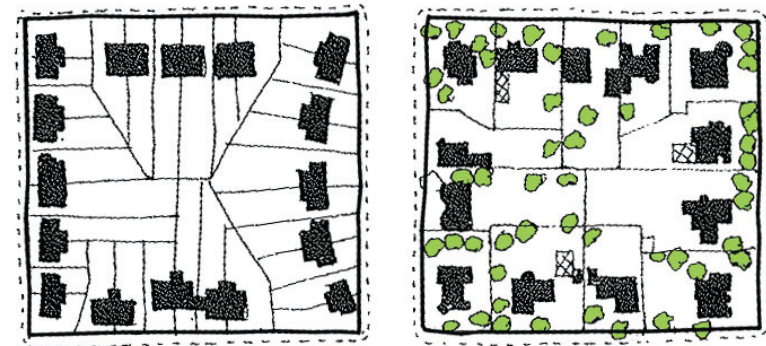


Figure 7.1 Appropriate perimeter block treatment



Images 7.1 and 7.2 Poor examples of perimeter block treatment

Block Sizes

- 7.5** Block sizes will be small in order to promote permeability across the development. Smaller blocks will give more choice of routes than larger blocks and offer people choice. Block perimeters should be around 60-100m in length. The minimum dimension is established to ensure acceptable spatial standards. The maximum dimension has been set to ensure permeability by avoiding overly large urban blocks. In order to respect privacy, a minimum of 20m is required between property backs.

Block Shape

- 7.6** Irregular blocks will be sought in Deepcut in order to respond positively to the topography and support the creation of focal points, such as

the village green, with building frontages that need not be parallel. An irregular approach will create a less urban, engineered feel to the development.



Images 7.2 Example of an irregular grid pattern and block shape

Detailed guidelines and standards

Density, plot ratios, height and site coverage

- 7.7** Housing density, site coverage, building height and the ratio between garden space and building floorspace (plot ratio) play an important role in the creation of character. It is vitally important that these are managed to deliver a rural, rather than an urban character.
- 7.8** Density will be controlled to ensure that the land is used efficiently. Housing densities across the PRB site will be design-led, reflecting Surrey village patterns with a mixture of housing densities ranging from very low (below 5 dpha) to very high (above 50 dpha). Average net site density across the PRB shall not exceed 30 dpha. The Council will support proposals that deliver lower site densities, provided the site is efficiently used. A lower average site density should be achievable if the amount of developable land is increased.
- 7.9** Plot ratios control the intensity of development on a site. The Council do not wish to see a highly intensive form of urban development (such as that found in Dettingen Park) replicated in the new Deepcut village. Accordingly, plot ratios will be expected to vary across the site but should generally be 1:1 or less. Higher plot ratios of 1.5:1 may be acceptable around key focal points. Plot ratios will generally be expected to decline from highs around the focal points to 0.5:1 at the village edge.
- 7.10** In all cases, built coverage should not be more than 75% of the plot.
- 7.11** In common with Surrey village patterns, housing is expected to vary in character across the village. Large areas with uniform density, plot ratios, plot sizes, frontages and plot depths will not be acceptable.

- 7.12** Applicants should provide transects of their proposals demonstrating the range of density and plot ratios across the site.
- 7.13** Building heights will be expected to be predominantly 1 ½ and two storey. Feature buildings¹ of 2 ½ to 3 storeys may be acceptable at community hubs or other focal points.

Open Space

- 7.14** The provision of open space is a vital component of the Deepcut vision. This section sets out the standards for delivering this open space.

Public Open Space

- 7.15** Public Open Space will be a key component in the open space network that will run through the Deepcut Area in the future. To help provide such a network, developers of new developments will be required to deliver public open space in accordance with the standards in Table 7.1. These standards are based on public open space assessment specifically undertaken for Deepcut that was completed in 2010².

¹A Feature Buildings is a building that stands out from its neighbours by virtue of its status, scale, design and setting. Feature buildings are not necessarily limited to community use functions.

²Deepcut Development Project Background Paper – Public Open Space and Recreational Facilities: A bespoke solution for Deepcut; May 2010.

Green corridors

- 7.16** The Deepcut Area will be served by an extensive network of linked green spaces. The village green will act as the hub of the network and green corridors are expected to radiate from it to other community focal points around the Deepcut Area, as well as to other areas of public open space. Amenity Green Space, cycle routes, footpaths and Rights of Way (ROW) will form part of the corridor network.

All corridors will be capable of accommodating mature vegetation and paths to facilitate safe and convenient walking and cycling.

Gardens and private open space

- 7.17** Private open space will make an important contribution to helping create the rural village character sought by the Deepcut Vision.

Residential properties will be expected to provide garden space sufficient to accommodate outdoor drying of clothes and mature trees (to promote urban cooling and biodiversity). Where front gardens are provided they will be of sufficient depth to accommodate the planting and growth of a mature hedge. This is anticipated to be a minimum of 2.5 m.

Useable private outdoor amenity space for flatted developments could take the form of balconies terraces roof gardens semi private garden areas and/or communal garden areas. Communal garden space should be used to soften the built form and provide for the development of mature trees and hedges.

Employment retail and community developments will generally be expected to provide outdoor space capable of accommodating mature trees and other landscaping and providing sitting out areas for employees and visitors.

Detailed guidelines and standards

Table 7.1: Public Open Space and Recreation standards to be applied in the Deepcut area

Space typology		The Deepcut standard	Detailed requirements
Children's playspace	LAP & LEAPs	Number, size and range of equipment to be negotiated on the basis of the proposed planning application.	<ul style="list-style-type: none"> ▪ These small playing areas are to be provided within walking distance of new homes. <ul style="list-style-type: none"> ▪ Co-location with other open space or community uses will be acceptable. ▪ Land and financial contributions for construction and maintenance provided by developer. ▪ Facility to be built by developer to SHBC specification. ▪ Facility to be owned and maintained by SHBC.
	NEAP	1 in Deepcut Area	<ul style="list-style-type: none"> ▪ 1000m² area (excluding buffer zone) ▪ Grassed kick-about area, hard surface area for ball games or wheeled activities, 8 types of play equipment, seating including a youth shelter. ▪ To be provided on PRB site. ▪ Land and financial contributions for construction and maintenance provided by developer. ▪ Facility to be built by developer to SHBC specification. ▪ Facility to be owned and maintained by SHBC.
	MUGA	1 in Deepcut Area	<ul style="list-style-type: none"> ▪ Approximately 1000m² area ▪ As a minimum, fenced, hard all weather surface that is line marked. Facility to include basketball hoops, football goals, lighting, seating and shelters. ▪ Facility to be provided on PRB site. ▪ Land and financial contributions for construction and maintenance provided by developer. ▪ Facility to be built by developer to SHBC specification. ▪ Facility to be owned and maintained by SHBC
Outdoor Adult gym		1 in Deepcut Area	<ul style="list-style-type: none"> ▪ Approximately 500m² area ▪ To include at least 6 items of equipment on flat grass site. ▪ To be provided on PRB site. ▪ Land and financial contributions for construction and maintenance provided by developer. ▪ Facility to be built by developer to SHBC specification. ▪ Facility to be owned and maintained by SHBC.
Outdoor sport facilities		Provision to serve local outdoor sporting needs	<ul style="list-style-type: none"> ▪ To be subject to detailed negotiation at planning application stage but sports facilities will need to be flexible and multi-use. ▪ Provision to be part of the sports hub north of the Dettingen area ▪ Land and financial contributions for construction and maintenance provided by developer. ▪ Facility to be built by developer to SHBC specification. ▪ Facility to be owned and maintained by SHBC.

Detailed guidelines and standards

Space typology		The Deepcut standard	Detailed requirements
Formal parks and gardens		0.35 ha/1000 population	<ul style="list-style-type: none"> Church park to be based around the Church, cemetery and former parade ground fronting Deepcut Bridge Road. Park to reflect the military heritage of Deepcut. It is anticipated that it will incorporate strong elements of hard landscaping, as well as softer areas. Park design will be expected to be very high quality that honours the importance of the high status land uses that surround it. A war memorial will be a required element and could form part of the public art contribution. Blackdown Park to be less formal and based around the existing Blackdown Road playing fields. Land and financial contributions for the establishment and maintenance of parks to be provided by the developer Responsibility for park designs/specifications, development, ownership and maintenance to be with SHBC
Allotments		0.21 ha/1000 population	<ul style="list-style-type: none"> Allotments to be fenced and provided with water and a buffer area Land and financial contributions for establishment and maintenance provided by developer Facility to be constructed by developer, owned by SHBC and maintained by allotment holders
Natural and semi natural open space (ANGSt)	SANGs	8 ha/1000 population	<ul style="list-style-type: none"> See following section entitled SANGs
	Other ANGSt	3.53 ha/1000 population	<ul style="list-style-type: none"> May incorporate SNCI areas To be provided in approximately 2ha blocks Land and financial contributions for construction and maintenance provided by developer. Space to be developed by developer to SHBC/GBC specification. Facility to be owned and maintained by SHBC/GBC
Amenity Green Space		2 ha/1000 population	<ul style="list-style-type: none"> The amenity green space provision will be a network of linear spaces radiating from a 2ha village green. The Green and linear spaces will be expected to thread through the village and serve predominantly as visual and biodiversity elements in the landscape. The only exception to this is the Village Green which will also perform a recreational role. Amenity green space will be strongly associated with road corridors, as is traditionally found in other Surrey villages. Land and financial contributions for construction and maintenance provided by developer. Space to be developed by developer to SCC/SHBC specification. Village green to be owned and maintained by SHBC

Detailed guidelines and standards

SANGs

7.18 The scale of the Deepcut project, along with its proximity to the Thames Basin Heaths SPA demands a comprehensive SANGs solution for the village. PRB developers will be expected to provide SPA avoidance measures in accordance with Fig 5.1 and in line with the following standards:

SPA avoidance space (SANGs) in excess of 8ha/1000 population will be required for all net new dwellings.

SANGs will need to be in place prior to the occupation of new dwellings.

The PRB SANGs solution will deliver the following specific requirements,

- Large SANGs spaces in a relatively compact, regular shaped block. Narrow corridors should not form a significant part of the solution and no part should be narrower than 75m in width.
- Provision of a large (approximately 20ha) interceptor SANGs component lying between the new residential areas and the SPA to the south of Basingstoke Canal.
- A variety of habitats along with focal points and other areas of interest.
- Urban intrusion into the SANGs area to be minimised as far as possible. No SANGs corridor to be surrounded by urban development.
- A management plan for ANGST space to ensure its continued maintenance.

The above local requirements, in addition to the more generic Natural England standards, will dictate the detailed design of the PRB SANGs solution.

Land and financial contributions for construction and on-going maintenance/management (in perpetuity) to be provided by developer.

SANGs space to be developed by developer to NE/SHBC/GBC specification, and owned and maintained by SHBC/GBC.

Transport, Highways and Parking

7.19 Future growth of the Deepcut village will need to strike a balance between providing sustainable travel choices, accommodating the additional travel demands and ensuring the safe movement of all road users.

Sustainable Transport

7.20 The provision of sustainable transport options for the Deepcut community is a vital part of the Deepcut Vision. The main sustainable transport choices available for Deepcut are walking, cycling and bus. The provision of new and enhanced infrastructure will be expected and shall permeate the village. Rail travel is offered by the nearby Brookwood Station and the provision of improved access to the station by cycle, together with improved cycle infrastructure will be expected.

7.21 Provision will be made for enhanced infrastructure in accordance with the following:

Walking

Internal Pedestrian Networks

7.22 For travel within the Deepcut settlement, walking is expected to be a key mode of transport with all facilities in the village being easily accessible by pedestrian routes.

A formal network of footpaths will be created in the village, formed from the following:

- Principal walking routes as shown on Fig 4.1;
- Routes associated with roads, green corridors and linkage spaces between buildings.

Pedestrian links will be expected to be:

- High quality
- Safe and convenient
- Accessible, with easy grade options to facilitate use by the elderly, disabled and those pushing prams and buggies.
- Visually interesting and attractive
- Largely with a green rural character. Trees and soft landscaping will be key elements. The surfaces of footpaths and footways shall be sympathetic to their surroundings, using unbound finishes where appropriate. Not all walkways will be expected to follow road corridors and most will be part of the green corridor network.
- Sensitively designed to be in keeping with their location.

Lighting of footpaths may be appropriate in certain locations. The extent and the nature of any lighting scheme will need to be established at an early stage in any planning application process.

Where pedestrian footpaths cross or adjoin development sites, developers will be expected to contribute towards the creation of this internal footpath network through the provision of the physical infrastructure and through financial contributions.

External Pedestrian Networks

- 7.23** Due to Deepcut's rural location, there are only a few urban areas within potentially easy walking distance. Pedestrian movement to locations outside of Deepcut village is expected to be restricted to the Heatherside areas and Tomlinscote School and the eastern area of Frimley Green. Potential desire lines to surrounding urban/suburban areas and specific destinations should be provided for with high quality pedestrian routes.
- 7.24** Pedestrian movement into the surrounding countryside areas will be encouraged by ensuring that the internal network of paths is connected into the wider network of paths in the hinterland area. A circular walk around the Deepcut Area will be promoted. These connections and the circular walk will need to be carefully designed and sensitively managed to ensure that the unsettled sandy heath area as described

in Guildford Borough Council's Local Character Assessment is not adversely impacted. The paths provided through Deepcut should help to facilitate the possible provision of a long distance trail around the Pirbright and Bisley ranges encompassing the Basingstoke Canal in the south, Deepcut and Chobham Ridges in the west, West End Common in the north and footpaths through West End, Bisley and Brookwood in the east.

- 7.25** Existing footpaths will be expected to be made more visible and accessible through improved signage, accessibility improvements and the management of vegetation, where this is appropriate. It is important to balance access to the wider countryside with the need to conserve and carefully manage local habitats and landscapes, such as SNCI and conservation areas.

Cycle

- 7.26** Cycling will play an important role in both internal and external movement patterns. All cycle routes will be expected to be safe and suitable and easy to use. Cycling has the potential to replace car journeys to local areas, particularly Heatherside and Frimley Green and schools in the Tomlinscote area. Improved access to and along the Basingstoke Canal will provide a commuter and leisure route to Brookwood Station and further afield towards Woking and Aldershot. Internal cycling routes will be expected to provide quick, safe and convenient connections to a network of external cycle routes. Figure 7.3 shows the principal cycle routes through the Deepcut Area and beyond.

Detailed guidelines and standards

Where the cycleways shown on Map 7.3 cross or adjoin development sites, developers will be expected to contribute towards the creation of this cycle network through the provision of the physical infrastructure and through financial contributions.

Cycle links will be expected to be:

- High quality
- Safe and convenient
- Accessible, with easy grade options
- Visually interesting and attractive
- Largely with a green rural character. Trees and soft landscaping will be key elements.
- For reasons of sustainability, safety and the desirability of promoting year round use, key cycle routes (where appropriate) will be lit. Details of any lighting scheme, including funding and maintenance will be agreed with the County Highway Authority prior to the submission of a planning application.

Dedicated cycle routes running through the Deepcut Area will be expected to meet the following standards:

External Cycle link	Connecting to ...	Specifications
Basingstoke Canal towpath east (to Pirbright Bridge)	Brookwood, Woking and Sustrans network	Upgraded to Sustrans standards.
Basingstoke Canal towpath west (to Government Road, Aldershot)	Frimley Green, Farnborough, Mytchett	Upgraded to Sustrans standards.
Frith Hill	Tomlinscote School, Frimley, Camberley	Upgrading of this route to a formal cycle path.
Footpath 126a	Heatherside, Lightwater, West End	Upgraded to bridleway. Extend through Deepcut village to join towpath at both Frimley Lock and DBR.

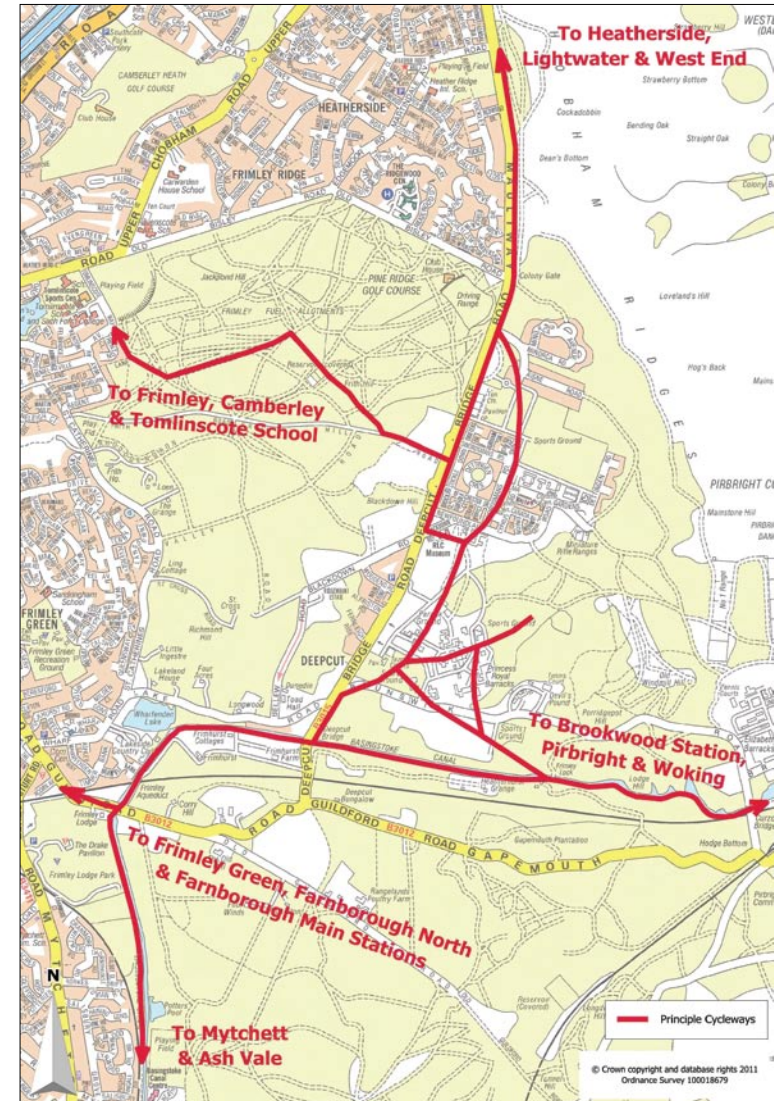


Figure 7.3 Principal Cycle Routes

Public Transport

- 7.27** The bus routes in Deepcut are expected to be enhanced through the improvement of existing or the provision of new routes. These improvements will include both service and infrastructure provision.
- 7.28** Upgrades shall include the provision of enhanced services to key destinations to accommodate commuters Monday to Saturday, together with enhanced services running on a Sunday.
- 7.29** Infrastructure upgrades will be expected to include:
- High quality bus shelters with lighting, seats and passenger information panels;
 - A commuted sum for maintenance of the bus shelters;
 - New bus stop poles/flags/timetable frames at key locations;
 - Raised access kerbs, providing level access for passengers;
 - Real Time Passenger Information (RTPI) displays.
- 7.30** Any improvements will be expected to be sustainable in the long term and meet the likely needs of the population of Deepcut.
- 7.31** Improvements to car and cycle parking will be required at Brookwood Rail Station together with improved cycle links to this and rail stations at Farnborough North and Farnborough Main.

Rights of Way Network

- 7.32** The formal Rights of Way (ROW) network in the Deepcut Area is limited to the hinterland and is fragmented. It is however, capable of being upgraded to provide improved permeability for enhanced pedestrian and cycle usage. Again, for areas within Guildford borough, this is subject to the requirements of the Guildford Borough Landscape character assessment, and the need to protect the SNCI.
- 7.33** Any new or enhanced ROW will need to meet current technical standards to allow safe and convenient usage.

The creation of the new settlement shall facilitate the following:

Upgrading of the existing Footpath 126a to Bridleway status.

Extension of Footpath 126a through Deepcut from Old Bisley Road

Creation of new linkages through the settlement to connect Footpath 126a with the Basingstoke Canal towpath.

Creation of new Public Bridleways at either end of Frith Hill

Upgrading of existing ROW's between Deepcut and Frimley through Frith Hill to provide a pedestrian cycle route to Tomlinscote School.

Detailed guidelines and standards

Travel Planning

- 7.34** It is expected that Travel Plans will be put in place as part of any development of PRB. There shall be Travel Plans for the supermarket, school and residential land uses.

The Travel Plans shall be produced in accordance with Surrey County Council's Good Practice Guide and shall be monitored and co-ordinated in accordance with the Standard Assessment Methodology through TRICS (Trip Rate Information Computer System). The development of PRB will also be expected to provide:

- Electric vehicle charging points or other equivalent infrastructure.
- Showers, lockers and changing facilities for commercial premises.
- Cycle parking at key locations throughout the development, in Deepcut Village and at Brookwood Station.
- A travel planning web site specifically for Deepcut and PRB residents.
- Integral cycle parking to all buildings
- High speed broadband and telecommunication provisions
- A range of initiatives aimed at reducing single occupancy car borne travel, (e.g. car sharing database, travel vouchers, promotional discounts, subsidised season ticket and cycle purchase schemes, etc.)

Development Impact

- 7.35** Development of the new village encompassing 1200 new homes on the PRB site will necessitate a wide range of highway improvements in order to accommodate additional road traffic; promote sustainable modes of travel; increase road capacity and improve road safety.
- 7.36** Surrey County Council is the Highway Authority, and in accordance with their requirements to minimise the impact of the new development, PRB developers will be expected to investigate and provide transport mitigation measures as appropriate to the specification outlined in table 7.2
- 7.37** Roads serving key community hubs may be adopted as publicly maintained highways in accordance with Surrey County Council's roads adoption policy. It may be that private ownership of some of the existing roads may preclude their adoption where they might otherwise be applicable for adoption.
- 7.38** The adoption of new transport infrastructure shall be subject to Surrey County Council's commuted maintenance policy.

Table 7.2: Transport Mitigation

Item	Location	Specification
Potential Junction Improvements	These junctions will require assessment by any developer to determine the full impact of the PRB development on the local highway network. Other junctions may also require assessment if deemed necessary.	
	The predicted impact of the development shall be set out within a detailed Transport Assessment to be produced by the developers of PRB in accordance with the Department for Transport Guidance on Transport Assessments March 2007. Where any impact requires mitigation, measures shall be provided in accordance with the requirements of the Highway Authority and the following specification.	
	M3 Junction 3	Subject to detailed assessment
	M3 Junction 4	Subject to detailed assessment
	¹ London Road/Portsmouth Road/The Maultway	Modifications to traffic signals
	¹ Guildford Road/Bagshot Road/ Red Road/	Measures to accommodate increased pedestrian, cycle and vehicular demand subject to detailed assessment. Measures may include: <ul style="list-style-type: none"> ▪ Reconfigured roundabout ▪ Signalisation of existing roundabout, or ▪ Staggered signal controlled crossroads
	¹ Red Road/ The Maultway/Upper Chobham Road	Enlarged roundabout or other measure to accommodate increased pedestrian, cycle and vehicular demand subject to detailed assessment
	Red Road/Lightwater Road;	Subject to detailed assessment
	Red Road/McDonald Road;	Subject to detailed assessment
	Portsmouth Road/Frimley Road	Subject to detailed assessment
	Chobham Road/Portsmouth Road	Subject to detailed assessment
	Chobham Road/Upper Chobham Road/Old Bisley Road	Subject to detailed assessment
	The Maultway/Old Bisley Road	Subject to detailed assessment
	² DBR/Blackdown Road/Newfoundland Road	Provision of access to PRB. Subject to detailed assessment measures may include: <ul style="list-style-type: none"> ▪ Roundabout ▪ Traffic Signals, or Other appropriate means of access
DBR/Brunswick Road (Site Access);	Works to accommodate increased pedestrian, cycle and vehicular demand subject to detailed assessment	
DBR/Lake Road;	Works to accommodate increased pedestrian, cycle and vehicular demand subject to detailed assessment	

Detailed guidelines and standards

Item	Location	Specification
	'DBR/ Guildford Road	Subject to detailed assessment, measures may include: <ul style="list-style-type: none"> ▪ Signal control, or ▪ A combination of road safety improvement measures
	Frimley Green Road/Wharf Road	Works to accommodate increased pedestrian, cycle and vehicular demand subject to detailed assessment
	Gole Road/Dawney Hill	Subject to detailed assessment Assessment to determine distribution of additional traffic to the highway network through Pirbright, and possible impacts upon these roads and upon other road users, such as pedestrians.
	Gole Road/Stanley Hill,	Subject to detailed assessment Assessment to determine distribution of additional traffic to the highway network through Pirbright, and possible impacts upon these roads and upon other road users, such as pedestrians.
	School Lane/Dawney Hill	Subject to detailed assessment Assessment to determine distribution of additional traffic to the highway network through Pirbright, and possible impacts upon these roads and upon other road users, such as pedestrians.
Alterations to Carriageway	Brunswick Road Deepcut Bridge Road	Modifications to provide access to PRB subject to detailed assessment.
Road Safety and Traffic Calming	Bellew Road/Blackdown Road	To be determined by detailed assessment to reduce or prevent short cuts. Measures may include: <ul style="list-style-type: none"> ▪ Traffic calming measures, or ▪ Road closures
	Red Road	Enhanced traffic management measures to restrain vehicle speeds and limit the impact of additional traffic. Measures may include: <ul style="list-style-type: none"> ▪ Signage improvements ▪ Lining improvements ▪ Surface treatment ▪ Vehicle actuated signs
	B3012 Guildford Road/Gapemouth Road	Road safety improvements to reduce the impact of additional traffic and vehicle speeds. Measures may include: <ul style="list-style-type: none"> ▪ Signage improvements ▪ Lining improvements ▪ Surface treatment ▪ Vehicle actuated signs

Detailed guidelines and standards

Item	Location	Specification
DBR Bridge Improvements	Deepcut Bridge	To provide enhanced pedestrian and cycle movement and to improve road safety. Measures may include: <ul style="list-style-type: none"> ▪ Traffic signals ▪ Improved signage/lining/visibility
DBR Environmental Enhancements	Throughout the existing commercial frontage or in combination with any new village centre or node point.	To reduce vehicle impact and to create a pedestrian friendly environment and sense of place, including: <ul style="list-style-type: none"> ▪ Surface treatment/paving ▪ Landscaping ▪ Street furniture ▪ Regularisation of on street parking.
New Access Points to DBR	To be confirmed by detailed planning application.	To be determined by Transport Assessment, dependent on flow at each junction
Public Transport Infrastructure	Within and external to development	<ul style="list-style-type: none"> ▪ New and amended bus services (routing, frequency and duration) ▪ Bus shelters with seating and lighting ▪ Commuted maintenance for bus shelters ▪ Real time passenger information displays ▪ New bus stop flags, posts and timetable cases
Pedestrian and Cycle Infrastructure	Within and external to development	<ul style="list-style-type: none"> ▪ Priority routes through Deepcut and PRB ▪ Provision of new road crossing points ▪ Provision and upgrading of RoW across Frith Hill to Tomlinscote ▪ Upgrading of Footpaths to Bridleways ▪ Integration with existing routes ▪ Upgrade of Basingstoke Canal towpath to Sustrans Standards between Pirbright Bridge and Ash ▪ Provision of access from PRB to the Basingstoke canal Towpath together with associated infrastructure ▪ Upgrading of existing route from The Hatches, Frimley Green to Farnborough North and Farnborough Main Rail Stations ▪ Integrated Cycle parking ▪ Casual cycle parking in communal areas
Rights of Way Improvements	External to development	Enhancement and provision of new public footpaths and Bridleways as specified above.
Travel Plans	Provision of Travel Plans	<p>Travel Plans for the commercial (inc retail), school and residential land uses. PRB to provide monitoring and co-ordination of the Plans in accordance with the Standard Assessment Methodology through TRICS.</p> <p>In accordance with Surrey County Council Good Practice Guide and national advice to include:</p> <ul style="list-style-type: none"> ▪ Electric vehicle charging or similar ▪ Deepcut web-site ▪ Staff Showers, lockers and changing facilities ▪ Initiatives aimed at reducing single occupancy car borne travel, (e.g. car sharing database, travel vouchers, promotional discounts, subsidised season ticket and cycle purchase schemes, etc.)

Detailed guidelines and standards

Parking

- 7.39** The Highway Authority and the local planning authorities recognise that the car will continue to play a significant role in external car movement in this rural location. Provision for parking of these vehicles needs to be adequate and well designed into the form of the development to ensure that parked cars do not blight the appearance and working of the village.
- 7.40** For all types of development, car parking provision is expected to be predominantly provided on-plot. Parking is not expected to dominate street spaces or the layout and appearance of the site. Careful integration to facilitate a pleasing visual appearance will be required.
- 7.41** Details of the amount and nature of car parking will be negotiated during the planning application process. Surrey County Council parking guidance will form the starting point for negotiation.
- 7.42** Cycle parking requirements will be negotiated on a case by case basis. For residential dwellings there will be a minimum requirement of 1 secure space per dwelling. Flats should be provided with integral secure facilities within buildings. Where houses do not have garages, dedicated integral cycle storage space should be provided. For all forms of development, cycle parking should be well located and integral to any building design.

Architectural design and materials

- 7.43** The architecture of new development at Deepcut will be expected to be a contemporary interpretation of local Surrey styles, especially reflecting heathland and canal references.

- 7.44** An analysis of the local architecture and materials is contained in Appendix 4. Developers will be expected to demonstrate how their proposals draw on the local design resources and, in particular:
- the early building phases of both Pirbright and West End;
 - the Edwardian periods of Camberley and Deepcut;
 - The classical rhythms of Deepcut's grand interwar military buildings;



Image 7.3 Pirbright Cottages



Image 7.4 West End Cottages



Image 7.5 Mock tudor style, Camberley



Image 7.6 Former Officer's Mess, Deepcut

- 7.45** The architecture of the new development at Deepcut will be expected to be a mix of traditional and contemporary styles. The creation of large areas of uniform building designs should be avoided. Where the design inspiration for a building is drawn from traditional sources it should be a contemporary interpretation of the Tudor/Elizabethan/Victorian/Edwardian/early military local design sources outlined in Appendix 4. The design should reflect the scale, proportions, detailing and articulation of these architectural periods. Interpretations should be high quality, convincing and reflect the richness of detailing inherent in these periods. Bland, overly simplistic copies will not be acceptable. All traditionally sourced architecture must incorporate sustainable design principles.
- 7.46** Space also needs to be given in the new development for very contemporary buildings whose design expounds sustainability principles.



Image 7.7

- 7.47** In all cases, the design of the buildings shall be rich, with detailed use of articulation, decoration and colour and material variation. Bland elevations with little detail, patterning and articulation will not be accepted.

Materials

- 7.48** Traditional buildings used locally sourced materials. Walls were generally constructed from cob, stone, timber and brick. Roofing materials included thatch, clay tiles and slate. In buildings, developers will be expected to use natural materials wherever possible. Natural and permeable materials will be expected to be used in outdoor areas of hard surfacing, (including roads). The use of tarmac and concrete will only be accepted where it is a functional necessity.
- 7.49** Boundary treatments should be vegetation or natural products. Decorative iron railings, as in front of the Dettingen Park development, and extensive areas of high shiplap fencing will not be acceptable on road frontages.

Colours

- 7.50** The dominant colour in local built development is a red brown found in traditional brickwork and tile hanging. This is a warm and rich colour and any new development should make extensive use of it.
- 7.51** The Local Authority will expect development to have an earthy, warm colouring, reflective of the colour palette found in the natural landscape. Bright, garish colours will not be acceptable other than as small accents. A variety of brickwork bonds will also be expected to provide colour variation and decorative patterns to brickwork.
- 7.52** Strong colour contrasts using white, cream, red brown, other browns and black will be acceptable, although this is not expected to form a dominant element in the visual character of the village.

Detailed guidelines and standards

Overall architectural design requirements

1. Architectural design of all new development within Deepcut must be:
Based on upon high quality local design references in both the natural and built environment.
2. Rich and finely detailed,
3. High quality
4. Grounded in sustainability principles
5. In the case of PRB, a mix of architectural styles, colours and materials will be expected across the site. This mix will need to reflect the visual patterns found in nearby historic settlements such as Pirbright and West End.

Attention needs to be given to the creation of interesting and attractive roofscapes, particularly in areas where the landform is varied in height and roofs will be a dominant element in the landscape.

The following design features will not be acceptable on any new development in the Deepcut Area:

- o Large areas of unrelieved brickwork, tilehanging or render on elevations that are publicly visible. In this context, 5 sq. m. and greater will be considered large.
- o Large areas of unrelieved stretcher bond brickwork on areas that are publicly visible
- o Windows set flush with elevations. They should be either recessed or projecting to a degree that allows for the casting of noticeable shadows and give articulation.
- o Areas of flat roof created by overly deep residential floorplans
- o Colour palettes that are not based on local design references
- o Unconvincing copies of local architectural styles
- o Bulky, deep development that does not reflect the proportions and scale of the local traditional architecture.
- o Large areas of visible flat roof on commercial/retail buildings

The design and access statements accompanying all planning applications for new development should set out in detail how the development achieves the 5 required principles and avoids unacceptable design features.

Housing requirements

Housing mix

7.53 The Deepcut vision requires the creation of a mixed and vibrant community. Provision of a variety of housing types will aid the creation of a diverse, integrated and rounded community.

7.54 Accordingly, residential developers will be expected to provide housing in accordance with the following:

Market housing

- The Council will negotiate the overall size mix of market housing based on Policy CP6 of the Pre-submission Core Strategy 2010.

Delivery of accommodation will primarily be in the form of houses with gardens, with flatted accommodation being minimised.

Affordable housing

- Affordable housing will be provided in accordance with the following:

Non PRB sites

- Provision will be in accordance with Policy CP5 of the Pre-submission Core Strategy 2010.

PRB site

- Affordable housing will be provided on-site at a level of 35% of the total net new housing provision.

Affordable Sector	Bedroom size (%)			
	1-bed	2-bed	3-bed	4-bed
Intermediate (50%)	20	40	40	-
Social Rented (50%)	35	30	20	15

- Small clusters of affordable housing will be dispersed throughout the PRB site. (Pepperpotting)
- The quality of affordable housing will be indistinguishable from general housing.
- Outdoor amenity space will be expected for all types of affordable homes and family accommodation will be supplied with adequate garden space for private play and recreation.

Specialist housing needs

- 7.55** In order to deliver a balanced population and provide for the needs of the wider population the Deepcut Area should provide for a range of specialist housing forms:

- Accommodation designed to meet the housing, care and support needs of an ageing population will be encouraged on the PRB site.
- The provision of some self build plots in all parts of the PRB site will be expected.
- Some gypsy and traveller pitches will be provided on the PRB site.
- Incorporation of Lifetime Homes Standards into new build housing in Deepcut will be expected. Particular emphasis should also be placed on aspiring to meet criteria 18, 19 and 20 of the Building for Life Assessment with regard to meeting design and construction standards.

Retail and commercial facilities

- 7.56** Day to day facilities such as corner stores, food retailers, hairdressers, chemists, restaurants, takeaways, workshops and other commercial businesses play an essential part in creating sustainable communities and helping to develop a sense of place. Location and viability are key to the success of these uses.

Within Deepcut the Council will encourage the development of retail and commercial facilities that are of an appropriate scale to the needs of the village and which are suitably located and designed.

Detailed guidelines and standards

7.57 Recent retail studies have indicated that potential might exist on the PRB site for the development of a supermarket. Surrey Heath Borough Council is aware that strong views exist in the local community about the appropriate scale of supermarket development in the village. If supermarket proposals come forward for permission the LPA will look very carefully at the floorspace justification.

The Council expects the PRB site to deliver a supermarket that meets local needs and creates sustainable shopping patterns. Developers will be expected to demonstrate in detail how their proposals meet this requirement and how the supermarket will foster sustainable travel patterns to and from the site.

It is essential that the design of the store and associated parking areas is sensitive to the rural village location, and the heathland setting. Particular attention should be paid to:

- Ensuring that the supermarket is connected into the sustainable transport networks;
- Creating interesting roofscapes;
- Creating varied and articulated elevations;
- Ensuring parking areas are kept compact, green and visually interesting;
- Ensuring that the design is sensitive to neighbouring land-uses, especially Buildings of Merit.
- Traffic impacts on Deepcut Bridge Road arising from the retail use and its access must be minimised

Community and cultural facilities

7.58 Community and cultural facilities such as schools, pubs, places of worship, doctors, dentists, libraries, museums and community halls form part of the glue that binds settlements together and helps to create a sense of place. They can also play an important part in helping people adopt more sustainable lifestyles. However, community facilities are expensive to provide and maintain and it is important that they are provided at a level that is appropriate to the size of the settlement, and are affordable and viable.

As part of the Design and Access Statement all developers will be expected to demonstrate to the Council how their proposals contribute towards community cohesion and vibrancy.

Co-location of community facilities with other uses will be supported where this is viable.

7.59 The scale of development at the PRB site is such that it is expected to give rise to a need for new community and cultural facilities.

Developers of the PRB site will need to make provision for the following community facilities:

- Education
 - Early years provision
 - A 2 form entry primary school.
 - Financial contribution for secondary school provision
- Health
 - Provision of a primary care health centre accommodating GP and dental services.
 - Chemist
- Place of worship
 - Use of existing church on Deepcut Bridge Road (St Barbara's) for faith purposes will be supported, as well as the re-development of the associated church hall for faith use. The provision of new faith facilities to serve the community will be sought only where the use of St Barbara's is not feasible.
- Social and Cultural facilities
 - Library services
 - Visitor centre incorporating information relating to the history of Deepcut and the natural history of the area, including the heathland and canal.
- Provision of a public house will be strongly supported by the Council.
- Details of the exact nature and location of the community infrastructure contribution will be determined through negotiation during the planning application process.

- 7.60** The Deepcut Area already contains a number of community type facilities - a school site (currently non operational), 2 buildings serving community hall roles, church, museum, theatre and a mobile library service. Not all of these facilities are fit for purpose or will have valid roles when the PRB site is developed.

The Council will support the retention of existing community infrastructure where it can be proven that it is viable to do so, and where it can be demonstrated that it will play an effective role in creating a mixed and sustainable community.

- 7.61** The former Blackdown Primary School site is not suitable for use as a primary school site to meet the future needs of the local area. Surrey County Council intends for the former Blackdown Primary School site to remain in educational use and consider it to be a potential site for the re-location of Portesbery Special School.

Sustainable design and construction

- 7.62** The Council would support the use of combined Heat and Power schemes (CHP) at Deepcut and developers of the PRB site should explore the viability of developing such a system.
- 7.63** In addition, the following sustainability standards will be applied to new development at Deepcut:



Image 7.8 Example of sustainable design

Detailed guidelines and standards

Type of built development	Sustainability standards
All types of development, including householder.	<ul style="list-style-type: none"> • All development will be expected to utilise high levels of natural materials. • The use of green roofs, green walls, water features, sunlight piping systems, sunspaces, natural insulation materials and timber frame construction will be strongly encouraged. • On-site re-use and recycling of demolition materials will be expected unless it can be demonstrated to the satisfaction of the Local Planning Authority that this is not practicable. • Technology to promote home working and sustainable travel choices • The use of micro-renewable technologies will be expected. It is likely that the Deepcut Area will lend itself to solar thermal, photovoltaic, biomass, and heat pump technologies.
Housing	<ul style="list-style-type: none"> • Residential buildings will be expected to maximise energy efficiency and carbon reduction through the use of passive solar design and the use of natural cooling. Much of the site has a south/southwest sloping aspect and the design and layout of residential areas will be expected to take full advantage of this positive site feature. • Trees and vegetation will be expected to provide for cooling and shading in summer months while allowing for maximum solar gain during winter months. • Residential development constructed after 2016 shall achieve CO₂ reduction and water efficiency in line with Code Level 6 of the Code for Sustainable Homes • All homes will be required to provide adequate internal and external space for waste and recycling containers. External spaces will be adequately screened and planned into the site layout at an early stage. Waste storage areas in front of dwellings will generally be discouraged unless the front garden has a depth of 10m or more.
Commercial (retailing, business and industrial),	<ul style="list-style-type: none"> • New commercial development should achieve zero carbon and efficient use and recycling of other resources in line with national requirements.
Education, Recreation, Community and Institutional	<ul style="list-style-type: none"> • Buildings will be expected to use passive solar design wherever possible. Artificial lighting and cooling will be minimised as far as possible with buildings being designed to provide natural lighting and cooling in most circumstances.

Public Art

- 7.64** Deepcut has a tradition of outdoor art facilities with a number of pieces in the Deepcut Area. Many of the existing artwork pieces in Deepcut are on the PRB site and will be removed when the army vacate the Barracks.
- 7.65** Public art helps to create a sense of place and provides the community with important reference points. When asked via the 2009 Deepcut Questionnaire process, the local community expressed a desire to see public art provided in the new Deepcut village.
- 7.66** There are a number of high quality examples of public art in the wider area which draw upon the natural or cultural history of their surroundings: Similarly high quality pieces of art will be expected in Deepcut.



Image 7.9 Seating, Runnymede



Image 7.10 Wood/metal sculpture



Image 7.11 Metal sculpture, Guildford Artington



Image 7.12 Wall mural, Elvetham Heath



Image 7.13 Metal sculpture, Guildford



Image 7.14 Poetry trail, Guildford

Detailed guidelines and standards

In order to maintain the tradition of public art in Deepcut, development on the PRB site will be expected to contribute to the provision of a variety of high quality outdoor artwork across the site. This may take the form of sculpture, relief work, mosaics, murals, metal work and artistic seating, signage, lighting and paving. All public art will be expected to reference the Canal, military and heathland heritage of the area and be integral to the design of the new village. The exact level and nature of public art contribution will be the subject of negotiation during the planning application process.

The following existing works of outdoor art shall be retained in Deepcut and incorporated into the formal park:

- Western entrance gates to St Barbara's churchyard



Image 7.15 and 7.16 Existing western entrance gates

- Eastern and Northwestern entrance gates to St Barbara's churchyard



Image 7.17 Existing eastern entrance gates



Image 7.18 Existing entrance gates

Sustainable Urban Drainage Systems (SUDS)

- 7.67** The Deepcut Area suffers more from a lack of water, rather than flooding problems. This is due in part to the permeable sandy soils, the extensive areas of undeveloped, well vegetated countryside and the relative lack of impervious hard surfacing.
- 7.68** The creation of an expanded village, with the consequent increase in the amount of hard surfacing, has the potential to increase water runoff and introduce flooding issues if not carefully managed. However, this water resource also has the potential to be managed to help address water deficiency problems in the Basingstoke Canal.

Developers of the PRB site will need to design and implement a SUD system that addresses surface water flooding, water resource and water quality issues in accordance with the Flood & Water Management Act 2010.

The SUD system will be expected to control surface water run-off to avoid increasing the risk of flooding elsewhere. The rate and volume of surface water leaving the site should be no greater than greenfield or QBAR rural. This includes all discharge to the Basingstoke Canal. Where this is not possible clear justification must be provided. An appropriate consideration must be given for climate change.

The two councils will work with developers to explore the viability of supplementing water flows into the Basingstoke Canal during the summer dry period. This will include the feasibility of creation of a water retention feature. The potential for infiltrated water to supplement the Canal flows should be investigated and implemented by developers.

Where development discharges into the Canal, the rates and volumes entering the Canal should be at a greenfield rate. Given the SSSI designation of this watercourse, SUDs measures should be selected to provide adequate water treatment to all discharge to prevent the degradation of water quality.

Developers should look for opportunities to include a variety of infiltrating SUD techniques. No infiltration should take place within 100m of the canal to avoid de-stabilising the canal banks.

To supplement water supplies needed for the development, where possible, developers should look to rainwater harvesting techniques in all types of development with particular consideration for residential, communal and public buildings.

The design, management and future maintenance of the SUD system will need to be negotiated and agreed with Surrey County Council, Environment Agency and Local Planning Authority as part of any masterplanning process. The detailed design and rationale for the system will be submitted as part of a planning application.

Any sustainable drainage system provided should be well maintained and managed in order to prevent it becoming ineffective and potentially increasing overland flows. This aspect of the system design will be considered as part of any contribution at the time of an application.

Trees and landscaping

7.69 Trees and vegetation dominate the Deepcut Area. It is a key defining characteristic of both the built and natural environments and includes natural woodlands, heathland, specimen trees, tree avenues, memorial trees, hedges, rough and cultivated grassland areas and gardens. The vegetation performs a number of key roles including:

- maintaining biodiversity,
- providing visual amenity and character,
- shading and cooling.

7.70 The Council will expect this green character to continue in the new village, and for the roles that it plays to be enhanced. Where appropriate, the Council will use Tree Preservation Orders to protect trees.

Developers of all sites will be required to demonstrate that their proposals will maintain and enhance the green character of Deepcut.

Build development will be expected to be set in a heathland/wooded landscape, rather than being a hard urban feature imposed on the heathland. Developers will be expected to show how their schemes will achieve this.

Provision of plentiful space around buildings and within road and green corridors for the development of mature vegetation will be an essential element in providing a rural green character.

Specimen trees and tree avenues of visual value shall be maintained, unless poor health and condition suggests they should be removed. In such cases, replacement planting will be sought.

Native and heathland plant species will be expected to be used in landscaping schemes. In relation to trees, the Council will expect the following species to form a predominant part of any proposed landscaping scheme: English Oak, Beech, Scots Pine, Sweet Chestnut, Yew, Wild Cherry, Holly, Hawthorn, Rowan, Birch and Goat Willow (in wild areas). Hedging species suitable to the area are Hornbeam, Beech, Box, Holly, Hawthorn, Yew and Hazel.

All memorial trees and associated plaques will be retained within the PRB site. Re-location of trees and their plaques to the formal park or other high status public area will be encouraged. Consideration will need to be given to the care, treatment and final location of the memorial trees during the masterplanning process.

Any landscaping in the highway will need to meet County Highway Authority approval and will require commuted maintenance payments.



Image 7.19 One of the specimen trees on PRB



Image 7.20 Existing tree avenue



Image 7.21 Memorial tree plaque

Detailed guidelines and standards

Physical infrastructure

7.71 Development of the PRB site will require the re-inforcing and/or upgrading of existing water, sewerage, electricity, gas and telecoms networks. The following standards will apply:

All development in the Deepcut Area shall be adequately served by water, sewerage, electricity, gas and telecommunications.

The development should not have an adverse impact on the physical infrastructure provided to existing infrastructure customers (including those in the military housing areas).

State of the art telecommunications systems including excellent mobile coverage, high speed broadband and wireless hotspots will be expected in the Deepcut Area to facilitate small business development, home working and sustainable lifestyles.

7.72 Heathland areas are vulnerable to fire from both natural and human causes. Consideration should be given to the placing of firebreaks into the design and layout of the PRB site.

Implementation

Planning procedures

- 8.1** All planning applications for development within the Deepcut Area will be expected to meet the requirements of this SPD. Developers will need to demonstrate in the application how the proposals comply with the Deepcut Vision.
- 8.2** Applications for development within the Deepcut Area will be submitted to the Council within whose jurisdiction the development lies. Where the site crosses the boundaries between the two councils, separate applications will need to be submitted to the relevant Local Planning Authority (LPA) covering the development within its area. In such cases, the other LPA will be a principal consultee.
- 8.3** Surrey Heath and Guildford councils and the Highway Authority will expect to be involved in detailed pre-application discussions for the PRB site at an early stage. The councils will encourage the drawing up of a planning performance agreement to deal with the issues of timescales and costs during the pre-application and application phases.
- 8.4** Developers will be expected to engage with and involve local communities during the process of preparing their applications.
- 8.5** Both councils would prefer applications for development on the Princess Royal Barracks to be in the form of a full application. If, however, a developer decides to submit an outline application, the LPA will need sufficient detail to enable it to make a proper assessment of the proposals and their compliance with the Deepcut Vision. In addition to the national and local validation requirements¹ the following information must also accompany an outline application:

Information required to support outline applications on PRB

- Design and Access Statement setting out the distinct identity of the place that is being created and how the proposals comply with the principles set out in chapters 4, 5 and 6 of this SPD.
- Masterplan for the whole PRB site showing landuses, landscaping, buildings and plot sizes with their intended building platforms, roads, cycle and pedestrian links, parking, open space, green corridors and links and integration with non PRB areas
- Details of proposed highway improvements. This should include proposals for new access points and environmental improvements to Deepcut Bridge Road.
- Environmental Impact Assessment.
- Habitats Regulation Assessment.
- Transport Assessment and Travel Plan.
- Sustainability statement setting out the following:
 - Proposed sustainable transport strategy. This must include the details set out in this SPD.
 - A demonstration as to how the form of the development maximises sustainable movement.
 - A demonstration as to how the development provides for energy efficiency in buildings (eg. passive solar design).
 - SUD strategy, including details of the water retention feature.
 - Strategy for achieving Level 6 in the Code for Sustainable Homes.
 - Strategy for achieving zero carbon in non residential buildings.
- Location and detailed layout and design of SANGs provision (including indicative planting).
- Detailed layout of village green, retail areas and sports hub area.
- Illustrative street scenes for each character area.
- Illustrative views of school, supermarket and village green.

¹Surrey Heath Borough Council Validation of Planning Applications SPD;

- Details of development within the important viewing corridors. This should include visual representation of what development would appear like from the viewing areas of each corridor. Developers are also expected to indicate how views of the Church Spire will be created, retained and enhanced.
- Heritage Statement
- Transects of density and plot ratios.
- Tree survey in accordance with BS 5837:2005
- Landscaping plan including details of existing trees and hedges to be retained and their proximity to buildings and roads.
- Age and Condition Survey of St Barbara's Church and proposals for its re-use
- Car parking strategy and design
- Detailed phasing schedules and plans including:
 - Construction activities
 - Comprehensive Infrastructure Delivery Plan
- Draft legal agreement covering, as a minimum, the matters set out in Table 8.1
- Statement setting out how the applicant has engaged with, and involved the local community and other interested parties in the process of preparing the planning application.

- 8.6** Information to accompany a full application will include that required for an outline application as well as details of:
- architectural design (including the proposed colours, materials and brickwork bonds for all types of built development);
 - detailed design of formal open spaces including the sports hub, allotments, church park, Blackdown Park and children's play areas
 - landscaping schemes;
 - arboricultural strategy;

Phasing

- 8.7** The re-development of the Deepcut Area will be dictated by the timing of the release of the Princess Royal Barracks. At this stage it is anticipated that the first houses will start to be constructed circa 2016 and that the site will be built out in phases, rather than as a complete whole.
- 8.8** It is critically important that development and infrastructure is delivered in the right place at the right time. This will ensure that a balanced new village community is established from the outset and that potential adverse social and environmental effects are avoided.
- 8.9** Based on current information, and existing political and economic direction, the Local Planning Authority anticipate the following broad phases of development:

Implementation

Phase	Approximate no. houses built out	Supporting infrastructure
1 2010 - 2016	0	<ul style="list-style-type: none"> • Masterplanning • Planning application • SAMMs contributions • Highway and transport improvements • SANGs
2 2016 - 2020	500 units	<ul style="list-style-type: none"> • Key cycle and walk links (prior to occupation of new homes) • Highway and transport improvements • Village green • 1 Form Entry School • Sports hub (including pavilion building) • Supermarket and associated retail • Allotments • LAPS/LEAPs/NEAP • Physical infrastructure • Church Park • Health centre • Affordable housing • Blackdown Park
3 2020 - 2025	700 units	<ul style="list-style-type: none"> • Enhanced bus services • Enhanced library facilities • Allotments • ANGST space • LAPS/LEAPs/MUGA • Visitor centre facilities • Public house • Affordable housing • Improvements to St Barbara's, or new faith facility
4 Beyond 2025	Gypsy and traveller pitches	<ul style="list-style-type: none"> • Enlargement of school to 2 Form Entry • Environmental improvements

8.10 Phase 2 is expected to be of a significant enough scale to enable delivery of a sustainable development pattern.

8.11 Exact details of phasing, and trigger points for the provision of supporting infrastructure, will be established at the pre-application phase.

8.12 The Highway and Transport infrastructure shall be delivered in a co-ordinated manner in agreement with the Highway Authority.

Developer contributions

Non PRB sites

8.13 For development outside of the PRB site developer works and contributions will be dealt with on a site by site basis through negotiation or by using the Surrey Infrastructure Contributions Scheme, or whatever contribution system is in place at the time of the application.

8.14 Where improvements to the highway network are required, it is expected that these will be constructed by developers as part of the development mitigation package.

PRB site

8.15 A bespoke solution of developer contributions will be required for the PRB site. A broad framework for required contributions is set out in Table 8.1. This table represents the minimum that will be sought from developers by the Councils. Exact details will be negotiated with developers prior to the submission of a planning application.

- 8.16** The contributions outlined in Table 8.1 will potentially be delivered over a 12 year period during which the contributions system is expected to change from planning obligations to a mixture of Obligations and Community Infrastructure Levy (CIL). It is essential that the full range of contributions outlined in Table 8.1 are delivered as PRB is developed whatever system is in place. This will be an ongoing area of policy development and discussion with developers during the lifetime of this SPD.
- 8.17** Where improvements to the highway network are required, it is expected that these will be constructed by developers as part of the development mitigation package.

Monitoring and review of SPD

- 8.18** Surrey Heath will monitor compliance of development with the Deepcut Vision from pre-application stages through to the build out phases.
- 8.19** This SPD has been written to be flexible and accommodate changing circumstances. It is not anticipated that it will date quickly as it is based on timeless design principles centred on the creation of a place. It is also based on community aspiration and an up-to-date evidence base.
- 8.20** The PRB landowner (Defence Infrastructure Organisation) has indicated that it expects to submit a planning application for the development of the PRB to Surrey Heath Borough Council in 2011/12, with development expected to commence in 2016. The SPD has been designed to cope with this process and timescale. If however, the timescale is significantly delayed and an application not submitted before 2014 there may be a need to refresh the SPD to take account of changing circumstances. At this stage, it is not anticipated that the SPD will need to be refreshed before 2015.

Implementation

Table 8.1 Princess Royal Barracks - Required broad areas of developer contributions and works

Broad areas of developer contributions and works	
Buildings of interest	<ul style="list-style-type: none"> ○ Retention and upgrading for viable use (subject to feasibility studies and viability)
Community and cultural infrastructure	<ul style="list-style-type: none"> ○ Provision of a place of worship ○ Provision of sports hub (including pavilion building) ○ Contribution towards enhanced library facilities ○ Contribution towards multi-purpose visitor centre/museum ○ Contribution towards information packs for new residents
Environmental improvements	<ul style="list-style-type: none"> ○ Environmental upgrading of the Deepcut Bridge Road shopping parade and links through to Mainstone Close. ○ Contributions towards the upgrading of Deepcut Bridge Road frontage from No.s 99 to 129.
Education	<ul style="list-style-type: none"> ○ Provision of 2FE school ○ Provision of early years facilities ○ Financial contribution towards secondary school provision
Health	<ul style="list-style-type: none"> ○ Provision of primary care health centre
Highway improvements	<ul style="list-style-type: none"> ○ Junction improvements ○ Traffic calming schemes ○ Road safety measures ○ Bespoke rural lighting infrastructure

Broad areas of developer contributions and works	
Housing	<ul style="list-style-type: none"> ○ 35% of new dwellings to be affordable ○ All new houses to meet Code 6 in relation to energy and water efficiency ○ Life-time Homes standard to be applied to all homes
Physical infrastructure	<ul style="list-style-type: none"> ○ Provision of SUDS, including creation of a water retention feature to supplement flows into Basingstoke Canal
Public art	<ul style="list-style-type: none"> ○ Provision of a mix of public art forms through village
Public open space	<ul style="list-style-type: none"> ○ Provision and funding for the future maintenance/management of formal public open space including playgrounds, allotments, formal parks and sports hub. ○ Provision and funding for the future maintenance/management of informal public open space including ANGST (incorporating SANGs space), amenity green space (incorporating village green) ○ Provision and funding for the future maintenance/management of Green corridors ○ SAMMS contributions
Sustainable transport	<ul style="list-style-type: none"> ○ Network of walk and cycle routes ○ The creation and upgrading of key cycle routes ○ Enhanced cycle parking and storage at Brookwood station. ○ Upgrade the Basingstoke Canal towpath between Pirbright Bridge and Government Road, Aldershot. ○ Bus service improvements ○ Physical bus infrastructure ○ Travel planning initiatives
Monitoring	<ul style="list-style-type: none"> ○ Financial contributions toward monitoring of SANGs/travel initiatives and other matters

Appendices



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Appendix 1 - Supporting Background Studies

- Surrey Heath Borough Council – Deepcut Development Project Background Papers:
 - Deepcut Character Assessment; June 2009
 - A Community Vision for Deepcut – Results of the May 2009 Deepcut Questionnaire; June 2009
 - Determining the Future Housing Mix at Deepcut; January 2010
 - Public Open space and Recreational Facilities: A Bespoke solution for Deepcut; May 2010
 - Social and Community Infrastructure Needs Assessment – A snapshot of Deepcut Requirements; May 2010
 - Capacity Study – Princess Royal Barracks; May 2010
 - Policy Justification for using the Princess Royal Barracks as a strategic housing site; July 2010
- Chase & Partners - Retail Need Assessment for Deepcut; February 2010
- GVA Grimley - Employment Property Market Study – February 2010
- GVA Grimley - Alternative Use Study – Deepcut; March 2010
- Beyond Green - Deepcut Development Project – Community Engagement Exercise March 2010; April 2010
- iCube Ltd - Capacity Study for the Princess Royal Barracks, Deepcut; April 2010
- Adams Integra - Princess Royal Barracks Site, Deepcut, Surrey - Viability Assessment for Surrey Heath; June 2010

Appendices

Appendix 2 - Relevant Planning Policy

National Policies

Planning Policy statement series

- PPS 1 - Delivering Sustainable Development
- PPS 2 - Planning and Climate Change - Supplement to PPS 1
- PPS 3 - Housing
- PPS 4 - Planning for Sustainable Economic Growth
- PPS 5 - Planning for the Historic Environment
- PPS 7 - Sustainable Development in Rural Areas
- PPS 9 - Biodiversity and Geological Conservation
- PPS 23 - Planning and Pollution Control
- PPS 25 - Development and Flood Risk

Planning Policy guidance

- PPG 2 - Green Belts
- PPG4 - Planning and Noise
- PPG 13 - Transport
- PPG 17 - Planning for Open space, Sport and Recreation

Development Plan Policies

Surrey Heath Local Plan 2000 Relevant Saved Policies	
G4	Design Principles
G5	Design Principles For Residential Areas
G6	Design Against Crime
G9	Energy Conservation
G10	Art In The Built Environment
G16	Development Impact On Watercourses
G17	Surface Water Runoff
G21	Light Pollution
G24	Retention of Trees
UE1	Green spaces within Settlement Areas
HE1	Development in Conservation Areas
HE14	Areas of High Archaeological Potential
HE15	Sites Outside Areas of High Archaeological Potential
RE3	Countryside Beyond The Green Belt
RE12	Sites of Nature Conservation Importance
RE14	Landscape Character
RE16	Basingstoke Canal
R1	Retention of Recreation Facilities
R2	Development for Recreation
R3	Enhancement Of Outdoor Playing Space
R4	Use of Informal Public Open Space
R8	Allotments

H10	Affordable Housing Within Settlement
H18	Residential Development In Settlement Areas
H19	Car Parking In Residential Developments
H21	Provision of Outdoor Playing Space
H23	Provision of Amenity Space
S1	Provision For Retail Floorspace
M5	Impact on Travel Demand
M6	Development Related Transport Improvements
M11	Rights Of Way
M12	Improved Pedestrian Facilities
CS5	Health Facilities

Surrey Heath Emerging Core Strategy Policy CP4: Deepcut *

Provision will be made for new housing development on land at Princess Royal Barracks, Deepcut (as shown on the Proposals Map). This site will provide some 1200 net new dwellings and is anticipated to deliver housing from 2016 onward.

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:

- (i) A safe and high quality environment reflecting the rural nature of Deepcut's setting
- (ii) A target of 35% of housing provision to be affordable. Housing mix shall reflect identified need in accordance with Policy CP6.
- (iii) Opportunities for local employment which may include provision of small business units
- (iv) Improved provision of retail and associated Class A uses, to create sustainable shopping patterns
- (v) An enhanced or new village centre
- (vi) Community infrastructure including a new primary school, new health facilities, enhanced library provision, enhanced community hall provision and possibly a place of worship.

- (vii) Physical infrastructure that is climate change resilient in particular addressing the issue of ground and surface water flood risk
- (viii) Residential development shall achieve CO2 reduction and water efficiency in line with Code Level 6 of the Code for Sustainable Homes
- (ix) New commercial or industrial development should achieve zero carbon and efficient use and recycling of other resources in line with national requirements
- (x) Measures to reduce the impact of traffic upon and arising from Deepcut which will include reducing demand for travel, improved public transport provision, a safe integrated footpath/ cycle route network linking to neighbouring settlements and key services and improvements to the surrounding highway network
- (xi) Measures to avoid new development having an impact upon the European Sites.
- (xii) Measures to avoid new development having an impact upon the features and sites of local importance for biodiversity
- (xiii) Maintain the countryside gap between Deepcut and Heatherside and Deepcut and Frimley Green
- (xiv) Open space as part of a wider green infrastructure network to include formal public open space and informal open space, including Suitable Alternative Natural Green Space (SANGs).
- (xv) Enhancement of the setting of and improved linkages to the Basingstoke Canal.
- (xvi) Measures to avoid new development having an impact on the features and sites of heritage importance, including the Basingstoke Canal and St Barbara's Church.

*Incorporating proposed changes to CP4 laid before the Planning Inspector up to June 2011

Appendices

Guildford

Guildford Local Plan 2003 Relevant saved Policies	
G1	General Standards of Development
G2	Development of New Utility Infrastructure
G5	Design Code
G6	Planning Benefits
G12	Location of Development
G13	Green Travel Plans
H10	New Residential Development
RE1	Extent of the Green Belt
RE2	Development within the Green Belt
RE9	Re-use and adaption of rural buildings to employment, community or recreational use
RE10	Re-use of rural buildings for residential use
RE14	Extension of residential curtilages into the countryside
HE1	Proposals which affect Listed Buildings
HE2	Changes of use of Listed Buildings
HE3	The Demolition of Listed Buildings
HE4	New Development which affects the setting of a Listed Building
HE6	Locally Listed Buildings
HE7	New Development in Conservation Areas
HE9	Demolition in Conservation Areas
HE10	Development which affects the Setting of a Conservation Area

HE11	Scheduled Ancient Monuments and Other Sites and Monuments of National Importance
NE1	Potential Special Protection Areas (pSPA) and Candidate Special Areas of Conservation (cSAC)
NE2	Sites of Special Scientific Interest
NE3	Local and Non-Statutory Sites
NE4	Species Protection
NE5	Development Affecting Trees, Hedges and Woodlands
NE6	Undesignated Features of Nature Conservation Interest
R1	Loss of Land and Facilities for Sport and Recreation
R9	Noisy Sports, Adventure Games and Similar Activities
R10	Water Based Recreational Activities

Appendix 3 - Street Design Guidelines

Deepcut Bridge Road will be treated with environmental improvements in a manner which should draw in and compliment the proposed redevelopment of the barracks site, providing enhancements which reduce vehicle speeds, improve the environment and maintain safety, to aid the regeneration of Deepcut. Creating improved surface finishes, landscaping and public realm enhancements will contribute to creating a sense of place, particularly in the vicinity of the existing shops.



Existing Deepcut Retail Parade

Tree planting and landscaping should be used to enhance the area's character and appeal. Soft landscaping should be introduced to soften the existing urban frontage and improvements will be sought to the existing pavements and kerbing in terms of materials. In order to reflect the rural nature of the development, a transition in surface materials should occur between the carriageway and the pavement. Natural materials are preferred to man-made alternatives. The initial high costs of natural materials are off-set by their appearance and, in many cases, durability. As an example, Granite kerbstones and Yorkstone paving would contribute to an aesthetic improvement of the public realm.



Indicative street scene

The primary focus for environmental improvements will be along the stretch of Deepcut Bridge Road immediately south of Woodend Road in order to enhance the focal point that is the existing retail parade. Improvements north of Woodend Road (as identified on the figure below) will also be considered to enhance the amenity and reduce the impact of traffic and on street parking.



Focus for environmental improvements

Appendices

Secondary Roads

The southern aspect of the PRB site will feature a secondary route that links Royal Way in the north with Brunswick Road to the south. Secondary roads will also be sought off Deepcut Bridge Road connecting eastwards to the north/south route.

The secondary roads will connect into Deepcut Bridge Road and provide the key links into the residential areas of development, whilst also serving a number of local facilities. Although this part of the network will need to accommodate relatively high levels of pedestrian, cycle and vehicular movement, it will maintain a green, soft character. Amenity green space is expected to thread along these road corridors, along with verges of varying width. Footpaths are expected to meander through the green space, rather than adopting lines rigidly parallel to the road carriageway.

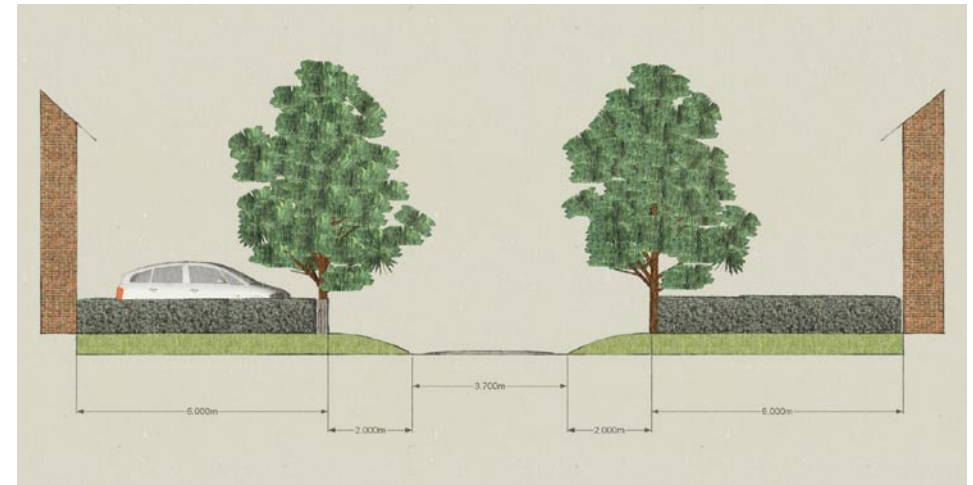
The carriageway width will be wide enough to accommodate comfortable passing of vehicles and will also allow for on-street parking for those properties that do not provide on-site parking. Any additional parking will be accommodated in parking pools to the side of development. Rear parking courts will not be acceptable. Pedestrian movement will be accommodated on at least one side of the carriageway.

The table below set out design guidelines for Deepcut's secondary roads. The criteria in this table have been developed by Surrey Heath in conjunction with the County Highway Authority.

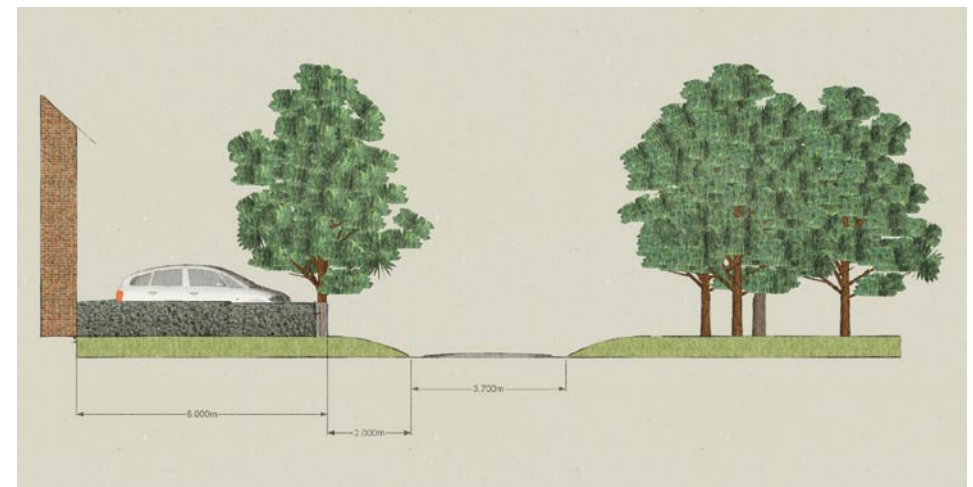
	Guidelines
Design Speeds	
Speed Limit	30mph, (to be designed to restrict speeds to no greater than 20mph)
Street Dimensions and Character	
Carriageway width	5.5-6m
Footway	2m min on one or both sides (3m if cycleway)
Cycle way	Yes
Verge	Verge of varying width
Front gardens	Minimum 2.5m set back of semi-private space
Direct vehicular access to properties	Permitted
Plot Boundary Treatment	Low level hedge, stone wall, picket fencing
Maximum number of properties served	Unrestricted
Building overlooking	One or both sides
Public Transport	
Bus Access	Yes
Street Design details	
Road Markings	Limited to essential road and junction markings
Traffic calming	Restricted carriageway width, road layout to encourage restricted viewing corridors and low speeds. No, or minimal use of vertical calming features such as humps and tables.
Road signs	Restricted use
On street parking	Yes. Integral to road design.
Service Margins	Approx 2m wide on both sides of carriageway. May take the form of footways or verges
Gradients (footways)	1:15 maximum

Minimum forward visibility	25-45m (guideline figure)
Junction sightlines (x/y)	2.4 x (25-45m) (guideline figure)
Junction radii	4.5-6.0m (guideline figure)
Materials	
Road surface	Asphalt or paving for main carriageway. May need to be permeable.
Pedestrian surface	Natural flagstone/surface aggregate/paving
Street lighting	Yes
Street furniture	Yes – where necessary to enhance amenity and control vehicle movement
Trees	
Street Trees	Yes. Space for large specimens required. Appropriate local specimens to be approved. Root barrier protection required.

Typical Examples of Secondary Roads



Cross Section of Secondary Road with dual frontage



Cross Section of Secondary Road with single frontage

Appendices

Residential Streets

Much of the new road network on the PRB will be in the form of residential streets. In order to identify a step down in the street hierarchy from the secondary level, the carriageway width will be reduced and boundary treatments will change.

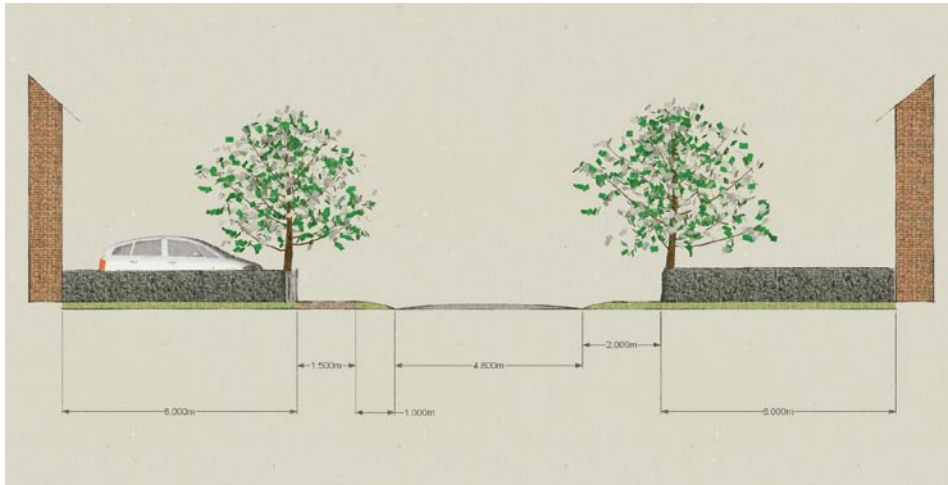
Residential Streets Design Guidelines

	Guidelines
Design Speeds	
Speed Limit	30mph, (to be designed to restrict speeds to no greater than 20mph)
Street Dimensions and Character	
Carriageway width	4.8m
Footway	Limited. 1 side or shared surface.
Cycle way	No
Verge	At least 2m+ verge of varying width on one or both sides of the carriageway. Verges may carry footpaths.
Front garden	Minimum 2.5m set back of semi-private space.
Direct vehicular access to properties	Yes, in the form of on-plot parking and designated off street parking in close proximity to property
Plot Boundary Treatment	Hedges, stone walls, picket fencing
Maximum number of properties served	Unrestricted
Building overlooking	Both sides
Public Transport	

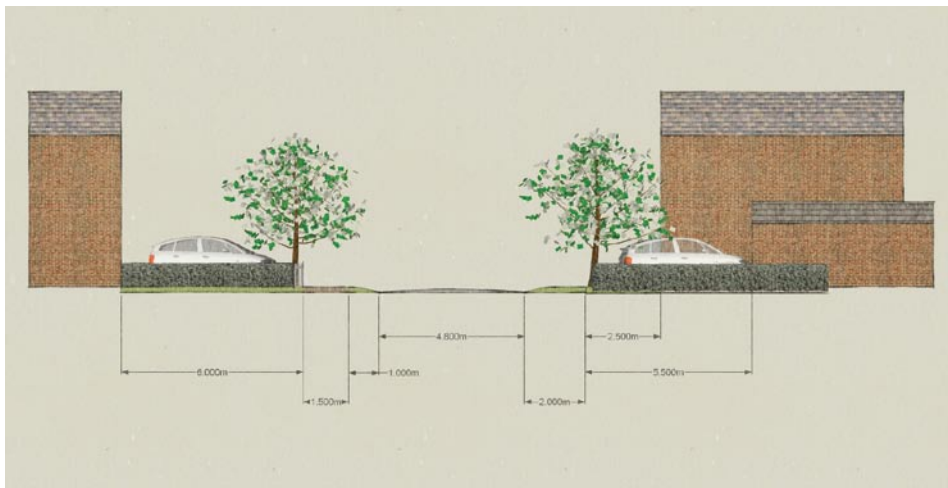
Bus Access	No
Street Design details	
Road Markings	Limited use
Traffic calming	Restricted carriageway width, road layout to encourage restricted viewing corridors and low speeds. No, or minimal use of vertical calming features
Road signs	Restricted to junctions
On street parking	Limited number of spaces for visitor parking
Service Margins	Approx 2m wide to both sides of carriageway
Gradients (footways)	1:15 maximum
Minimum forward visibility	25-45m (Guideline figure)
Junction sightlines (x/y)	2.4m x 25-45m (Guideline figure)
Junction radii	4.5m (Guideline figure)
Materials	
Road surface	Asphalt or paving for main carriageway. May need to be permeable.
Pedestrian surface	Natural flagstone/surface aggregate/paving
Street lighting	Yes
Street furniture	Yes - where necessary to enhance amenity and control vehicle movement
Trees	
Street Trees	Yes - appropriate local specimens to be approved. Root barrier protection required.

The criteria in this table have been developed by Surrey Heath in conjunction with the County Highway Authority

Typical Example of a Residential Street



Cross Section of Residential Street with parking to front of properties



Cross Section of Residential Street with parking to front and side of properties

Design Principles for Rural Lanes

The rural lanes will be key elements in providing a green rural character to the village. They will be present throughout the village and will help to avoid hard interfaces with open space and the rural heathland.

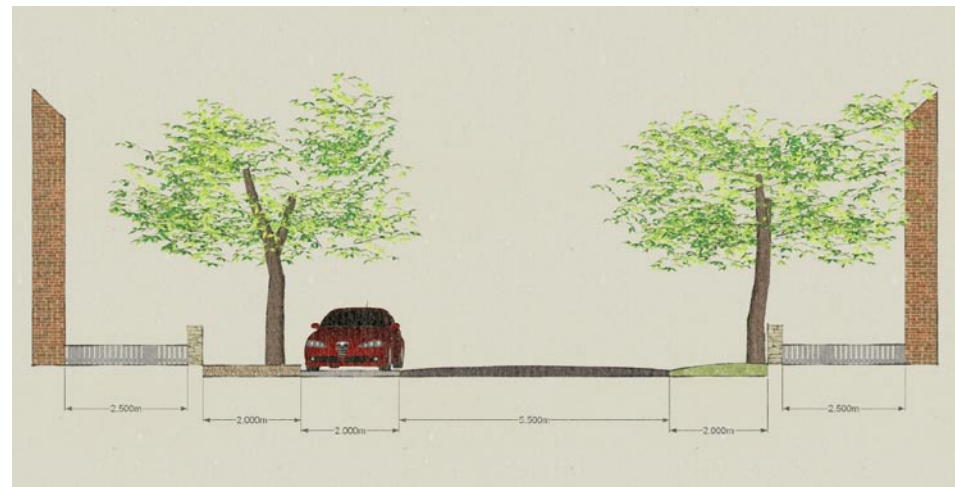
Rural Lane design guidelines

	Guidelines
Design Speeds	
	To be designed to restrict speeds to no greater than 20mph (30mph limit)
Street Dimensions and Character	
Carriageway width	3.7-4.1m plus passing points
Footway	No. Shared surface.
Cycle way	No. Shared surface.
Verge	A minimum 2m verge on each side of carriageway where development occurs on both sides in order to accommodate service margins. Variation in verge size is encouraged to prevent an engineered feel to the street layout.
Front garden	Minimum of 6m to allow on plot parking to front.
Direct vehicular access to properties	Yes
Plot Boundary Treatment	Hedges, stone walls, low picket fencing
Maximum number of properties served	No restriction
Building overlooking	One or both sides
Public Transport	
Bus Access	No

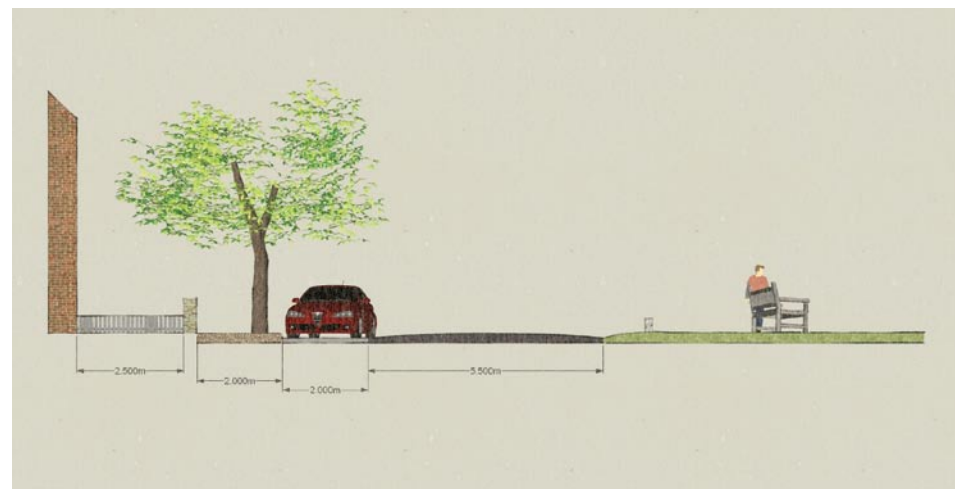
Appendices

Street Design details	
Road Markings	No
Traffic calming	Narrow carriageway width
Road signs	Restricted
On street parking	Only limited visitor parking.
Service Margins	Approx 2m wide on both sides of carriageway
Gradients (footways)	1:15 maximum
Minimum forward visibility	25-45m (guideline figure)
Junction sightlines (x/y)	2.4m x 25-45m (guideline figure)
Junction radii	4.5m (Guideline figure)
Materials	
Road surface	Natural surface bound aggregate
Pedestrian surface	Natural surface bound aggregate
Street lighting	Yes
Street furniture	No
Trees	
Street Trees	Yes - appropriate local specimens to be approved. Space for large mature trees required.

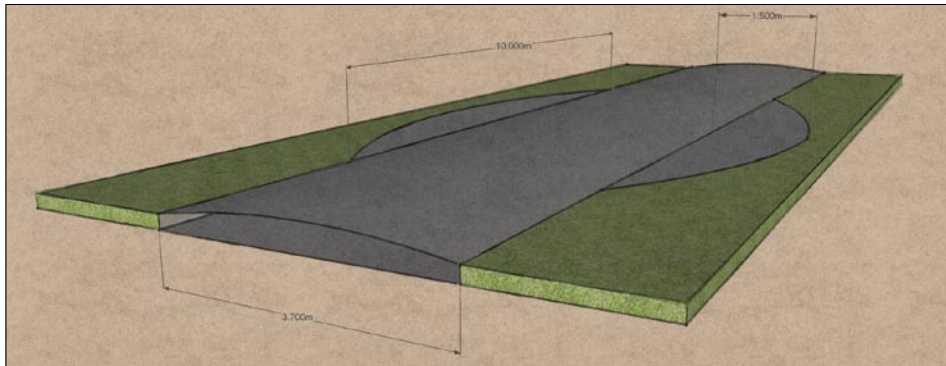
Note: The criteria in this table have been developed by Surrey Heath in conjunction with the County Highway Authority



Cross Section of Lane with dual frontage



Cross Section of Lane with single frontages



Passing point dimensions

Street Boundary Treatment

In rural areas, the detail of roads and surrounding edges contributes substantially to the visual quality of the landscape. Traffic signs, hard edges and road markings should only be used where necessary, as they contribute to urbanising the countryside. Innovative highway solutions are encouraged as an alternative to traditional methods.

Street Lighting

Street lighting will be expected to balance safety requirements, a desire to ensure the lighting makes a positive and attractive contribution to the visual character of the village, and the need to avoid light pollution. The types of lighting column and the quality and levels of light will be expected to comply with the vision of Deepcut as a rural village.

Lighting installations will be of an appropriate scale to reflect the street or environment.

Any adoptable highway lighting will need to be in accordance with the Highway Authority requirements. Non standard adoptable lighting will attract commuted maintenance sums.



Inappropriate scale of lighting installations detracting from the street scene due to over dominate height



Detailing of lighting columns will reflect the rural vision for Deepcut. Lighting has the potential to be a form of public art.

Appendices

Appendix 4 - Local architecture and materials

Traditional civilian architecture in the Camberley/Deepcut/Pirbright heathland area is largely restricted to:

1. Tudor/Elizabethan
2. Victorian
3. Edwardian

Heathlands were historically poor areas as the land was sandy and largely infertile, yielding little in the way of agricultural resources. The wider area historically contained few large country estates with grand houses. Rather it housed small cottages built for people eking a living off the heathland or from small areas of pastoral land. Inns and workshops developed at junctions in routes through the area. Small buildings using locally sourced materials characterise much of the pre Victorian architecture in the wider area around Deepcut. Buildings were typically symmetrical, used decorative brickwork such as coloured bricks and Flemish bond and had a wide width to depth ratio. Pirbright provides good examples of this style of this early architecture. The small lanes leading from West End onto the heathland between Deepcut and West End also contain a number of examples of 16th and 17th century cottages.

1950's military housing around Camberley provides an interesting interpretation of the proportions and symmetry of the local 16th and 17th century architecture.

The early building phases of both Pirbright and West End should be used as a design resource for development at Deepcut.



Cottages - Pirbright



Cottages - West End



Pirbright Inn



1950's military housing - Camberley

The Victorian age saw the introduction of the railways and the beginnings of military use of heathland areas. Greater areas were developed for housing and communities consolidated with the development of community facilities. In Pirbright buildings were generally small in scale and in keeping with the scale of early building periods. In Deepcut, a number of large high status dwellings were erected along the Maultway. Several of these still stand and reflect a late Victorian interest in Tudor design. Local Victorian buildings are notable for decorative tile bandings and the use of contrast bricks.



Model Cottages, Pirbright



Decorative brickwork - West End



North Minden House – Deepcut



Highbridge House, Deepcut

By Edwardian times the military were well established in the area and much of the building in Camberley and Deepcut reflects the growth in civilian population to support the army activities. A very notable feature of this period is the use of mock tudor designs, multi-paned large glazed windows, turrets, decorative barge boards and ornate porches.



Mock Tudor style Camberley

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Multi-paned windows - Camberley



Turrets - Camberley

Both Camberley and Deepcut have a rich source of Edwardian architecture and these examples should be drawn upon as a design resource.

Existing military architecture in the area is mainly a mixture of interwar and 1960's/70's. There are a number of attractive early 20th century buildings that are on a grand scale and use classical references. The rhythms of this architecture should also form a design resource.



Former officer's Mess, Deepcut



Director of Logistic's Headquarters, Deepcut



Pinewood Cottage, Deepcut



Alma House, Deepcut



Sergeant's Mess, Deepcut



St Barbara's Church, Deepcut

The architecture of the new development at Deepcut will be expected to be a mix of traditional and contemporary styles. Where the design inspiration for a building is drawn from traditional sources it should be a contemporary interpretation of the Tudor/Elizabethan/Victorian/Edwardian/early military local design sources outlined above. The design should reflect the scale, proportions, detailing and articulation of these architectural periods. Interpretations should be high quality, convincing and reflect the richness of detailing inherent in these periods. Bland, overly simplistic copies will not be acceptable. All traditionally sourced architecture must incorporate sustainable design principles.

Space also needs to be given in the new development for very contemporary buildings whose design expounds sustainability principles. Examples of such contemporary buildings that have been recently built in England are shown below. All of these are zero carbon homes.



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In all cases, the design of the buildings shall be rich, with detailed use of articulation, decoration and colour and material variation. Bland elevations with little detail, patterning and articulation will not be accepted.

Materials

Traditional buildings used locally sourced materials. Walls were generally constructed from cob, stone, timber and brick. Roofing materials included thatch, clay tiles and slate.



Brick and stone walls



Thatched roof



Timber



Brick and tile hanging

In buildings, developers will be expected to use natural materials wherever possible.

Natural and permeable materials will be expected to be used in outdoor areas of hard surfacing, (including roads). The use of tarmac and concrete will only be accepted where it is a functional necessity.

Boundary treatments should be vegetation or natural products. Decorative iron railings, as in front of the Dettingen Park development, and extensive areas of high shiplap fencing will not be acceptable on road frontages.

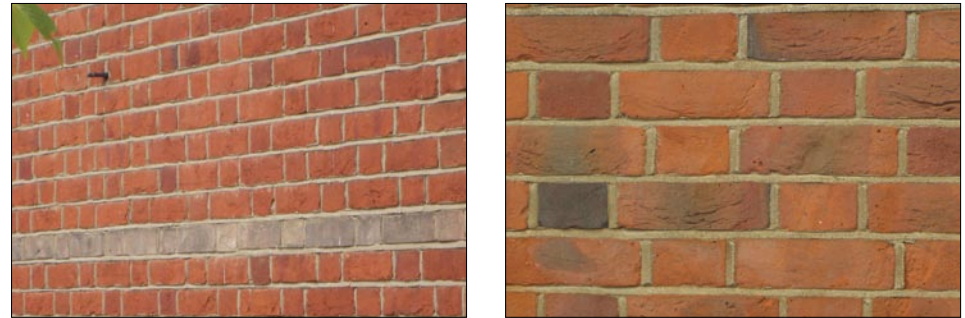
Colours

The dominant colour in local built development is a red brown found in traditional brickwork and tile hanging. This is a warm and rich colour and any new development should make extensive use of it.

Different coloured bricks are also used in local brickwork to provide visual interest. Sometimes these were strong contrasts, other times a more muted pattern was used.

Colour variation is also achieved in older local buildings through the use of ornate brickwork bonds such as Flemish and Garden Wall.

The Local Authority will expect development to have an earthy, warm colouring, reflective of the colour palette found in the natural landscape. Bright, garish colours will not be acceptable other than as small accents. A variety of brickwork bonds will also be expected to provide colour variation and decorative patterns to brickwork.



Appropriate Brickwork treatment

Strong colour contrasts are often found on local buildings. The interest in Tudor styles in the late Victorian and Edwardian periods gave rise to strong black and white contrasts, although in Deepcut, many of the buildings have a more earthy colouring to them. North Minden House provides a good example. Strong colour contrasts using white, cream, red brown, other browns and black will be acceptable, although this is not expected to form a dominant element in the visual character of the village.



North Minden House

Glossary

Active Frontages	Ensuring that buildings are orientated in a way that provides a sense of engagement with the public space outside i.e. front doors open onto the space or windows overlook the space.
AHAP	Area of High Archaeological Potential
ANGSt	Accessible Natural Green Space Standard
Building for Life	Led by CABI and the Home Builders Federation, Building for Life provides a set of criteria that should be adhered to in order to support the vision of what housing developments should be: attractive, functional and sustainable
Density	This measures the number of dwellings per hectare of land. In the rural context of the Deepcut Area the following definitions of density will apply: Low density – up to 15 dpha Medium density – 16 to 30 dpha High density – Above 30 dpha
CHP	Combined Heat and Power
GBC	Guildford Borough Council
HRA	Habitats Regulation Assessment. An assessment required under the Habitat Regulations to determine the likely impacts of the possible effects of the SPD policies on the integrity of the Natura 2000 sites (including possible effects 'in combination' with other plans projects and programs).
LAP	Local Area for Play
LEAP	Local Equipped Area for Play

Lifetime Homes Standards	The Lifetime Homes (LTH) specification, developed in the late 1980s by a group of housing organisations including Habinteg Housing Association and the Joseph Rowntree Foundation, has been into the specification of the Code for Sustainable Homes (CSH). The LTH Standard is based on 16 design criteria. These relate to either accessibility or enabling adaptability so that the dwelling can be easily altered to cater for household members who experience reduced mobility, either through age or disability. A common theme running through most of the 16 requirements is the better use of / increased need for space in order to increase accessibility standards.
NEAP	Neighbourhood equipped Area for Play
MUGA	Multi Use Games Area
Net residential density	This is a measure of housing density. When calculating net residential density for the PRB site the Council will include those areas which will be developed for housing and directly associated uses – ie. minor access roads within the site, private garden space, car parking areas, incidental open space such as landscaping strips and amenity green space corridors and small children's play areas (LAPS & LEAPS).
Organic Form	A type of development that is 'uncontrolled' in that it is not constrained by an overall design or master plan. This process operates at the local level on a site by site basis as individual developers seek to maximise the utility of each site within local physical constraints.
Permeability	The number of alternative ways permitted to move between urban areas, buildings, places and spaces.

Plot ratio	Plot ratios are a measure of intensity. The Council calculates plot ratio by measuring the total area of each floor (gross) of the building(s) (including plant), and relating this to the area of the site, excluding roads, pavements, access roads to backland sites and any land included in the site of an adjoining permission or development for plot ratio purposes. All floorspace will be measured, including basements, except for underground car parks required by the parking standard. An example is that a two storey building covering half the site has a plot ratio of 1:1, as would a 10 storey building covering one tenth of the site.
Q_{BAR}	An term denoting the Mean Annual Flood flow rate for a river. This approximates to a return period of 2.3years
ROW	Rights of Way
SAC	Special Area of Conservation. An internationally important wildlife habitat designated under the European Habitats Directive and translated into UK law through the Habitat Regulations.
SAMM	Strategic Access Management and Monitoring
SANGs	Suitable Alternative Natural Green Space
SCC	Surrey County Council
SEA	Strategic Environmental Assessment. SEA is a system for incorporating environmental considerations into policies and plans. The European SEA Directive, which has been translated into UK Regulations, seeks to ensure that significant environmental effects arising from policies and plans are identified, assessed, mitigated, communicated to decision-makers, monitored and that opportunities for public involvement are provided.

Site coverage	Site coverage is the percentage of the site area covered by buildings.
SNCI	Site of Nature Conservation Importance Sites of regional or county wildlife value. These are a local designation.
SPA	Special Protection Area An internationally important wildlife site designated under the European Habitats directive and translated into UK law through the Habitat Regulations. This designation protects the habitat of rare species of European wild birds.
SSSI	Site of Special Scientific Interest Wildlife sites of national importance because of their plants, animals or geological or physiographical features.
SUDS	Sustainable Urban Drainage Systems
SHBC	Surrey Heath Borough Council