



FRIMHURST FARM, DEEPCUT

DESIGN & ACCESS STATEMENT

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01

Introduction

This Design & Access Statement has been prepared by The Noble Consultancy on behalf of Bewley Homes, in support of a Full planning application for 65 residential dwellings, with associated infrastructure and landscaping at Frimhurst Farm, Deepcut.

The proposals will deliver a mix of house types and tenures to help satisfy local housing need. All new homes will be designed to meet the most recent energy and sustainability standards.

1.1 Purpose

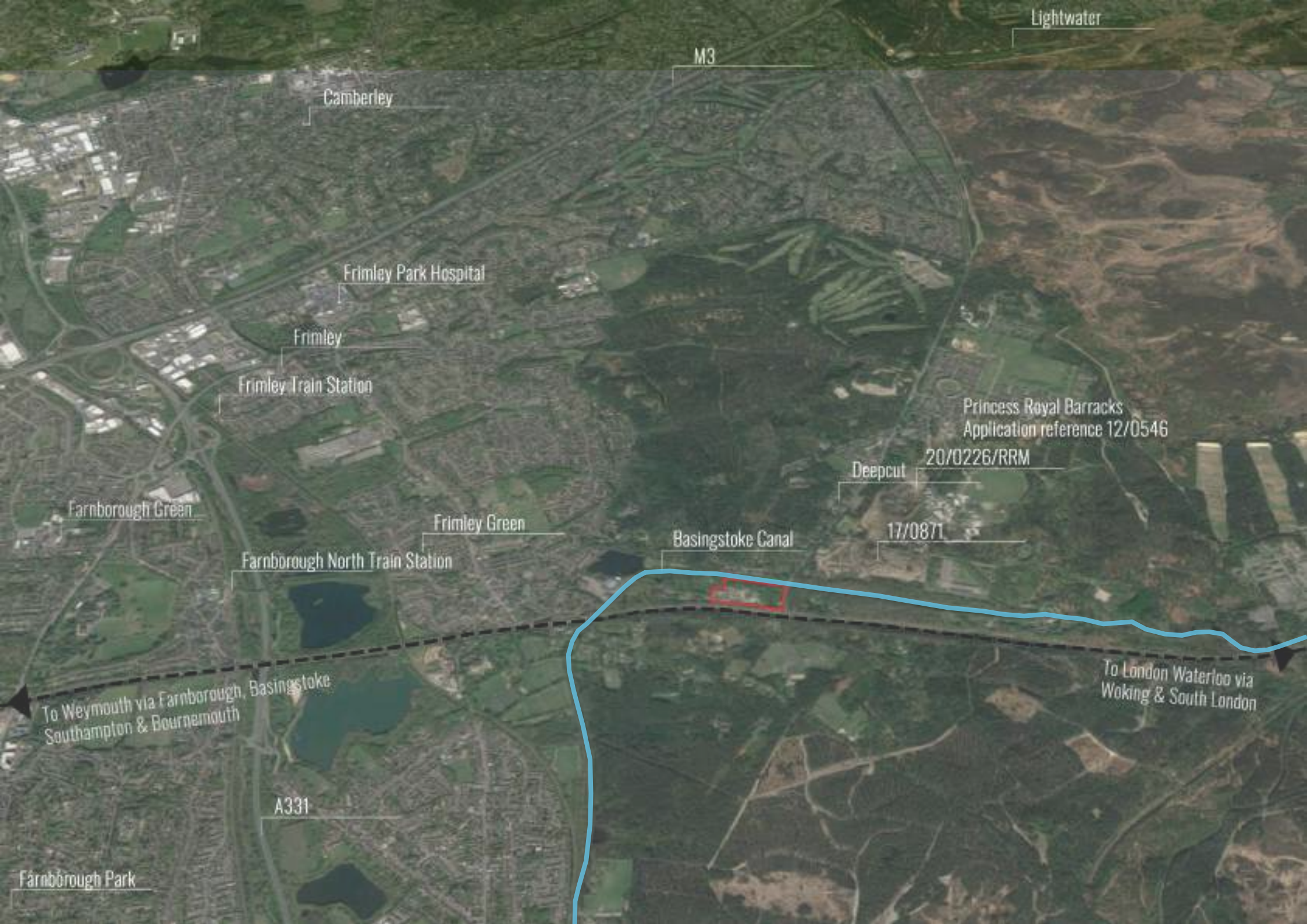
- 1.1.1 This Design & Access Statement is provided in support of a Full Planning Application for 65 residential dwellings at Frimhurst Farm, Deepcut. As defined in article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015, applications for major development must be accompanied by a Design & Access Statement.
- 1.1.2 This document provides a narrative to the detailed drawings and plans that have been submitted in support of this Full Application and should be read in conjunction with other supporting information that form part of the submission pack.

1.2 Scope

- 1.2.1 This Design & Access Statement will provide details of layout, scale appearance, landscaping and means of access.
- 1.2.2 This document will provide an appraisal of the physical attributes of the site and the surrounding context, consider accessibility to local shops and services and provide an analysis of the prevailing local character and vernacular within the area.
- 1.2.3 This Design & Access Statement will consider briefly the planning policy context and demonstrate how the proposals respond to the Surrey Heath Borough Council Core Strategy & Development Management Policies 2011- 2028 (February 2012), its adopted Supplementary Planning Guidance and other national design guidance. A detailed summary of relevant planning policy and guidance will be provided within the Planning Statement submitted with this application.
- 1.2.4 Following a comprehensive assessment of the site immediate and surrounding context, this document will set out several design principles that will shape the development and illustrate, in detail, how the proposals respond to design policy and guidance.

02

Assessment



Lightwater

M3

Camberley

Frimley Park Hospital

Frimley

Frimley Train Station

Princess Royal Barracks
Application reference 12/0546

20/0226/RRM

Deepcut

17/0871

Farnborough Green

Frimley Green

Basingstoke Canal

Farnborough North Train Station

To Weymouth via Farnborough,
Southampton & Bournemouth

To London Waterloo via
Woking & South London

A331

Farnborough Park

2.1 Site & Surrounding Context

Location

- 2.1.1 Deepcut is a village approximately 3 miles (5km) to the east of Farnborough but falls within the Borough of Surrey Heath, Surrey.
- 2.1.2 The village is located approximately 28 miles (45km) south-west of central London and falls just outside of the Farnborough built-up area.
- 2.1.3 The application site, Frimhurst Farm, lies 1.3 miles east of the larger village of Frimley Green with the larger towns of Frimley, 2.3 miles north-west, Camberley, 3.9 miles north-west, Farnborough, 2.8 miles west, Aldershot, 3.9 miles south-west, Guildford, 9.2 miles south-east and Woking, 7.2 miles west of the site, respectively.
- 2.1.4 Deepcut was home to the Princess Royal Barracks from its establishment in 1903 until they were decommissioned in 2020 following a decision to sell the barracks for housing in 2008. Part of the barracks have already been demolished to make way for up to 1,200 new homes in the Midenhurst development; construction of the first phase first phase by CALA Homes is now well underway.



› Deepcut in the context of Surrey Heath Borough and the wider region.



› Deepcut in the context of the Farnborough and Aldershot built up area..

Physical Attributes

- 2.1.5 The application site comprises 4.58 hectares and is broadly rectangular in nature as a result of its position between the main South Western Railway line to the south and the Basingstoke Canal to the north.
- 2.1.6 The land was a pig farm morphing in to an Industrial Estate, Frimhurst Farm Industrial Centre, with lawful established uses including flexible use classes (B1, B2 and B8) and movement between these uses. The site consists an array of predominantly single-storey industrial units, workshops, yards and storage containers. Many of the farm building including the main farm house still exist. As such, all of the existing buildings would need to be demolished to facilitate development.
- 2.1.7 Frimhurst Farm Cottage is a Locally Listed building that falls just outside of the application site area to the north-west. The Frimhurst Cottages falls within the Basingstoke Canal Conservation Area. The Access to the residential property will need to be retained from Deepcut Bridge Road through the development site.
- 2.1.8 The site is generally flat with a slight fall across the site from c. 83m AOD in the south-eastern corner, near the access, to c. 77m AOD in the north-western corner. The ground falls away quite sharply beyond the southern boundary to the railway embankment. A proportion of the site consists of made ground.
- 2.1.9 The site is well enclosed on all boundaries by existing mature trees for which the canopies cover approximately 55% of the site, limiting views into the site from afar.
- 2.1.10 The South Western Railway line and associated embankment is located immediately to the south of the site forming a strong physical and visual boundary.



› Aerial showing the development site in the surrounding context.

2.1.11 The site's boundaries are defined as follows:

- **North** - by the Basingstoke Canal and tow-path;
- **West** - by dense vegetation and the Locally Listed Frimhurst Farm Cottage;
- **South** - by the South Western Railway main line between Weymouth and London Waterloo.
- **East** - by Deepcut Bridge Road and scattered dwellings in dense woodland.

Existing Views Character along Deepcut Bridge Road

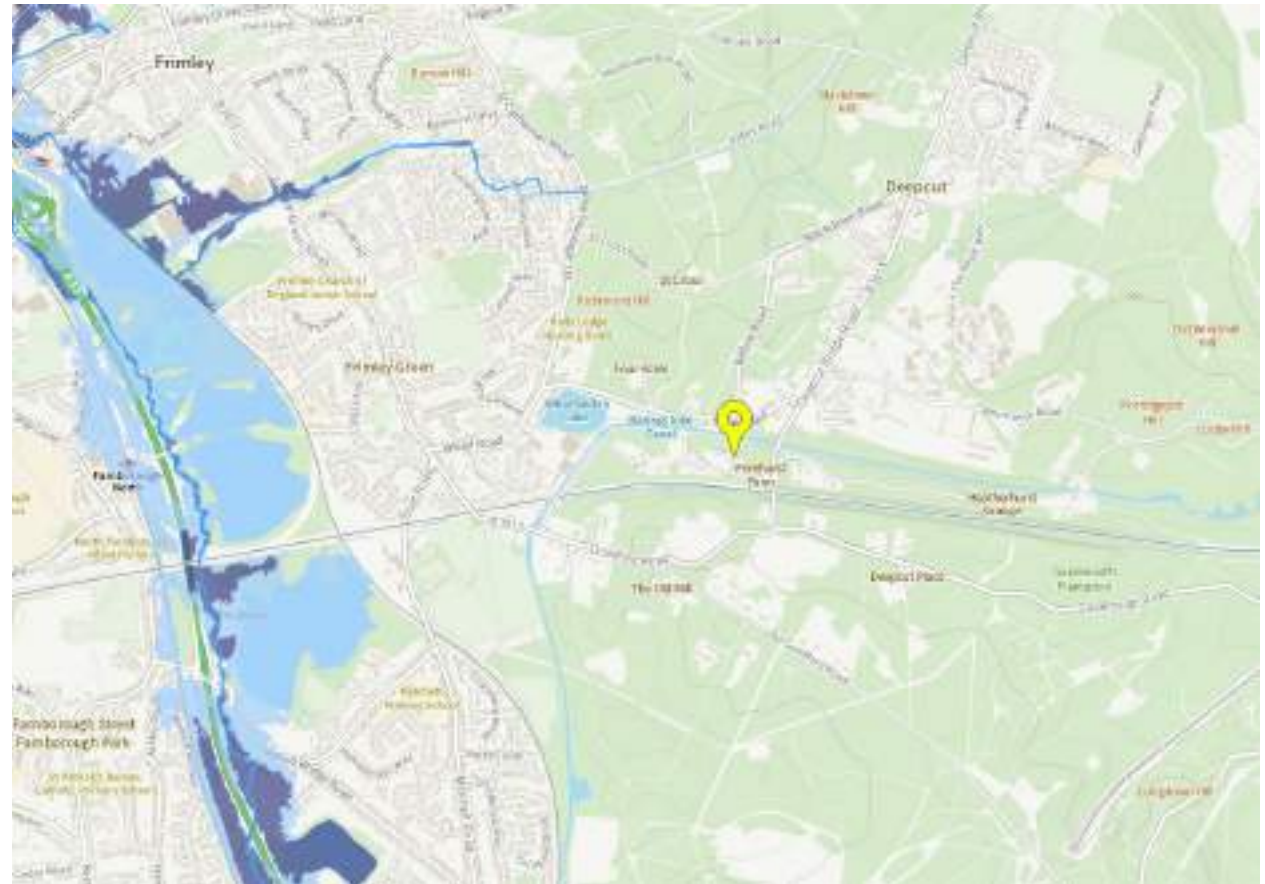


Existing Views Internal Views



2.2 Flood Risk & Drainage

- 2.2.1 The site is located within Flood Zone 1 which is the lowest risk of flooding from rivers or watercourses.
- 2.2.2 A site specific Flood Risk Assessment (FRA) for the site has established that the site is not at risk of flooding from all other sources for the lifetime of the development including from the nearby Basingstoke Canal.
- 2.2.3 The proposed surface water drainage strategy for the development offers a sustainable, safe and robust system that will afford complete flood risk protection to the occupants of the new site and the existing properties and land within the vicinity of the site.
- 2.2.4 This is achieved by the implementation of a Sustainable Drainage System (SuDS) to capture and attenuate runoff from all new impermeable surfaces with this runoff infiltrated directly to ground via soakaways, permeable surfacing and ponds.
- 2.2.5 All SuDS are designed to manage an extreme 1 in 100 year rainfall event with allowance for future predicted climate change.
- 2.2.6 This strategy mimics the natural drainage regime for the site, ensuring that the peak rate and volume of surface water runoff will be no greater than existing greenfield rates.



› Extract of Environment Agency Flood Map for Planning showing the site within Flood Zone 1.

2.3 Ecology

- 2.3.1 The Site was subject to a Preliminary Ecological Appraisal in both 2019 and 2021, with ongoing Phase 2 ecology surveys being undertaken during the 2021 survey season for both roosting bats and reptiles.
- 2.3.2 The dominant habitat types onsite and within the development area are of negligible intrinsic ecological value, comprising hardstanding and buildings. However, the habitats of greatest ecological interest comprise deciduous woodland (a Habitat of Principal Importance (HPI) as listed under s41 of the Natural Environment and Rural Communities (NERC) Act 2006) which exists in the north of the Site which borders the Basingstoke Canal SSSI and deciduous woodland which extends along the railway embankment which lies south of the Site. Localised areas of semi-improved grassland and scrub exist (with log/brush piles in places), as well as a grazed paddock of improved grassland in the west of the Site, which are of site-level value for biodiversity only.
- 2.3.3 The closest statutory designated site is the Basingstoke Canal Site of Special Scientific Interest (SSSI), which lies adjacent to the northern boundary. Whilst full details of mitigation measures required to avoid direct and indirect impacts on the SSSI will need to be discussed in consultation with Natural England, given the c. 50m buffer of woodland between the SSSI and the development area, provided industry standards for the prevention of pollution and excess run-off are implemented, direct impacts can be avoided.
- 2.3.4 The Site lies within the zone of influence of the Thames Basin Heaths SPA and further assessment to determine whether the proposed development will result in potential indirect impacts upon the SPA may be required. The Thames Basin Heaths SPA Avoidance Strategy states that where residential developments are proposed within the zone of influence of the designated area, appropriate avoidance/mitigation

measures must be provided in the form of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) as part of the proposed development. If it is not possible to provide these measures as part of the proposed development, then a contribution towards existing SAMM and SANGs may be required to the relevant council. To mitigate any likely impacts from the development a financial contribution is therefore likely to be required.

- 2.3.5 Protected/notable species considerations to be implemented include precautionary sensitive clearance methods of woody vegetation for nesting birds, hedgehogs, dormice and badgers. Further investigations to ascertain whether any of the onsite buildings support bat roosts and as to whether reptiles are present within suitable on-site vegetation will serve to inform the need for mitigation for these species. The findings of the ongoing surveys will be presented to the LPA within a separate Protected Species report during determination of the planning application.



› Phase 1 Ecological Habitat Survey

2.4 Arboriculture

- 2.4.1 The arboricultural character of the site is defined by the high density of trees surrounding it. The trees within, and proximal to the site are largely semi-mature, self-sown pioneer species (silver birch, goat willow and sycamore), which transition into a more established character towards the peripheries of the site with established specimens (English oak, Scots pine, beech and sweet chestnut) growing in these areas.
- 2.4.2 The trees are predominantly broad leaves with localised pockets of conifers, which comprise only 8% of the total tree stock. Arboricultural species diversity is relatively limited for a site of this size; however, native and semi-naturalised species make up the bulk of trees with only scattered exotics (Lawson cypress and Turkey oak). The most commonly found species is goat willow; however, the most dominant species in terms of visual impact are the larger English oak, Scots pine and sweet chestnut.
- 2.4.3 Age class distribution is weighted heavily towards semi-mature trees, which equate to over 70% of the total tree stock, followed by mature trees (20%) with the remaining 10% being largely young specimens. There are no ancient or veteran trees on the site, and only one over-mature specimen. The trees are in keeping with the semi-wooded landscape character of the surrounding areas.
- 2.4.4 An assessment of the impacts of the proposals on the existing trees concludes that no veteran or ancient trees, no category 'A' trees, no mature specimens of large sized species and no trees of high landscape or biodiversity value are to be removed. None of the main arboricultural features of the site are to be removed. The proposed removal of individuals and groups of trees will represent only a minor alteration to the main arboricultural features of the site, only a minor

alteration to the overall arboricultural character of the site and will not have a significant adverse impact on the arboricultural character and appearance of the local landscape or the conservation area.

- 2.4.5 Space between the trees to be retained and proposed dwellings is such that they will not cause excessive shading and the relationship between them will be sustainable in the long-term.



› Image of tree survey being undertaken.



> Tree survey by SJA Trees

2.5 Planning Context

2.5.1 The Statutory Development Plan for Surrey Heath comprises:

- The Core Strategy and Development Management Policies Development Plan Document (adopted February 2012) and the Policies Map (2012)
- The 2000 Local Plan (extant saved policies) (February 2012)

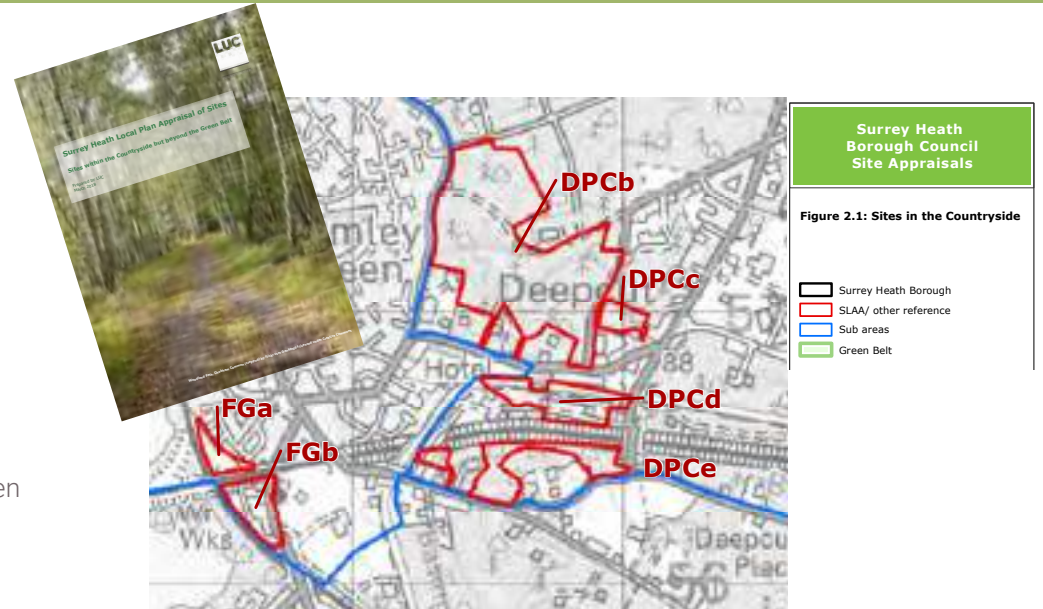
2.5.2 Several Supplementary Planning Documents (SPD) have also been prepared. The main documents of relevance are:

- Deepcut SPD
- Developer Contributions SPD
- Local Heritage Assets SPD
- Residential Design Guide SPD
- Thames Basin Heaths SPA SPD

2.5.3 These SPDs are a material consideration which carry some weight in planning decisions.

2.5.4 In addition, the NPPF, updated in February 2019 and the PPG, published in 2014 (as updated), set out the broad national planning guidelines applicable to this project.

2.5.5 Several key national, local policy and Supplementary Planning Documents (SPD) have influenced these development proposals. A selection of the documents referred to are shown opposite.



› Extract of Surrey Heath Site Appraisal with application site identified as DPCd.



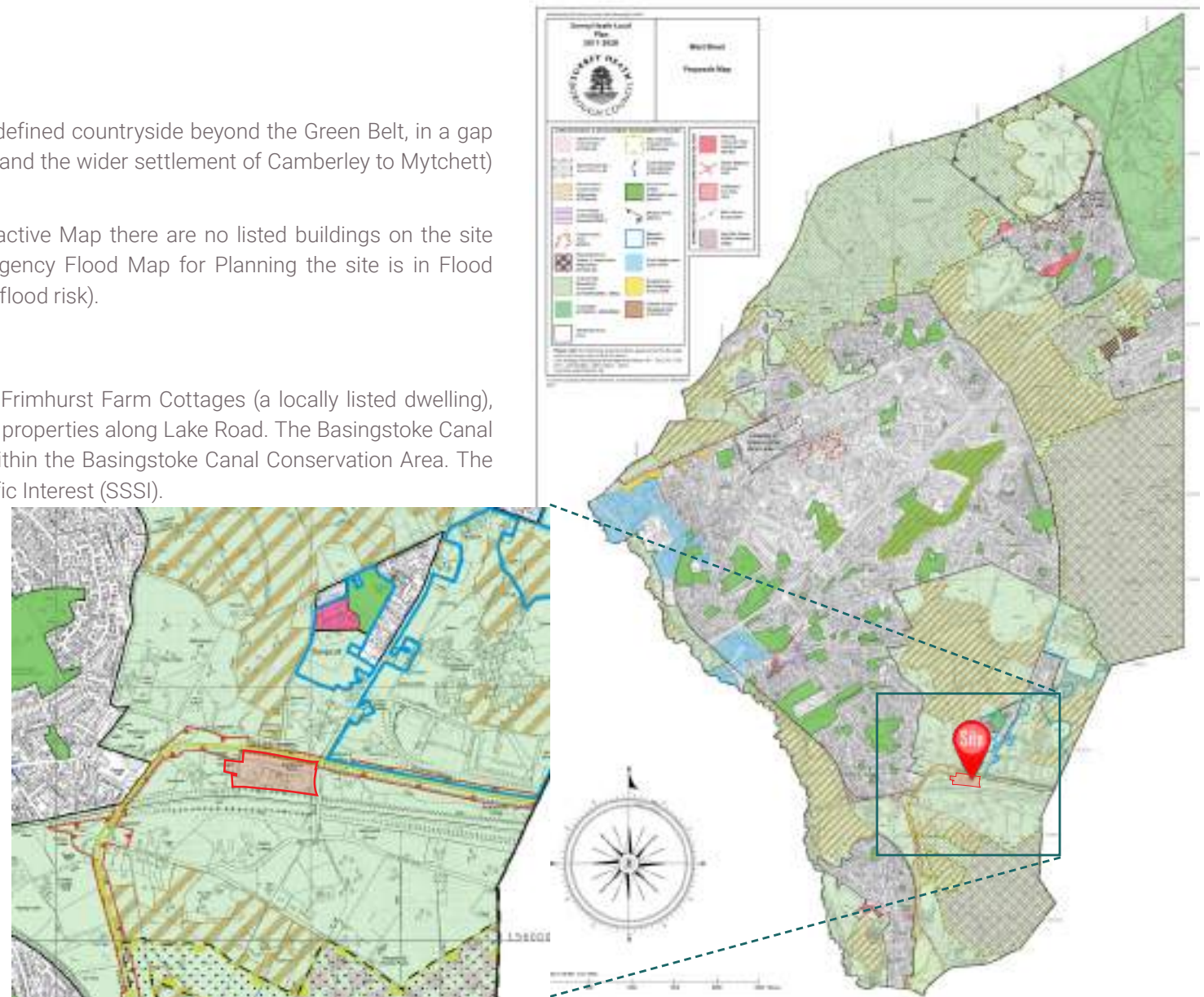
Local Spatial Policy Context

The Site

- 2.5.6 The application site is located in the defined countryside beyond the Green Belt, in a gap between Deepcut and Frimley Green (and the wider settlement of Camberley to Mytchett) on the Council's Policies Map (2012).
- 2.5.7 According to Historic England's Interactive Map there are no listed buildings on the site and according to the Environment Agency Flood Map for Planning the site is in Flood Zone 1 (the least area at risk of fluvial flood risk).

The Surrounding Area

- 2.5.8 To the north of the site is woodland, Frimhurst Farm Cottages (a locally listed dwelling), the Basingstoke Canal and residential properties along Lake Road. The Basingstoke Canal (and Frimhurst Farm Cottages) fall within the Basingstoke Canal Conservation Area. The Canal is also a Site of Specific Scientific Interest (SSSI).
- 2.5.9 North east is the Princess Royal Barracks where a hybrid planning application for major residential development totalling 1,200 new dwellings (Ref. 12/0546) was approved in April 2014. In addition to housing, the approved phasing plan (Ref. DTC/12/0546/2) includes a primary school, local parade, new church hall, formal park, library, healthcare facility and a care home.



› Extract of Guildford Borough Council Policy Map with site shaded edged red.

2.6 Accessibility

Site Access

- 2.6.1 There are two existing points of access into the site from Deepcut Bridge Road. The first is located immediately to the north of the railway bridge and serves the Frimhurst Farm House at the site entrance, the light industrial units in the main body of the site and the Frimhurst Farm Cottage beyond the site, for which an access will need to be accommodated within the proposed development. The second access is located approximately 40m north and serves as a secondary loop access for Frimhurst Farm House.
- 2.6.2 A new Primary Vehicular access is proposed approximately 60m further north via a simple T-junction arrangement, where there is a break in the existing tree line. A single point of access is considered appropriate for the number of units proposed and the number of vehicle trips that would arise as a result.
- 2.6.3 A small number of existing low quality trees and scrub will require removal to make way for the new access..



› Views of existing Site access from Deepcut Bridge Road



› Location of proposed primary access from Deepcut Bridge Road

Transport Links

- 2.6.4 Deepcut Bridge Road provides a direct route to Guildford Road (B3012) with access to Frimley to the west and to Brookwood to the east. Farnborough is 2.8 miles (4.5km) to the west via Frimley. Junction 4 of the M3 lies 5km to the east of the site providing excellent vehicular transport links to London to the east and connections to the South-West.
- 2.6.5 The site has adequate public transport links at present. Frimley town centre is 1.8 miles (3km) from the site. Frimley rail station is 2.5 miles (4km) to the north and Brookwood railway station is 3 miles (5km) to the east.
- 2.6.6 Several bus services operate in proximity to the application site. The nearest bus stops are located on Lake Road and Deepcut Bridge Road to the north as well as Guildford Road to the south; all circa 500m walking distance from the site.



› Above: Bus stops on Lake Road;
Below: Bus stops on Deepcut Bridge Road

11 Bus Route
Farnborough - Paddock Hill



85 Bus Route
Ash - Frimley - Collingwood



48 White Bus
Frimley Park Hospital - Woking Rail Station



Access to Facilities

2.6.7 Deepcut offers a variety of independent shops and restaurants on Deepcut Bridge Road to the north of the site. The village also has several community facilities such as Mindhurst Primary School, Portesbery School, an all age school for children with Severe Learning Difficulties, a church, a dental practice and a care home. A number of businesses are also present within the village.

2.6.8 A variety of parks and play areas are in proximity to the site with the Basingstoke Canal is a stones-throw from the application site offering multiple leisure activities.















2.6.9 The site is well connected to the Farnborough and Aldershot Built-up area as well as Woking and Guildford to the west. These large towns offer all the shops and services you would normally expect to find.



Clockwise from top right:

- › The Garrison Church of St Barbara;
- › Basingstoke Canal;
- › Portesbery school;
- › Frimley Football Club;
- › Village Park Green and playground;
- › Local shops on Deepcut Bridge Road.

KEY:

-  Parks & Playgrounds
-  Schools
-  Restaurants & Public House
-  Church / Religious Buildings
-  Health Care
-  Post Office
-  Hotels
-  Cinema
-  Library
-  Shopping/ Supermarkets
-  Sports Facilities
-  Canal Centres
-  Golf Club
-  Train Stations



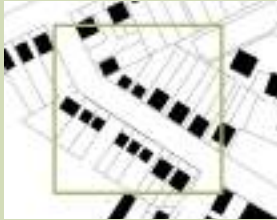
2.7 Local Character

- 2.7.1 The application site is somewhat secluded as it is separated from the village of Deepcut to the north by the Basingstoke Canal.
- 2.7.2 The village of Deepcut has grown organically with a variety of architectural styles evident, that are reflective of the period they were built and the design aspirations of that time.
- 2.7.3 The village has been heavily influenced by its close relationship to the former Princess Royal Barracks. The first dwellings, towards the lower end of Deepcut Bridge Road consist of large, grand houses with architectural detailing typical of that of garden village typologies. These are well set back from the highway, often gated, with large gardens.
- 2.7.4 Later ribbon development, further north along Deepcut Bridge Road and Blackdown Road has more consistency of plot size and front garden depths but offers little consistency in terms of built form or vernacular.
- 2.7.5 Residential areas to the north of the village are typical of the Radburn-esque thinking of the 1960's, whereby the ideal was to separate roads from footpaths to create safer and attractive areas of public realm. In reality, these layouts often fail to define the relationship between the public and private realm, with no clear fronts or backs and an abundance of incidental open space, which usually purposeless and is an issue to maintain.
- 2.7.6 Development at Dettingen Crescent provides a significant addition to the village in terms of numbers and quality. This more contemporary development employs more traditional urban design principles of perimeter blocks and active frontages.

- 2.7.7 The CALA Mindhurst development to the north of the canal is a large residential-led, mixed-use development.
- 2.7.8 Buff and red brick are prevalent throughout the village along with a mix of cream/white render, mock-Tudor boards, pebble-dash tile-hanging and reconstituted stone used as facing materials. Roof forms are also varied throughout the village with a mix of traditional eaves-fronted, gable-fronted, hipped and pyramid forms. Dormer and roof windows are also features within the village



› Figure ground plan of the surrounding built form with location of tissue analysis areas.



Woodend Road



Attributes:

- > Low Density - 21 dph
- > Block Structure - Perimeter block with access to the rear.
- > Form & Scale - Predominantly 2 storey dwellings with a mix of eaves and gable fronted roofs -some with chimney stacks;
- > Parking - on-plot to the front or side of dwellings with additional parking in the street;
- > Materials & Detailing - predominantly white/cream render. Recon stone or brick sills with occasional brick detail banding to frontage.
- > Front Boundary Treatments - landscaped front gardens with occasional hedgerows, dwarf walls or fences to boundary.
- > POS/Landscaping - None.

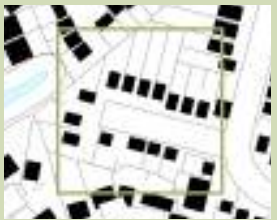


Dettingen Crescent



Attributes:

- > Low Density - 25 dph
- > Block Structure - Outward facing perimeter blocks with vehicular access to parking at rear;
- > Form & Scale - 3 storey town houses and flat blocks with single storey ancillary buildings;
- > Parking - on street visitor parking with parking courts and garages to rear;
- > Materials & Detailing - predominantly buff brick with painted blockwork to ground level to form plinth. Grey plain tile roofs with gable detail to front; rich with architectural detailing. Recon stone sills to windows, arched entrances further emphasise character;
- > Front Boundary Treatments - metal railing occasionally dressed with hedgerow to soften streetscene
- > POS/Landscaping - Formal parks and play spaces enclosed by railings.



Queens Way



Attributes:

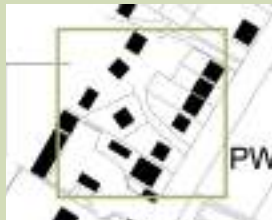
- > Low Density - 22 dph
- > Block Structure - Cul-de-sac with linear building line with in perimeter block structure;
- > Form & Scale - 2 storey detached houses with deep open front gardens;
- > Parking - Recessed garages with driveways to the side of plot;
- > Materials & Detailing - Predominantly red/brown brick with vertical tile hanging detail. Brown plain concrete tiles gable fronted or eaves fronted roofs with white fascia details;
- > Front Boundary Treatments - Landscaped front gardens defined by landscaping;
- > POS/Landscaping - None.



Lake Road

**Attributes:**

- > Low Density - 15 dph
- > Block Structure - Detached houses and bungalows with deep front gardens/ driveways
- > Form & Scale - A mix of single storey bungalows and 2 storey dwellings with various roof forms. Single storey entrance porches and chimneys are prevalent;
- > Parking - Driveways to front gardens
- > Materials & Detailing - Mixture of red brick and white render with detailing to gables.
- > Front Boundary Treatments - Dwarf brick walls with varied coping course detail;
- > POS/Landscaping - None.



Deepcut Bridge Road

**Attributes:**

- > Low Density - 25 dph
- > Block Structure - Infill development with cul-de-sac arrangement;
- > Form & Scale - Predominantly 2 storey dwellings with eaves fronted roofs with no chimney stacks.
- > Parking - in parking courts to rear and private frontage parking
- > Materials & Detailing - predominantly red brick with render frontage façade to upper storeys. Recon stone sills with brick detail banding to frontage.
- > Front Boundary Treatments - landscaped front gardens with no physical boundary
- > POS/Landscaping - None.



› Mix of traditional and contemporary architectural styles and forms.

2.8 Opportunities and Constraints

2.8.1 Following an assessment of the site and its surroundings, a number of opportunities & constraints associated with the development site have been identified. These are outlined below and illustrated on the Opportunities & Constraints Plan and have been used to inform the design proposals.

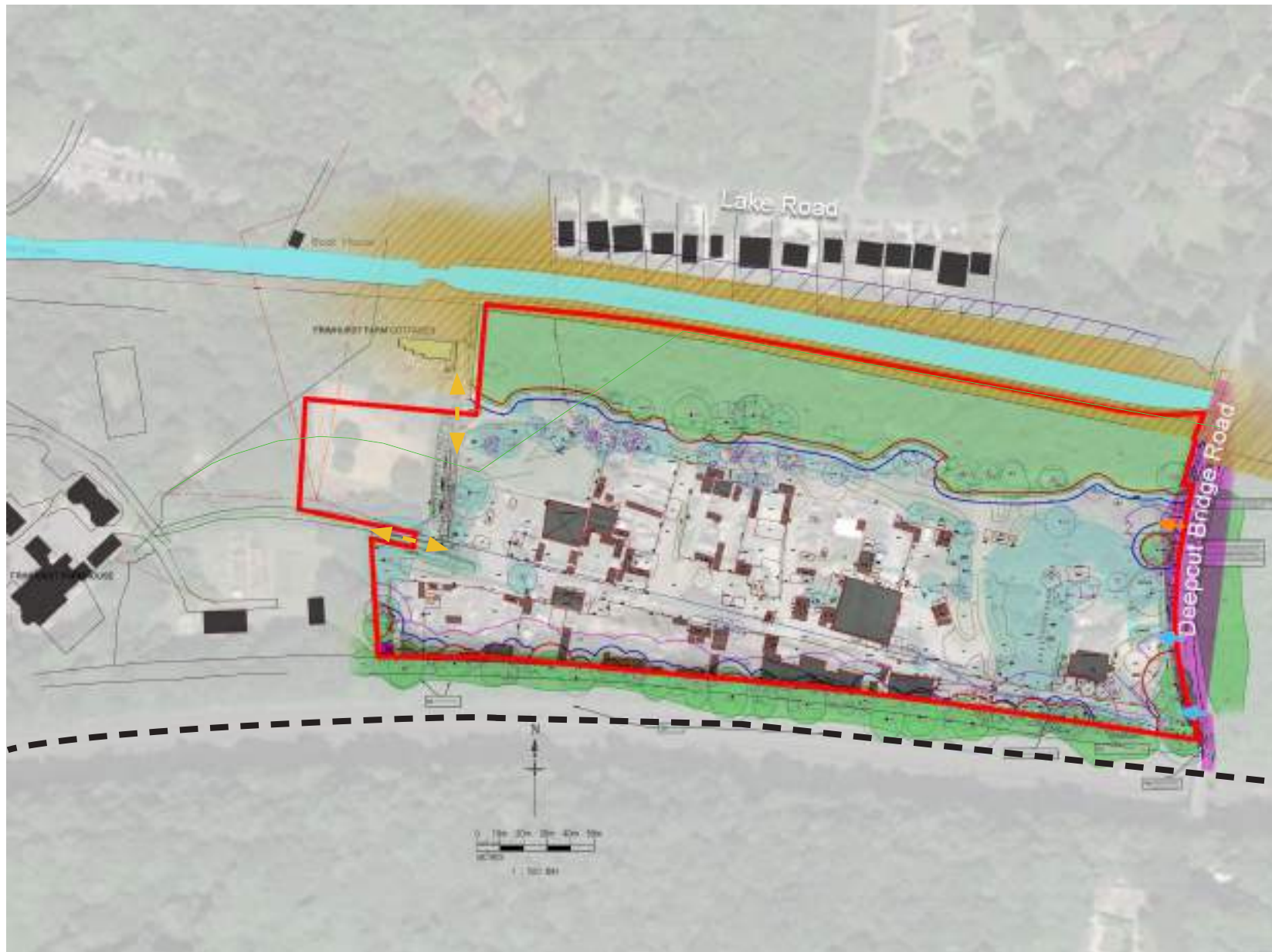
Constraints

- A number of light industrial buildings on site to be demolished to facilitate development.
- The setting of the Basingstoke Canal Conservation Area and locally Listed Frimhurst Cottages immediately to the north and west;
- Approximately 55% of the site is covered by tree canopies. Trees will need to be retained where possible with root protection areas respected.
- Retain access from Deepcut Bridge Road to Frimhurst Farm Cottages;
- Proximity of rail line immediately to the south may require noise mitigation;
- Proximity of existing site access to railway bridge to the south; and
- Access to Telecommunication mast to be retained.



Opportunities

- Provide much needed new homes to meet local demand;
- Make effective use of former brown field land;
- Introduce new T-junction primary access further north to improve visibility and general safety;
- Utilise existing vehicular access points for direct access to plots;
- Retain and integrate existing trees within the site to minimise landscape impact and create high quality environment;
- Provide perimeter blocks with active frontages to the public realm in accordance with Secure by Design principles; and
- Reconfigure Frimhurst Farm Cottages access road within the layout to create focal point.



KEY

- Application Site
- Proposed Primary Site access
- Proposed Secondary Site access
- Deepcut Bridge Road- existing adopted highway
- Access required at all times
- Existing buildings (off-site)
- Existing buildings to be demolished
- Basingstoke Canal Conservation Area
- Frimhurst Farm Cottages - Locally Listed building
- Basingstoke Canal
- Railway line
- Canopy of trees to be retained
- Canopy of trees to be removed
- Root Protection Area
- Extent of Developable Area
- Shadow Pattern

> Opportunities & Constraints Plan

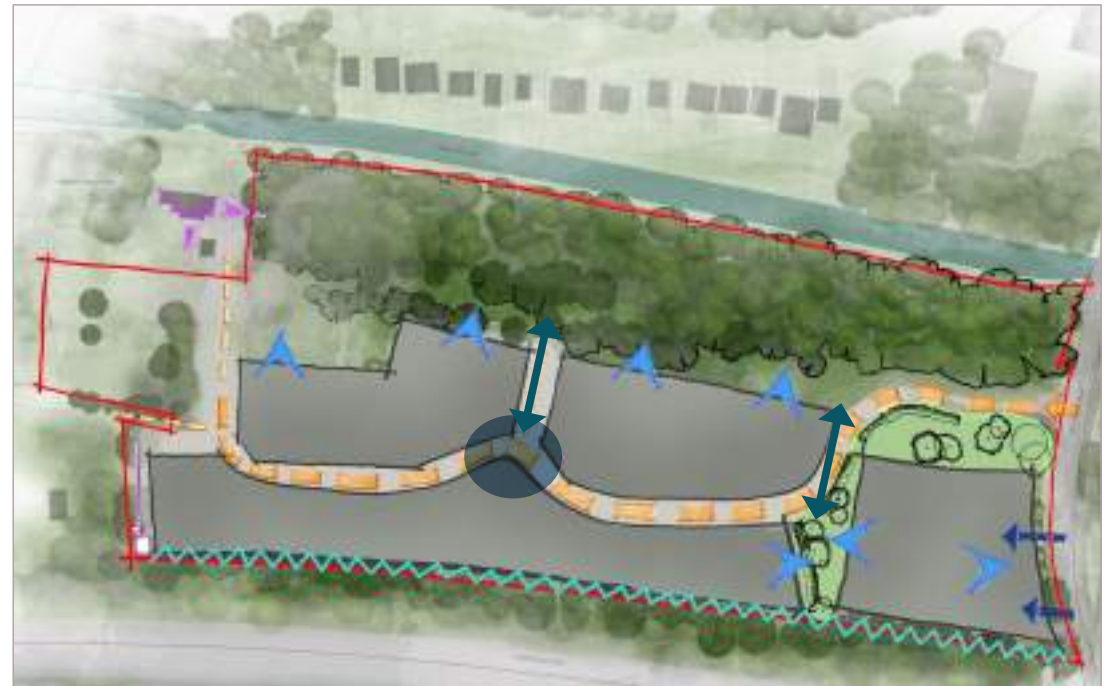
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Design Concept

3.1 Key Design Objectives













3.1.1 Design Objectives have been developed following a comprehensive analysis of the application site's local context, the constraints that exist within the site and opportunities that have presented themselves. The design objectives have also been informed by national and local policy and guidance. Key Design Objectives are set out as follows:

- Deliver much needed new dwellings with a diversity of housing types and tenures that meet local demand;
- Introduce new T-junction primary access to improve highway safety and utilise existing access points for new plots;
- Retain and enhance existing vegetation for visual screening while improving ecological habitat;
- Provide buildings of appropriate density, scale and form that address the public realm;
- Ensure the development is legible and appropriately permeable by providing safe, attractive outdoor space for various activities;
- Create a new distinctive character area within the village; and
- Retain vehicular access through the development to the existing Frimhurst Farm Cottages;
- Maintain a buffer between between the locally listed building.



› Concept Sketch

KEY:

- | | | | |
|---|---|---|--|
|  | Site boundary |  | Retain natural sound buffer to railway line on the southern boundary |
|  | Main site access |  | Maintain access to Telecomms Mast |
|  | Private access from Deepcut Bridge Road |  | Focal point |
|  | Maintain privacy and access to existing listed building |  | New visual connection and permeability with existing Open space |
|  | Perimeter blocks |  | Proposed POS |
|  | Proposed road layout |  | Maintain existing dense tree line- POS |

04

Consultation

4.1 Pre-application Discussions

- 4.1.1 This application follows a pre-application meeting on 17 February 2020 (Ref. SU/22173). This application directly responds to the feedback received.

4.2 Public Consultation

- 4.2.1 In addition to pre-application discussions, responding to both national planning policy and guidance and the Development Plan, the applicant has consulted with the local community.



› Surrey Heath Borough Council offices.



05





The Proposal

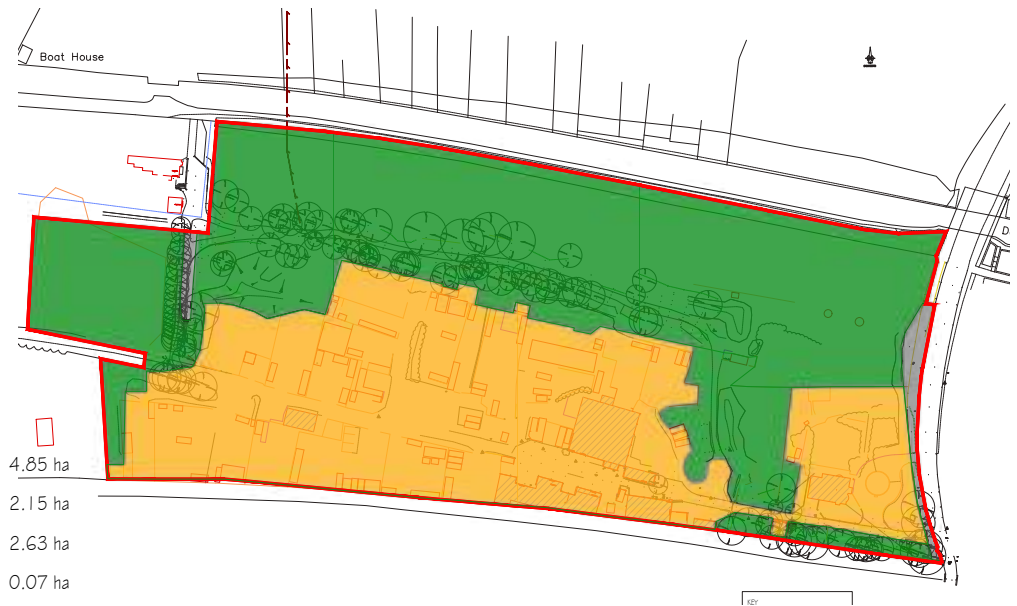


5.1 Use & Amount

- 5.1.1 This application proposes 65 residential dwellings through a mix of 1, 2, 3, 4 and 5 bedroom houses, associated infrastructure and landscaping. A mix of detached, semi-detached and terraced dwellings will be delivered to provide choice to prospective purchasers.
- 5.1.2 The proposed area of development closely follows the footprint of the existing land uses, thus minimising the impact on the landscape character of the site.
- 5.1.3 Based on a total site area of 4.85ha the gross density is 13.4 dwellings per hectare. The proposed nett developable area is 2.27ha which equates to a nett density of 28 dwellings per hectare.
- 5.1.4 A total of 2.47ha (50.9%) of the site will be public open space; made up of amenity open space and incidental open space with the balance used for site access and infrastructure.
- 5.1.5 A number of public open space typologies are proposed that perform various functions; some are formal whilst others are informal in nature.





KEY

	Application Boundary	4.85 ha
	Developable Area	2.15 ha
	Pubic Open Space	2.63 ha
	Infrastructure	0.07 ha



Existing Land Use Plan

KEY

	Application Boundary	4.85 ha
	Developable Area	2.27 ha
	Pubic Open Space	2.47 ha
	Infrastructure	0.12 ha



Proposed Land Use Plan

5.2 Housing mix and Tenure

- 5.2.1 A mix of 1, 2, 3, 4 and 5 bedroom houses are proposed with a variety of designs to suit the needs of individuals and families within the area. This allows people to move through the housing property ladder should they wish to stay within the development, fostering a sense of community.
- 5.2.2 Of the 65 dwellings, 39 (60%) are for sale on the open market and 26 (40%) are allocated as Affordable Housing. The private mix is broadly in accordance with SHMAA requirements.
- 5.2.3 Affordable housing has been provided in accordance with local SHMAA requirements. The tenure and mix of Affordable Housing Units will be agreed with the Housing Officer.
- 5.2.4 All affordable dwellings will be indistinguishable from market dwellings in terms of appearance and will be dispersed throughout the development in accordance with clustering policy.



> Housing Mix Plan



> Housing Tenure Plan

5.3 Layout, Scale & Form

- 5.3.1 The proposed layout has been largely influenced by the existing site constraints and areas of existing development. The new access road serving the parcels also dictates the block structure.
- 5.3.2 The retention of the existing woodland within the northern-most third of the site means that development is limited to the southern part of the site. The proposal is characterised by into four blocks of housing, all outward facing. The majority of housing is served off a single access road with three larger dwellings at the front of the site utilising the two existing access points from Deepcut Bridge Road.
- 5.3.3 A loose perimeter block structure with various front garden depths is designed to create interesting spaces and provide active frontage to all areas of public realm; this includes the adjacent natural open space as well as internal streets. This helps provide a sense of continuity and enclosure and assists with legibility. Limiting the number of dwellings to 65 allows for generous amounts of private amenity space, in the form of rear gardens.
- 5.3.4 The retention of existing trees around the built form provide a visual screen, offering a sense of exclusivity. Several informal areas of public open space will give an organic feel to the built form.
- 5.3.5 As the development is separated from the existing built up area by the existing dense vegetation and canal, fitting in with the surrounding character in terms of scale, form and appearance becomes less important. Nevertheless, the proposals adopt a traditional approach to house types with a variety of sizes, shapes and designs to meet local demand.
- 5.3.6 All dwellings proposed are two storeys in height with a variety of roof forms reflecting typologies within the village.



› Storey Height Plan



› A variety of house types to provide characterful and interesting street scene.

5.4 Privacy & Amenity

- 5.4.1 The use of perimeter blocks means that rear gardens are more secure. Limiting the number of dwellings to 65 allows for generously sized private amenity space within rear gardens. Minimum back-to-back distances also adhere to the 21m standard, maintaining privacy and private amenity.
- 5.4.2 Front gardens are generally between 1-5 metres deep and are generally defined by on plot planting such as hedges and shrubs, providing an amenity buffer between the public realm and the private domain. Shrub planting is also proposed to the base of screen walls that face the public realm to design-out anti-social behaviour, in accordance with Secure by Design principles.
- 5.4.3 Existing trees will be retained to provide an element of enclosure while creating a more aesthetically pleasing environment.



› Perimeter block showing secure and adequate privacy distances.

5.5 Accessibility & Ease of Movement

Site Access

5.5.1 The Primary Vehicular access is to be taken from Deepcut Bridge Road in the form of a new T-Junction. A small section of the existing tree line will need to be removed to allow for the access and necessary visibility splays. A 2m wide public footpath will be provided to one side with junction improvements connecting the footpath to Deepcut Bridge Road; providing safe and direct access to the village centre.

Street Hierarchy

5.5.2 The primary access will lead to what is a Minor Access Road due to the number of dwellings it serves. All Minor Access Roads have been designed to adoptable standards and have been tracked to ensure they are suitable for the safe turning and manoeuvring of local refuse vehicles. Several private drives will serve those plots with no direct access to the spine road; these will be subservient in scale and be shared surface, allowing for dual use by pedestrians and motorists. Private drives will be the shared responsibility of the owners they are conveyed to and will be maintained by Management Company on behalf of residents.

5.5.3 The proposals utilise the two existing access points from Deepcut Bridge Road to provide private drives to three new dwellings; retaining the existing mature trees and introducing an element of exclusivity.



› Primary and secondary accesses from Deepcut Bridge Road



› Accessibility Plan

5.6 Parking

- 5.6.1 Parking provision within residential developments always requires a considered strategy that meets the needs of future residents, while balancing the need to reduce car dependency and ensure key urban design principles are not compromised.
- 5.6.2 In terms of amount, parking provision across this parcel is compliant with Surrey County Council parking standards. All garages meet Surrey County Council's internal space standards, allowing for sufficient access to the side of vehicles to allow for transportation of refuse bins and bicycles.
- 5.6.3 In all instances, parking is in close proximity to the associated dwelling and well overlooked, allowing for natural surveillance. All vehicles will have direct access to the street from the plot which allows for parking to the side of dwellings, generally behind the building line, reducing the number of cars within the streets scene. Direct access also allows for frontage parking where appropriate.
- 5.6.4 Where runs of parking are provided, they will be broken up by appropriate planting to ensure vehicles do not dominate the street scene.



> Parking Strategy Plan

> Parking Schedule

5.7 Appearance & Materials

- 5.7.1 There is no distinctive character or vernacular that encompasses Deepcut; the village is made up of several character typologies that are reflective of their time. The proposal therefore, is to introduce a new character area that draws on other typologies within the village.
- 5.7.2 The proposed dwellings will be traditional in form and reflect the materials used within the village, offering some distinctive features of its own. A limited palette of high quality materials has been devised with a mix of plain red and red-multi brick forming the primary facing materials, with the use of a contrasting red brick for window heads and sills and for brick quoin detailing. White render will be introduced sparingly on dwellings at key nodal points.
- 5.7.3 An arbitrary mix of red concrete tiles and grey tiles have been proposed to break up the colour of the roof line within the street scene.
- 5.7.4 All doors and windows are to be white PVCu. Dormer windows within the roof will have a grey surround.



› Large, detached house type facing Deepcut Bridge Road.



› A variety of house types to provide characterful and interesting street scene.

5.8 Architectural Detailing

5.8.1 Architectural detailing again is traditional across the development. A summary of details are provide below and illustrated opposite.

- Red brick is the predominant facade material with cream render used sparingly.
- Contrasting brick plinths, brick bands, corbelling, quoins and heads and sills.
- Varied and well articulated roof-scape with use of dropped eaves, hipped roofs, gables and gablets.
- Mix of grey and red concrete plain roof tiles.
- Tudor gable details and tile hanging patterns used within the gables.
- Contemporary Edwardian Oriel bay windows and ground floor bay windows.
- Mix of contemporary Georgian porch details and traditional porch canopies.



> Hanging tile gable detail.



> Gablets in the roof.



> Brick corbelling



> Contrasting brick quoins



> Brick splayed heads and sills



> Front elevation of contemporary Georgian porch



> Dual aspect porch detail.



> Ground floor bay window and first floor oriel bay window

5.9 Landscaping

- 5.9.1 The proposed landscape strategy involves retaining most of the better quality vegetation on-site to maintain a sense of enclosure as well as providing an attractive and distinctive development. Mature trees will provide an attractive backdrop to the built form with new planting introduced to enhance the landscape setting.
- 5.9.2 A select few low quality, non native, trees are to be removed along Deepcut Bridge Road and replaced with new screening in the form of native hedge and tree planting to maintain a visual screen.
- 5.9.3 The main body of woodland to the north of the site is also to be retained with selective clearing of bramble scrub at the development margins. These areas will be enhanced with additional native tree and plug planting.
- 5.9.4 The spine road through the development will be characterised by an informal tree avenue. Transitional wildlife friendly species such as flowering pear fastigate hornbeam and birch will form tall aerial greenery to soften the impact of the built form realte to the existing woodland framework.
- 5.9.5 Areas of wildflower planting will provide pockets of semi-natural areas of open space, providing further ecological habitat opportunities.
- 5.9.6 The relationship between the public and private realm will be clearly defined by shrub and hedge planting, which in turn will provide a suburban feel.



› Extract of Landscaping Proposals

5.10 Ecology & Biodiversity

- 5.10.1 The proposals seek to retain and incorporate as much of the high quality habitat on site as possible. In addition, new strategic and on plot planting will bolster the existing ecological habitat.
- 5.10.2 A range of ecological enhancement measures will be introduced to mitigate the impact of the development and provide a betterment in terms of habitat creation, compared with its current state.
- 5.10.3 The scheme is to include enhancement of the woodland and scrub habitats, creation/enhancement of wildflower grassland areas, creation of species-rich lawns, and new tree and shrub planting, including some native species.
- 5.10.4 Areas of self seeded bramble scrub will be removed and replanted with a combination of meadow/wildflower grass and new tree planting to provide ecological enhancement. Native species-rich hedgerows will also be used to define private front gardens, providing further biodiversity opportunities.
- 5.10.5 Various bird and bat boxes will be installed in suitable locations across the site to cater for a variety of species. Hedgehog boxes and hedgehog friendly routes will also be incorporated into the landscape proposals. Furthermore, material and deadwood taken from any on-site tree surgery or vegetation removal should be retained on-site and incorporated into habitat piles to enhance the suitability of the site for invertebrates and small mammals.
- 5.10.6 Given that the design of the development scheme has incorporated the retention and enhancement of the majority of the woodland and enhancement of other areas of low current value for wildlife, the proposed development of the Site presents an opportunity to improve the Site's biodiversity post-development.
- 5.10.7 In this regard, a Biodiversity Net Gain (BNG) assessment has been undertaken, which measurably demonstrates that if the proposed habitats are created and managed appropriately, as outlined in the BNG report and the detailed landscape plan, a positive biodiversity value of +3.29% habitat units and +4,520.75% hedgerow units will be achieved. These figures remain in line with current National and local planning policies pursuant to nature conservation which seek biodiversity net gain within all developments.



› Variety of wildlife boxes



> Ecological Proposals Plan

5.11 Sustainability & Energy Efficiency

5.11.1 As part of the Government’s drive to reduce carbon emissions, dwellings have been designed to meet the latest energy standards set out in Part L of the Building Regulations.

5.11.2 A fabric first approach has been taken which prioritises passive design principles over technology. This method involves reducing energy consumption by increasing insulation, reducing heat loss and air infiltration and using heat from the sun before resorting to renewable technologies such as solar panels, heat pumps or wind energy to create energy.



> Fabric First approach to reducing the developments carbon footprint

5.12 Lighting Strategy

Introduction

- 5.12.1 This statement outlines how the lighting on the proposed development will meet the requirements of Surrey County Council Highways.
- 5.12.2 External lighting will be provided in adoptable roads, private accesses, courtyards and parking areas. In all instances the purpose of the lighting is solely to provide adequate safety, security and amenity for residents and visitors.

General lighting principles

- 5.12.3 Luminaries will emit all their light downwards and the lighting design will ensure that light output onto hard surfaces is maximised and overspill is minimised. Illumination levels will be as low as practicable commensurate with design standards. The lighting design will ensure that there will be no upwards emitted light, no glare and minimal light spill.

Lighting – adoptable roads

- 5.12.4 Adoptable roads will be lit to Surrey Highways specification using horizontally mounted LED luminaries on standard street lighting columns and will fully comply with the general lighting principles set out above, thus meeting DSSPD requirements.

Lighting – private accesses

- 5.12.5 For private accesses, courtyards and parking areas, sufficient light will be provided for way-finding and safe movement. Units will comprise shorter lighting columns and/or illuminated bollards. Again, these will fully comply with the general lighting principles set out above.

Special measures to ecologically sensitive areas

- 5.12.6 To meet ecological concerns, any lighting sited close to sensitive habitat will be designed to prevent adverse effects. Where bats or other light-sensitive protected species are likely to be present the guidance issued from time to time by the Bat Conservation Trust in conjunction with the Institution of Lighting Professionals will be followed. Mitigation to be employed will include one or more of the following: alternative placement of lighting units; reduced lighting levels; lowest practical mounting height; light spill shields to block unwanted light; warm white colour temperature (to minimise blue light content).
- 5.12.7 Any lighting sited close to sensitive habitat will be designed in conjunction with an ecologist to ensure there are no adverse effects.

5.13 Management & Maintenance

- 5.13.1 To ensure the development parcel remains attractive and safe for residents and visitors, the ongoing management and maintenance has been considered. Management and Maintenance Plans for Landscaping and Ecology will be submitted in support of this application.
- 5.13.2 All private dwellings conveyed to prospective purchasers will be the responsibility of the owners, including any areas of landscaping. Where landscaping conditions are added to ensure proposed landscaping remains in situ for a set period, these responsibilities will need to be clearly conveyed to purchasers. Affordable dwellings and associated areas of hard and soft landscaping will be the responsibility of the Registered Social Landlord and/or their nominated Management Company.
- 5.13.3 All roads and areas of open space will be transferred to a Residents Management Company (RMC) who will be responsible for their management and maintenance. The RMC will collect annual estate charges from the residential properties to fund the ongoing management and maintenance. Until such time the public open space areas have been fully completed and handed to the relevant RMC, Bewley Homes will continue to manage and maintain those areas.
- 5.13.4 All highway designs, including parking and refuse circulation and lighting have therefore been designed to meet adoptable standards.



Responsibility Key:

- Surrey County Council
- Private residents
- Residents Management Company
- Registered Social Landlord and/or their nominated Management Company

› Management & Maintenance Plan

06

Conclusion

This document has demonstrated how the detailed design proposals for the residential development comply with national and local planning policy and guidance. This document provides details of access, layout, scale, appearance, landscaping and access. The proposals for Frimhurst Farm, Deepcut will deliver much needed new housing that is integrated, has a distinct sense of place and is fit for purpose and will become a successful contribution to the village of Deepcut.



FRIMHURST FARM, DEEPCUT

