



DESIGN CODE

Site-wide Design Code

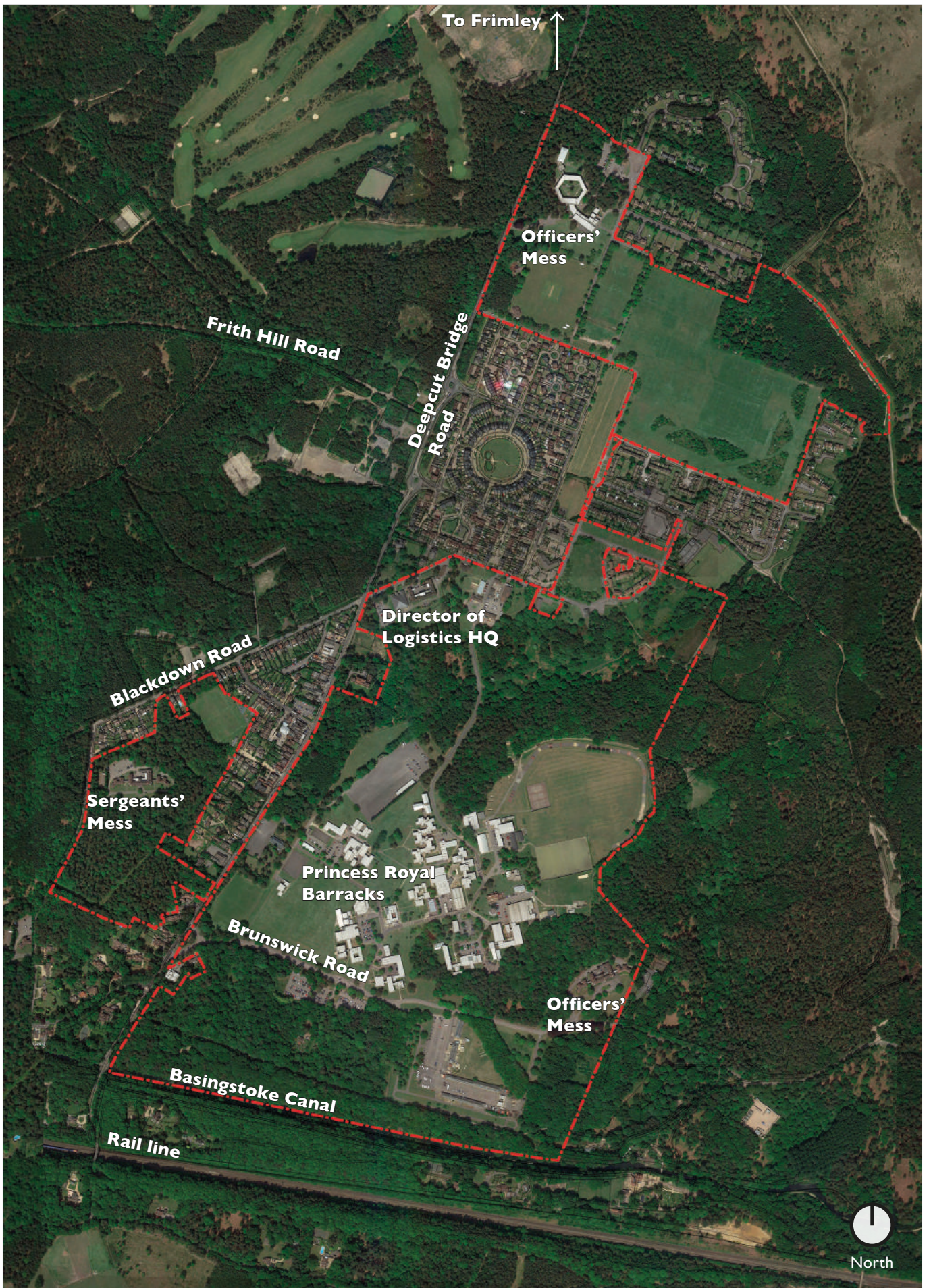


Fig 1 : Aerial view of the site showing Mindenhurst site boundary / Design Code boundary

MINDENHURST, DEEPCUT, SURREY

This Design Code has been prepared in response to Condition 3 of the Outline Planning Permission* for redevelopment of the Princess Royal Barracks site at Deepcut.

The new development will be called Mindenhurst, and for the purposes of this document and those that will accompany and follow on from it, the future development of Princess Royal Barracks, Deepcut will be referred to by this name.

This document has been prepared by JTP, Nicholas Pearson Associates (NPA) and Odyssey Markides on behalf of Skanska.

NOTE: The Site-wide Design Code makes reference throughout to Mindenhurst Road. This is the proposed name for the most significant new vehicular route to be created through the development, running from the new Northern Access Roundabout on Deepcut Bridge Road southwards through the Mindenhurst site, to the location of the existing junction of Brunswick Road and Deepcut Bridge Road.

This proposed route is detailed in other material already submitted to the local authority and has previously been referred to in most instances as 'The Spine Road'. For the purposes of this Code, and those that will follow it, Mindenhurst Road is to be taken to refer to this same route.

LIST OF ABBREVIATIONS

ABBREVIATIONS	DESCRIPTION
AI, A2, A3, A4, A5, BI(a), DI, D2	Land use classes
ANGSt	Accessible Natural Greenspace Standards
DAS	Design and Access Statement
ha	Hectare
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
MUGA	Multi-Use Games Area
NEAP	Neighbourhood Equipped Area for Play
OPA	Outline Planning Application
POS	Public Open Space
PRB	Princess Royal Barracks
RM	Reserved Matters
SANG	Suitable Alternative Natural Greenspace
SHBC	Surrey Heath Borough Council
SNCI	Site of Nature Conservation Interest
SPA	Special Protection Area
SPD	Supplementary Planning Document
SCC	Surrey County Council
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
SWDC	Site-wide Design Code
TPO	Tree Preservation Order

* Application Reference - 12/0546 (as amended); The original permission has been subject to a Section 73 planning application to vary two conditions. Further Application drawings and documents can be downloaded from the Mindenhurst website - <http://www.mindenhurst.co.uk>

Site-wide Design Code Submission: June 2016. Updated to reflect Site Wide Regulatory Plan Revision P4.

PROJECT CODE	00752
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DISCLAIMER:

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PREFACE

PLANNING CONTEXT

PLANNING BACKGROUND

A Supplementary Planning Document (SPD) was adopted in 2011 covering a locality known as the Deepcut Area. 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.

The SPD forms part of the Local Development Frameworks of the two councils and is a guide for new development in the area.

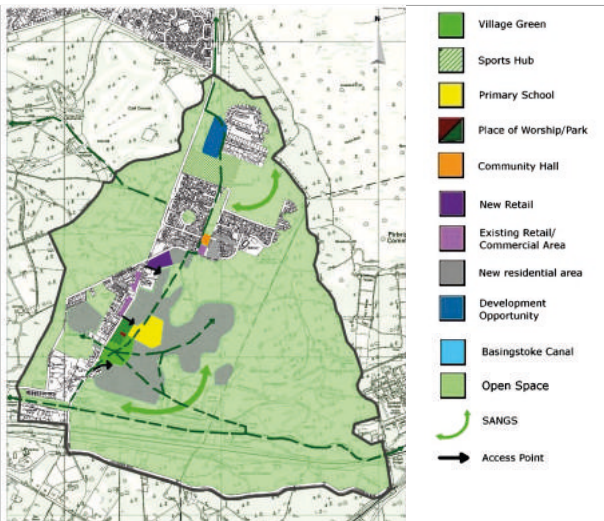


Fig 2: Extract from Regulation 19 Supplementary Planning Document Front Cover - The Place Concept for Deepcut, page 25

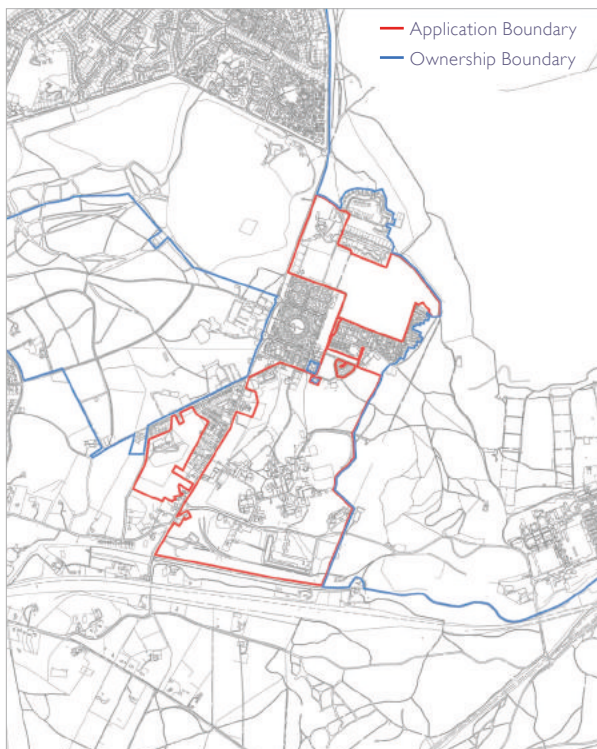


Fig 3 : Site Location Plan

PLANNING PERMISSION

Planning Permission was granted in 2014 under reference number 12/0546 (as amended) for a major residential-led development including 1200 new dwellings. This is envisaged as a balanced, sustainable village with a strong heart, and one that is integrated with the existing community of Deepcut. The application included retail, health facilities, a foodstore, a primary school and nursery, community facilities and public open space.

The planning application included a number of approved drawings, along with supporting plans and a Design and Access Statement. Planning permission was granted for a development at Mindenhurst, consisting of:

Full permission for:

- Conversion of the Officers' mess and Sergeants' Messes and the Head Quarters of the Director of Logistics to 81 flats (Class C3).
- Creation of a new access, secondary road and new footpaths and cycle paths.

Outline planning permission for:

- Demolition of all other buildings, except St Barbara's Church and two existing dwellings (Huntspiel Cottages), and residential led redevelopment comprising:
- 1,119 new build dwellings (Class C3)
- A 2 form entry primary school, together with a nursery facility (Class D1)
- An enhanced Village Centre, with improved retail and other local centre uses, comprising:
- A foodstore of 2,000sqm gross (1,400sqm net retail) floorspace (Class A1).
- Space for medical facilities to accommodate 5 practitioners (3 GPs / 2 dentists) (Class D1).
- A library, and ancillary uses such as police desk and SANGS visitor centre, of 150sqm combined total gross floorspace (Class D1).
- Three local shops (e.g. non-food retail / café / takeaway / bookmakers / estate agent / bank) each of around 60sqm gross floorspace (Class A1 / A2 / A3 / A5).
- A site for a public house of 0.12ha (Class A4).
- Retention of the Church of St Barbara as a religious facility, with a replacement church hall of up to 125sqm gross floorspace (Class D1).
- Provision of 69.12ha of public open space, including: SANGS totalling 35ha.
- A SANG link totalling 1.07ha.
- Semi natural open space (ANGSt) totalling 19.85ha.
- A Village Green of 2ha, in addition to amenity space within new residential areas.
- Allotments of 1.16ha.
- A sports hub, including built facilities (e.g. changing rooms) of 7ha.
- Parkland of 2.54ha.
- Dedicated play facilities of 0.50ha, in addition to neighbourhood facilities within new residential areas.
- A site for a care home of 1.27ha (Class C2)
- New services infrastructure, including a Sustainable Urban Drainage System.

DESIGN CODING

Condition 3 of the 2014 planning permission requires the submission and approval of a Design Code. The condition requires that prior to the submission of any residential Reserved Matters Applications, Design Codes that are in substantial compliance with the approved parameter plans (labelled indicative plans) and the consented Design and Access Statement, shall be submitted for each of the development character areas.

Owing to the need to deliver enabling infrastructure works on site prior to the delivery of any residential reserved matters, a Non-Material Amendment to vary conditions 2 and 3 was submitted and subsequently approved in November 2015 (reference number 12/0546/2). This amendment split condition 3 into two parts (3(1) and 3(2)) to facilitate the submission of a Design Code for non-residential elements where they do not include any residential units.

On this basis, a clear structure for a suite of Design Codes covering the full Mindenhurst development has now been established, whereby an overall Site-wide Code will be supported by a series of area-specific, detailed Codes. These supplementary Codes will cover Infrastructure (in a broad sense that includes non-residential development) and distinct phases of residential development – all under the guiding principles of the Site-wide Design Code and an accompanying Regulatory Plan. Further detail of this suite of Code documentation is provided on pages VI-VII.

Note that in any instance where material or detail within the SPD is perceived to contradict (or be inconsistent with) material or detail subsequently approved as part of the Outline Planning Application then the material referenced in the planning permission 12/0546 (as amended) will be deemed to take precedence and should be used to inform subsequent Design Codes and Reserved Matters Applications.

PLANNING GUIDANCE

- Surrey Heath Borough Council (SHBC) Core Strategy and Development Management Policies Development Plan Document (February 2012)
- SHBC Policies Map (February 2012)
- Extant Saved Policies in the SHBC Local Plan Review (2000)
- SHBC, Deepcut – Regulation 19, Supplementary Planning Document (September 2011)
- Surrey Local Government Association, Surrey Design – A Strategic Guide for Quality Built Environments (January 2002)
- Surrey Local Government Association, Surrey Design – A Strategic Guide for Quality Built Environments, Technical Appendix (January 2002)

OUTLINE PLANNING PERMISSION

Approved Plans

- Site Location
- Means of Access - Deepcut Bridge Road / Blackdown Road Improvement Scheme
- Means of Access - Internal Spine Road
- Southern SANGS
- Central SANGS
- Indicative Street Hierarchy
- Indicative Character Area
- Indicative Scale
- Indicative Density
- Indicative Sports and Play Space Provision

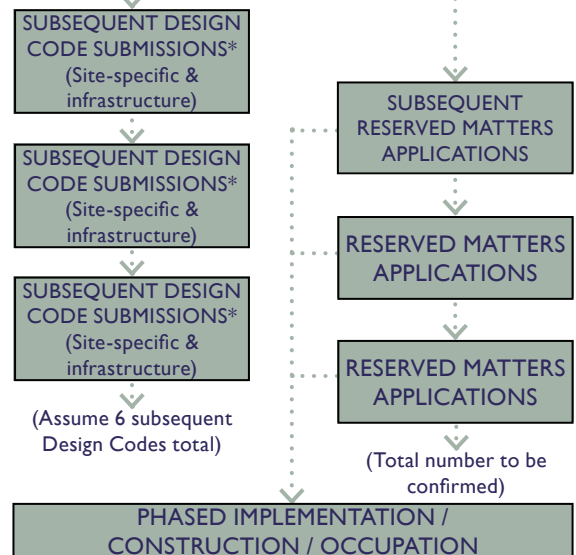
Supporting Plans

- Character Areas
- Strategic Masterplan (see page IX)
- Phasing
- Indicative multiple resi
- Illustrative Masterplan rendered
- Landscape framework
- Tree Retention and Removal plan
- Rendered Masterplan

Design and Access Statement

CONDITION 3 - DESIGN CODES

- First stage submission: Site-wide Design Code and Regulatory Plan
- First stage submission: Infrastructure Design Code



*To include code compliance checklists for submission as part of Reserved Matters Applications

PREFACE

DESIGN CODING

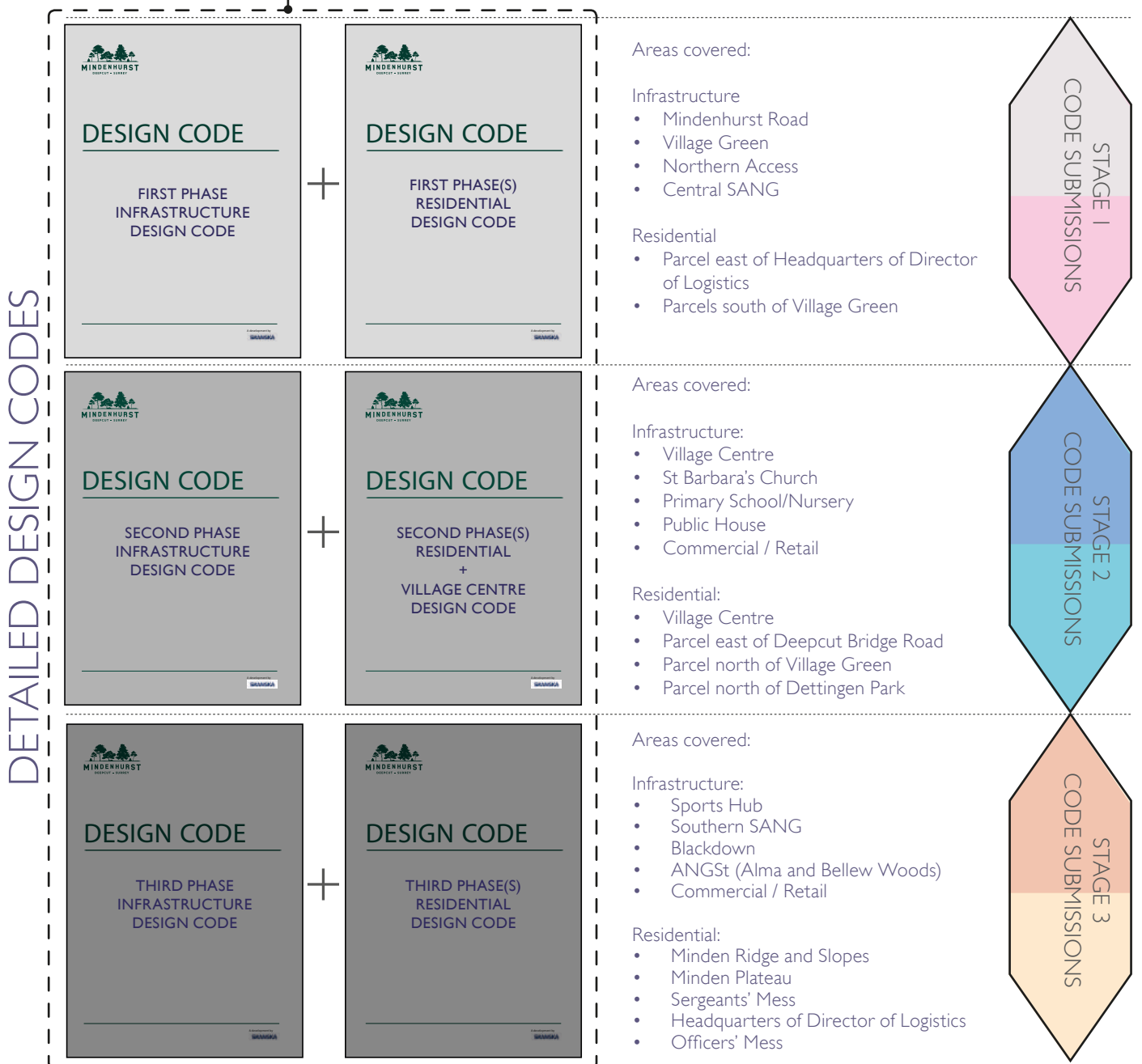


DESIGN CODE SCHEDULE

This Design Code forms part of a staged series of submissions in response to Condition 3 of the 12/0546 (as amended), Hybrid Planning Permission for the redevelopment of Deepcut.

Together this suite of Design Codes will form a comprehensive set of design and technical guidance covering the entire approved development. This phased process allows areas of the site to be developed around the continuing MoD operations, rather than delaying development entirely until the MoD has departed the site, whilst still according with 12/0546 (as amended) and the Deepcut SPD.

The proposed structure of Codes, with the Site-wide Design Code as the overarching document, is illustrated below, with an indication of how these will relate to the envisaged phasing of development at Mindenhurst.



The Site-wide Design Code sets out the mandatory framework for Mindenhurst on which all subsequent Design Code submissions will be based. The accompanying Regulatory Plan will provide a comprehensive, scalable graphic representation of this framework, and all detailed Code submissions and Reserved Matters Applications will be expected to conform to the parameters it sets.

STAGE 1

- Infrastructure Phase 1
- Residential Phase 1

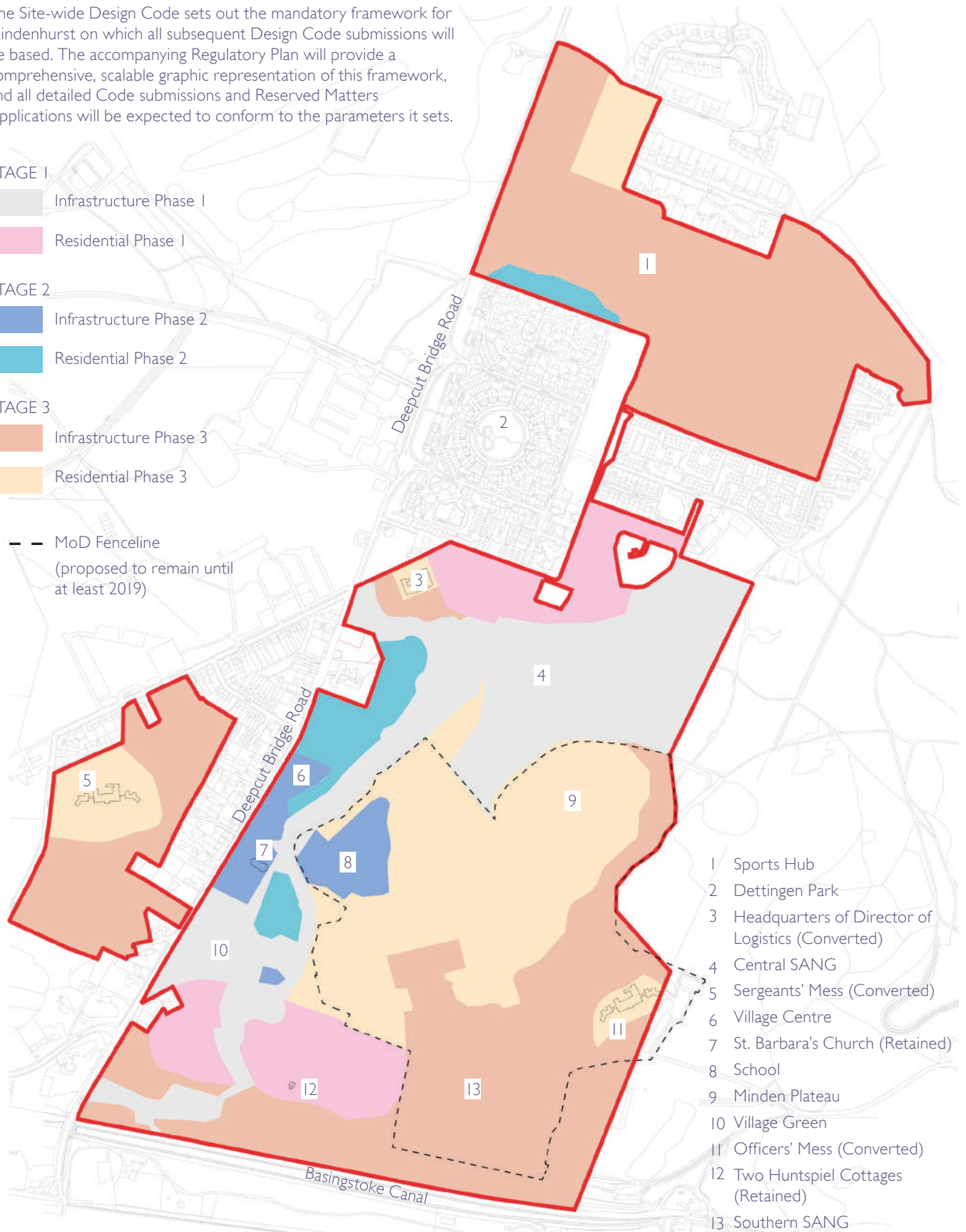
STAGE 2

- Infrastructure Phase 2
- Residential Phase 2

STAGE 3

- Infrastructure Phase 3
- Residential Phase 3

--- MoD Fenceline
(proposed to remain until at least 2019)



- 1 Sports Hub
- 2 Dettingen Park
- 3 Headquarters of Director of Logistics (Converted)
- 4 Central SANG
- 5 Sergeants' Mess (Converted)
- 6 Village Centre
- 7 St. Barbara's Church (Retained)
- 8 School
- 9 Minden Plateau
- 10 Village Green
- 11 Officers' Mess (Converted)
- 12 Two Huntspiel Cottages (Retained)
- 13 Southern SANG

Fig 4 : Indicative Design Code Schedule Plan

PREFACE

DESIGN CODING

THE ROLE OF THE DESIGN CODE

The Site-wide Design Code and Regulatory Plan will be key tools in the process of delivery and development control at Mindenhurst. This document will be used by SHBC to assess all future Reserved Matters Applications.

COMPLIANCE WITH THE DESIGN CODE

All Reserved Matters Applications must demonstrate compliance with the Site-wide Design Code and relevant Detailed Design Codes. A Statement of Compliance will be required for each application and will include a completed Code Compliance Checklist, and detailed justification for any aspects of non-compliance with the codes.

CODE BREAKERS

Departures from the Site-wide Design Code and relevant Detailed Design Codes will only be acceptable when a rationale for breaking the code can clearly demonstrate place-making benefits and/or respond appropriately to changing legislation, circumstances or technological advancement.

REVIEW OF THE DESIGN CODE

The Site-wide Design Code and accompanying Regulatory Plan will cover a development period of several years, during which it is recognised that differing external factors will influence aspects of how the development is delivered. It is therefore intended that reviews of the Site-wide Design Code and Regulatory Plan are undertaken at suitable stages such as shall be determined by SHBC. These reviews will identify any areas where the documents are considered to have become out-of-date or no longer fit-for-purpose, in the expectation that they are then suitably amended to inform subsequent Detailed Design Codes and Reserved Matters Applications.

PHASING & DELIVERY

Phasing plans for the development are required as part of Condition 2 of the planning permission.

Key infrastructure enabling works will be delivered prior to the start of any residential development.

Off-site highway improvements will be delivered to meet Section 106 agreement obligations.

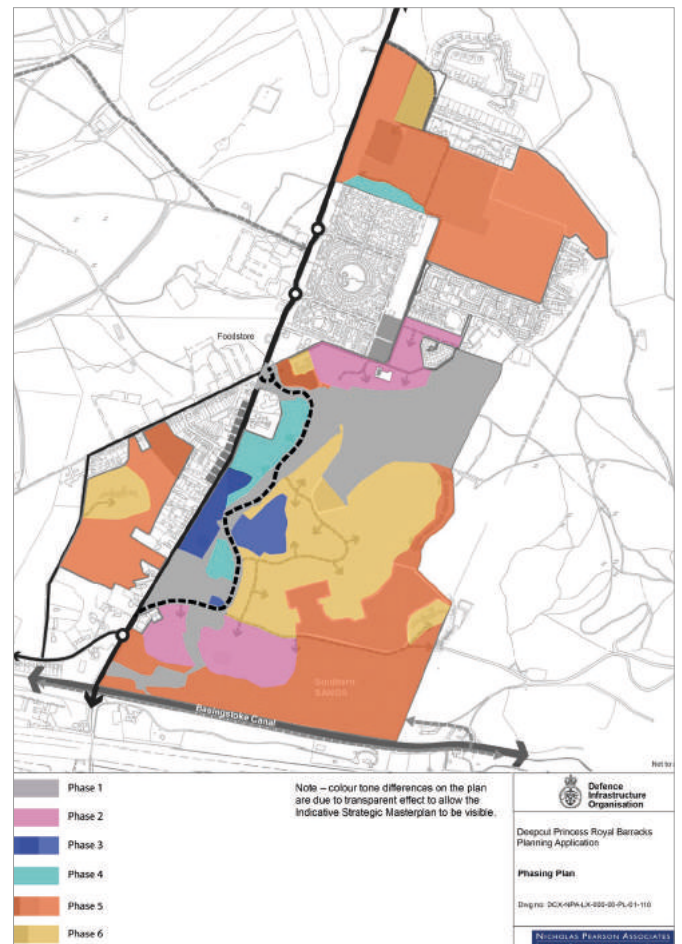


Fig 5: Indicative Phasing Plan

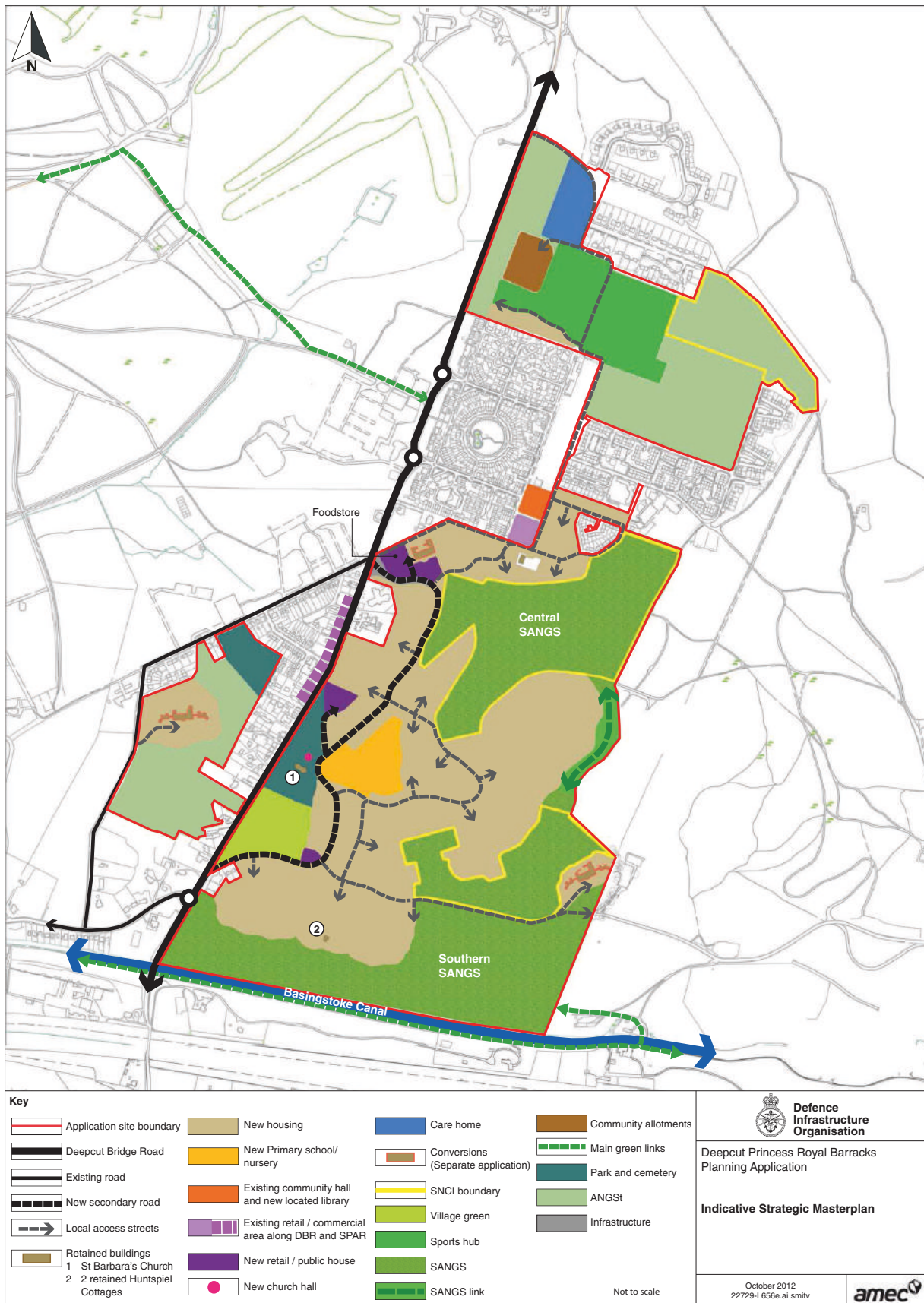


Fig 6: 2012 Indicative Strategic Masterplan (Planning Application I2/0546 (as amended))

STRUCTURE OF THE CODE

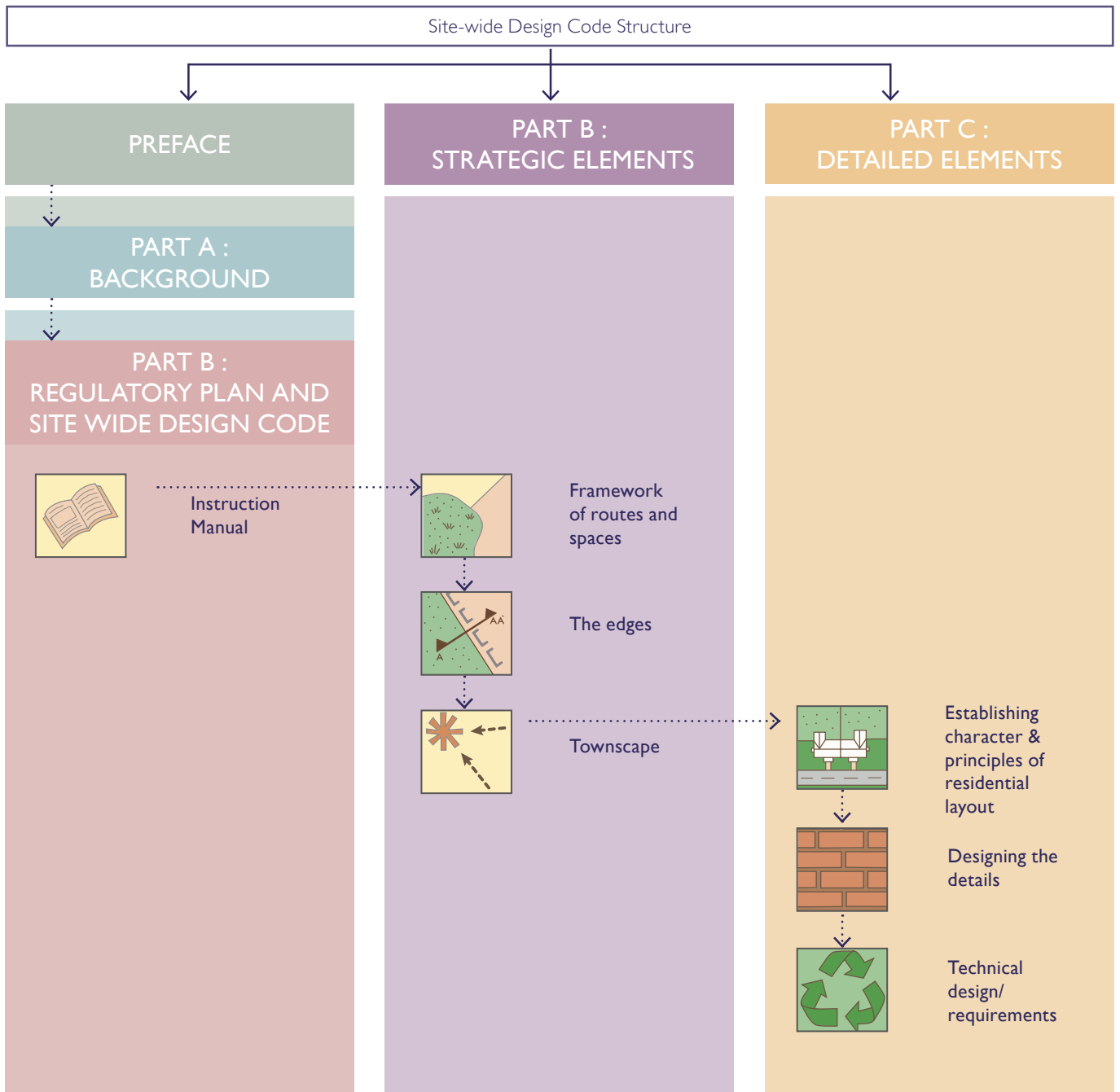
REGULATORY PLAN

The Regulatory Plan forms an integral part of the Site-wide Design Code for Mindenhurst. It sets out a framework within which all future Detailed Design Codes, and subsequent or accompanying Reserved Matters Applications will fit.

It is intended to ensure that the site-wide strategies identified in the SPD, and as then approved by the Outline Planning Permission, will be consistently reflected through all

phases of detailed design and development. The Regulatory Plan therefore sets a template of mandatory requirements and design fixes. Where flexibility in the precise positioning of uses, spaces or routes exists the plan indicates this by defining 'indicative' status.

The key for the plan sets the structure for the Site-wide Design Code, allowing direct reference between this document and the plan itself.



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PART A: BACKGROUND



1. Deepcut

- 1.1 Vision for Deepcut
- 1.2 Objectives for Deepcut
- 1.3 The Deepcut Place Concept

2. Mindenhurst

- 2.1 Features, Designations and Constraints

PART A: BACKGROUND

I. DEEPCUT

I.1 VISION FOR DEEPCUT (SHBC SPD 2011)

The Regulation 19 Supplementary Planning Document (SPD) sets out The Deepcut Vision (below) and accompanying objectives as a planning policy framework for the future development of Deepcut.

Following the grant of Outline Planning permission for the PRB site at Deepcut, the Site-wide Design Code and Regulatory Plan have been carefully developed to provide the next step in facilitating the realisation of this Vision.



Fig 7 : Regulation 19 Supplementary Planning Document Front Cover

The Deepcut Vision:

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.

Extract from Chapter 3 of SHBC SPD page 16

I.2 OBJECTIVES FOR DEEPCUT (SHBC SPD 2011)

Creating a sustainably connected rural village

Extract from Chapter 3 of SHBC SPD page 17

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.



The Heathland Setting

Extract from Chapter 3 of SHBC SPD page 18

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 SANG 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.

Open Space

Extract from Chapter 3 of SHBC SPD page 19

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 greenspace.
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.



PART A: BACKGROUND

I. DEEPCUT

I.2 (contd.) OBJECTIVES FOR DEEPCUT (SHBC SPD 2011)

Basingstoke Canal

Extract from Chapter 3 of SHBC SPD page 20

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 Sustainable Drainage 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.

Creating a community

Extract from Chapter 3 of SHBC SPD page 21

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.



Ensuring Quality

Extract from Chapter 3 of SHBC SPD page 22

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 reflect 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.

I.3 THE DEEPCUT PLACE CONCEPT (SHBC SPD 2011)

The Regulation 19 SPD sets out The Deepcut Place Concept (below) and accompanying diagram which sets out the placemaking concepts for the future development of Deepcut. The following characteristics are envisaged:

- 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
- A 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 to be 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

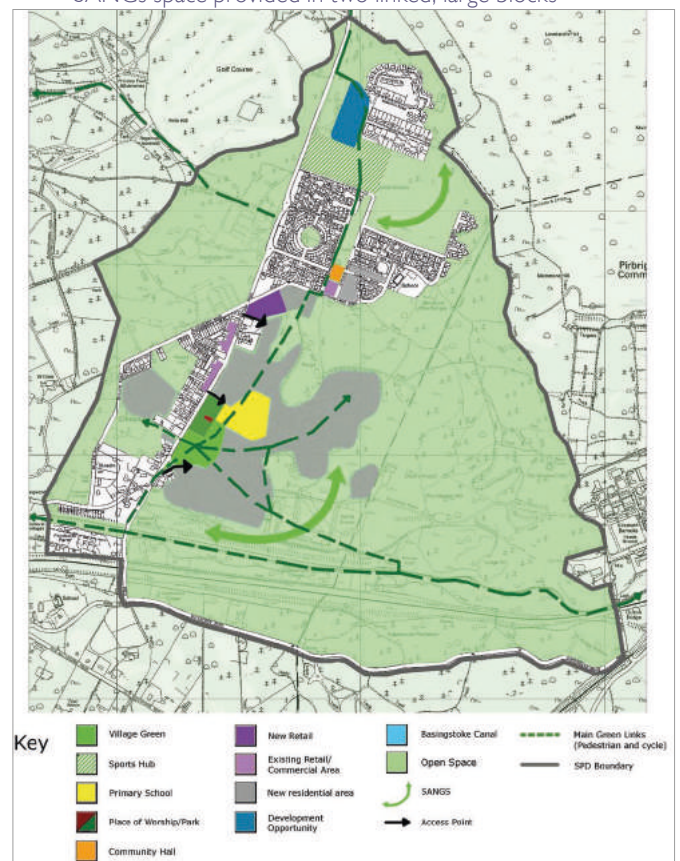


Fig 8 : Extract from Regulation 19 Supplementary Planning Document Front Cover - The Place Concept for Deepcut, page 25

PART A: BACKGROUND

2. MINDENHURST

2.1 FEATURES, DESIGNATIONS AND CONSTRAINTS

The plan below displays significant features, designations and constraints across the PRB site, ones that have directly shaped the approved form of development.

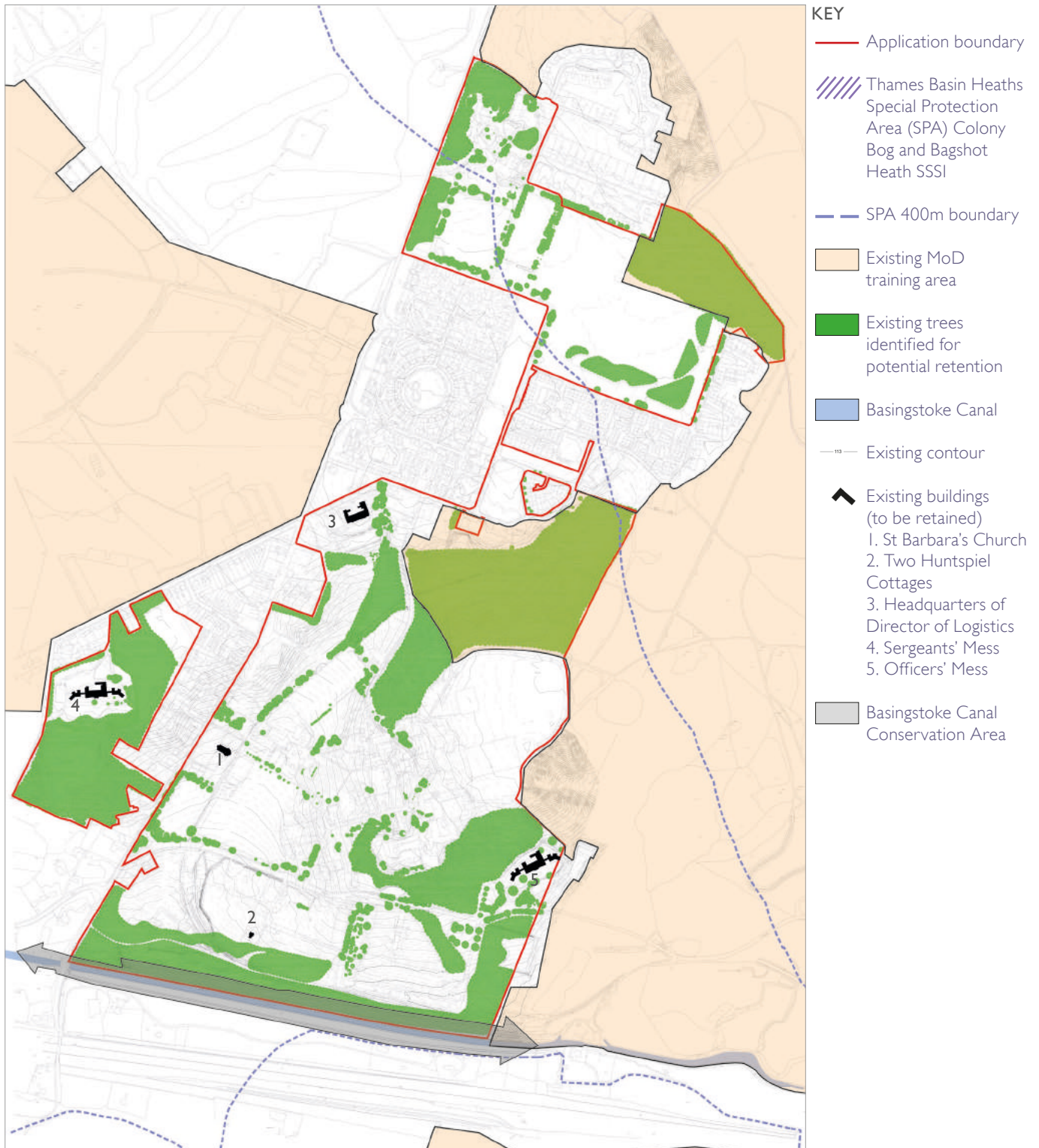


Fig 9 : Features, Designations and Constraints

PART A: BACKGROUND

2. MINDENHURST



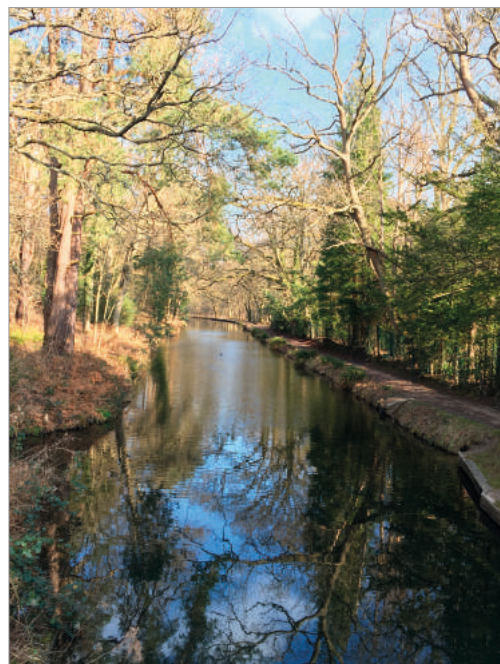
Existing mature woodland



Sergeants' Mess



St Barbara's Church



Basingstoke Canal

PART B: REGULATORY PLAN & SITE-WIDE DESIGN CODE



3. Design Code

3.1 How to read the
Design Code

4. Regulatory Plan

4.1 How to read the
Regulatory Plan

PART B: REGULATORY PLAN & SITE-WIDE DESIGN CODE

3. DESIGN CODE

3.1 HOW TO READ THE DESIGN CODE

The following figure shows example page layouts from the Design Code showing how key information, principles and design guidance are presented.

Introduction to design component

Key information / principles

PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

7.5 SPORTS HUB

Description: The Deepcut SPD and CPA Design and Access Statement have identified the requirement for a number of different sports facilities, all of which are to be provided in a 'Sports Hub' located in the northern part of the site. The Regulatory Plan requires the following:

Character & Form: A predominantly grass area for formal recreation sitting in the landscape. Existing trees will be retained and managed with additional tree planting proposed along the boundary of the new community allotments and along proposed footpaths. It may also include a trim trail featuring outdoor gym equipment.

Function: This space is primarily for outdoor sport, formal play and outdoor gym equipment, and a connecting space between the ANZCO open space to the east and west.

Principles:

- Adherence to the extent and location of this zone set out on the Regulatory Plan;
- Retention of existing trees;
- Provision of a dual-use pitch for cricket and football;
- Provision of 2 junior football pitches;
- Provision of 4 tennis courts;
- Provision of Multi-Use Games Area (MUGA), an area of hard surfacing not less than 465sqm;
- Provision of a NEAP walk to achieve zone of not less than 300sqm, set within a wider area of informal open space;
- NEAP buffer zones of 30m to nearest habitable room;
- The design of the play areas to be approved by SHBC;
- A network of pedestrian and cycle paths linking to the ANZCO open space to the east;
- Outdoor gym equipment located along these paths to provide a trim trail around the sports hub areas and
- A sports pavilion located adjacent to the cricket pitch and with facilities for variety of sports.



Facilities:

- A trim trail / outdoor gym equipment
- A NEAP
- A sports pavilion
- A MUGA
- Formal sports pitches – a dual-use pitch for cricket and football, 2 junior football and 4 tennis courts
- Parking provision in accordance with SCC requirements (could be combined with allotments car parking).



FIG 24 MINDENHURST, DEEPCUT - DESIGN CODE

Illustrative precedent images

Design guidance illustration

PART C: STRATEGIC ELEMENTS

8. SUSTAINABLE TRANSPORT NETWORK

6.4.4 STREETS AS SPACES

The lowest order streets can also create public spaces with shared surfaces, landscaped features and low vehicular speeds.

Streets within residential parcels will be designed as spaces within which vehicles, pedestrians and cyclists share equal priority. This form of street is appropriate for streets that provide access to dwellings within the centre of development parcels, away from the primary movement network.

Where streets are also intended to function as spaces, the adjacent design principles will be followed, as demonstrated in the illustrative examples opposite and below.

Key:

- 1.2m defensible space
- shared surface
- parking area
- drainage channel

Design Principles:

- Parking areas will be demarcated in a low key manner, for example, with grass sets.
- Where on-street parking is provided, the number of spaces will not exceed four in a row.
- Parking areas will be defined by landscaping such as trees, hedges and planted verges.
- Buildings surrounding the space will create enclosure through the appropriate use of boundary walls and dwelling frontages.
- Central drainage channels will be provided to drain surface run off within spaces, whilst also acting as a traffic-calming measure.
- High-quality surface materials will be used to create an attractive environment for pedestrians, cyclists and vehicles. A minimum of 4.5m will be provided for vehicles moving through the space. The carriageway does not require definition through materials and should merge with the surrounding spaces.
- A minimum of 6m clear width will be provided to allow cars to access parking spaces.
- Street furniture, such as benches and cycle parking, will be provided as necessary to encourage informal use by residents to encourage activity within spaces.

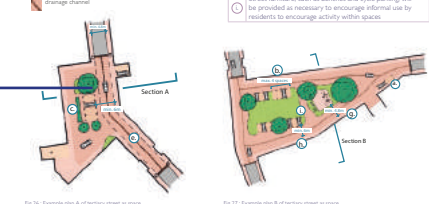




FIG 26 - Example plan A of tertiary street as space

FIG 27 - Example plan B of tertiary street as space

FIG 28 - Street section A through plan A

FIG 29 - Street section B through plan B

MINDENHURST, DEEPCUT - DESIGN CODE

PART B: REGULATORY PLAN & SITE-WIDE DESIGN CODE

4. REGULATORY PLAN

4.1 THE REGULATORY PLAN

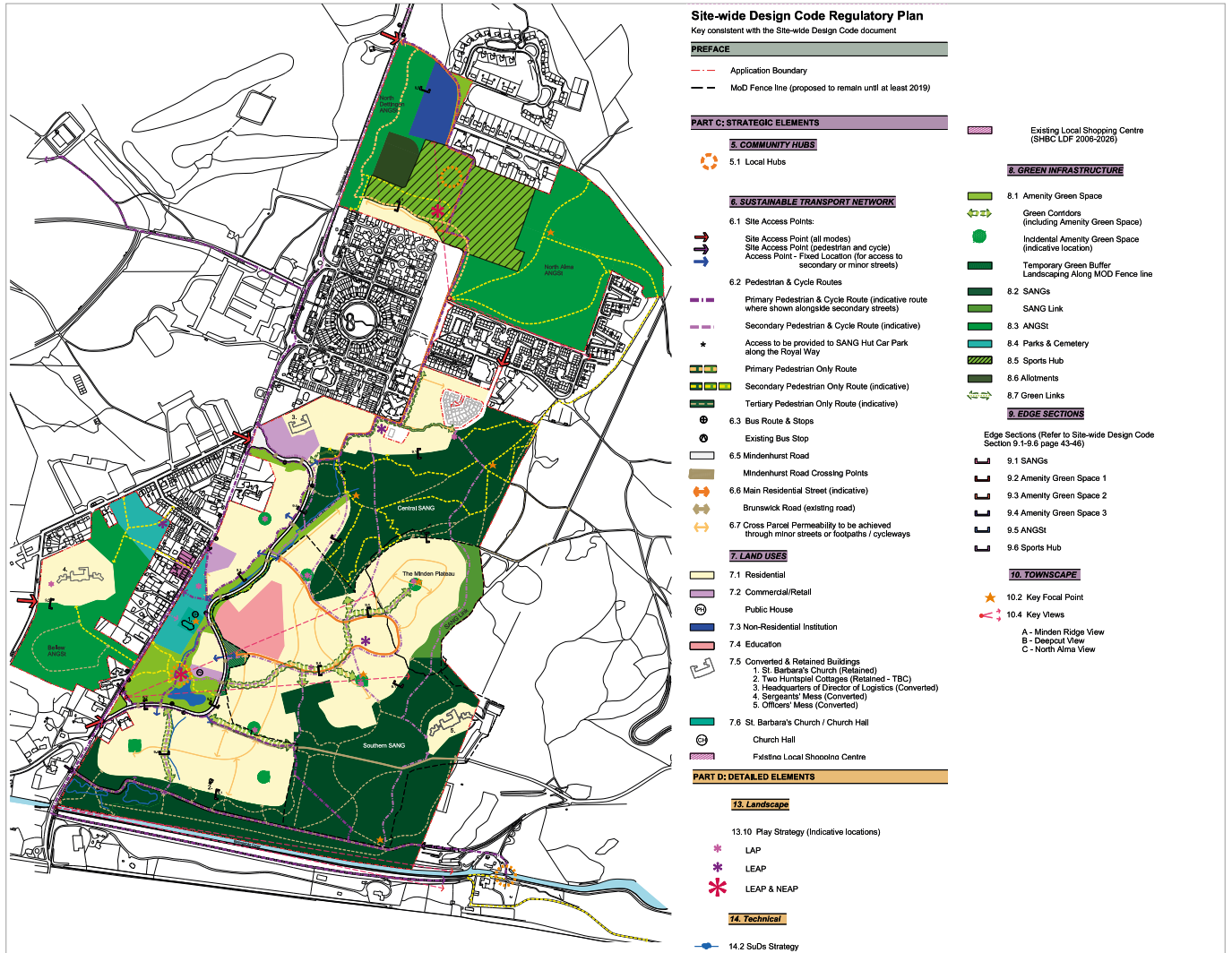


Fig 10 : Regulatory Plan

The Regulatory Plan is the platform upon which all detail within the Site-wide Design Code is based. It sets out graphically and through its key the mandatory elements of the development, and their location, extent and status. All Reserved Matters Applications will be expected to conform to the framework set by the Regulatory Plan. Adherence to the Plan will ensure that all phases of development integrate effectively with their immediate and wider surroundings, including where these are formed by other phases as Mindenhurst grows and Deepcut expands as a settlement.

The structure of the key on the Regulatory Plan sets the structure of the Site-wide Design Code. Requirements of the Regulatory Plan are set out in more detail within the Site-wide Design Code and therefore these documents must be read in conjunction.

Further details explaining how to read the Regulatory plan in conjunction with the Site-wide Design Code is provided on pages 13-14.

PART B: REGULATORY PLAN & SITE-WIDE DESIGN CODE

4. REGULATORY PLAN

4.2 HOW TO READ THE REGULATORY PLAN

The Site-wide Regulatory Plan sets out the overall development concept and establishes the key parameters and mandatory elements of the design. The structure of the Code follows the structure of the Regulatory Plan key; therefore the Regulatory Plan must be read in conjunction with the Design Code.

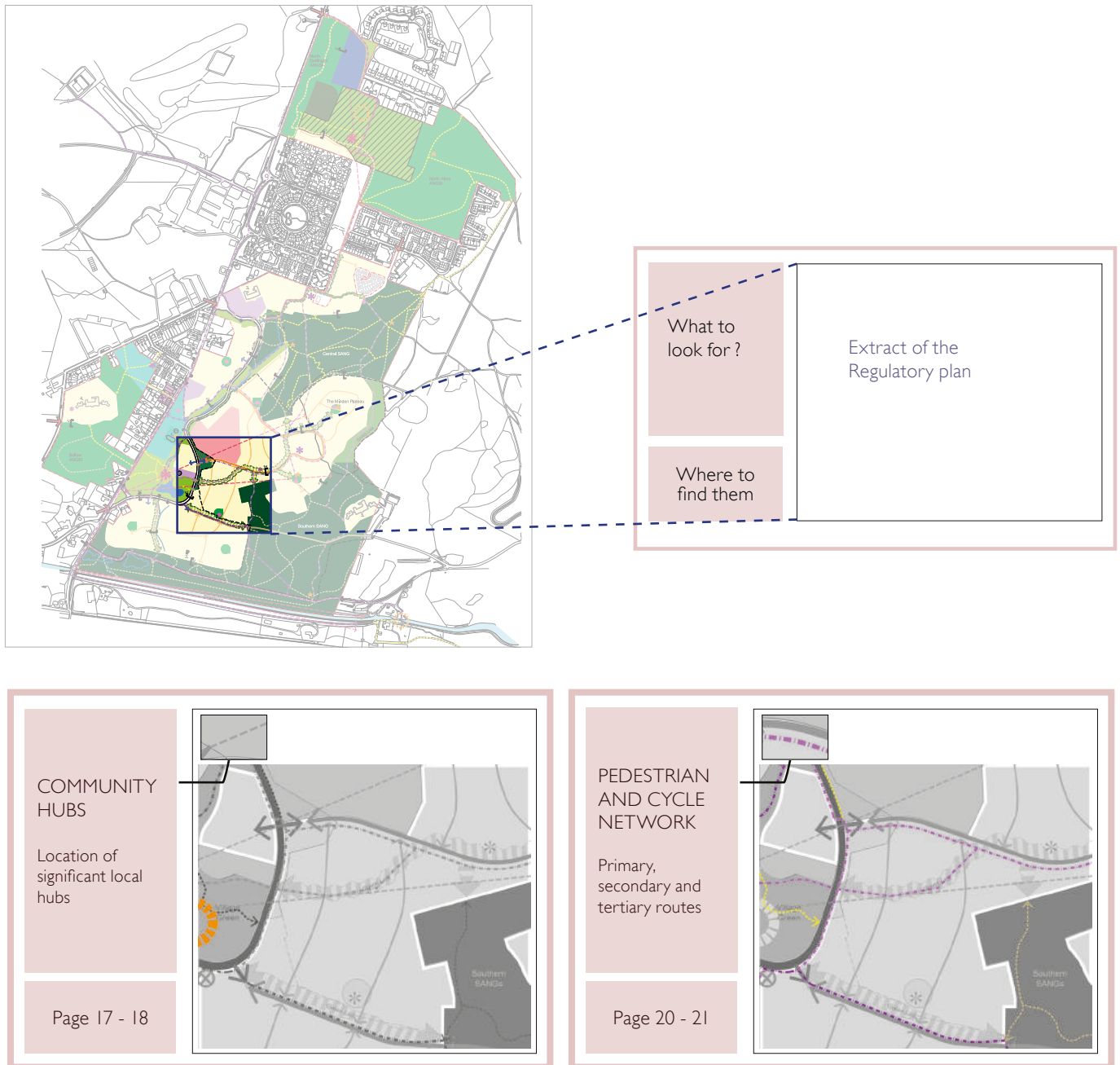



Fig 11 : Instruction Manual : How to read the Regulatory Plan

PART B: REGULATORY PLAN & SITE-WIDE DESIGN CODE

4. REGULATORY PLAN

BUS ROUTE & STOPS


Location of bus stops



Page 22

STREET HIERARCHY

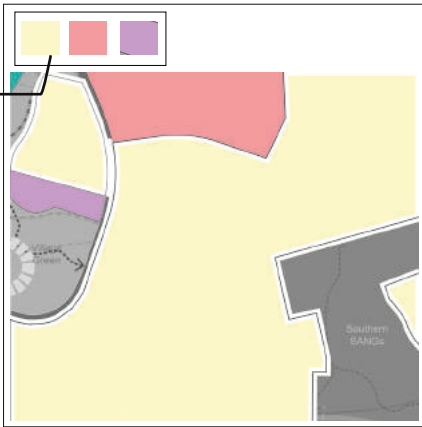
1. Access points
2. Street Hierarchy
3. Street Sections



Page 23 - 28

LAND USE


Type of land use



Page 29 - 30

GREEN INFRA-STRUCTURE


Types of landscape character areas



Page 31 - 42

EDGE SECTIONS


Sections showing relationship between development parcels and open space



Page 43 - 46

BUILDING SCALE AND VIEWS

Overall height limitations, key views, key focal points



Page 53 - 54

PART B: STRATEGIC ELEMENTS

5. Community Hubs

- 5.1 Primary Hubs
- 5.2 Secondary Hubs
- 5.3 Linkage of Hubs

6. Sustainable Transport Network

- 6.1 Site Access Points
- 6.2 Pedestrian and Cycle Routes
- 6.3 Bus Route and Stops
- 6.4 Street Hierarchy

7. Land Use

- 7.1 Residential
- 7.2 Commercial/Retail
- 7.3 Village Centre
- 7.4 Public House
- 7.5 Non-Residential Institutions
- 7.6 Education
- 7.7 Converted & Retained Buildings
- 7.8 Church Hall
- 7.9 Public Realm

8. Green Infrastructure

- 8.1 Amenity Greenspace
- 8.2 SANG and SANG Link
- 8.3 ANGSt
- 8.4 Parks and Cemetery
- 8.5 Sports Hub
- 8.6 Allotments
- 8.7 Green Links

9. Edge Sections

- 9.1 SANG
- 9.2 Amenity Greenspace 1
- 9.3 Amenity Greenspace 2
- 9.4 Amenity Greenspace 3
- 9.5 ANGSt
- 9.6 Sports Hub

10. Townscape

- 10.1 Character Areas
- 10.2 Building Scale and Views
- 10.3 Key Focal Points
- 10.4 Key Views
- 10.5 Creation of Drama
- 10.6 Street Types and Design (permeability)
- 10.7 Block Sizes and Shapes
- 10.8 Edges
- 10.9 Frontage Character
- 10.10 Residential Materiality and Colour
- 10.11 Mixed Uses Materiality and Colour
- 10.12 Principles for Mixed Use Built Form
- 10.13 Principles for Primary School
- 10.14 Architectural Principles for Mixed Use Built Form

PART C: STRATEGIC ELEMENTS

5. COMMUNITY HUBS

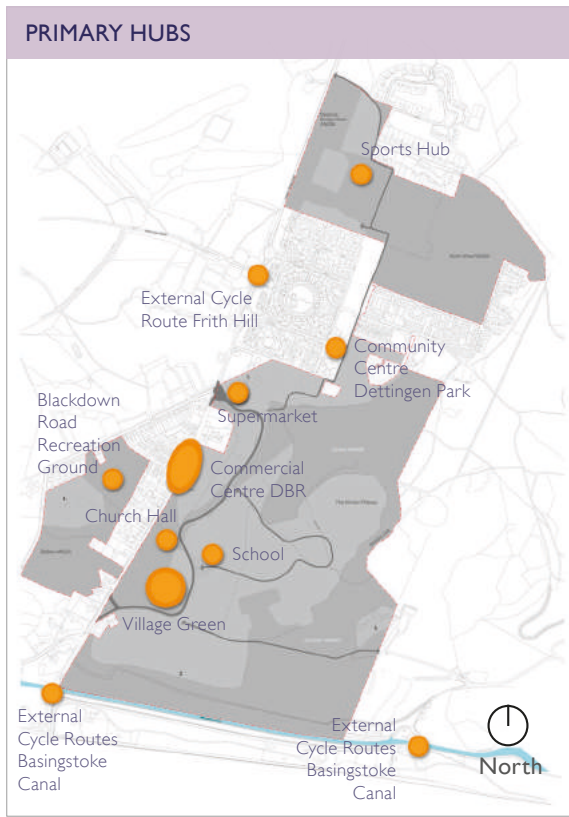


Fig 12 : Primary Hubs

5.1 PRIMARY HUBS

The Regulatory Plan includes a series of hubs across the development framework. These are focus points, locations for various types of activity that will form anchors to the new and expanded community of Deepcut. Each Primary Hub will have its own unique role to play, and will be covered in further detail by the Detailed Design Code covering the area within which it is located.

All Reserved Matters Applications will be expected to demonstrate how detailed proposals have:

- Recognised the location and proximity of the nearest Primary Hub(s);
- Taken steps to reinforce the accessibility and appeal of the nearest Primary Hub(s);
- Incorporated effective pedestrian and cycle routes leading through the extent of the application site towards the nearest Primary Hub(s);
- Where possible, facilitated logical and appealing routes between Primary Hubs, thereby implementing the Linked Hubs concept as explained in section 5.3.

KEY
 Primary hubs

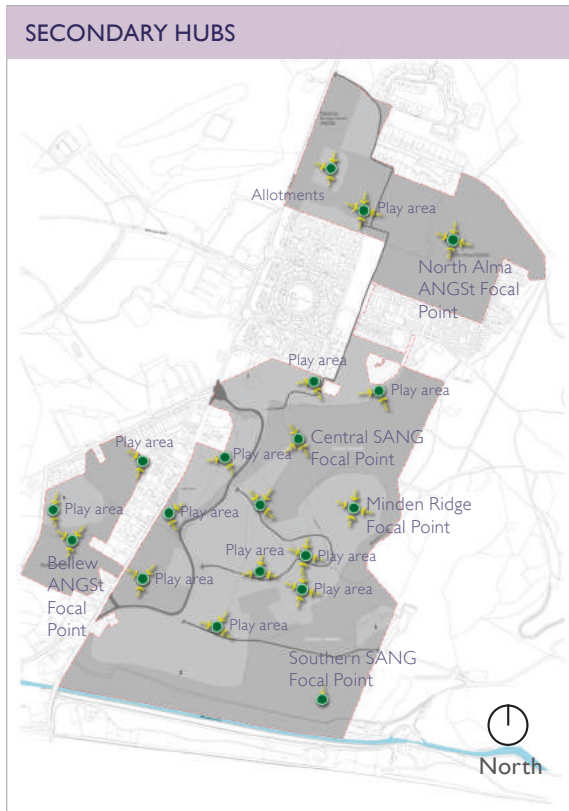


Fig 13 : Secondary Hubs

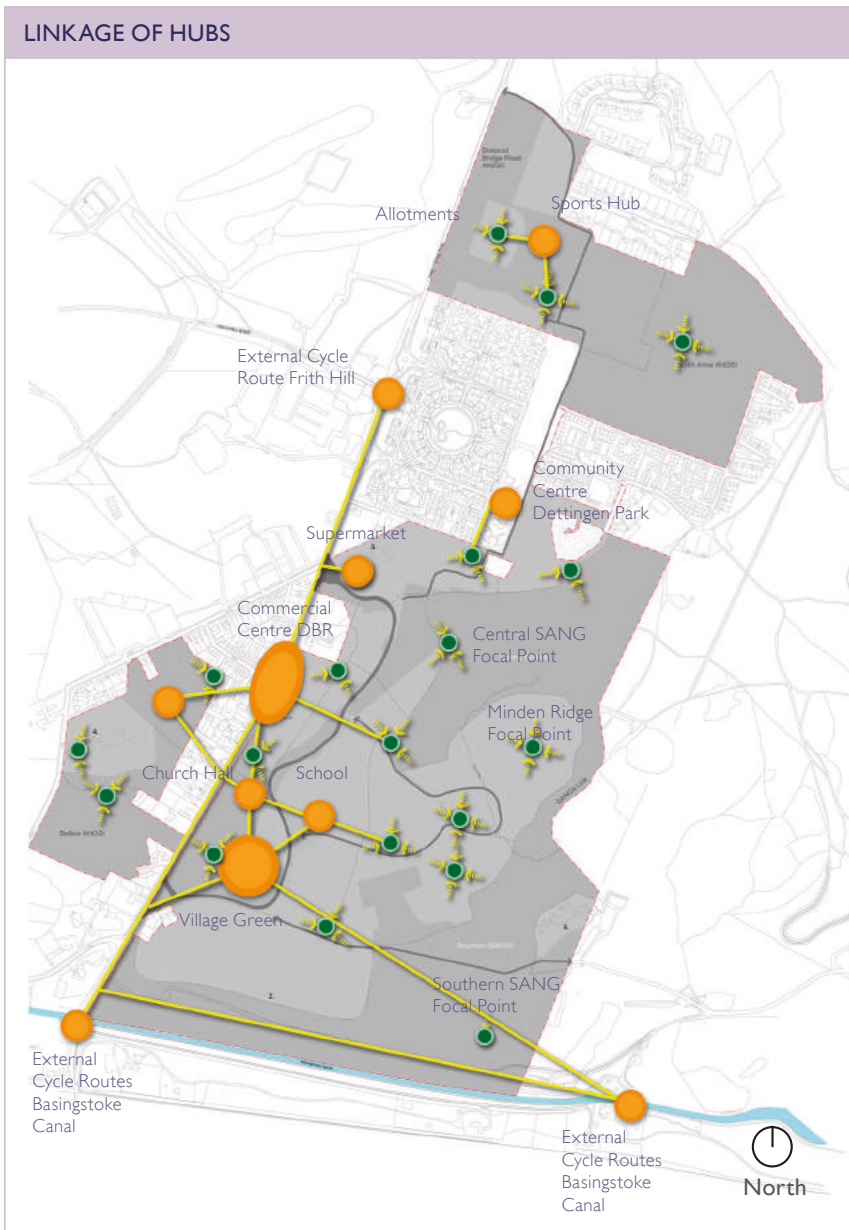
5.2 SECONDARY HUBS

A series of Secondary Hubs are identified across the extents of Mindenhurst as shown on the adjoining plan. These are also focal points of activity, often featuring children's play areas that will serve as local destinations and chance-meeting points for the local community.

All Reserved Matters Applications will be expected to demonstrate how detailed proposals have:

- Recognised the location and proximity of the Secondary Hubs within or near to the extent of site they cover;
- Taken steps to reinforce the accessibility and appeal of these Secondary Hubs;
- Incorporated effective pedestrian and cycle routes leading through the extent of the application site to ensure full connectivity to Secondary Hubs;
- Where possible, facilitated logical and appealing routes between Primary and Secondary Hubs.

KEY
 Secondary hubs



KEY

- Primary hubs
- Secondary Hubs

Linkages between hubs:

- Primary
- - - Secondary

Fig 14 : Linkage of Hubs

5.3 LINKAGE OF HUBS

The identified hub locations should all be able to be conveniently reached from other nearby hubs via the network of sustainable transport routes. The importance of this linkage accords to their Primary and Secondary status: links between Primary Hubs will need to be clearly evident through the development, suitably direct, and designed to encourage use, whilst links to and from Secondary Hubs may follow less direct paths whilst being nonetheless convenient and logical in terms of wayfinding.

Reserved Matters Applications will be required to demonstrate how the linkages shown on the adjoining plan have been achieved through explanation and justification of the layout that is proposed. Linkages should generally prioritise the movement of pedestrians and cyclists, and be suitably dedicated where possible, as none of the distances shown is in itself an impediment to movement by these means. In certain locations it will nonetheless be appropriate that linkage is achieved directly along movement corridors that also cater for vehicles.

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK

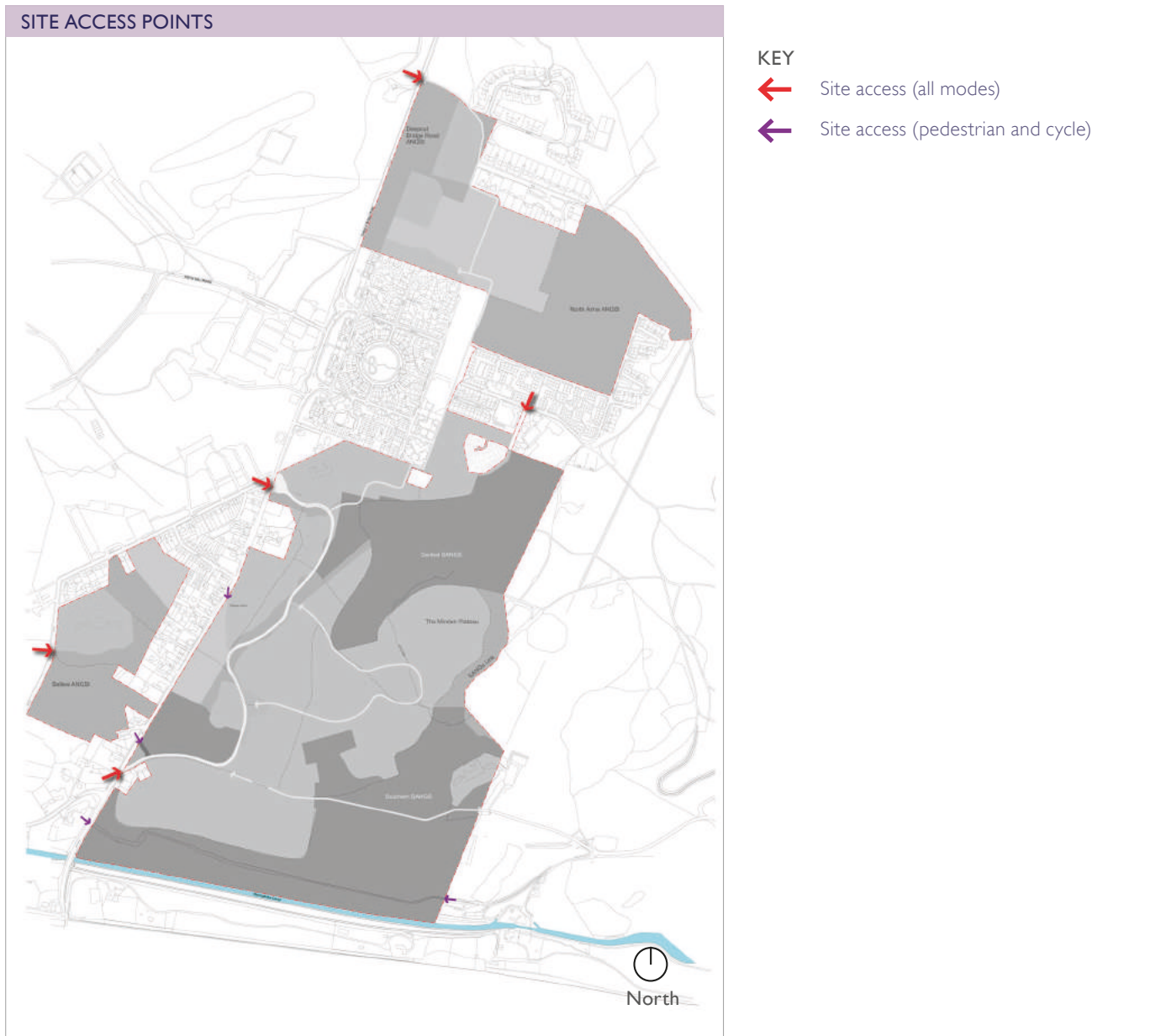


Fig 15 : Regulatory Plan Site Access Points

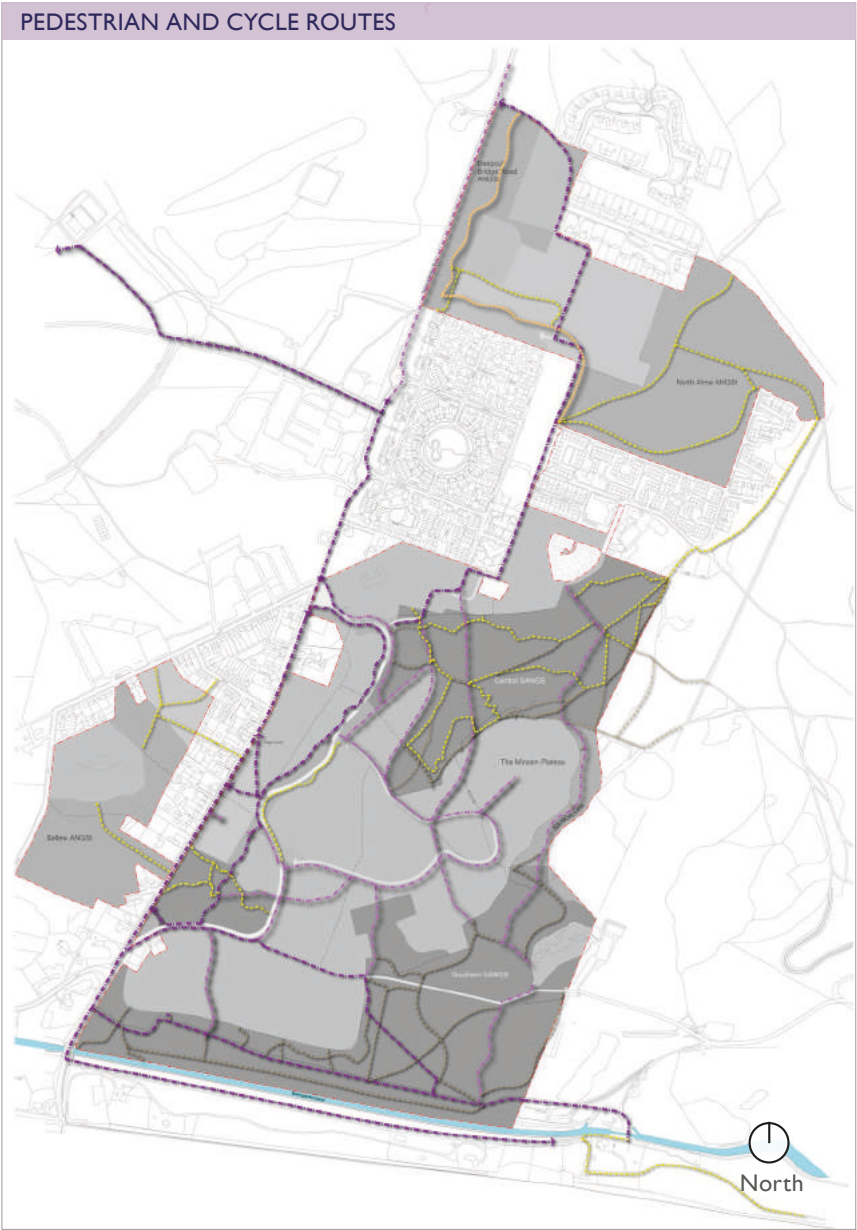
6.1 SITE ACCESS POINTS

Mindhurst will integrate with the existing village of Deepcut via a series of key connections to existing routes. The plan above highlights the locations of these principal connections, as shown on the Regulatory Plan, where access for pedestrians, cyclists and vehicles will be achieved. The new road network will connect with Deepcut Bridge Road at the north and south of the main development. This will be via a new primary road, named Mindhurst Road, at the existing junction onto Brunswick Road and a new roundabout at the existing junction with Blackdown Road, Deepcut Bridge Road and Newfoundland Road. All other new roads will link off Mindhurst Road, connecting all plots as each phase is completed.

The existing road from Deepcut Bridge Road to Frimley Lock is to be retained.

The design and layout of the roads should be of high quality and will integrate with other strategies for cycling, walking, drainage, play and public art. Reference should be made to the Deepcut Supplementary Planning Document (SPD) for guidance on road-network design principles.

The following pages set out the general design principles and aesthetics to be applied to the streetscape and pedestrian/cycle networks.



- KEY**
- Primary pedestrian and cycle route
 - Secondary pedestrian and cycle route
 - Primary pedestrian only route
 - Secondary pedestrian only route
 - Tertiary pedestrian only route

Fig 16 : Regulatory Plan Pedestrian and Cycle Routes

6.2 PEDESTRIAN AND CYCLE ROUTES

The integrated network of proposed routes for pedestrians and cyclists is fundamental to the sustainable transport strategy for Mindenhurst. Ensuring the provision and connectivity of these routes will be obligatory and Reserved Matters Applications will be expected to clearly demonstrate how this has been achieved in accordance with the Regulatory Plan.

The plan above highlights these primary and secondary routes, as shown on the Regulatory Plan, distinguishing between those for pedestrians and cyclists and those for pedestrians only.

Further detail of existing public routes in Deepcut is provided on pages 100-101 of the Design and Access Statement PRB/HPA/DOC/05.

The sustainable transport routes are designed to create a suitable hierarchy supporting natural movement through the development to destinations and existing public rights of way both within and beyond its extents. Barriers to walking and cycling are to be minimised, to promote these as attractive means of travel.

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK

6.2.1 PEDESTRIAN NETWORK

Walking is expected to be a key mode of transport within the wider Deepcut settlement, with all facilities within the development being easily accessible by pedestrian routes. This will be achieved by the delivery of the framework of primary and secondary pedestrian routes set out on the Regulatory Plan. Primary routes will follow key movement corridors and reflect desire lines, supported by secondary routes meandering through landscape and amenity greenspace.

Reserved Matters Applications will be expected to demonstrate how elements of the pedestrian route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals will be required to specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and integrated within existing and proposed landscape. Pedestrian routes bordered on both sides by planting / landscape, whilst maintaining a sense of safety, are actively encouraged.

Footpath widths will vary between 1.5m and 2m, and where practicable follow desire lines through alignments which achieve a maximum longitudinal grade of 1 in 20. Footways adjacent to adopted highways will be constructed of tarmac or similar approved material by the adopting authority. Where practicable paths within the SANGs should be a minimum of 2m wide, however where pinch points exist (ie between trees) may be reduced to a minimum of 1.2m for short lengths. Paths should be constructed with a crossfall of between 1 in 40 and 1 in 60 to allow adequate drainage. The preference for path material in adopted areas will be for a coloured tarmac or other bound stone surface course (proprietary or other) to the approval of the adopting authority.

6.2.2 CYCLE NETWORK

In delivering the required Sustainable Transport Network the provision of safe and appealing cycle routes is a key objective, and these are set out on the Regulatory Plan. This distinguishes between dedicated routes for cyclists and pedestrians, separate from the highway, and primary cycle routes that will adjoin or use the highway. Connection to the network of external routes through and beyond Deepcut is described further on pages 73-74 in Chapter 7 of the SPD.

Reserved Matters Applications will be expected to demonstrate how elements of the cycle route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals will be required to specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and suitably lit.

All shared paths will be 3 metres wide and as with the pedestrian network, follow the most practicable routes along desire lines.

Shared paths to be adopted will be constructed in a similar material to the footways with a preference for a coloured tarmac or other bound coloured stone surface course (proprietary or other) where approved by the adopting authority.

Due to potential gradients, the link between the church and Mindenhurst Road should be constructed of a material similar to that of the adopted links to ensure adequate skid/slip resistance.

Other non adopted shared paths should be constructed of 'self binding' granular loose material of a 'Buff' or similar colour.







- KEY**
- Existing bus route(s)
 -  Existing bus stops
 - Proposed bus route
 -  Proposed bus stops

Fig 17 : Regulatory Plan Bus Routes and Stops

6.3 BUS ROUTES AND STOPS

As set out in the SPD and further established by the OPA, bus routes in Deepcut are to be enhanced to support the existing and expanded community. Physical improvements to associated infrastructure will be supported by a strategy for maximising the effectiveness of bus services along Deepcut Bridge Road and through the Mindenhurst development. The plan above shows existing and proposed routes available to buses, and associated existing and proposed bus stops.

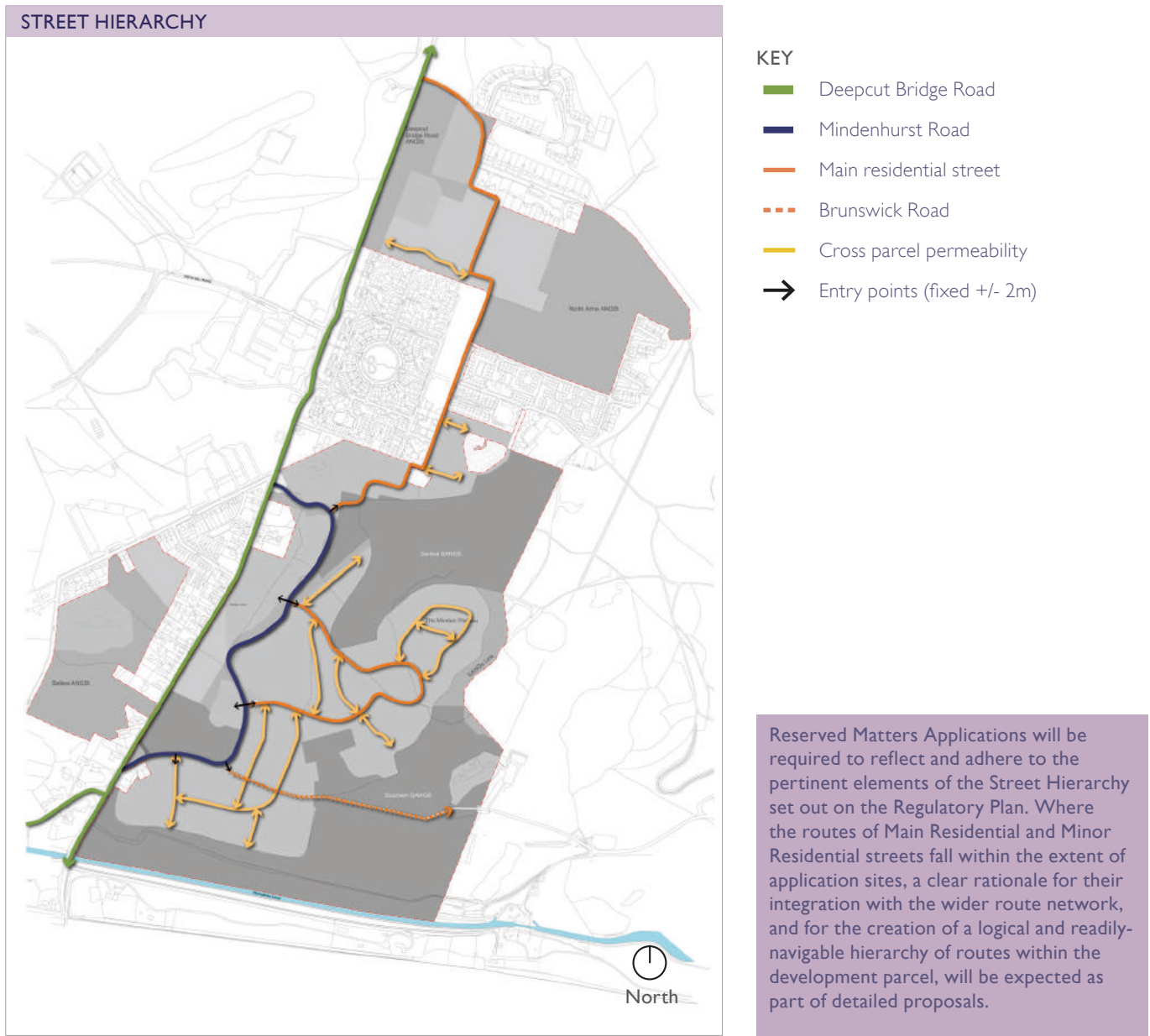
Reserved Matters Applications will be expected to show how details of layout and public realm have been developed to maximise the ease and appeal of access to existing and proposed bus stops.



Suitable option for bus shelter

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK



Reserved Matters Applications will be required to reflect and adhere to the pertinent elements of the Street Hierarchy set out on the Regulatory Plan. Where the routes of Main Residential and Minor Residential streets fall within the extent of application sites, a clear rationale for their integration with the wider route network, and for the creation of a logical and readily-navigable hierarchy of routes within the development parcel, will be expected as part of detailed proposals.

Fig 18 : Regulatory Plan Street Hierarchy

6.4 STREET HIERARCHY

Mindenhurst will provide a well connected network of streets of different character within the site. Difference in character and degree of enclosure is key to ensuring legibility and identity.

The Site-wide Design Code sets out the key principles for access within the site, highlighting existing routes to be maintained, and key new accesses and connections. Detailed guidance for street design for Mindenhurst will be further set out in each of the subsequent Infrastructure Codes.

Individual development parcels will provide cross parcel permeability primarily through a network of minor streets and pedestrian/cycle routes to create a legible block structure.

Key cross parcel connections are identified on the Regulatory Plan and will be delivered as part of this network.

Example typical street sections are illustrated on the following pages. Other instances of these streets will exist and be explored in further detail in subsequent site-specific Detailed Design Codes.

The quality, appearance and durability of materials used in surfacing public routes and spaces play a crucial role in the creation of a high quality public realm and a characterful wider environment. The selection of such materials will need to be made in recognition of the Deepcut Vision, where a high quality of design and environment is described. Choices will also need to be influenced by expectations for future maintenance and/or adoption by the County Council, whilst ensuring that the safety and ease of movement for all users is achieved.

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK

6.4.1 MINDENHURST ROAD

Mindhurst Road acts as the primary route within the proposed development which connects directly to Deepcut Bridge Road - the primary route through the settlement of Deepcut - and to streets which provide wider access across the development. The road will be designed for a maximum vehicle speed of 20 mph. The carriageway width will vary in design, with a width of 6.5 to 7.5m.

This street will vary in character along its length as it passes a number of land uses including mixed use, education and residential parcels. Its character will also be influenced by adjoining areas of open space.

The two main access junctions are characterised by retained trees providing natural gateways into the village. Mindhurst Road will pass through a new raised carriageway section, at the heart of the village, linking the new commercial units and public realm with Deepcut Bridge Road and the Village Green.

Mindhurst Road will have dedicated cycle and footpaths adjacent to or close to it and accommodate two-way bus movement. It will be lined with trees and verges of varying width dependent on the character of the area.

Further detailed information of the proposed street section and design fixes are set out as part of the Phase I Infrastructure Design Code.



STREET TYPE	MINDENHURST ROAD
HIGHWAY FEATURES	
Width of adoptable highway	Varies
Minimum carriageway width	6.5m - 7.5m
Footway/ cycleway	3m footway / cycleway with min. 2m footway on opposite side
Verge	Varies and includes landscaping and swale
Bus access	Yes
On-street parking	No
Traffic calming measures	Raised tables, speed limit signs & speed control curves, junctions
Statutory undertaker provision	Provided beneath footway / cycleway
Road markings	Yes
Centreline radii	Max 40m for speed reduction curves
Service strip	To be confirmed at Reserved Matters stage
Street lighting	Yes. Design to be confirmed at Reserved Matter Stage
ACCESS	
Junction spacing	Min 30m
Minimum junction visibility	45m
Junction radius	6m - 7.5m
Direct vehicular access to properties	Yes



Public open space	Footway	Carriageway	Footway/ Cycleway	Front garden**	Built form
	2 m*	6.5-7.5 m	3 m	min 2.5 m	

* Footway may be omitted adjacent to open space, where appropriate, to enhance rural characteristic
 ** If provided

Fig 19 : Mindhurst Road Example 1



Public open space	Footway or Footway/ Cycleway	Swale or verge	Carriageway	Verge	Footway or Footway/ Cycleway	Front garden	Built form
	2-3 m	4-5 m	6.5-7.5 m	Varies	2-3 m	min 2.5 m	

Fig 20 : Mindhurst Road Example 2

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK

6.4.2 MAIN RESIDENTIAL STREETS

Main Residential streets will provide connectivity from the site access points and Mindenhurst Road to the residential development parcels and main community facilities of Village Centre, Village Green, sports hub and school. These streets will technically function as distributor routes however they will be designed to serve neighbourhoods, providing direct access to residential plots. Road widths will vary from 5 to 5.5m wide, according to the number of properties requiring access and desired design treatment.

Main Residential streets will have cycle and footpaths alongside them. Planting along these streets will be provided primarily in private front gardens. The alignment of these will be further detailed through the subsequent Reserved Matters Applications.

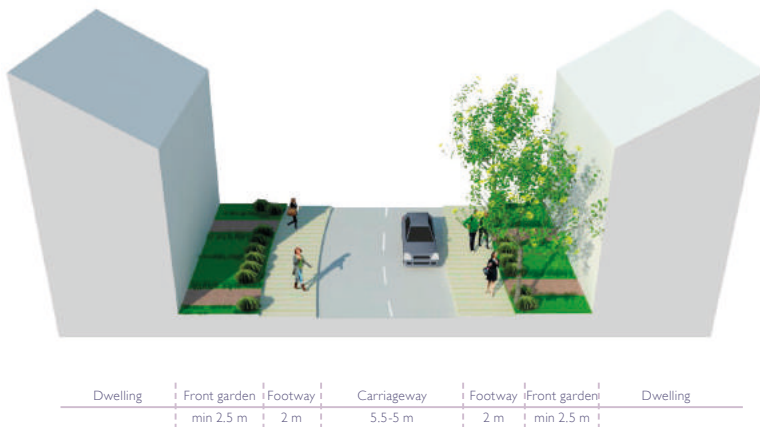
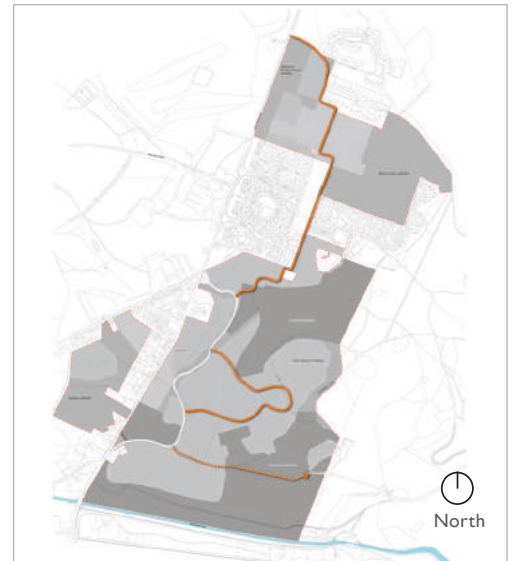


Fig 21 : Main Residential Street Example 1

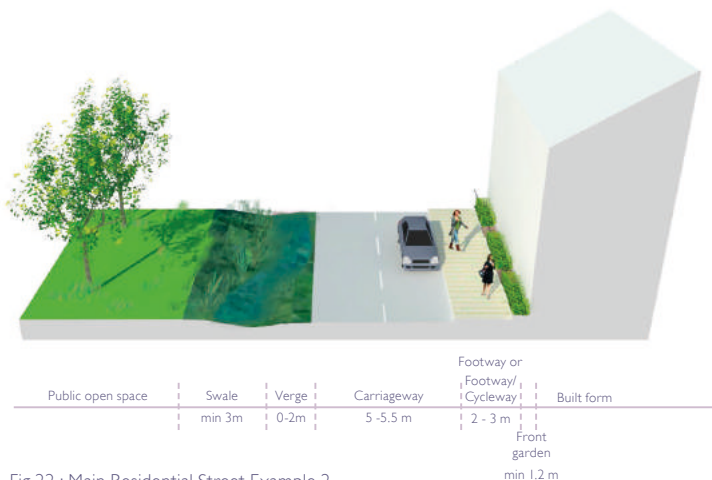


Fig 22 : Main Residential Street Example 2

STREET TYPE	MAIN RESIDENTIAL STREETS
HIGHWAY FEATURES	
Width of adoptable highway	Varies
Minimum carriageway width	5m - 5.5m
Footway/ cycleway	Varies - 3m footway / cycleway or 2 m footway to one or both sides
Verge	Varies - may include swale if adjacent to open landscape
Bus access	No
On-street parking	To be detailed in the relevant Detailed Design Code
Traffic calming measures	Raised tables, speed limit warning signs, speed control curves, junctions
Statutory undertaker provision	Provided beneath footway / cycleway
Road markings	Yes
Centreline radii	Max 30m for speed reduction curves
Service strip	To be confirmed at Reserved Matters stage
Street lighting	Yes. Design to be confirmed at Reserved Matters Stage
ACCESS	
Junction spacing	30m
Minimum junction visibility	45m
Junction radius	4.5m - 6m
Direct vehicular access to properties	Yes

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK

6.4.3 CROSS PARCEL PERMEABILITY / MINOR RESIDENTIAL STREETS

Individual development parcels will provide cross-parcel permeability mainly through a network of minor streets and pedestrian/cycle routes. Key cross parcel connections are identified on the Regulatory Plan and will be delivered as part of this network. Additional minor streets will be provided to serve dwellings and other uses within the development. The alignment of these streets will be further detailed through the subsequent Reserved Matters Applications.

Typically, minor streets will only be used by people living or visiting that area, and will therefore be narrower and less formal in character than main residential streets. Longer minor streets should be provided with trees on at least one side and could contain areas of on-street parking. They must contain a variety of traffic calming measures to increase safety for pedestrians and cyclists. Short minor streets may have a dropped kerb line and no road markings to reduce speeds and allow for pedestrian priority. Three types of minor streets are illustrated (two below and one on page 27) and detailed proposals will be expected to utilise more than one of these types within layouts.

Minor Residential streets will be key elements in the creation of the overall rural character of the development, a village set within the heath and woodland. They will be used to provide access to housing, linking to off-street parking and greenspaces. Landscape treatments will be similar to the adjacent greenspaces so as to maximise integration with the development. Road widths will vary from 3.7m to 4.8m dependent on the character and location of the street. Extensive use of shared surfaces will be made in accordance with the design principles of the SPD and those set out on page 28 of this code.

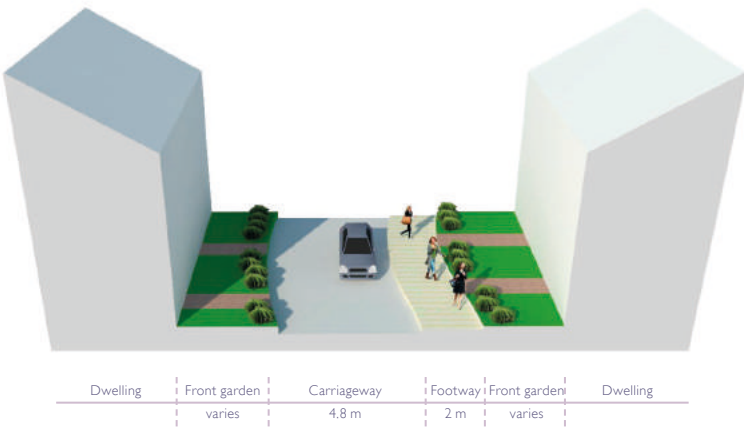
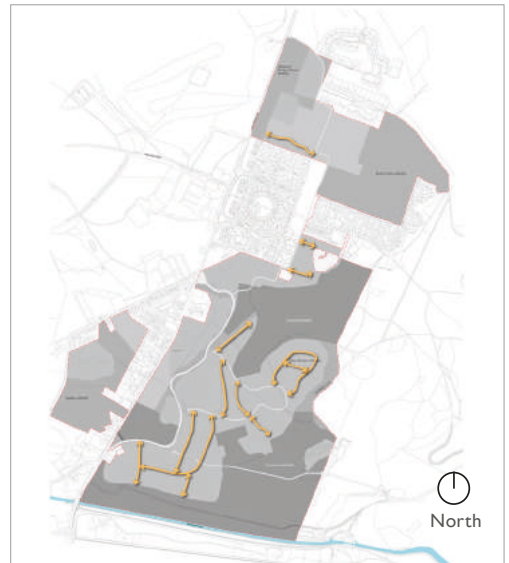


Fig 23 : Main Residential Street Example 1



Fig 24 : Minor Residential Street Example 2

STREET TYPE	MINOR RESIDENTIAL STREETS
HIGHWAY FEATURES	
Width of adoptable highway	Varies
Minimum carriageway width	3.7m - 4.8m
Footway/ cycleway	(where provided) 2m footway on one or both sides of the carriageway
Verge	2-3m typically, where road is adjacent to open space
Bus access	No
On-street parking	Yes - specific locations
Traffic calming measures	Raised tables, / shared surface spaces, speed control curves, junctions
Statutory undertaker provision	Provision beneath footway
Road markings	Yes
Centreline radii	Max 25m for speed reduction curves
Service strip	1m where no footway is present
Street lighting	Yes. Design to be confirmed at Reserved Matter Stage
ACCESS	
Junction spacing	No minimum
Minimum junction visibility	45m
Junction radius	Min 4.5m
Direct vehicular access to properties	Yes

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK



Dwelling	Verge / strip	Shared Surface	Parking	Verge / strip	Dwelling
	min 1.8 m	4.8 m	1.8 m	min 1.8 m	

Fig 25 : Minor Residential Street Example 3 (shared surface)



Examples of streets as spaces and appropriate use of materials (Upton, Northamptonshire)

PART C: STRATEGIC ELEMENTS

6. SUSTAINABLE TRANSPORT NETWORK





6.4.4 STREETS AS SPACES

The lowest order streets can also create public spaces with shared surfaces, landscape features and low vehicular speeds.

Examples will be designed as spaces within which vehicles, pedestrians and cyclists share equal priority. This form of street is appropriate for areas that provide access to dwellings within the centre of development parcels; away from the primary movement network.

Where streets are also intended to function as spaces, the adjacent design principles will be followed, as demonstrated in the illustrative examples opposite and below.

Key:

-  1-2m defensible space
-  shared surface
-  parking area
-  drainage channel

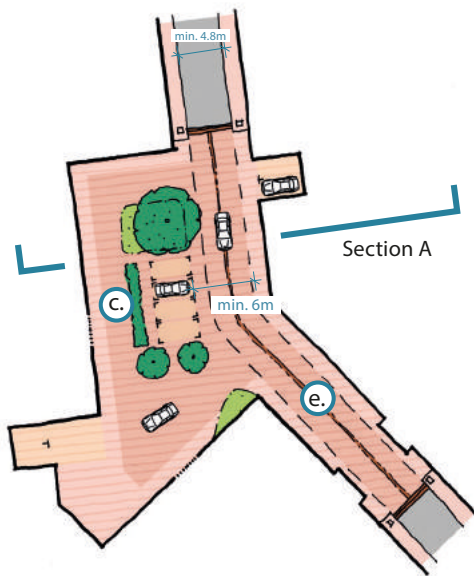


Fig 26 : Example plan A of streets as spaces

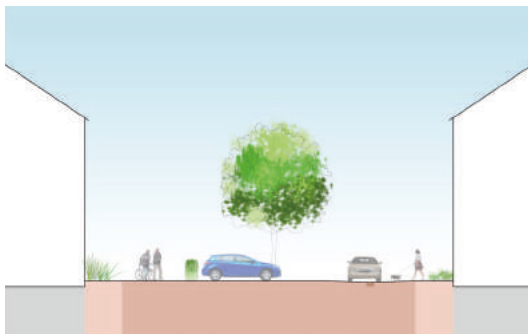


Fig 28 : Street section A through plan A

Design Principles:	
(a.)	Parking areas will be demarcated in a low key manner, for example, with granite setts
(b.)	Where on-street parking is provided, the number of spaces will not exceed four in a row
(c.)	Parking areas will be defined by landscaping such as trees, hedges and planted verges
(d.)	Buildings surrounding the space will create enclosure through the appropriate use of boundary walls and dwelling frontages
(e.)	Central drainage channels will be provided to drain surface run off within spaces, whilst also acting as a traffic-calming measure
(f.)	High-quality surface materials will be used to create an attractive environment for pedestrians, cyclists and vehicles
(g.)	A minimum of 4.8m will be provided for vehicles moving through the space. The carriageway does not require definition through materials and should merge with the surrounding spaces
(h.)	A minimum of 6m clear width will be provided to allow cars to access parking spaces
(i.)	Street furniture, such as benches and cycle parking, will be provided as necessary to encourage informal use by residents to encourage activity within spaces

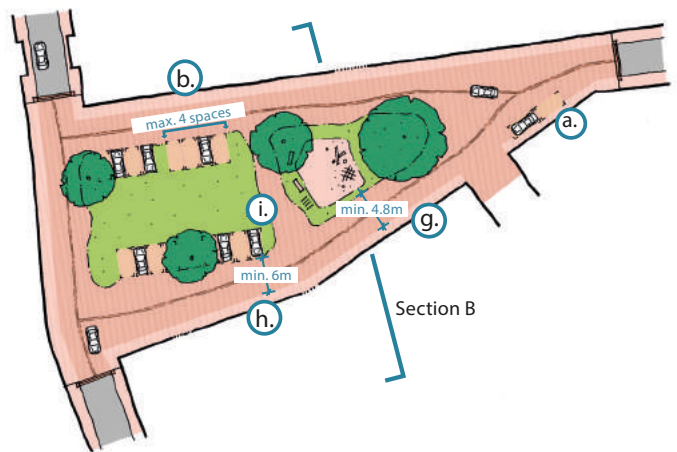


Fig 27 : Example plan B of streets as spaces



Fig 29 : Street section B through plan B

PART C: STRATEGIC ELEMENTS

7. LAND USE

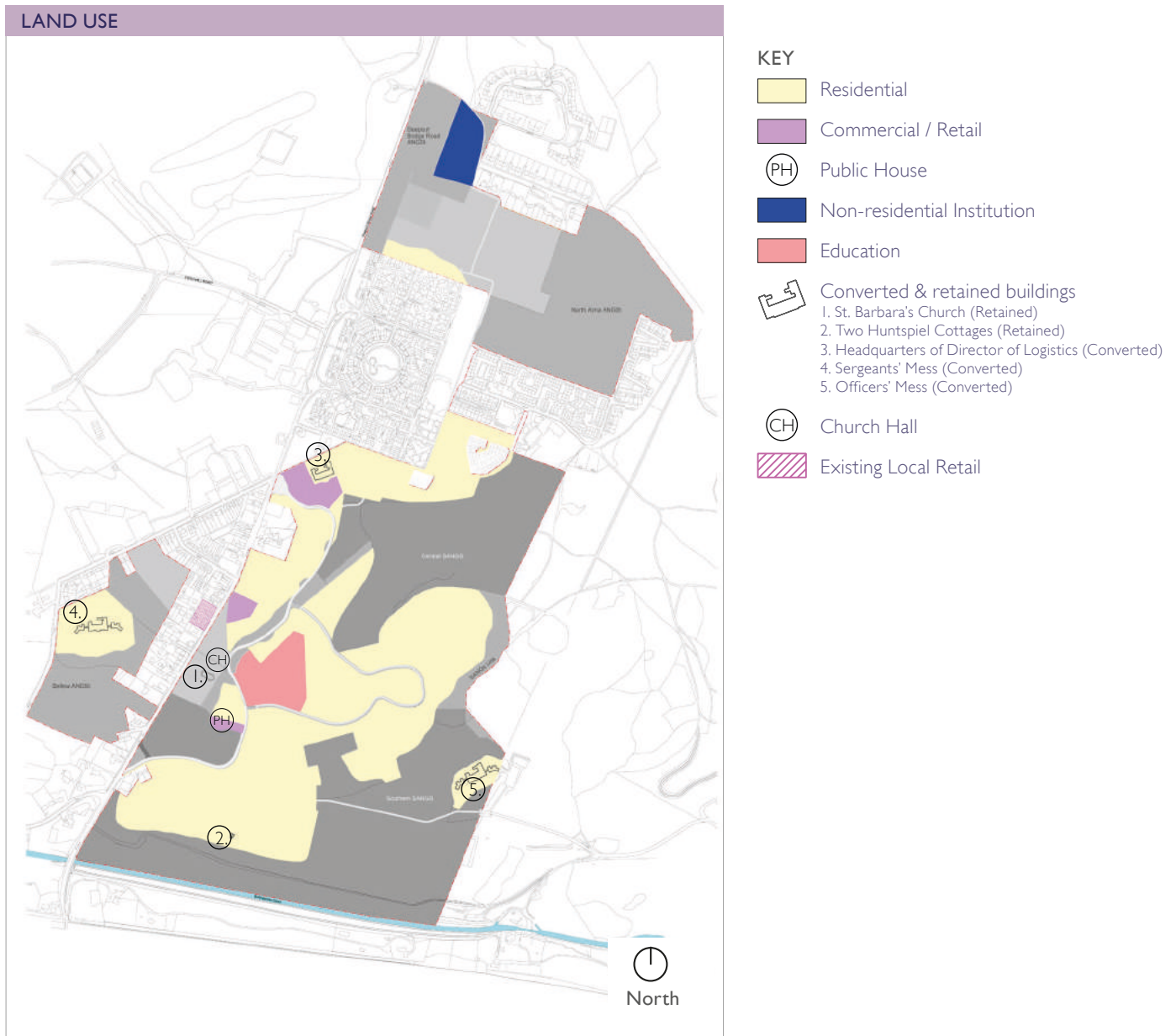


Fig 30 : Regulatory Plan Land use

Reserved Matters Applications will be required to demonstrate full accordance with the extent and disposition of land uses as set out on the Regulatory Plan. Furthermore, Detailed Design Codes will set out further stipulation of layout and design within areas of prescribed land use, and Reserved Matters Applications will be expected to demonstrate how these stipulations have been met.

Areas of particular significance – such as Key Groupings, Key Views, Landmark Buildings – will be further described by the Detailed Design Codes, with the intention that subsequent Applications pay special attention to them within submitted material.

The Regulatory Plan sets out the location and extent of differing land uses, comprising:

7.1 RESIDENTIAL

These areas within the Regulatory Plan are for residential use only. Mindenhurst will deliver 1,200 new homes.

- A range of dwelling types, sizes and tenure will be provided to ensure the delivery of a healthy and balanced residential community.
- The location of affordable housing should be designed to encourage integration and social cohesion, addressing streets, spaces and pedestrian thoroughfares and creating meeting places for all. This should be designed to be indistinguishable from private housing in external appearance and specification of materials.
- Areas of amenity greenspace will be provided within the residential areas.

7.2 COMMERCIAL / RETAIL

Areas of commercial development are identified within the Regulatory Plan. This incorporates an enhanced Village Centre with improved retail and other local centre uses; a foodstore located south west of the Headquarters of Director of Logistics, and a public house. Non-residential uses are listed below. Adequate car parking will be provided to support these uses.

- Three local shops (60sqm gross*) (Class A1/A2/A3/A5)
- Medical facility (3 GPs / 2 Dentists) (Class D1)
- A library and ancillary uses (150sqm*) (Class D1)
- A foodstore of 2,000sqm* gross (1,400sqm* net retail) floorspace (Class A1)

7.4 PUBLIC HOUSE

- A location is identified for the provision of a new public house (0.12 hectares*) (Class A4)

7.5 NON-RESIDENTIAL INSTITUTIONS

A location is identified for the provision of a care home. The design and detail are to be set out as part of the Reserved Matters Application.

7.6 EDUCATION

A 2 form entry primary school with a nursery facility will be required within Mindenhurst. The site of 2.0 ha* has been identified for this provision.

7.7 CONVERTED AND RETAINED BUILDINGS

A number of existing buildings of merit have been identified in The Deepcut SPD that will either be retained or converted. The Officers' Mess at Brunswick Road, Sergeants' Mess at Bellew Road and the HQ of Director of Logistics buildings are to be converted for residential use. These buildings will provide a sense of place for the new scheme and a connection with the history of the site. Detailed planning was granted for the conversion of these buildings to 81 flats (Class 3) as part of the hybrid planning application. The Grade II Listed building, St. Barbara's Church, will be retained for its faith function, as well as other extended community roles and uses.

7.8 CHURCH HALL

A replacement church hall of up to 125sqm* gross floor space (use class D1) will be provided in the location indicated on the Regulatory Plan.

7.9 PUBLIC REALM

Refer to Section 6.4 Street Hierarchy and Section 8 Green Infrastructure.

* These areas are derived from the Outline Planning Application

PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

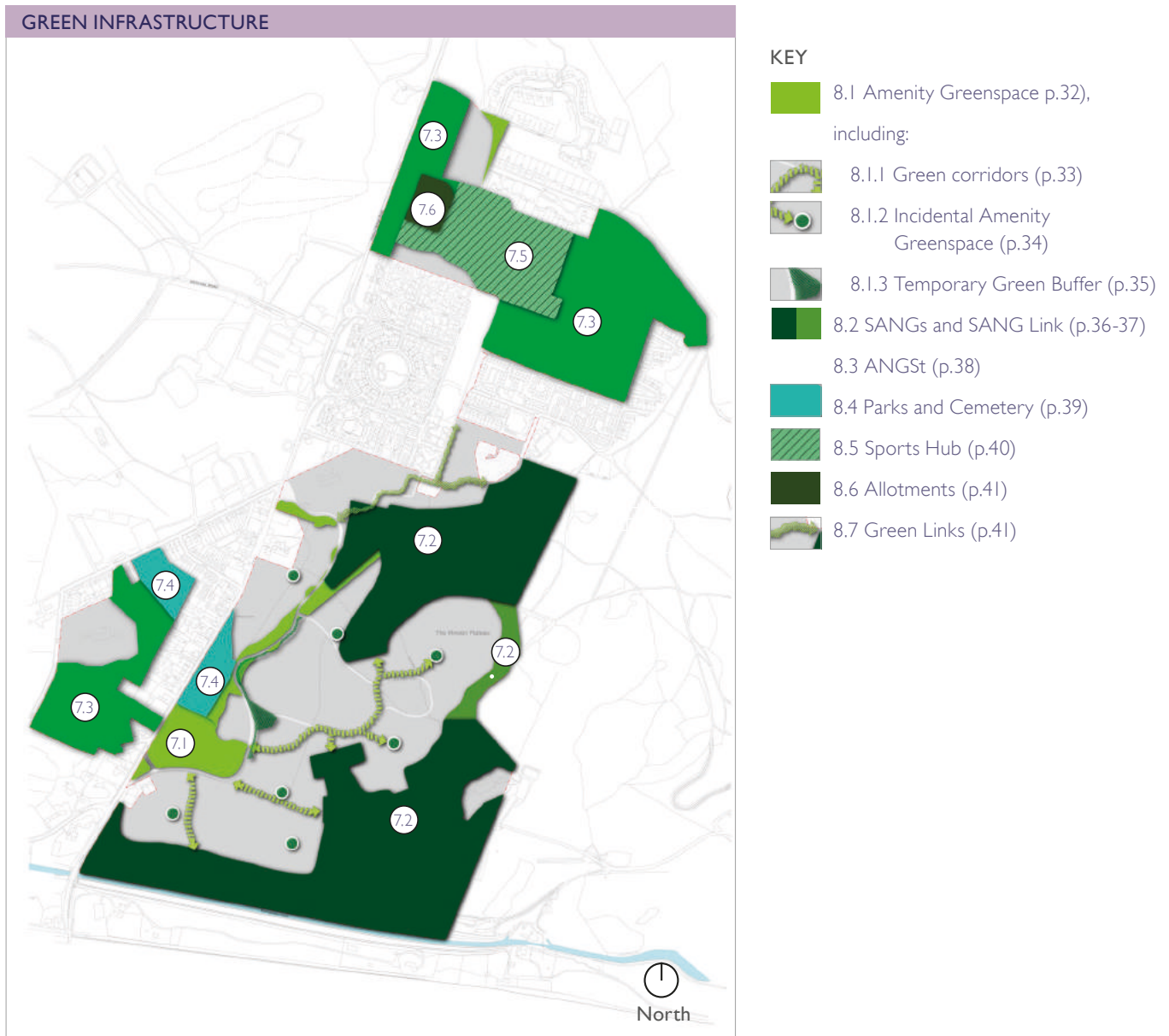


Fig 31 : Green Infrastructure Plan

Reserved Matters Applications will be required to demonstrate how detailed proposals have positively responded to all elements of Green Infrastructure within or adjacent to the extent of the application site. This response must support the intended function and character of Green Infrastructure elements as described over the following pages, whilst demonstrating how detailed analysis of existing aspects of landscape, planting and topography have positively influenced proposals.

The Green Infrastructure Plan illustrates the position of key green spaces, reflecting the differing landscape characters across the site and accommodating the multiple different outdoor activities to be facilitated at Mindenhurst. Future site-specific Detailed Design Codes will include further detail of Green Infrastructure elements including private gardens and smaller elements of amenity greenspace.

The key proposal is a Village Green which forms part of the

Amenity Greenspace, visually and physically connected to the important vantage point of Minden Ridge via a green corridor. From this link, connections to the other principal green spaces, such as Suitable Alternative Natural Greenspace (SANG) and Alternative Natural Greenspace (ANGSt), will be possible, providing a cohesive site-wide landscape network.

All development parcels will have a direct connection with the wider woodland / heathland landscape and SANGs creating a unique and identifiable village character.

Existing key landscape elements such as tree planting will be retained, principally within the Central and Southern SANGs and the site boundaries.

Opportunities will be created for both formal and informal play, encouraging interaction with nature in the form of 'playful and inventive' landscape.

8.1 AMENITY GREENSPACE

Description : A network of Amenity Greenspaces is to be provided within the wider Green Infrastructure network. The Regulatory Plan sets out the key Amenity Greenspaces including an area extending northwards of the Village Green, following the route of existing ditches as a green link towards the east of St Barbara's Church and village centre beyond before widening out as a series of informal green areas containing retained trees, watercourse and SuDs features with the pedestrian and cycle network running through these spaces. At the northern end of Mindenhurst Road, it forms a greenspace below the retained Headquarters of the Director of Logistics building. A small area is located at the far north of the site adjacent to the existing residential area.

Character & Form : An informal character with accessible areas of grass set and waterside habitat and SuDS features within a treed landscape.

Function : Useable amenity space allowing the built development to be set back from Mindenhurst Road.

Principles :

- Adhere to the extent and location of this zone as set out on the Regulatory Plan;
- Be laid out for the public to use and enjoy as an unrestricted area of soft open space;
- Retain mature trees and provide both grassed areas and heathland to edges, and high wildlife value to pond;
- Be a highly visible space at the meeting point of a number of access routes; and
- Be 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.

Facilities :

- SuDs - swales and open space
- The provision of a 3m combined footway / cycleway



Key Plan



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.1 AMENITY GREENSPACE (contd.) - VILLAGE GREEN

Description : A key area of open space which links to the village centre and Mindenhurst Road. The largest portion comprises the Village Green which has mature trees enveloping its western section, located adjacent to Mindenhurst Road with residential areas beyond to the south and east, and Deepcut Bridge Road to the west. Adjacent to the northern edge is the cemetery, the pub and the primary school.

Character & Form : The Village Green defines the core landscape character of the village centre, and will incorporate a village pond and formal play areas. The space will be a hub for community events as well as informal and formal recreational activities. High quality landscape treatments and materials that reflect the local context with elements of heathland character incorporated.

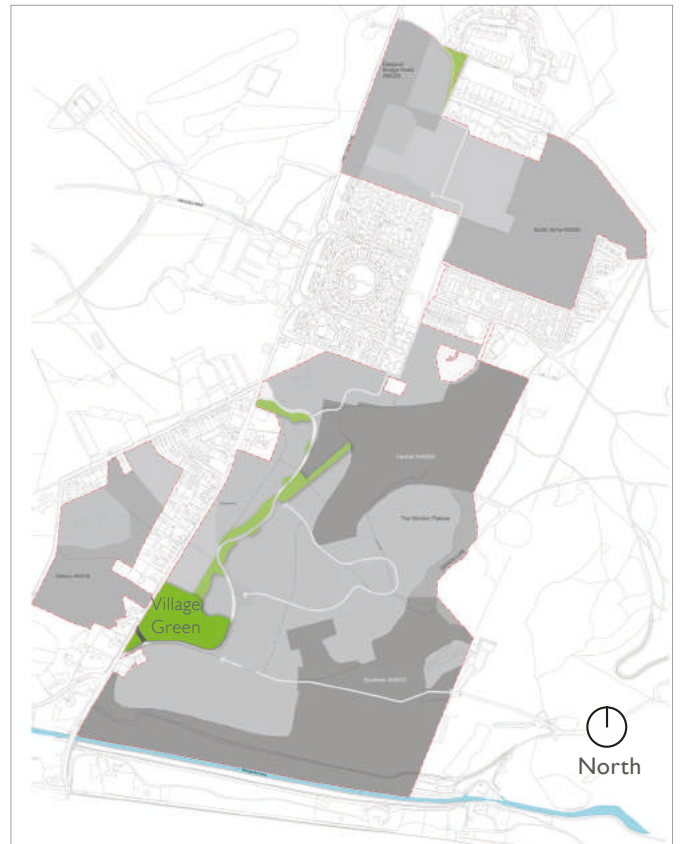
Function : The layout and character of the space is to provide flexible areas of open space to accommodate a mix of uses. The Village Green is of a size that can host a range of community events, while also providing opportunities for informal kick about space and formal play areas in the form of a NEAP and LEAP.

Principles :

- Adhere to the extent and location of this zone as set out on the Regulatory Plan;
- Perform as a community hub and provide a flexible area of open space to cater for a range of community events such as informal recreational uses;
- Enable protection of the fore and middle ground components of the Minden Ridge View
- Be laid out for the public to use and enjoy as an unrestricted area of soft open space;
- Provide a hub for informal recreation such as picnicking, playing, walking, sitting, meeting people and observing life;
- Retain mature trees and provide both grassed areas and heathland to edges, and high wildlife value to pond;
- Be a highly visible space at the meeting point of a number of access routes;
- Be 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;
- Be a focus of the green amenity space, pedestrian and cycling networks;
- Provide a memorial feature including memorial trees;
- Provide a focal point for the SuDS network; and
- Provide a play area which combines LEAP play equipment (with an activity zone of not less than 400sqm and buffer zone of 20m to the nearest habitable room) with a NEAP (with an activity zone of not less than 1000sqm and buffer of 30m to the nearest habitable room), set within a wider area of informal open space.

Village Green facilities :

- Combined LEAP and NEAP play facilities;
- Pedestrian paths, seating and bins;
- A Memorial feature including memorial trees; and
- Notice boards and post boxes.



Key Plan





8.1.1 GREEN CORRIDORS

Green corridors within the site

The Regulatory Plan identifies three important 'Green Corridors' providing connections through the main residential areas. Envisaged as informal / rural in character, these links will accommodate a number of functions including the movement of people, wildlife, surface water and vehicles. Walking and cycling will be prioritised over vehicular movement, with a landscaped corridor being central to the Green Corridor; providing Amenity Greenspace. Notable green corridors are described below:

Railway : A combined pedestrian/cycle track, providing a north-south link from Brunswick Wood, through to the Village Green, will follow the historical railway route. Planting will be enhanced in places to create a significant wildlife corridor.

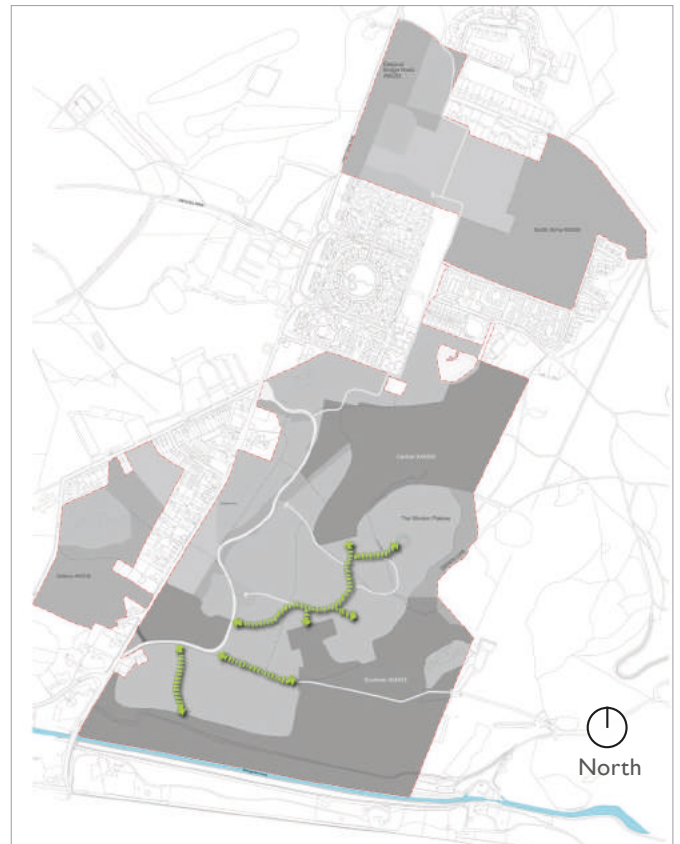
Minden Ridge Plateau : A green corridor incorporating pedestrian and cycle routes radiating from the village green towards other community focal points.

Future site-specific Detailed Design Codes will include further detail of acceptable solutions to the provision of Green Corridors.

Green corridors beyond the site

Green space and green corridors throughout the site will make connections with the wider landscape outside the boundary providing interconnected routes that perform as wildlife corridors. External green corridors consist of:

- The existing public right of way and tracks along Chobham Ridges to the north
- Tracks within the MoD access land to the east
- The Basingstoke Canal towpath to the south
- The proposed Frith Hill cycleway to the west



Key Plan



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.1.2 INCIDENTAL AMENITY GREENSPACE

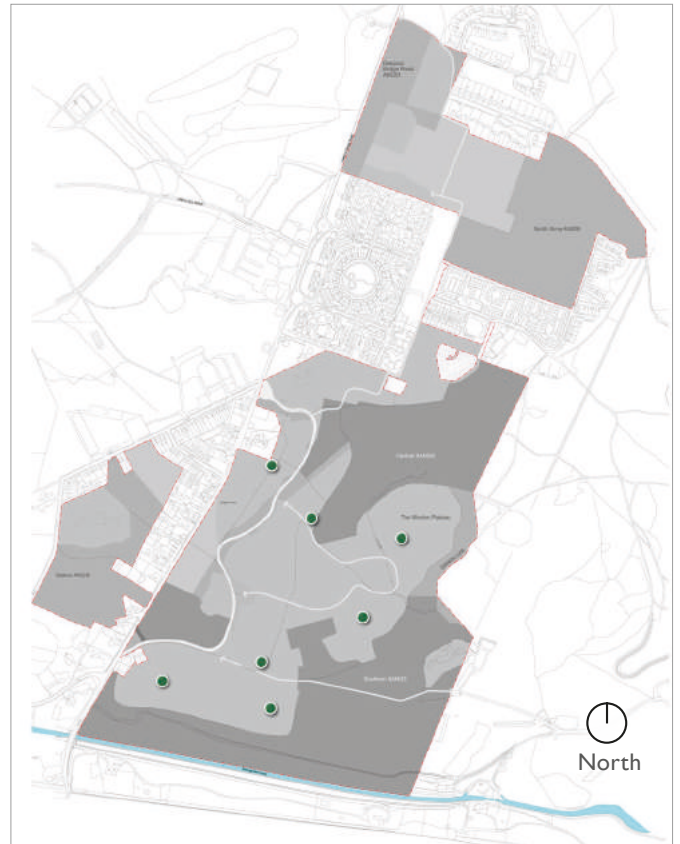
Additional amenity green spaces are indicated on the Regulatory Plan within residential parcels and will include elements of natural play. These are intended to be smaller naturalistic areas located within neighbourhoods, benefiting from natural surveillance by surrounding dwellings. They will provide a visual break in the built development and their design will be compatible with and proportionate to the surrounding dwellings.

- Locations: minimum of seven as shown on the Regulatory Plan
- To be designed as part of residential development parcels
- Smaller, more intimate spaces proportionate to the scale of surrounding built development

Future site-specific Detailed Design Codes will include further detail of acceptable solutions to the provision of incidental Amenity Greenspaces.

8.1.3 STREET TREES AND LANDSCAPE VERGES

The Site-wide Design Code and Regulatory Plan do not seek to identify all locations for the planting of street trees, but these, along with grassed or planted verges alongside carriageways, will play an important role in the wider Green Infrastructure network at Mindenhurst. Typical sections through Mindenhurst Road and Main residential streets (see pages 24-25) show how trees should be planted as an integral part of the streetscene, and Reserved Matters Applications will be expected to demonstrate how a comprehensive planting strategy for street trees has been included as part of the network of routes within the parcels they cover.



Key Plan

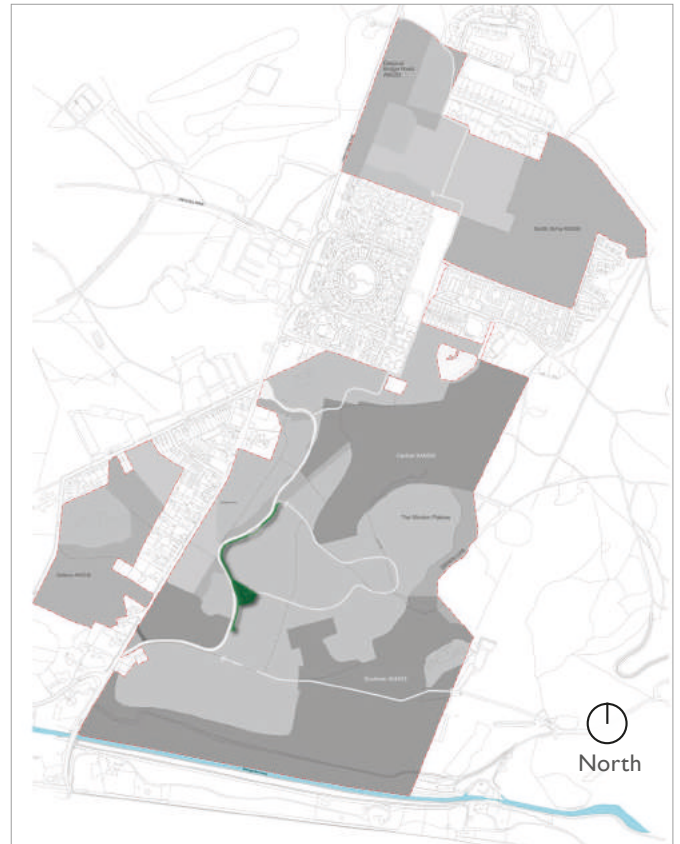




8.1.4 TEMPORARY GREEN BUFFER

This positively landscaped area will be maintained and managed to provide a temporary green space between built form / development and the MoD fenceline. Further detail will be provided within relevant, site-specific Detailed Design Codes.

These spaces, indicated on the Regulatory Plan, will provide positive temporary landscaping solutions alongside the fence line. Where the buffer space is substantial (more than 2m in depth) grassed areas will be provided with opportunities for seating and incidental planted areas. Dense planting solutions should be considered where the depth is less than 2m to avoid ungrassed 'leftover' spaces.



Key Plan



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.2 SANGS & SANG LINK

SANG (Suitable Alternative Natural Greenspace) is the name given to publicly accessible areas designed to provide suitable mitigation within the Thames Basin Heaths Planning Zone. Its role is to provide alternative green space to divert visitors from visiting the Thames Basin Heaths Special Protection Area (SPA). SANGs are intended to provide mitigation for the potential impact of residential development on the SPA by preventing an increase in visitor pressure on the SPA.

The SANGs will benefit from established woodland / heathland landscape character and be readily accessible via numerous existing and proposed routes.

8.2.1 CENTRAL SANG (MINDEN WOODS)

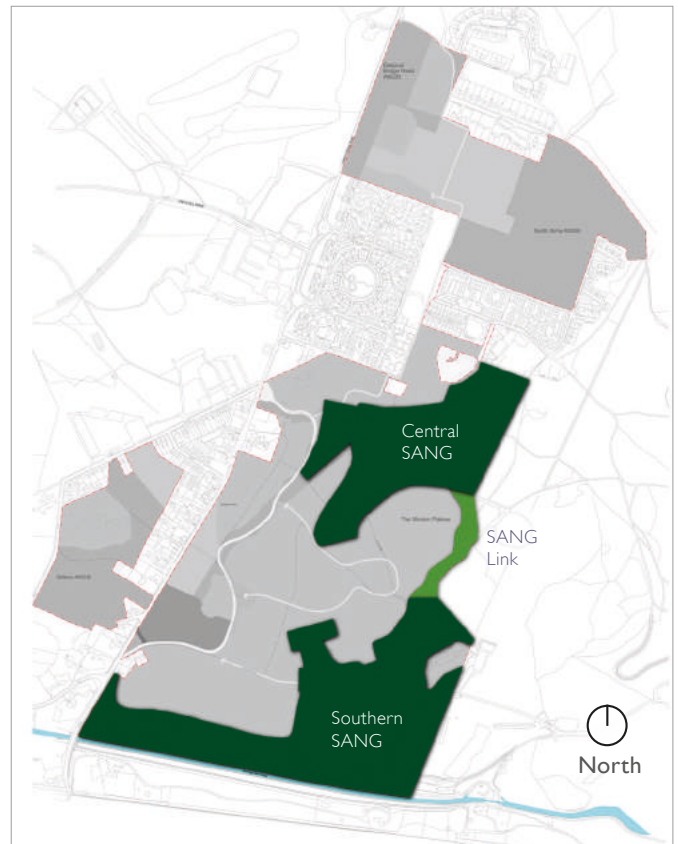
Description : The Central SANG is located centrally within the Mindenhurst development, partially adjacent to Mindenhurst Road. A mixture of habitats currently exist within the Central SANG, including patches of heathland and acid grassland, with larger wooded areas of mixed woodland and coniferous plantation.

Character & Form : A mosaic of different habitats including broadleaved woodland, mixed woodland, heathland and acidic grassland. The existing character of these spaces will be enhanced to create a variety of new habitats and different experiences. Selective thinning of small trees and scrub in dense areas will encourage natural regeneration and more diverse ground flora, while selective thinning of conifers to form new glades and rides will allow regeneration of heathland and acid grassland habitats.

Function : A suitable area of green space, designed to attract users away from the SPA. The SANG will aim to provide members of the public with a relaxing area of natural habitat to use that feels distinctly contrasting to developed areas. These areas will retain a natural feel and will be managed to promote biodiversity with a variety of habitats. Access will be unrestricted and will include a 1.2km circular route that will allow for dogs to roam freely off the lead.

Principles :

- Adherence to the extent and location of this zone as set out on the Regulatory Plan - approximately 13 hectares;
- Retention of existing woodland, with sensitive thinning in areas to allow for the natural regeneration of heathland;
- The inclusion of SuDS designed to be natural features;
- To be informal and organic in layout, replicating nature;
- Provision of a 3m wide combined footpath and cycleway which provides a through route, connecting to residential areas;
- Design to be in accordance with Natural England SANG criteria; and
- Provision of an information hut which will act as a focal point; and
- Introduce fire breaks / belts to reduce the spread of wildfire.



Key Plan

Facilities :

- Existing network of informal pedestrian routes;
- Informal surfaced footpaths and cycleways which forms part of the 1.2km SANG circular walking route; and
- Information boards and bins.



8.2.2 SOUTHERN SANG (BRUNSWICK WOODS)

Description : Mature/semi-mature woodland with a dense understorey, and includes areas of mature beech plantation, mixed woodland and an area of regenerating birch/oak woodland. The woodland is connected to the Basingstoke Canal to the south-eastern boundary of the site.

Character & Form : The Southern SANG will, in accordance with the SPD, provide a large 'interceptor' open space to separate the new residential development from the Special Protection Area (SPA) to the south of Basingstoke Canal (a minimum distance of 75m). It will provide a variety of habitats along with focal points and other areas of interest. This area will maintain all woodland within the designation and provide a hierarchy of recreational routes which will utilise the existing desire lines found within the woodland. It contains areas of steep sloped areas of landscape along with an existing area of hardstanding which is to be removed and replanted.

Function : A suitable area of greenspace, designed to attract users away from the SPA. The SANG will aim to provide members of the public with a relaxing area of natural habitat to use that contrasts distinctly with developed areas. These areas will retain a natural feel and will be managed to promote biodiversity with a variety of habitats. The Southern SANG will be linked to the wider areas of POS and to the Central SANG via the SANG link.

Principles :

- Adherence to the extent and location of this zone as set out on the Regulatory Plan - approximately 21 hectares;
- Two routes in a west-east direction linking Deepcut Bridge Road through to Frimley Lock crossing, following existing routes;
- Pedestrian connection to existing steps in the south west of the site leading to Basingstoke Canal towpath;
- The provision of a footpath at the southern boundary of the site;
- Replanting of the existing area of military-use hardstanding with areas of mixed tree screens and rough acidic grassland;
- Stepped access to the north of the SANG connecting to Minden Ridge and the SANG link; and

- Retention and improvement of existing routes through the woodland, connecting to residential areas;
- Creation of a focal point;
- Designed to meet Natural England SANG criteria; and
- Introduce fire breaks / belts to reduce the spread of wildfire.

Facilities :

- Existing network of informal pedestrian routes;
- Informal surfaced footpaths and cycleways which forms part of the 2.55km SANG circular walking route; and
- Information boards and bins.

8.2.3 SANG LINK

Description : Located east of the Minden Ridge residential area connecting the Central and Southern SANG.

Character & Form : Linear open space set against the backdrop of the existing woodland adjacent to the site. The western edge of the link will be planted with trees to filter views of the proposed housing along the edge of the new settlement and the remainder of space will be left open as grassland with a singular route connecting the SANG and side connections linking from the residential area.

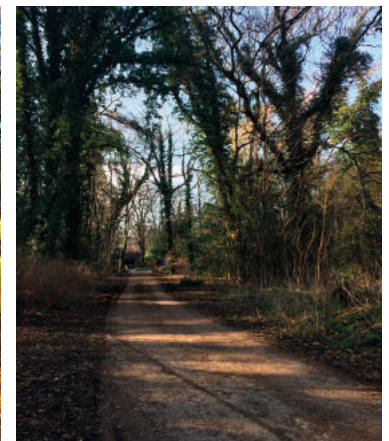
Function : A transitional, connecting space between the Central and Southern SANG.

Principles :

- Adherence to the location of this zone as set out on the Regulatory Plan;
- A minimum of 30m in width as set out within the Design and Access Statement;
- Pedestrian routes should connect to residential areas; and
- Introduce fire breaks / belts to reduce the spread of wildfire.

Facilities :

- Pedestrian paths connecting the 2.55km circular SANG route



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.3 ANGSt

The three underlying principles of Alternative Natural Greenspace are:

- Improving access to green spaces;
- Improving naturalness of green spaces; and
- Improving connectivity with green spaces

ANGSt aims to address the varying accessibility to the natural environment throughout the country by setting accessibility standards for natural sites and areas within easy reach of people's homes. It recommends that, regardless of where people live, everyone should have an accessible natural greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;
- at least one accessible 20 hectare site within two kilometres of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometre of home; plus
- a minimum of one hectare of statutory Local Nature Reserves per thousand population.

8.3.1 ANGSt (NORTH ALMA & NORTH DETTINGEN)

Description : Alternative Natural Greenspace (ANGSt) located in the northern part of the site adjacent to the sports hub, allotments and some residential development.

Character & Form : Natural greenspace consisting of woodland and large area of grassland which is occasionally used for sports. To display a natural aesthetic, merging with the wider woodland and heathland landscape and habitats.

Function : The existing the woodland is to remain and the large grassland area and its heathland seedbed be encouraged to revert to heathland.

Principles :

- Adherence to the extent and location of this zone as set out on the Regulatory Plan;
- The retention of existing trees;
- The regeneration of heathland;
- The inclusion of SuDS designed to be natural features; and
- The provision of natural surfaced pedestrian paths

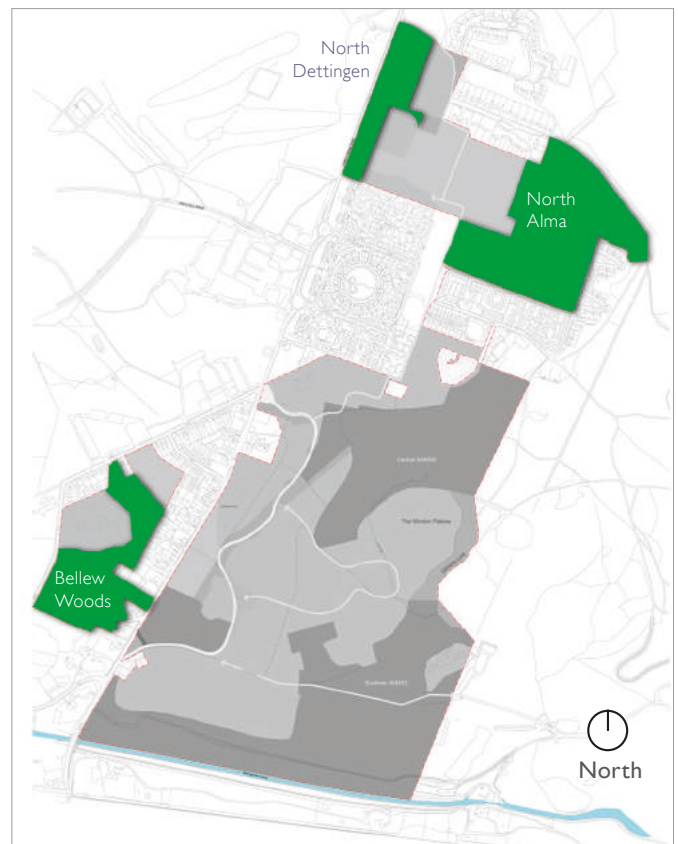
Facilities :

- Pedestrian paths with natural surface materials;
- Creation of a focal point; and
- An area of retained woodland and restored heathland.

8.3.2 ANGSt BELLEW WOODS (SERGEANTS' MESS)

Description : Located in the western part of the site adjacent to Bellew Road and the retained Sergeants' Mess.

Bellew Woods ANGSt seeks to provide adequate greenspaces to bring a range of environmental, social, health and economic benefits.



Key Plan

Bellew Woods ANGSt is a locally identified natural sites of mixed woodland. This has a value for nature and is an opportunity for enhancements to be made to benefit the existing ecology whilst also providing access for the local community.

Character & Form : A natural green space consisting of woodland. This is an area of mixed woodland which will be managed as an ecological area. A formal footpath will be provided through this area that will link residents from the proposed housing to Deepcut Bridge Road and the new Village Green.

Function : An area of public open space for the wellbeing of the residents / users. In addition an ecological area which encourages natural habitat to develop. This space is therefore likely to have the following characteristics:

- Unrestricted in terms of boundary demarcation and access points;
- Contains a range of grassland types; and
- Allows interaction with nature.

Principles :

- Predominantly woodland area;
- Incorporation of SuDS as natural features;
- A formal footpath linking new housing to Deepcut Bridge Road and the Village Green;
- Introduce fire breaks / belts to reduce the spread of wildfire.

PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.4 PARKS AND CEMETERY

Description : The Church Park is located adjacent to St Barbara's Church and extends northwards to include the Village Centre open space that fronts the existing and proposed shops along Deepcut Bridge Road. In addition, in association with the Church Park, the Blackdown Road open space will be enhanced in the western part of the site adjacent to Blackdown Road.

Character & Form (Church Park): A visually attractive, high quality and accessible environment for the existing and new community. The cemetery forms part of the consecrated grounds, and is an important heritage feature surrounding St Barbara's Church. The existing character of the cemetery setting will be maintained and expanded north to connect with the Village Centre. The park should reflect the military heritage of Deepcut and should have strong elements of hard landscaping as well as softer areas. Parkland landscape will comprise individual and groups of trees set within grassland to retain the presence of tree cover along Deepcut Bridge Road. Existing tree cover will be retained where possible, and where it contributes to the setting of the church.

Character & Form (Blackdown Road): An informal green amenity space comprising a small play area and an area of open grassland for football and other community uses.

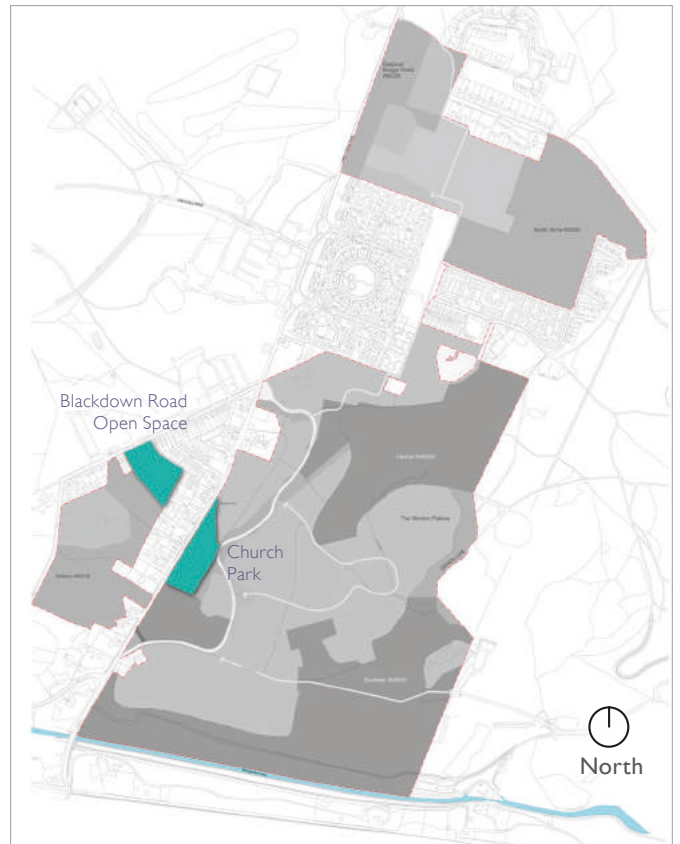
Future site-specific Detailed Design Codes will include further detail of the design and function of these parks.

Principles :

- Adherence to the extent and location of this zone as set out on the Regulatory Plan;
- Redesign of the car park facing Deepcut Bridge Road to become a formal landscaped space
- Provision of a new pedestrian and cycle route connecting Blackdown Road open space to Deepcut Bridge Road and the Village Green.

Facilities :

- Pedestrian paths and seating areas
- Flexible space for market stalls in the car park area
- Pedestrian and cycle route connecting Blackdown Road open space to Deepcut Bridge Road and the Village Green



Key Plan



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.5 SPORTS HUB

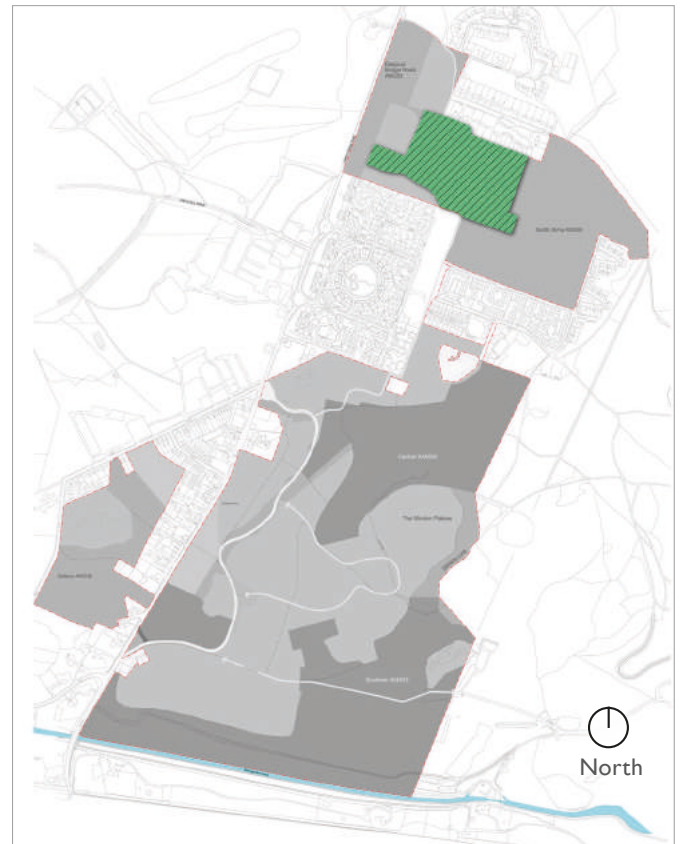
Description : The Deepcut SPD and OPA Design and Access Statement have identified the requirement for a number of different sports facilities, all of which are to be provided in a 'Sports Hub' located in the northern part of the site. The Regulatory Plan highlights this as a Local Hub.

Character & Form : A predominantly grass area for formal recreation sitting in the landform. Existing trees will be retained and managed with additional tree planting proposed along the boundary of the new community allotments and along proposed footpaths. It may also include a trim trail featuring outdoor gym equipment.

Function : This space is primarily for outdoor sport, formal play and outdoor gym equipment; and a connecting space between the ANGSt open space to the east and west.

Principles :

- Adherence to the extent and location of this zone set out on the Regulatory Plan;
- Retention of existing trees;
- Provision of a dual-use pitch for cricket and football;
- Provision of 2 junior football pitches;
- Provision of 4 tennis courts;
- Provision of 1 Multi Use Games Area (MUGA), an area of hard surfacing not less than 465sqm;
- Provision of a NEAP (with an activity zone of not less than 1000sqm), set within a wider area of informal open space;
- NEAP buffer zones of 30m to the nearest habitable room;
- The design of the play areas to be approved by SHBC;
- A network of pedestrian and cycle paths linking to the ANGSt open space to the east and beyond to the south and the wider village;
- Outdoor gym equipment located along these paths to provide a trim trail around the sports hub area; and
- A sports pavilion located adjacent to the cricket pitch and with facilities for a variety of sports, including parking provision.



Key Plan

Facilities :

- A trim trail / outdoor gym equipment
- A NEAP
- A sports pavilion
- A MUGA
- Formal sports pitches – a dual-use pitch for cricket and football, 2 junior football and 4 tennis courts
- Parking provision in accordance with SCC requirements (could be combined with allotments car parking).



PART C: STRATEGIC ELEMENTS

8. GREEN INFRASTRUCTURE

8.6 ALLOTMENTS

Description : A dedicated area for food growing is to be located to the northern part of the site adjacent to the Sports Hub with associated car park area. A SuDS attenuation pond will provide natural water retention. A flexible approach to allotment plot layout will facilitate efficient use of space.

Character & Form : A dedicated area for food growing.

Function : For food growing and as a biodiversity resource.

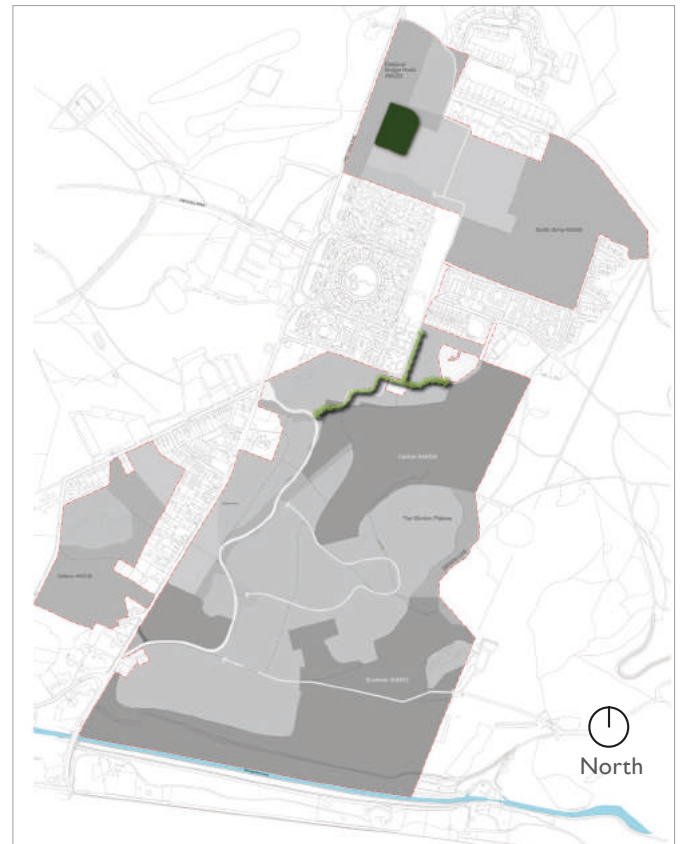
- The location of the allotments adjacent to the sports hub will accentuate this area as a community space with complementary uses.
- There will also be a small car park area and a SuDS attenuation pond.

Principles :

- Adherence to the extent and location of this open space as set out on the Regulatory Plan;
- The precise size and subdivisions of plots to be determined in Detailed Design Codes and future Reserved Matters Applications.
- Retention of existing trees where practicable;
- Provision of well-drained soil which is capable of cultivation to a reasonable standard.

Facilities :

- A good water supply
- Composting facility
- Lockable storage facilities / communal shed
- Secure boundary fencing
- Pedestrian and vehicular access
- Adequate parking provision (could be combined with Sports Hub car parking).



Key Plan

8.7 GREEN LINKS

The Regulatory Plan shows Green Links through development parcels north of the Central SANG. These represent routes through development that are to particularly benefit from generous planted verges and/or street trees in addition to carriageways / footways / cycleways. Landscaping could be clustered in pockets or implemented in linear arrangements alongside routes. Reserved Matters applications will be expected to make specific proposals for the greening of these routes.



PART C: STRATEGIC ELEMENTS

9. EDGE CONDITIONS



Fig 32 : Edge Conditions

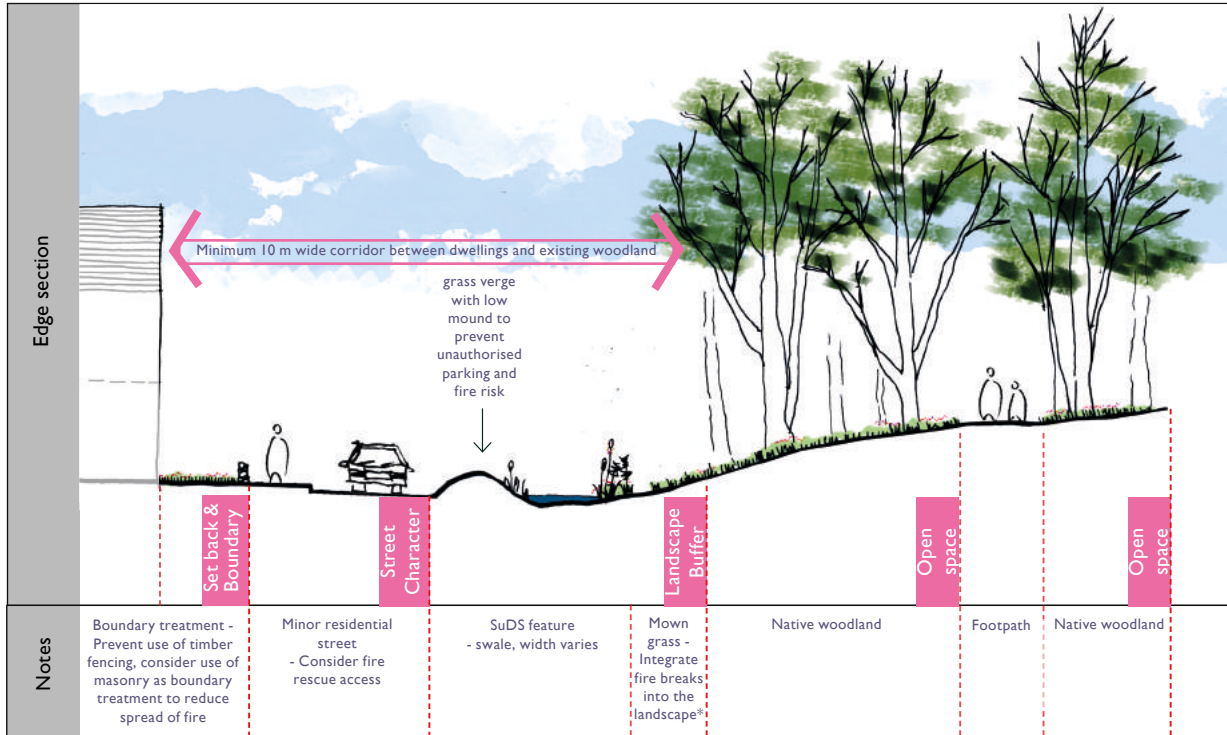
The successful resolution of the interface between the edges of built development and public realm / landscape is critical to achieving the Deepcut Vision, which states that 'open space will thread through the built up area'. Reserved Matters Applications will be required to demonstrate this positive resolution whereby routes and spaces are positively addressed by built form. Routes along these edges may be low-key and rural in character, but must ensure a positive interface that ensures activation of the public realm and the avoidance of unappealing or unsafe environments. Where private plots form a direct boundary with natural landscape / woodland, applications must provide detail of boundary treatments that suitably address this interface.

PART C: STRATEGIC ELEMENTS

9. EDGE CONDITIONS



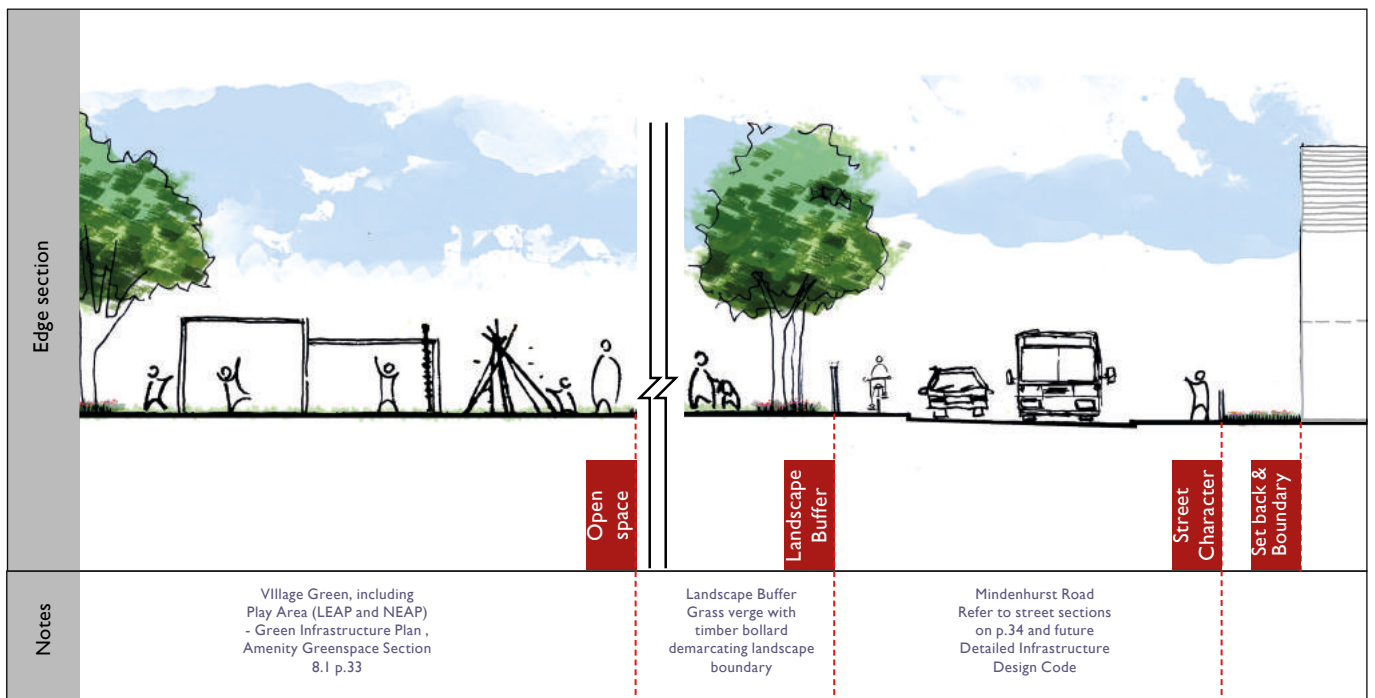
9.1 SANG EDGE SECTION



*Wildfire proofing is integral to the edge conditions surrounding existing woodland and heathland. Firebreaks should integrate with the landscape and therefore not be in parallel strips or straight lines. Broadleaved trees improve fire resilience while creating a visual link to neighbouring woodland. Refer to Forestry Commission Practice Guide for more information



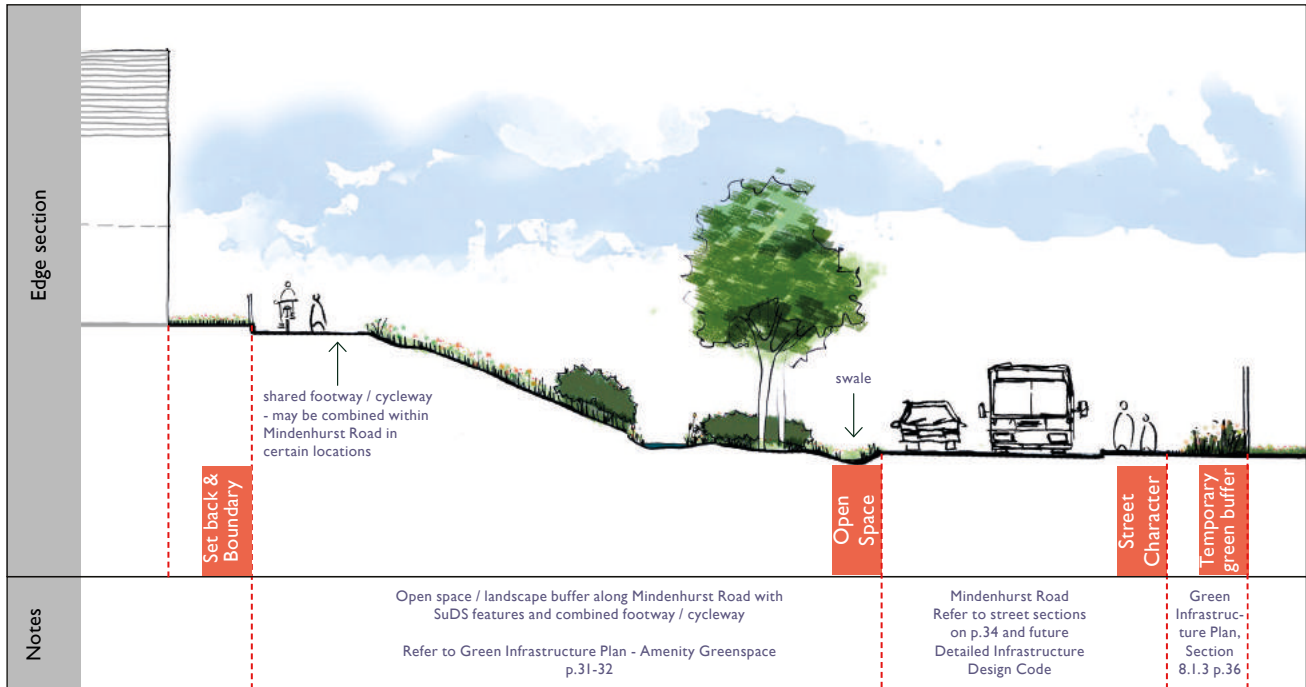
9.2 AMENITY GREENSPACE I - VILLAGE GREEN



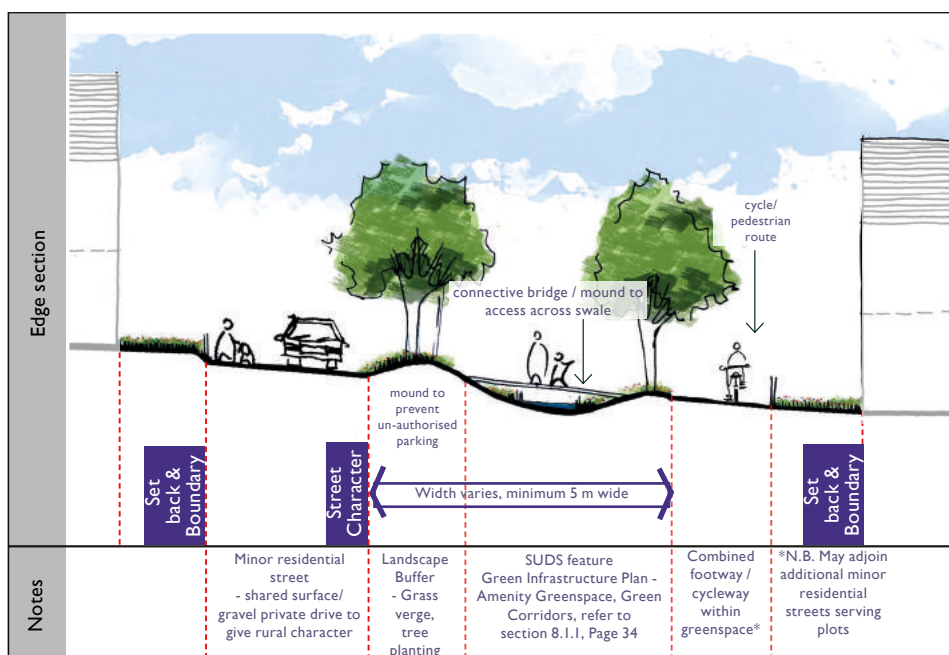
PART C: STRATEGIC ELEMENTS

9. EDGE CONDITIONS

9.3 AMENITY GREENSPACE SECTION 2



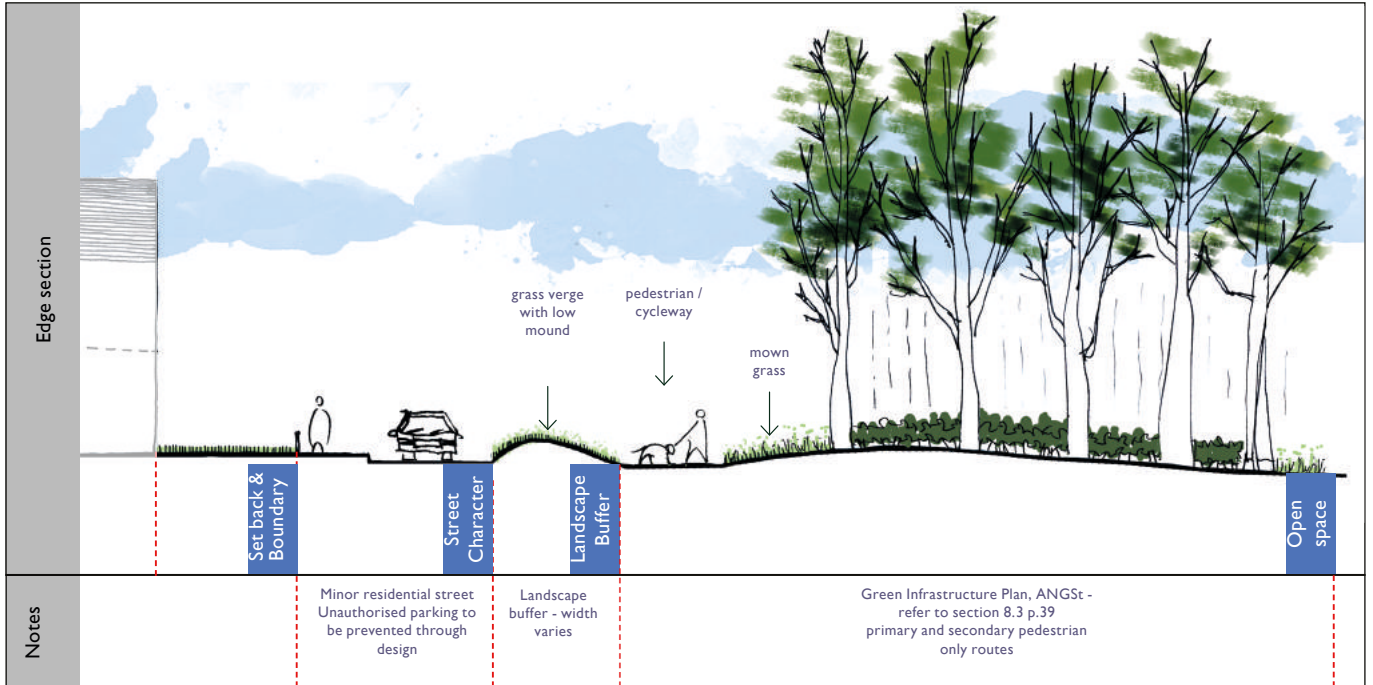
9.4 AMENITY GREENSPACE SECTION 3



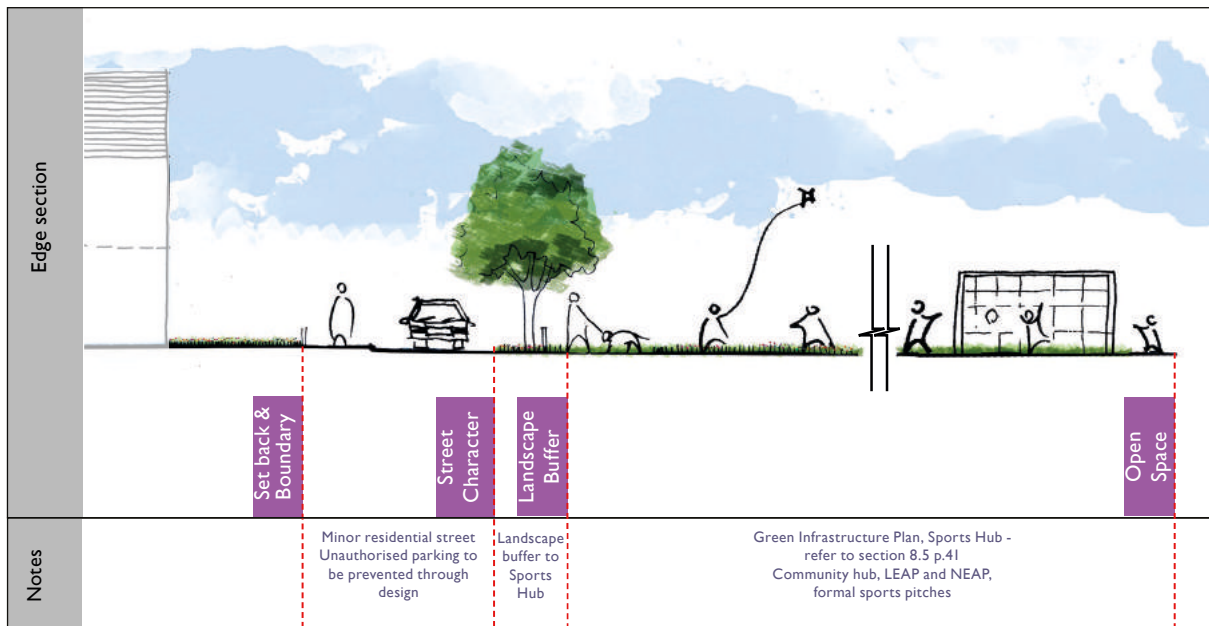
PART C: STRATEGIC ELEMENTS

9. EDGE CONDITIONS

9.5 ANGST



9.6 SPORTS HUB



PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.1 CHARACTER AREAS

The plan below identifies the character areas of Mindenhurst as defined in the SPD.

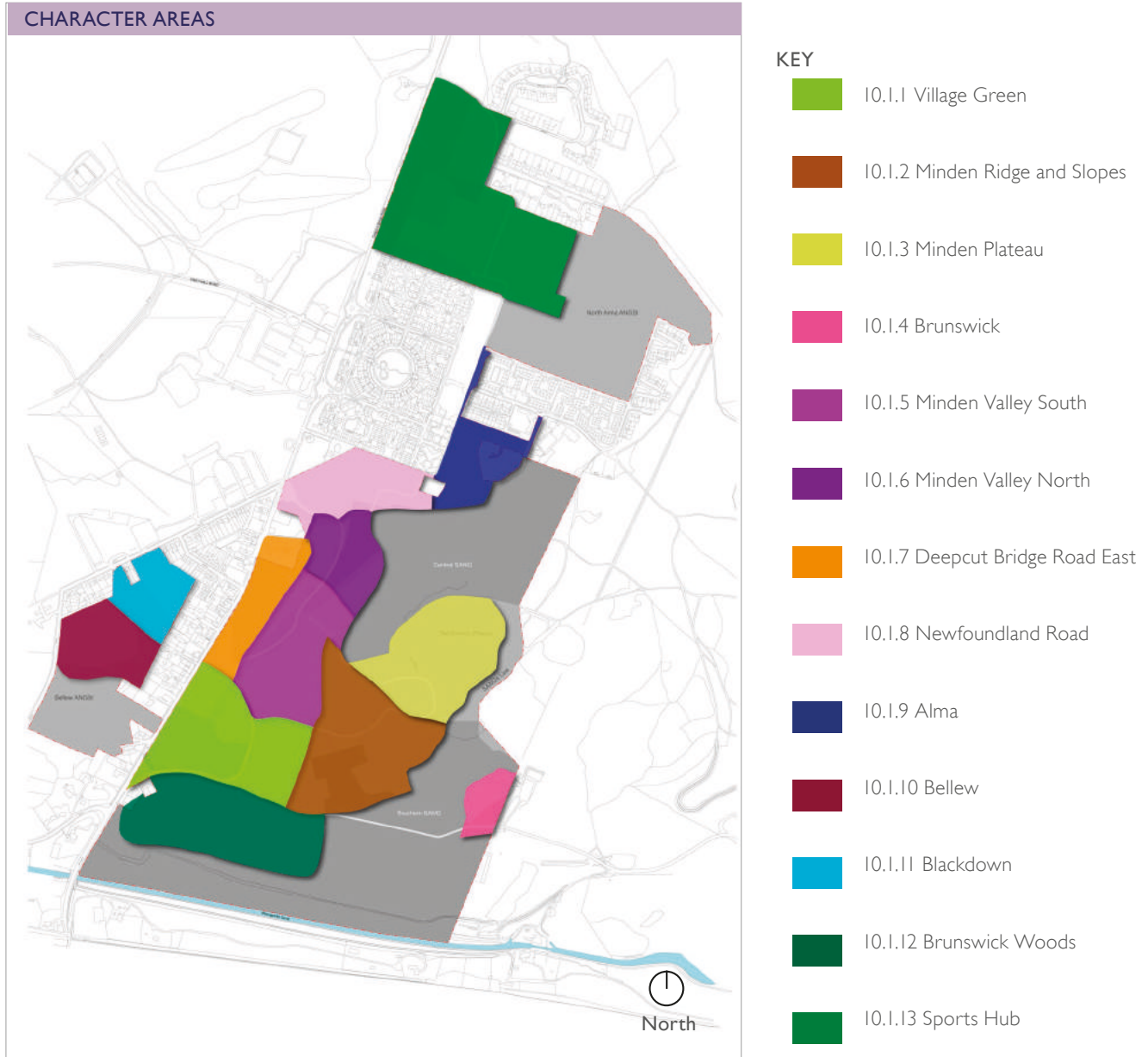


Fig 33: Character Areas

Reserved Matters Applications will be required to clearly demonstrate how proposals have accorded with the principles relevant to the Character Area(s) they cover or sit within. Further detail regarding the characteristics and design requirements of each character each will be detailed within the Site-specific Design Code in which they fall.

The SPD states that ‘Planning Applications for developments within the character areas...will be assessed in relation to their conformity with the principles outlined for the character area/areas they lie in.’ (see pages 38-65). The subsequent Design & Access Statement sets out how the Outline Planning Application masterplan proposals

responded to these principles (see pages 106-120). The Site-wide Design Code goes further in the application of these principles by being based on a Regulatory Plan that reflects the disposition of the identified Character Areas. It establishes a framework for development that allows realisation of the intended richness of character across Mindenhurst, directly informed by existing characteristics and qualities of the place as exists.

The following pages summarise the existing characteristics of each area, followed by principles specific to that area of the Mindenhurst development.

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.1.1 VILLAGE GREEN

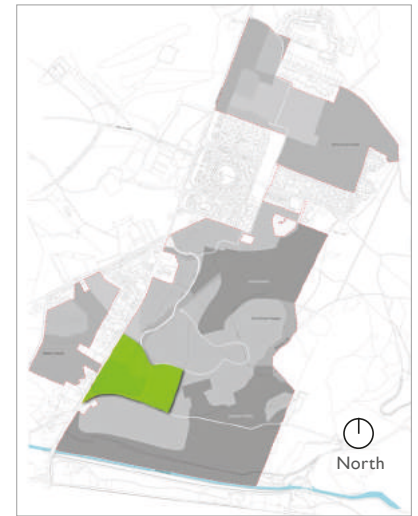
Village Green - Existing Area Characteristics:

- Most publicly visible area of the site.
- The area accommodates the fore and middle ground of the important Minden Ridge Vista.
- Predominantly open grassland and houses several buildings including St Barbara's Church, a grade II listed building.

Character Area Design Fixes/Coding:*

- The Church and Cemetery must be retained.
- Must deliver maintained open grassland with some landscaping, footpaths and play areas.
- Connect amenity spaces and open areas through a network of green links – notably the churchyard and park.
- Protect the Minden Ridge vista and Church Spire views.
- Create a mix of densities with a focus on a mixed use community focus for the neighbourhood.
- Provide active frontage along the edge of the Village Green, in the form of the school building.
- Building heights – School building 2 storeys to assist with enclosure.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan

10.1.2 MINDEN RIDGE AND SLOPES

Minden Ridge and Slopes - Existing Area Characteristics:

- Highly visible from Brunswick and Deepcut Bridge Roads, with the water tower acting as a visual focal point.
- Views across the valley, towards the church and to the Bellew Ridge and beyond are visible from much of this area.

10.1.3 MINDEN PLATEAU

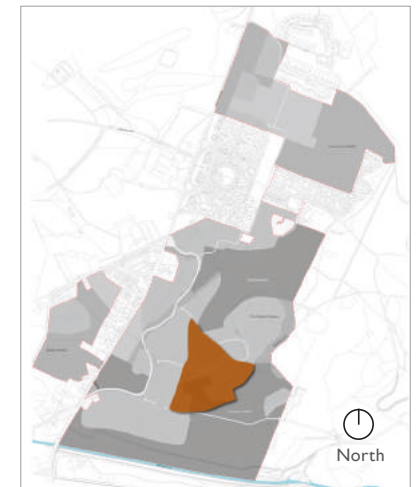
Minden Plateau - Existing Area Characteristics:

- A large area of level land enclosed by ancient woodland, SNCI on the north, east and south and elevated above the rest of the site.
- The topography slopes down strongly on all sides, hiding the plateau from the rest of the site.
- Only accessible from Minden Ridge.

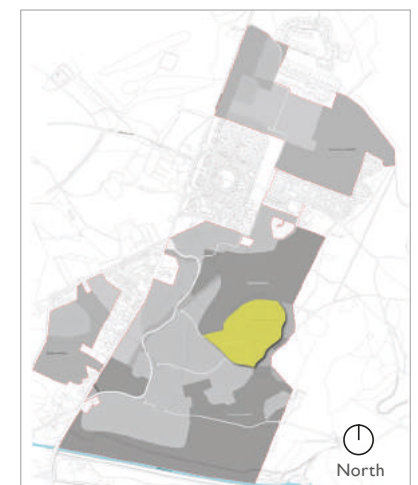
Character Area Design Fixes/Coding:*

- Two separate vehicular access points provided to connect to the existing settlement on the north-eastern boundary.
- Green link providing pedestrian and cycle routes.
- Green Link to be actively fronted.
- Other public spaces to converge into green link and pass through the development.
- Retain existing trees where possible and add new mature trees in key locations.
- Maximize south-west facing slopes.
- Focal point of green network where the green corridor crosses the ridge line.
- Increased density towards the centre of the plateau with a softer edge and road layout where development interfaces with the woodland edge.
- Provide a visual focal point on the ridgeline.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan



Key Plan

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.1.4 BRUNSWICK

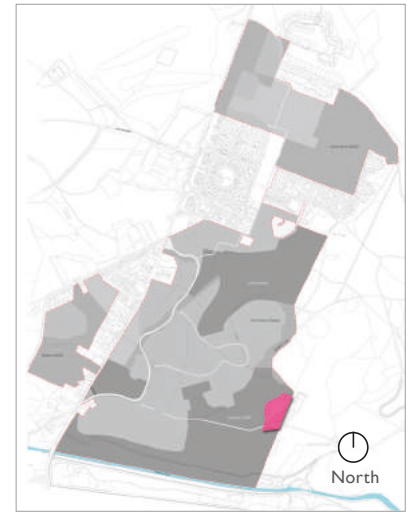
Brunswick - Existing Area Characteristics:

- Sloping clearing in a woodland, dominated by the Old Officers mess building – a large 3 story building with two small wings and outbuildings to the rear, which sits in an elevated position in the clearing.
- Surrounded by high quality and well defined landscape with SNCI to the north and west, green belt to the east and a well maintained extensive lawn to the front of the principal elevation

Character Area Design Fixes/Coding:*

- Officers' Mess building is to be retained, and conversion is to retain setting and character.
- Maintain woodland enclosure and position of isolation
- Enhance landscape, whilst preserving the view of the façade from the site.
- Provide pedestrian links through the woodland.
- Parking is to be provided to the rear of the property.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan

10.1.5 MINDEN VALLEY SOUTH

Minden Valley South - Existing Area Characteristics:

- A significant valley runs through the centre of the area with an avenue of trees running along the north-west and south-west boundaries.

10.1.6 MINDEN VALLEY NORTH

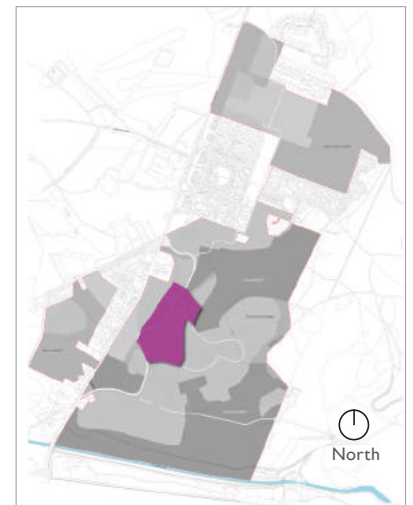
Minden Valley North - Existing Area Characteristics:

- Wooded valley enclosed in steep slopes to the north and st. Part of this area is SNCI.

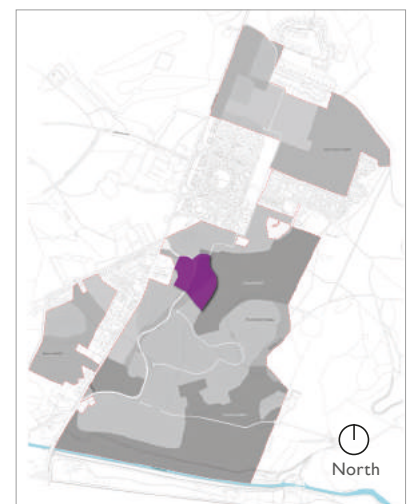
Character Area Design Fixes/Coding:*

- Higher density residential areas surrounding the school and community and open space areas. Lower density housing on either side of the woodland section of the valley.
- Maintain existing trees and sloped areas to the edge
- North-south green corridor along the tree avenue to connect the Village Green/ Primary School with residential and community facilities.
- SNCI should not be fragmented by roads and paths.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan



Key Plan

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.1.7 DEEPCUT BRIDGE ROAD EAST

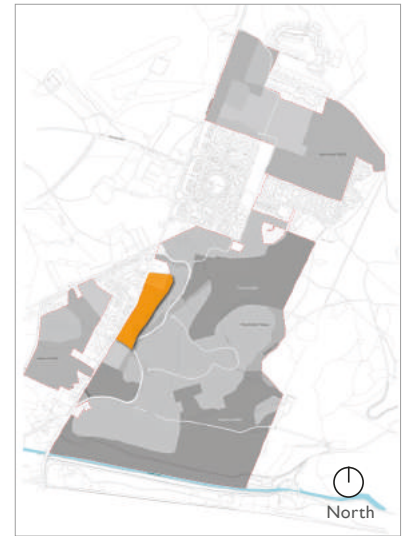
Deepcut Bridge Road East – Existing Area Characteristics:

- Currently low visibility area behind a dense fence.
- The area is predominantly covered by trees and scrubs, and includes St Barbara's Church.

Character Area Design Fixes/Coding:*

- Mixed use, higher density frontage, with extensive landscaping breaks between buildings, to Deepcut Bridge Road to enhance retail activities.
- Medium and low density elsewhere
- Preserve key views towards Minden Valley and Minden Ridge
- Access from the south of Deepcut Bridge Road
- No access points will be accepted opposite existing junctions onto Deepcut Bridge Road.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan

10.1.8 NEWFOUNDLAND ROAD

Newfoundland Road – Existing Area Characteristics:

- Located above the Minden Valley, bordered to the west by Deepcut Bridge Road and to the north by Newfoundland Road.

10.1.9 ALMA

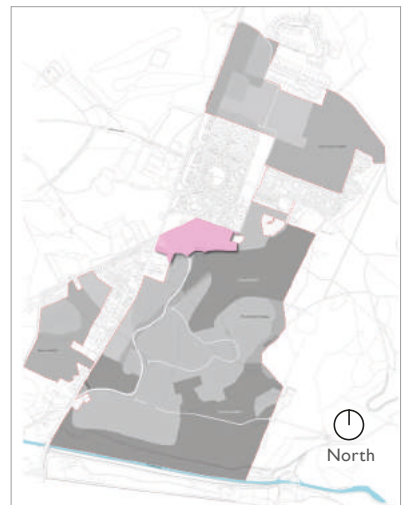
Alma – Existing Area Characteristics:

- High density residential developments sit along the northern and eastern boundaries of this area, which is predominantly an open greenspace.
- On the western boundary of the area are Deepcut Village Centre and existing retail (Spar)

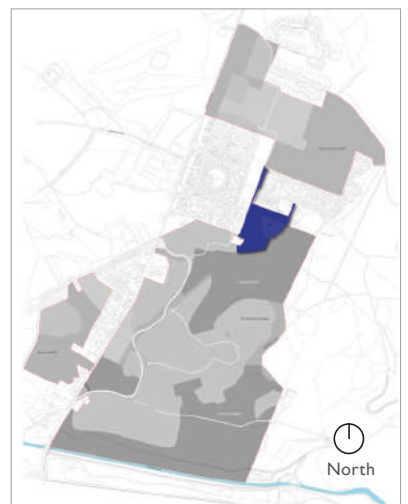
Character Area Design Fixes/Coding*:

- Residential and mixed use higher density housing to reflect surrounding development.
- Enhance community centre and Spar location to become a focal point for the community.
- Retain Director of Logistics HQ building and convert, enhancing landscape and preserving views of its southern elevation.
- Replace RLC museum with a new supermarket of high quality design and landscaped parking to reduce visual impact.
- New vehicular access point to the south to enhance the view of the Director of Logistics HQ building through the landscaped gardens.
- New development is to address the existing settlement with active frontage.
- Green link connecting Minden Valley with Dettingen Park Estate.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan



Key Plan

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.1.10 BELLEW

Bellew – Existing Area Characteristics:

- Located on the western side of the existing village and houses the Sergeants Mess in a clearing within a wooded area.
- Screened by trees and has a low profile and almost no public visibility.
- Mostly level, falling away to the south east.

10.1.11 BLACKDOWN

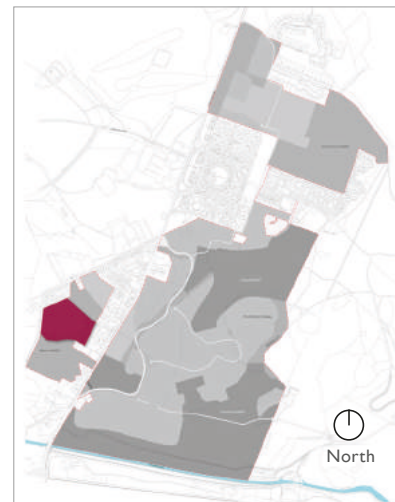
Blackdown – Existing Area Characteristics:

- Woodland on one half and grassland to the other.
- The grassland area houses a pavilion building and a play ground.
- Existing residential areas adjoin to the north, east and south.

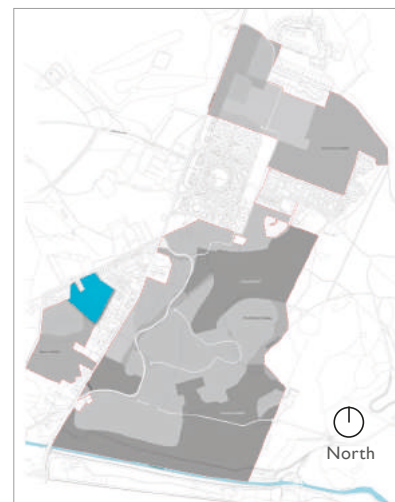
Character Area Design Fixes/Coding*:

- New residential surrounding the existing buildings, to be converted, will take place within the woodland clearing, retaining a wide band of tree cover to maintain the secluded, low visibility of the area.
- Retain the green character through the residential area.
- Grassland area to be retained and developed as a neighbourhood open space for formal and informal recreation.
- Potential for allotments and improved play facilities.
- Visibility and connectivity from the grassland area to the surrounding development to be improved, retaining trees where possible.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan



Key Plan

10.1.12 BRUNSWICK WOODS

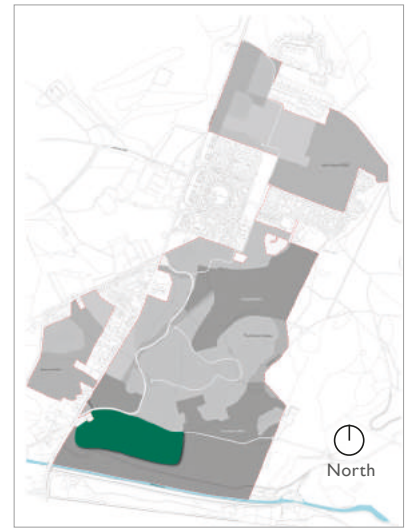
Brunswick Woods – Existing Area Characteristics:

- A flat, wooded zone with several clearings accommodating buildings and a parking area.
- Defined to the north by Brunswick Road, to the west by Deepcut Bridge Road and by woodlands to the east and south.

Character Area Design Fixes/Coding*:

- Primarily residential uses surrounding the Village Green, although a mix of uses are encouraged.
- Western and southern gateways to retain rural character of the area.
- Development on the northern edge to provide enclosure to the Village Green, through a balanced mixture of buildings and vegetation.
- Green pedestrian link to extend along the woodland edges and through the Village Green to connect to the SANGs area and the canal to the south.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan

10.1.13 SPORTS HUB

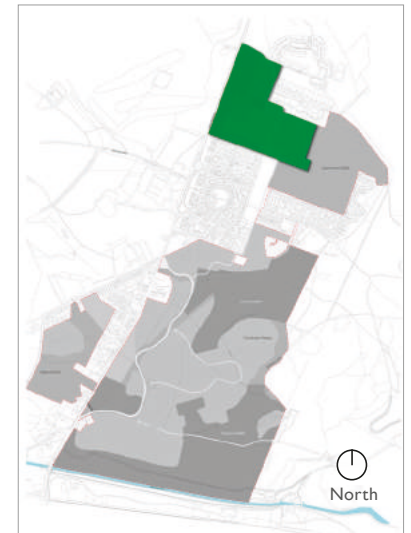
Sports Hub – Existing Area characteristics:

- Consists of two level plateaus and is characterized by a mixture of woodland and grass sports pitches.
- The 3 storey Officers' Mess building sits on the higher plateau overlooking the cricket square with the cricket pavilion on the lower area.
- The lower plateau is divided in three parcels by two roads enclosed by tree avenues running through the sports pitches.

Character Area Design Fixes/Coding*:

- Tree avenues to be reinforced and the woodland along Deepcut Bridge Road is to be enhanced, providing a singular gap to allow views towards the Dettingen Park development.
- Provide a residential edge to enhance the southern boundary conditions and an attractive edge to the existing settlement and cricket square.
- Development within the Officers mess site to be located close to the existing settlement on the eastern boundary and with minimum impact on the existing mature trees and natural landscape.
- New sports pavilion to be built and to overlook the sports pitches.
- One additional access point to the south, off Cyprus Road.

* Refer to pages 38-65 of the SPD and pages 106-120 of the DAS for further detail and illustration of the character areas.



Key Plan

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

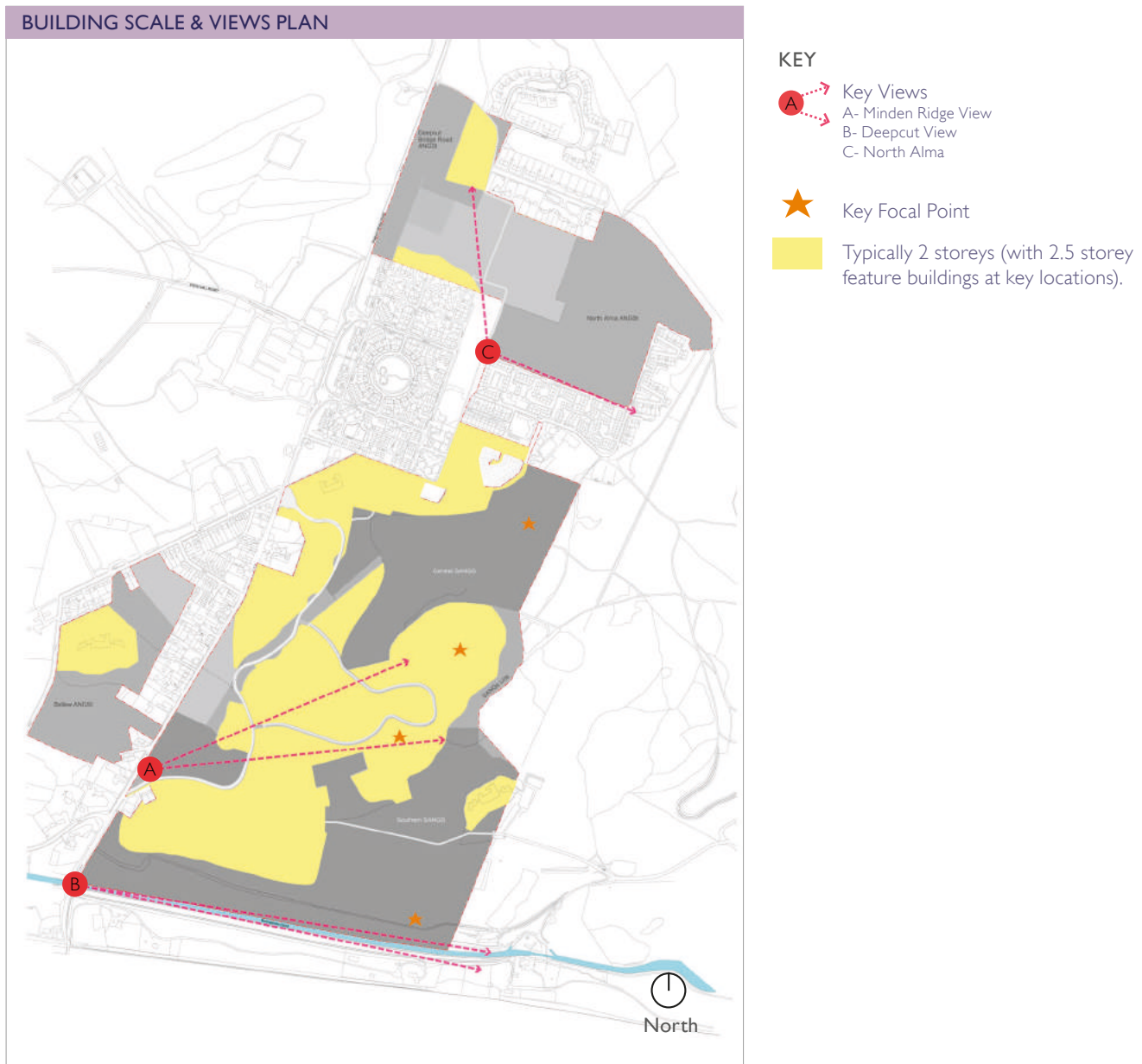


Fig 34 : Building scale and views

10.2 BUILDING SCALE AND VIEWS

The SPD states that 'Building heights will be expected to be predominantly 1.5 and 2 storey. Feature buildings of 2.5 to 3 storeys may be acceptable at community hubs or other focal points.' It defines a feature building as one 'that stands out from its neighbours by virtue of its status, scale, design and setting', indicating that feature buildings are not limited to community use functions'.

The DAS states that 'the majority of new homes will be 2 storeys plus a roof space... a number of 2.5 storey buildings will be located as feature buildings to terminate key views... to create a landmark feature.' It anticipates that up to 2.5 storey 'mixed use buildings (local shops, library, medical centre) are appropriate to the local context in the local Village Centre along Deepcut Bridge Road'.

The Reserved Matters applications will determine the fixed measurements for the building parameters in the form of density, height, width and depth. Building scale and massing is to reflect a contemporary interpretation of Surrey village patterns and respond to the surrounding context. Design principles are as follows:

- Indicative floor to floor height of 2.7m
- Residential roof height spaces of 2.7m
- Majority of homes 8.1m height – 2 storeys plus roof
- Occasional landmark feature buildings at 8.5m height (2.5 storeys)
- Varying heights in mixed use and community buildings.

10.3 KEY FOCAL POINTS

Key focal points are identified on the Regulatory Plan. They will be distinctive providing legibility and identity and designed to respond to key views and vistas and to the open space and public realm they address. The plan on the facing page highlights key focal points and views.

Reserved Matters Applications will be required to demonstrate how proposals for layout of buildings, routes and spaces have recognised and responded to these focal points and views where they are pertinent to the area covered by that application.

10.4 KEY VIEWS

See pages 27-31 of the SPD for detailed descriptions of all key views.

A Minden Ridge View

Design principles:

- Preserve and enhance its character: 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.(SPD 2011 paragraph 5.10 page 28)
- Maintain views towards the ridgeline from the Village Green
- The background to the view should remain as a tree fringed sky

B Deepcut View

Design principles:

- Preserve and enhance its character: 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.(SPD 2011 paragraph 5.18 page 29)

C North Alma View

This view is centred on an area within Dettingen Park recreation area and encompasses the open space north of Alma Gardens and Dettingen Park. Design principles:

- Preserve and enhance its character: A vast, undeveloped open space on the edge of a settlement dominated by low lying vegetation and framed by tree belts. (SPD 2011 paragraph 5.26 page 30)
- Low lying vegetation should remain the dominant element in the fore and middle grounds

10.5 CREATION OF DRAMA

As covered in detail in section 10.1, Character Areas, the Mindenhurst development will be fundamentally shaped by characteristics of the existing site – its landscape, topography, retained buildings, views and existing / proposed patterns of movement. The development form will thus contrast strongly with that at Dettingen Park, displaying a more clustered and organic layout through which landscape is threaded and integrated.

The development framework, as set out on the Regulatory Plan, facilitates numerous opportunities for 'drama' – locations, perhaps unexpected, for sudden revealing of long range views, or short range views to a specific element or focal point. This can be heightened by sophisticated response to, for example, level changes, particular elements of existing or proposed landscape, or public art.

The Regulatory Plan provides a framework for Sustainable Transport across Mindenhurst and Deepcut. This will ensure a logical, appealing and integrated movement network to bind the new development into its immediate and wider context: there therefore exists the potential to create further routes or connections that might be established with the creation of 'drama' as an objective.

Interest and drama can also be achieved through the introduction of incidental spaces and focal points along routes that offer opportunities for pause, meeting and rest: small but distinct pockets of public space defined by hard landscaping, planting, seating, sculptural forms or public art. In street environments otherwise defined by private dwellings and public routes, such spaces can serve as effective points of community interaction whilst introducing variety and surprise to the streetscape. They may themselves be defined by varying street or path widths.

Views will also offer opportunities for creation of drama: these may be long range over spaces or to landmarks, but equally could be short range within the development, creating 'unfolding' routes and spaces that draw users inwards and onwards. As part of this, deflected views and places will be revealed as they are moved towards, rather than always being fully visible from a distance.

Reserved Matters Applications will be expected to show how such opportunities for the creation of 'drama' have been identified and responded to through details of proposed layout, landscaping or building design.

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.6 STREET TYPES AND DESIGN (PERMEABILITY)

Streets have an important role in creating visually attractive places. Section 6.4 sets out in detail proposed street typologies for Mindenhurst, demonstrating how the proposed hierarchy of routes will be reflected in the configuration, proportions and detailing of those streets.

In addition to delivery of the appropriate street typologies in accordance with the Regulatory Plan, Reserved Matters Applications will be required to demonstrate how proposed routes and streets aid permeability and, importantly, are reflective of the building types and uses that they serve.

A consistent objective through Mindenhurst will be to minimise the effects of vehicles on street design by prioritising the needs of pedestrians and cyclists. This can be achieved to significant degree in areas of development further from primary and secondary routes. Applicants will be expected to demonstrate how in seeking to meet this objective 'default' / standard solutions of black-top highway plus kerbs and raised footways have been avoided in favour of low key or shared surface solutions. See section 6.4.4 for description of 'streets as spaces' and section 15.3 for examples of suitable surface treatments.

10.7 BLOCK SIZES AND SHAPES

The SPD sets principles for suitable sizes of residential blocks, stipulating a minimum back-to-back dimension between dwellings of 20m, and that overall sizes should be limited so as to ensure permeability (blocks of 60-100m in length are suggested). Variation in block depth will be expected, whilst ensuring that individual plots remain appropriately sized to the type of dwelling they will accommodate. Where blocks are sufficiently deep, opportunities to introduce courtyards or mews areas, faced by housing, should be explored.

The SPD also stipulates that an irregular (rather than 'urban') structure of blocks will be expected, as a direct result of the existing topographical and landscape characteristics that influence the layout towards this character rather than an orthogonal / gridded arrangement. The Regulatory Plan provides a suitable basis on which design proposals can be developed in accordance with this objective.

Reserved Matters Applications will be expected to demonstrate how the proposals have responded directly to characteristics of the site they cover, which may include particular areas of level change / gradient, or to existing planting / trees around which the development can be successfully arranged. In so doing, allowing a 'landscape-led' approach to permeate into the details of layout, it will be expected that unnecessarily rigid or orthogonal patterns of routes and buildings will be avoided. A variety in housing plot sizes will be expected as a result of this approach.

10.8 EDGES

The interface of development edges – where built form meets open space, routes or the boundaries of the site – plays a critical role in defining the character of the place and the quality of routes and spaces. Buildings must be arranged to positively address public realm, primarily by their frontage facing over it, providing natural surveillance of the space. Section 12 gives further detail of these principles, illustrating acceptable and unacceptable examples of layout.

Appropriate use of building typologies and their arrangement along these edges needs to be carefully considered, and Reserved Matters Applications will be required to demonstrate how such edges have been given this extra level of attention. A rationale for building scale, mass and typology will be expected, supported by suitable illustration(s) to explain this. The Detailed Design Codes that will follow this Site-wide Design code will set out greater detail on appropriate design principles for these edges, such that applicants are able to demonstrate suitable compliance with principles that are specific to the area covered by their proposals.

10.9 FRONTAGE CHARACTER

There are a series of factors that, in combination, shape the Frontage Character of a development block. These include building typology, density, scale, degrees of repetition or variety, consistency or variety in building set back (from the edge of the public realm), the spacing between buildings (regular or varied) or the degree of enclosure formed by linked / terraced buildings, the location and type of car parking provision, frontage landscaping / private amenity space, and approaches to tree planting (regular, occasional or clustered).

Reserved Matters Applications will be required to demonstrate a rationale for Frontage Character along all edges where built form will address the public realm or be visible from it.

The Detailed Design Codes that will follow this Site-wide Design code will set out greater detail on appropriate Frontage Characters in specific locations, such that applicants are able to demonstrate suitable compliance with principles that are specific to the area covered by their proposals.



10.10 RESIDENTIAL MATERIALITY AND COLOUR

In site-specific Design Codes, an index of permitted materials will be selected for the residential built-form within that phase. This index will cover walls, roofs, windows and balconies. From the established palette a selection of materials will be specified for each Character Area to ensure neighbourhoods within the Deepcut development have their own identity whilst reading coherently within the wider development. All proposals within future Design Codes will demonstrate adherence to the Material Application Principles set out in this Site-wide Design Code.

Reserved Matters Applications will only use materials specified in the relevant Character Area palettes. A proposed materials specification will be submitted with each Reserved Matters Application, along with samples, for approval by SHBC.

Certain locations within the development could support the introduction of contrasting, 'code-breaking' architecture, where a design rationale is developed for a particular building or cluster of buildings. This may extend to the introduction of materials not permitted elsewhere in that character area. Reserved Matters Applications including 'code-breaking' elements must include design justification for those elements.

Traditional buildings in the area local to Deepcut have walls constructed from cob, stone, timber and brick. Roofing materials include thatch, clay tiles and slate. Buildings should use natural materials wherever possible.

Development is expected 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 encouraged to provide colour variation and decorative patterns to brickwork.

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.



Materials Application Principles

The following principles for the application of materials will be adhered to across Mindenhurst:

- Proposals are to demonstrate consistency in material selection and usage, utilizing only materials specified in the relevant Character Area palette(s);
- Parcels for Reserved Matters Applications which cover more than one Character Area will demonstrate a carefully considered transition between differing materials palettes;
- Where materials for individual buildings that contrast with materials of neighbouring buildings are proposed an accompanying design justification will be submitted as part of the Reserved Matters Application;
- Materials will be consistent along a row of terraced dwellings or linked dwellings, including dwellings linked by garages;
- Proposals will be required to demonstrate consistency of material selection for buildings on both sides of streets, either where a street passes through the parcel itself, or where the parcel faces another completed/consented parcel across the street.

PART C: STRATEGIC ELEMENTS

10. TOWNSCAPE

10.11 MIXED USE MATERIALITY AND COLOUR

Permitted materials for any given mixed use area will be set out within the site-specific Detailed Design Code. These materials and colours will be stipulated in an index covering roof, wall, window and balcony finishes.

Development will have an earthy, warm colouring, reflective of the colour palette found in the natural landscape. Strong colour contrasts using white, cream, red brown, other browns and black will be acceptable.

10.12 PRINCIPLES FOR MIXED USE BUILT FORM

A series of principles are set out below, detailed principles for the mixed use areas will be set out in the detailed site-specific Design Codes.

- The position and size of the mixed use areas are fixed on the Regulatory Plan.
- Key entrances and reception areas to mixed use buildings are to be placed on the street side to generate activity, with plant rooms and servicing to the rear of the building away from the public realm.
- Parking is to be arranged in landscaped parking courts to the rear, behind the buildings.
- Only minimal visitor parking and set down areas are to be visible from the street.
- Architectural form is to be clean and coherent with individual buildings reading as a considered collection.
- Structural landscape planting to delineate between mixed use plots / parcels.
- Where required pumping and sub stations are to be accommodated to the rear of the mixed use parcels, and screened by structural landscaping.

10.13 PRINCIPLES FOR PRIMARY SCHOOL

A series of principles are set out below, detailed principles for the school will be set out in the relevant detailed site-specific Design Code.

- The position and size of the primary school is fixed on Regulatory Plan.
- The primary school will be located in a prominent position forming an active frontage and enclosure to the Village Green.
- The school will be connected to a network of cycle and footways to encourage walking to and from school. It will be served by a bus service along Mindenhurst Road.
- The school building represents a local landmark for the scheme in a prominent position. Code-breaking elements and architectural features which allow the school to be established as a distinct landmark will be considered at reserved matters stage as part of the detailed school design.

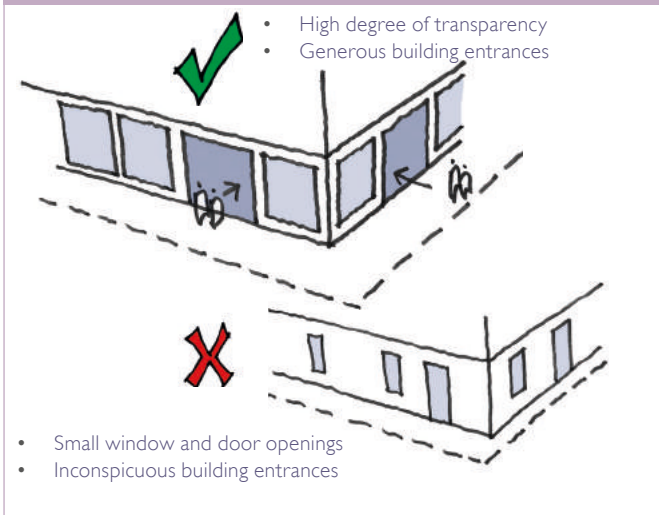


PART C: STRATEGIC ELEMENTS

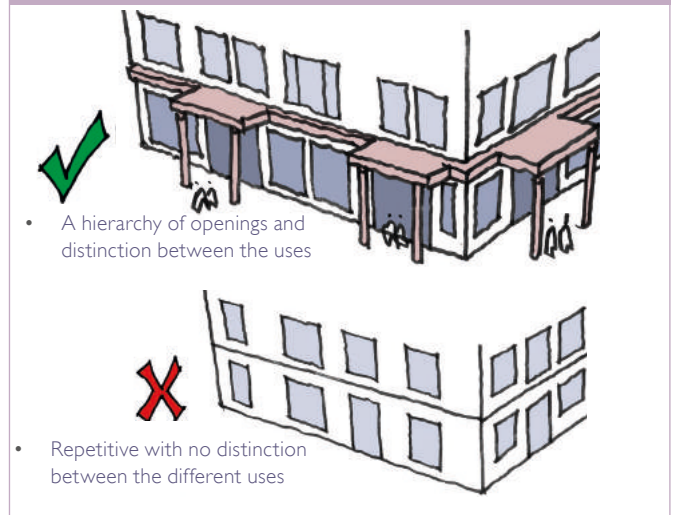
10. TOWNSCAPE

10.14 ARCHITECTURAL PRINCIPLES FOR MIXED USE BUILT FORM

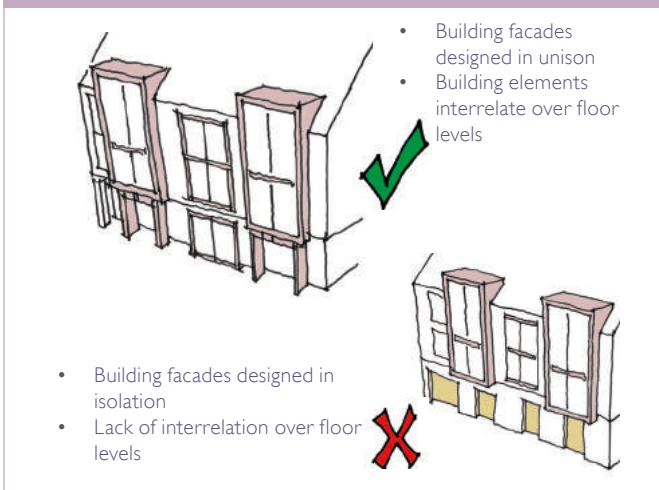
1. NON RESIDENTIAL ACTIVE FRONTAGES



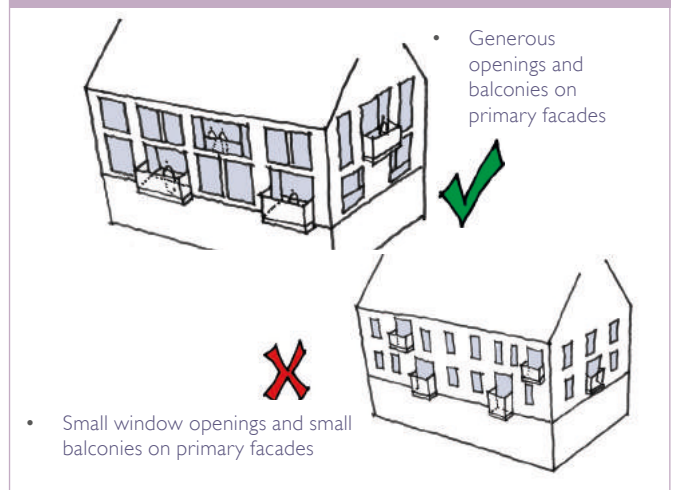
2. DISTINCTION BETWEEN USES



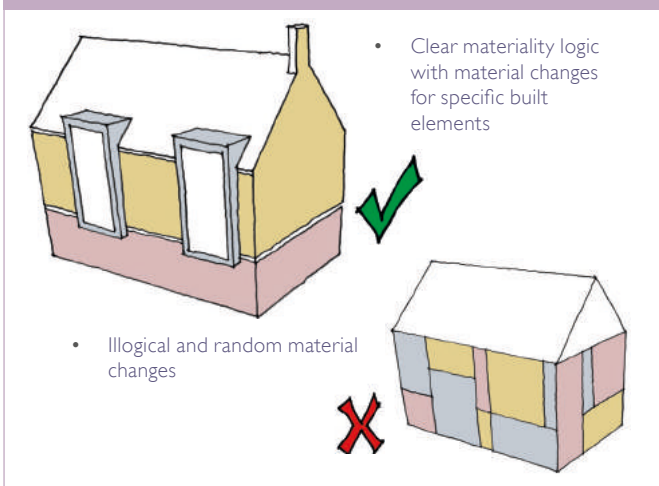
3. DESIGN COHERENCE BETWEEN USES



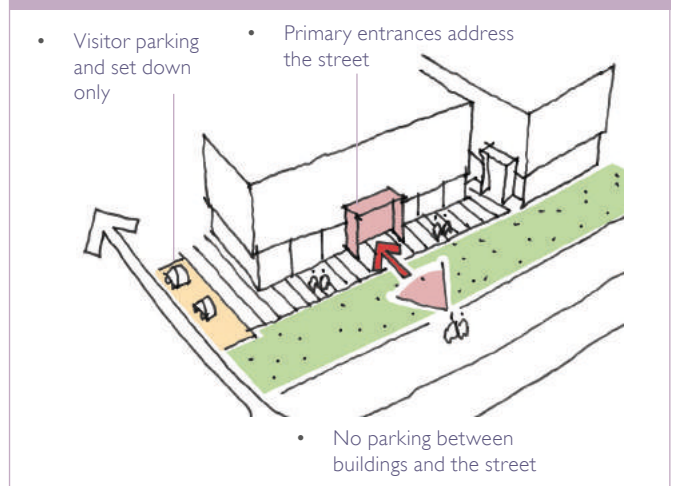
4. WINDOWS AND BALCONIES



5. FORM AND MATERIALS



6. ADDRESSING THE STREET



PART D: DETAILED ELEMENTS

11. Residential Layout

- 11.1 Principles of Layout
- 11.2 Building Positioning and Plot Sizes
- 11.3 Boundary Typologies

12. Detailed Design Principles

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- 12.2 Frontage Character
- 12.3 Carparking
- 12.4 Recognisable Form
- 12.5 Silhouette
- 12.6 Richness and Articulation
- 12.7 Wall to Wall Ratios
- 12.8 Use of Natural Materials
- 12.9 Landmarks
- 12.10 Aspect and Orientation
- 12.11 Frontages Addressing the Public Realm
- 12.12 Individuality in Linked and Terraced Dwellings
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- 12.14 Honesty and Legibility
- 12.15 Order, Unity and Variety
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- 12.17 Roofs, Eaves and Verges
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- 12.19 Porches and Canopies
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- 13.1 Private Amenity Space
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- 13.3 Soft Landscaping
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- 13.5 Edible Landscapes
- 13.6 Wildfire Proofing
- 13.7 Unacceptable Public Realm Design Details
- 13.8 Ecology
- 13.9 Sensory Richness
- 13.10 Sports Strategy
- 13.11 Play Strategy
- 13.12 Boundaries to Open Space
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14. Technical

- 14.1 Waste and Recycling Strategy
- 14.2 Sustainable Drainage Strategy
- 14.3 Foul Water Drainage Strategy
- 14.4 Utilities
- 14.5 Sustainability Strategy
- 14.6 Safety and Security
- 14.7 Inclusive Design
- 14.8 Vehicular & Cycle Parking Standards

15. Materials & Public Realm

- 15.1 Signage and Street Furniture
- 15.2 Street Lighting
- 15.3 Hard Landscaping
- 15.4 Public Art

PART D: DETAILED ELEMENTS

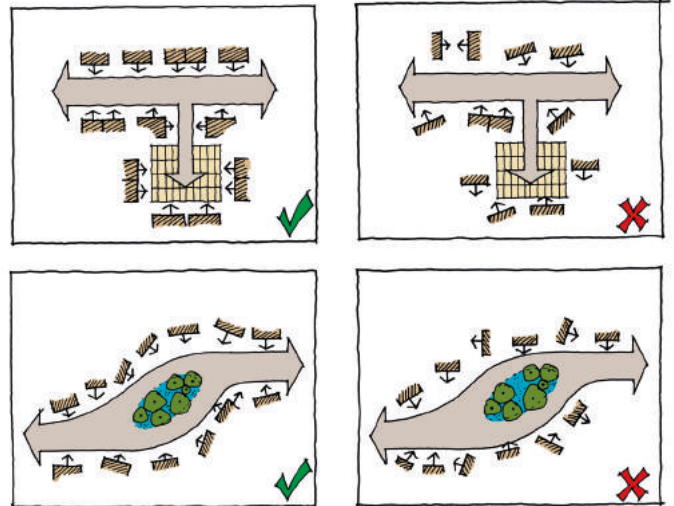
II. RESIDENTIAL LAYOUT

II.1 PRINCIPLES OF LAYOUT

The following plot layout rules will be adhered to throughout all Reserved Matters Applications in order to achieve well designed streets and spaces.

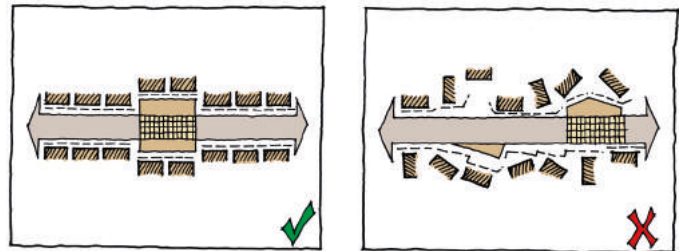
II.1.1 Building orientation will relate to routes and spaces

- Buildings must directly address routes and spaces such that their primary frontage is parallel or near parallel to the edge of that route or space.
- Buildings should not be positioned at an angle markedly different to the back-of-footpath line, or to the defined edge of a shared surface.
- For informal arrangements the dwelling must still positively relate to the immediate edge of the route or space it faces.
- Primary entrances to buildings must be visible from the public realm.



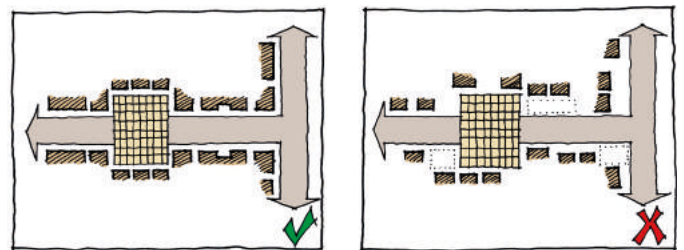
II.1.2 Building alignment will be coherent

- Building frontages must establish a common building line where they face routes or linear spaces (except in areas of lowest density).
- Rear and flank walls of garages and outbuildings may be considered as components in establishing a common building line, although this must be limited.
- Along more tighter / enclosed streets where the distance between building frontage and back of footpath should be minimised, a buffer privacy strip of minimum 800mm, including landscaping must be maintained at all times.
- Set-backs from an established building line will be in accordance with the permitted dimensions specified in site-specific Design Codes.



II.1.3 Continuity and enclosure will be achieved

- All frontages along streets and spaces must be designed to create clear definition streets through legible continuity of building form, linkage and positioning.
- Public and private space must be clearly distinguished through continuity of frontage.
- 'Semi-public' space arising from lack of continuity or enclosure must be avoided.
- Adequate spacing will be provided between side-by-side detached dwellings, and Reserved Matters Applications will be required to clearly describe and justify these dimensions.

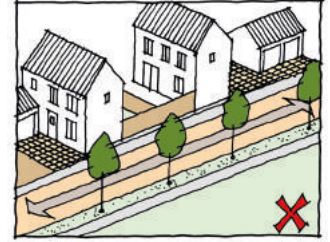
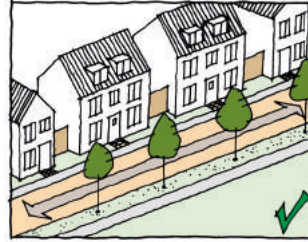


PART D: DETAILED ELEMENTS

II. RESIDENTIAL LAYOUT

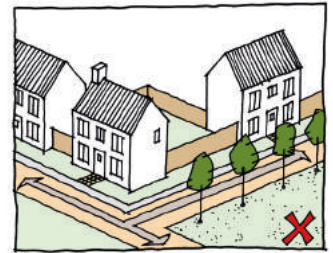
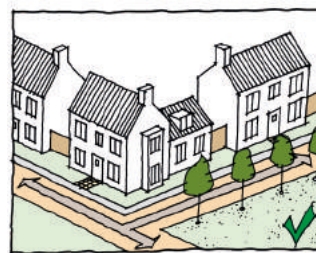
II.1.4 Routes and spaces will be addressed by active frontage

- Routes and spaces must be overlooked by windows to habitable rooms at ground and first floor levels, providing natural surveillance.
- Blank elevations largely devoid of windows must be avoided where they face or are clearly visible from the public realm.
- Active frontage must be enhanced through the use of balconies at first floor level, glazing within or alongside primary entrances, and full height projecting bays on flank elevations where appropriate (see 9.4.5 Corners and plot sides).



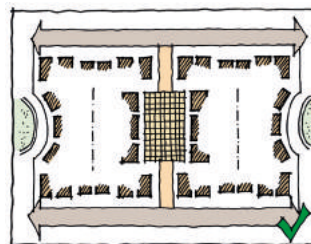
II.1.5 Corners and plot sides will be positively resolved

- All buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) must positively address both directions through positioning of entrances, generous windows to habitable rooms, glazed projections and upper level balconies where appropriate.
- Building form must respond to defined corner locations through the tallest or largest element of the building massing being located directly on that corner.
- Buildings L-shaped in plan should be positioned on defined corner locations.
- Where a corner plot forms the end of a row of street-facing dwellings, the dwelling on that corner plot may have its primary entrance positioned on its flank elevation, but should ensure active frontage in all cases on both elevations. Interest may be created through projected windows and upper level balconies.
- Simply introducing one or two windows on a flank elevation will not represent acceptable solution of a dwelling addressing a corner plot.

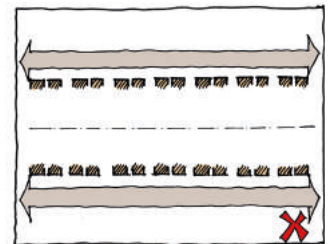


II.1.6 Groupings will form components of the layout

- Within development parcels, dwellings are to be configured in identifiable groupings that define spaces of a certain character and function.
- Groupings will be discernible either as 'clusters' of buildings around a shared space, or configurations that address and define a particular space to their front.



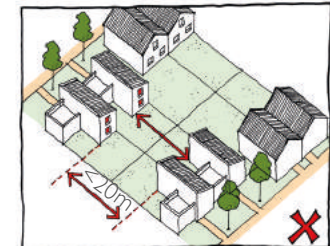
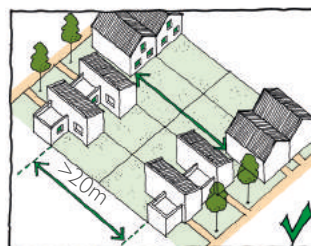
Identifiable groupings add character and function and creates a sense of place



No variation of dwelling typologies, massing or enclosure does not add character and creates no sense of place

II.1.7 Privacy will be maintained

- Direct views from dwellings into dwellings through windows on their rear and flank elevations will be avoided, either by back-to-back separation of >20 metres (2 storey properties) or through detailed design.
- Appropriate privacy measures in higher density areas where buildings are less than 20m apart may include use of opaque glazing or louvres, the angling or positioning of windows to avoid direct sight lines, and the use of full height screening to courtyards or terraces.
- Windows will be provided to all habitable rooms and no habitable room will be served only by windows comprising of opaque glass.

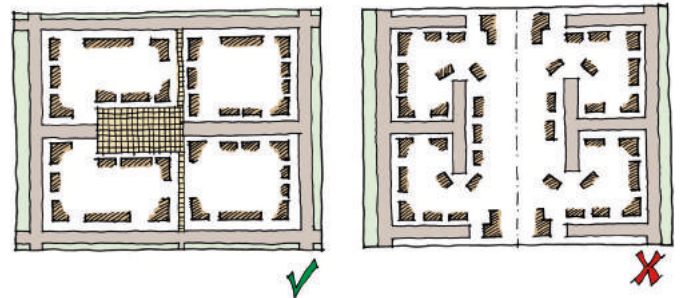


PART D: DETAILED ELEMENTS

II. RESIDENTIAL LAYOUT

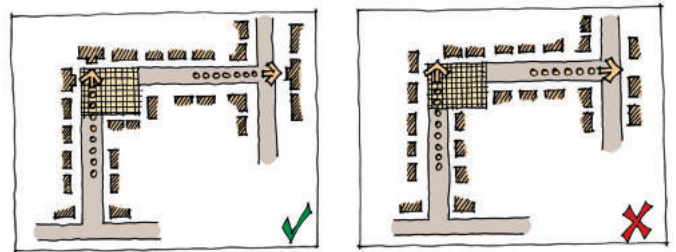
II.1.8 Connections and permeability will be integrated throughout the layout

- Pedestrian and cycle routes must be interconnected and not lead to dead-ends.
- Where vehicular routes reach a terminating space pedestrian routes must continue beyond that space and connect to the nearest public route or space.
- Rigid 'hammerhead' road arrangements must be avoided
- Parking courts serving more than two dwellings must offer a clear through-route to pedestrians.



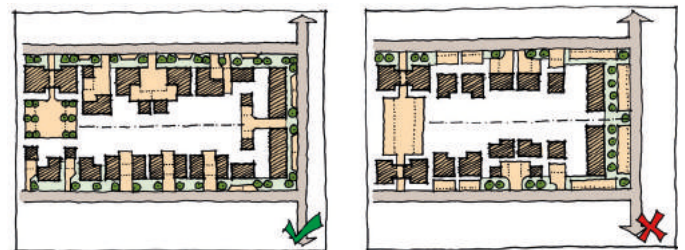
101.1.9 Visual stops will be established

- Where linear spaces or routes establish a vista, that vista must either end in a defined public open space or be terminated by a 'visual stop.'
- A 'visual stop' may be a carefully positioned marker or key building (as explained in section 8.1, Building Scale and Views), or a prominent landscape feature.
- Vistas must not terminate in a view of a private driveway or garage door, or the side boundary wall to a plot.
- Key buildings will define key corners and frame key views.



II.1.10 Car parking will have minimal visual impact

- All development parcels must utilise a variety of parking solutions and not rely on just one or two methods of accommodating cars.
- On-plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line in areas of high enclosure where a layout has established street continuity. This is may be permitted along areas of lower density with larger set backs and in internal lanes / mews / courtyards.
- All private parking spaces must be located with easy access to the dwellings they serve.
- In no instance shall a group of more than 4 parking spaces be proposed without sub-division by a landscape strip of minimum 1.5m; mandatory unless at least one large tree is planted in that row and row has not more then 8 parking spaces.
- On-street parking, where designated and parallel to the carriageway, shall be laid out such that no more than three spaces are joined without sub-division by an area of landscape and sufficient space for planting of at least one street-tree, except in the neighbourhood centre along the avenue.



II.2 BUILDING POSITIONING AND PLOT SIZES

The character of residential neighbourhoods is strongly influenced by how buildings relate to the individual plot on which they are located, and the size of that plot in terms of both width and depth. As part of the envisaged character of Mindenhurst it is intended that suitable variety in plot sizes /shapes is demonstrated by Reserved Matters Applications, avoiding a rigid arrangement of dwellings on repeated plots. This should also be expressed through subtle variations in the positioning of buildings on their plots (set backs).

The degree to which this variety manifests itself in detailed layouts should be reflective of street type, housing density and typology. In higher density areas featuring mixed uses / terraced homes / linked homes / apartment blocks it is expected that variety in set-back will be occasional rather than prevalent: buildings will be expected to achieve a clear definition of streets and spaces through generally adopting a common building line, but in carefully considered locations will step back to create positive and usable space as an extension to the main route or space that the buildings face. In lower density areas with a greater proportion of detached dwellings a greater variation in set back and plot size / shape will be appropriate.

Reserved Matters Applications will be expected to demonstrate a clear rationale to proposals for building positioning and plot sizes. The Detailed Design Codes that will follow this Site-wide Design code will set out greater detail on appropriate variety in plot sizes and building positioning in specific locations, such that applicants are able to demonstrate suitable compliance with principles that are specific to the area covered by their proposals.

PART D: DETAILED ELEMENTS

II. RESIDENTIAL LAYOUT

II.3 BOUNDARY TYPOLOGIES

Boundary typologies play an important role in setting a building into a streetscene. The type of boundary types will depend on the character area and set back of the building from the public realm, with further detail to be provided in site-specific Detailed Design Codes.

The coherence of front boundaries of built edges addressing primary streets and spaces is a key objective.

The figure to the right defines the boundary typologies of a dwelling.

II.3.1 FRONT BOUNDARY

- Ia. Front boundary addressing public realm
- Ib. Front boundary to demarcate property line
- Ic. Front boundary as linking element between dwellings

The following design criteria will be adhered to -

- The use of treated timber fences and high solid walls (unless enclosing forecourt parking) and hedges (more than 1.5m high as front boundaries will not be permitted).
- Close board fencing should not be used in front gardens/set backs (Ia) or to demarcate property boundaries (Ib).
- Brick walls or close boarded fencing may be used as a linking element between 2 dwellings (Ic) but must be set back from the face wall of the dwelling by a minimum of 1m.
- Gates for pedestrian or vehicular access must be directly co-ordinated with the adjoining front boundary treatment.
- All walls and railings are to be stepped to reflect slope / gradient.

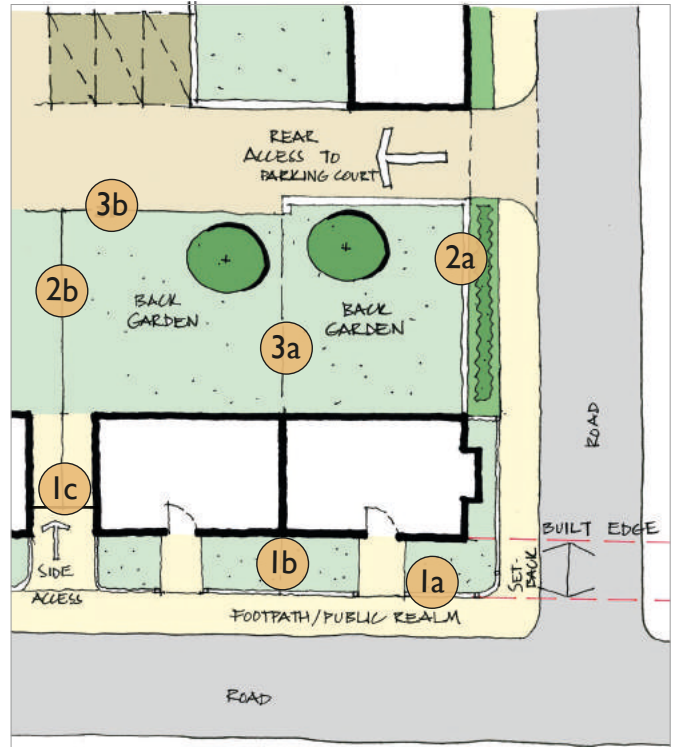


Fig 35 : Boundary Typology key plan



Ia



Ia, Ib



Ic

PART D: DETAILED ELEMENTS

II. RESIDENTIAL LAYOUT

II.3.2. SIDE BOUNDARY

2a. Side boundary facing public realm

2b. Side boundary between dwellings

- Brick walls must be used as side boundaries which address a lane, public realm or mews area, as a continuation of the built form (2a). The wall must not be more than 2.1m high and should be brick to match the dwelling, including the bonding and mortar details. Coping stones or a 'brick on edge' detail are considered appropriate. Walls will be of a consistent height.
- A 750mm wide minimum planting zone is to be provided alongside the wall to the back of the footpath.
- Timber fencing or brick walls will be used as boundaries between gardens (2b). These will not be more than 1.8 m in height. Timber should be stained using a suitable and sustainable treatment.



2a, 2b



2b

II.3.3. REAR BOUNDARY

3a. Rear Boundary between back gardens or central courtyard

3b. Rear Boundary between back gardens and rear access parking courts

- Timber close or featherboarded fencing of 1.8m high may be used along rear boundaries between gardens (3a). Timber should be stained using a suitable and sustainable treatment.
- Brick walls must be used along rear boundaries which back onto courtyard parking areas (3b). The wall will be between 1.8 - 2.1m high.



3a



3b

PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

All detailed proposals for development at Mindenhurst will be required to adhere to the Site-wide Design Code and also to applicable subsequent, Detailed Design Codes which will cover specific areas of the development. These detailed codes will establish principles for architectural design that cover built form and typologies, layout, massing and materials. The detailed codes will not impose an architectural style on the development, but will set out a rationale to which Reserved Matters Applications must adhere. Aspects to be covered as part of this rationale are summarised below:

12.1 TYPOLOGIES

Primarily related to residential development, the Detailed Design Codes will provide stipulation as to appropriate housing typologies according to the area they cover, with particular focus on the edges of development parcels that will adjoin public realm – routes, spaces and landscape. Certain building typologies will not be permitted in certain locations.

12.2 FRONTAGE CHARACTER

Expanding on the definition given in section 10.9 (p.55), the Detailed Design Codes will set out requirements for appropriate frontage character according to the area they cover. This relates to the edges of development parcels that will adjoin public realm, and will cover aspects of enclosure, rhythm / variety, building set back, spacing and orientation.



PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.3 CAR PARKING

With reference to the parking typologies described in section 14.8.7 (p.95), the Detailed Design Codes will provide stipulation as to appropriate methods of providing car parking to serve the uses they cover. In the case of residential development this detail will include private on-plot parking solutions, and acceptable approaches to parking courts and squares.

12.4 RECOGNISABLE FORM

The detailed codes will seek to ensure that appropriate, recognisable building forms are proposed, specific to the area within which they will be located. This will address the differing character envisaged, for example in mixed use / commercial areas as distinct to 'rural edge' character areas where neighbourhoods adjoin existing landscape.

12.5 SILHOUETTE

By way of further guidance on appropriate built form, the detailed codes will address the visual profile of development with particular focus on roof forms and how they will be read against the skyline or landscape / woodland backdrops. This will be of particular significance to areas falling with Key View corridors as defined on the Regulatory Plan.

12.6 RICHNESS & ARTICULATION

The Detailed Design Codes will expect proposals for articulation of materials, texture and depth in facades: a simple, unfussy design approach, enriched by this articulation and occasional decoration, will be expected.



PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.7 WALL TO WINDOW RATIOS

As a general principle, the detailed codes will advocate generosity in the amount and size of glazed openings, to the benefit of natural surveillance and daylighting to internal environments. Increased proportions of glazing at ground floor level will be sought.

12.8 USE OF NATURAL MATERIALS

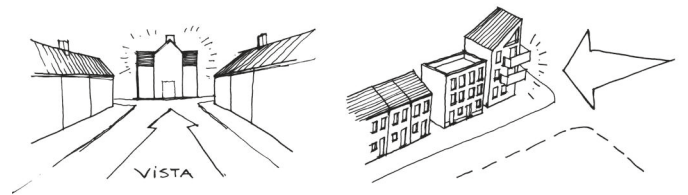
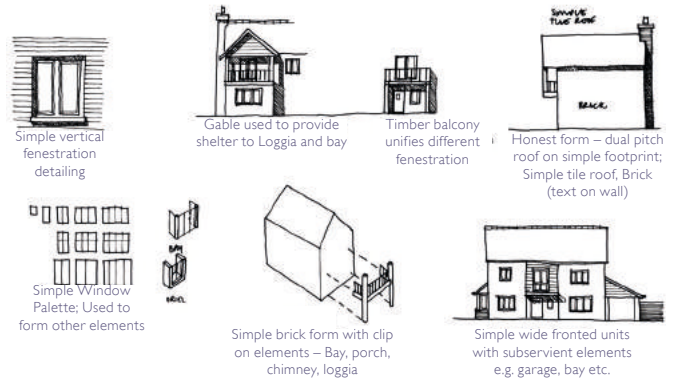
A palette of materials will be included in all Detailed Design Codes, from which detailed proposals will be expected to draw. It is anticipated that natural materials will predominate throughout the Mindenhurst development.

12.8 CONTEMPORARY DESIGN

The use of common materials, appropriate scale and colour will allow contemporary designs to sit alongside those of a more traditional style. Detailed codes will provide further detail on suitable approaches, seeking to avoid imitation and pastiche.

12.9 LANDMARKS

Detailed Design Codes will identify opportunities for landmark buildings, to be located at the end of vistas, in prominent positions or at important nodes, and will describe suitable approaches to their design.

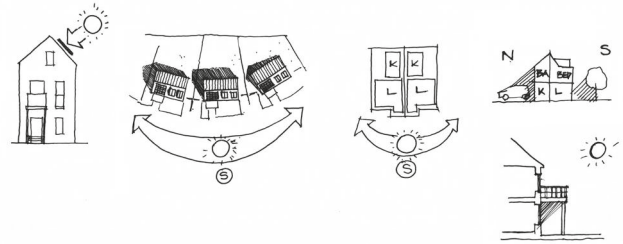


PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.10 ASPECT & ORIENTATION

Site-specific codes will highlight opportunities and constraints with regard to the orientation of buildings and spaces relative to the path of the sun, recognising the influence of routes, trees and topography.



12.11 FRONTAGES ADDRESSING THE PUBLIC REALM

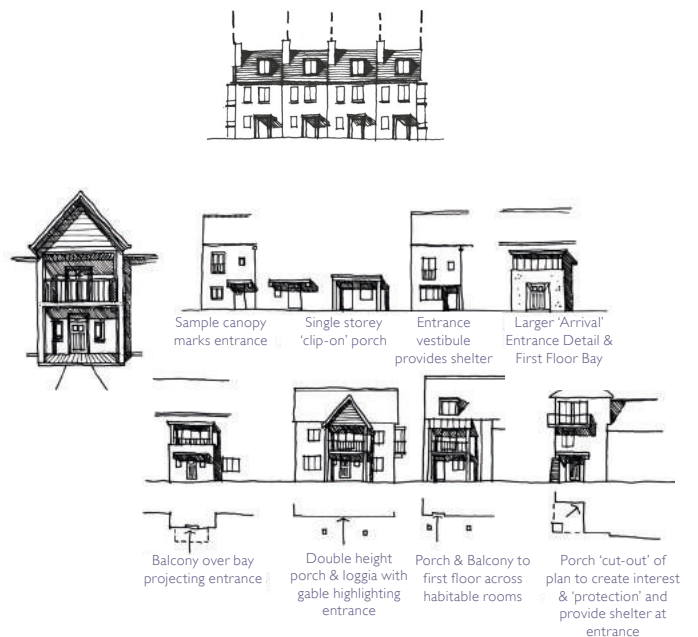
Building design will be required to facilitate natural surveillance and assist in creating activity within the street scene: Detailed Design Codes will make site-specific reference to where this should be achieved.

12.12 INDIVIDUALITY IN LINKED AND TERRACED DWELLINGS

Detailed codes will stipulate that where dwellings are grouped into single terraced blocks, or are linked, they are legible as individual dwellings. Divisions between plots will be expressed. The codes will illustrate suitable approaches to achieving this.

12.13 ENTRANCES

The detailed codes will highlight the importance of building entrances being suitably expressed and 'celebrated' as a focus to the design of elevations, aiding in building legibility and positive frontage onto the public realm. Opportunities for emphasis through provision of shelter at entrances will be identified.

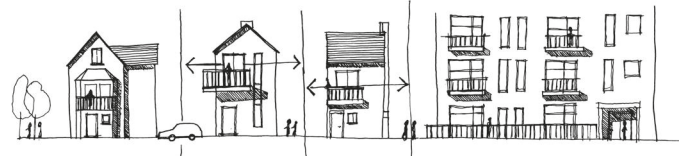


PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.14 HONESTY & LEGIBILITY

In seeking to guide an appropriate architectural language for Deepcut, the Detailed Design Codes will stipulate design approaches whereby the use of structure and materials is expressed 'honestly', with their function being self-evident in their form and detailing. 'False' facades or imitation materials will be defined as unacceptable.



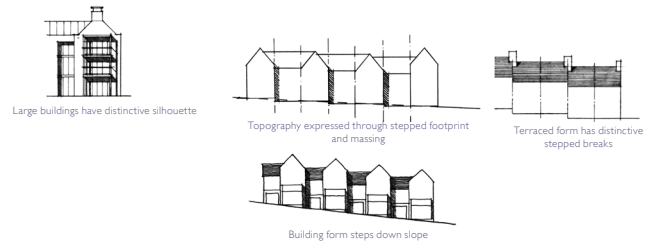
12.15 ORDER, UNITY AND VARIETY

The detailed codes will provide stipulations on how street-scenes formed by combinations of buildings will achieve coherence, reading as a considered composition and not a random assortment of forms and types. Recognising the characteristics of the site and the Deepcut Vision, the principle of achieving variety within a coherent street-scene will be further articulated.



12.16 RESPONSE TO SLOPES

Significant areas of Mindenhurst will comprise development on slopes of varying gradient. The Detailed Design Codes will establish principles for appropriate development form on slopes, seeking in principle to avoid significant land reprofiling. Level changes will be reflected by buildings and spaces that step up or down slopes, reducing the requirement for significant retaining structures.



PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.17 BUILDING COMPONENTS – ROOFS, EAVES AND VERGES

The detailed codes will stipulate acceptable approaches to roof forms and pitch, with further rules governing detailing at eaves level.

12.18 BUILDING COMPONENTS – DOORS & ENTRANCES

Guidance on appropriate styles, materials and colours for front doors and garage doors will be set out in the Detailed Design Codes.

12.19 BUILDING COMPONENTS – PORCHES & CANOPIES

The detailed codes will set out acceptable approaches to the design of porches and canopies at building entrances, according to the area and uses covered.

12.20 BUILDING COMPONENTS – CHIMNEYS & VENTS

The use of chimneys on residential properties (housing) will be encouraged by the Detailed Design Codes, with detail of suitable positioning and proportions also provided.

12.21 BUILDING COMPONENTS – RAINWATER GOODS

Downpipes, gutters and associated rainwater goods will be covered by the Detailed Design Codes, with illustration of acceptable and unacceptable approaches to positioning and relationship to building facades.



PART D: DETAILED ELEMENTS

12. DETAILED DESIGN PRINCIPLES

12.22 BUILDING COMPONENTS – WINDOWS

Principles for the design of fenestration will be set out in the Detailed Design Codes, covering window types, proportions and configurations. Unacceptable styles will also be described.

12.23 BUILDING COMPONENTS – BAY & DORMER WINDOWS

Guidance on the successful design of bay windows and dormer windows will be provided in the Detailed Design Codes, covering aspects of materials, the proportion of glazing, and their impact of rainwater goods / downpipes.

12.24 UNACCEPTABLE DESIGN DETAILS

The Detailed Design Codes will not set out to provide an exhaustive schedule of all design details that will be unacceptable within proposed development at Deepcut. However, certain poor quality approaches to façade and roof design will be illustrated alongside stipulation that these do not feature in forthcoming Reserved Matters Applications.



13.1 PRIVATE AMENITY SPACE

Private amenity space will be provided appropriate to the dwelling it serves. As a minimum, dwellings will be expected to have direct access to private amenity space according to their size and likely number of occupants, as below:

- Detached or semi-detached family homes with three or more bedrooms must have gardens capable of comfortably accommodating outdoor seating for the family, space for children's play, planting beds, space for drying clothes, and room to unobtrusively accommodate a shed or greenhouse.
- Where area for covered bin and bike storage is to be accommodated within private garden areas, it must be in addition to the minimum areas quoted above, and must be directly accessible from the street serving the property.
- Gardens should provide mature trees (to promote urban cooling and biodiversity) In assessing the usable garden area, this should not include groups of trees which effectively reduce the area which can genuinely be made use of.
- Compact two- and three-bedroom houses should have sufficient ground-level private amenity space to accommodate activities of a couple or young family.
- Courtyards and upper-level terraces will be considered to contribute towards the requirements of private amenity space.
- Gardens should allow for external storage space, such as for cycles or prams. In the case of communal amenity space, storage space should be provided which allows access for all residents.
- If apartments are provided without sufficient amenity space directly accessible from the dwelling, then communal gardens, private to the block, may be considered to make up the shortfall.
- Communal garden space should be used to soften the built form and provide for the planting of trees and hedges.

The minimum size of amenity space, based on number of occupants, will be set by the site-specific Design Codes. Layouts should be well-designed, respect the residential amenities of the occupiers of the proposed dwellings having regard to acceptable levels of privacy, daylight/sunlight and any potential overbearing impact.

Employment, retail and community development 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.

13.2 PRIVATE GARDENS

Private gardens supplement the formal and informal open space. Front gardens in particular make a valuable contribution to the street scene and help create a sense of uniformity and identity. Therefore, planting within these areas is an important consideration in the detailed design of residential parcels.

The following should be considered as part of residential parcel design:

- Planting in gardens and courtyard planting in residential areas should seek to supplement the green infrastructure network and contribute to habitat connectivity.
- The use of climbing plants at building facades, green 'living fence panels' and low level planting to ground floor units or next to garden walls.
- Trees are to be located within the courtyards themselves where possible to add seasonal colour.
- Trees in adjacent back gardens will be placed to have a visual impact over the garden fence.
- Planting stock in private and semi-private spaces will be partly drawn from a palette of native species and specifically include plants that have interest for local fauna.
- Planting within private gardens will include fruiting trees wherever possible.
- Planting types will maximise biodiversity, with shrub and herbaceous species selected to attract invertebrates and butterflies, and greened walls, climbers and trees to provide foraging habitat and nesting areas for birds.
- Habitat creation and wild garden elements should be incorporated into the proposals for the school to offer an additional valuable educational resource.



PART D: DETAILED ELEMENTS

13. LANDSCAPE

13.3 SOFT LANDSCAPING

The long term vision for the tree planting is that:

- The root protection areas for existing retained trees and shrubs within or adjacent to areas subject to built infrastructure and development are to be respected at all times and designs must accommodate these;
- Retained existing trees and shrubs are to be fully protected during construction to ensure they remain in good health. Suitable space must be allowed for existing trees to grow to maturity;
- New trees and shrubs within public open spaces, SANGs, ANGSt, along Mindenhurst Road and Main Residential streets, within larger scale residential, education and communal facilities or the Village Centre are to be predominantly or wholly selected to suit the local heathland and woodland character with native species or suitable cultivars suitable for urban situations being a prerequisite. In private gardens and in other streets the guidance can be more relaxed with suitable non-natives being considered;
- The new trees are to be set within an area that allows the natural canopy of the tree to be realised with sufficient areas of soil to support the mature size of the tree;
- The new development is set within a robust landscape framework in the long term;
- The new development is framed by native woodland blocks,
- Trees are located as focal points along road corridors and at footpath junctions;
- The siting of trees and shrubs within the development must be coordinated with the position of below and above ground services, street lighting, highway and other signage, forward visibility sight lines and other constraints.

The long term vision for the herbaceous, wetland, aquatic and grassland planting is that:

- Predominantly native species suitable for the local heathland character and wetlands and ponds will be used;
- Amenity grass to be acceptable where hard wearing surfaces are required such as sports pitches, open space with high usage levels, gardens and grounds.

13.3.1 MANAGEMENT AND MAINTENANCE

All soft landscape areas must be managed in the future in a suitable manner to achieve their design objectives and management and maintenance plans must be prepared alongside soft landscape designs. A clear understanding is required of which agency will adopt the soft landscape and suitable arrangements made to ensure the long term management and maintenance is undertaken to achieve establishment and delivery of the design intent.

These principles will preserve the existing green infrastructure and ecological assets of the site and will ensure growth as the above vision is realised in time.

Relevant Detailed Design Codes will set out tree, shrub, herbaceous and grassland planting strategies and palettes and must be reviewed before each Reserved Matters Application; with scope of using additional trees, shrubs and other planting to supplement this structure wherever possible.



13.4 STRUCTURAL AND DETAILED LANDSCAPE

Structural landscape designs should be based on the following principles:

- The key aim is to create a strong site identity with the Surrey heathland and woodland character driving the selection of species and mix, planting style, and pattern. Only in the more urban locations should a more formal planting style be employed;
- Planting should also provide seasonal interest with consideration of shape and form, leaf and trunk colours, leaf shape and texture, flower colour and scent;
- Planting must also provide ecological benefit with strong prevalence of native species which provide food and shelter for wildlife. Structural planting to be designed in consultation with ecologists to provide wildlife corridors, bat flight routes, habitat and other ecological functions;
- The existing retained woodlands, scrub areas and individual trees should be used as the initial guidance for the suitable selection of tree and shrub species;
- Where space allows, some large blocks of new trees and shrubs should be planted in informal shaped groups in areas of public open space and around the sports hub to provide a strong spatial structure, provide enclosure, screening (where necessary), and be of a scale to act as strong features helping give identity and place making value;
- A number of specimen single trees or small groups of trees should also be planted within public open space to provide focal points and structure;
- Shrubs to be planted within public open space as large areas to create strong structure and shelter rather than small groups or as individual specimens;
- Along Mindenhurst Road and watercourse/SuDS infrastructure, a strong unified landscape character is to be achieved by using a limited palette of native species trees and shrubs, alongside retained tree specimens, in combination with acid grasslands and native species wetland areas;
- Within residential streets and the grounds to other built development, space for single or small groups of trees to properly establish and grow to their full height and spread should be provided. The species selected should be of a medium to large size tree whose crown will become equal to or higher than the building ridgelines thus their role being above a private domestic scale;
- Where existing trees are retained within residential neighbourhoods or the grounds of other buildings, the layouts should be orientated to make these focal points with suitable space retained around the root protection zone;
- Where possible, large swathes of heathland and acid grasslands should be provided in verges and public open space rather than small isolated strips;
- On the boundaries where SANGs and ANGSt abut road and development, the heathland character must be extended as close as possible to retain the natural landscape character, while maintaining sufficient breaks to prevent wildfire. Use of timber bollards or subtle ground shaping on verges to prevent parking will be required;
- Structural landscape management and maintenance plans are to be prepared in conjunction with designs.

Detailed landscape designs should be based on the following principles:

- Medium to large size specimen trees and shrubs to be used, possibly in combination with smaller stock, to provide immediate impact in key locations with smaller size stock used in less prominent areas;
- Species should be selected to suit the soil and climate conditions prevalent on the site;
- It is better to use a limited palette of species rather than a wide selection to achieve unity and a strong identity. An example would be to use a single species for hedging within the Mindenhurst development rather than a range of species;
- Close coordination with the architect to integrate building design with landscape design should be undertaken to achieve a strong and clear identity;
- Front garden and street tree planting should use species of a heathland and local woodland type. Rear garden species can include suitable non-native species;
- Suitable means of support such as underground guying (rather than above ground staking) for semi-mature and advanced stock trees should be used where they are in highly visible locations;
- A uniform system of staking and guying should be employed throughout the site so that visual continuity is achieved;
- All tree and shrub bed sizes require to be large enough to support the full size specimen at maturity;
- Narrow planting beds adjacent to buildings and kerbs are to be avoided as the foundations and haunching limits the room for topsoil. Minimum width for shrub/hedgerow beds to be 750mm, and wider wherever possible. For beds containing trees, minimum width 1.5m;
- Small areas of grass and shrub planting are to be avoided as these are difficult to maintain and are visually and structurally weak features. In residential areas it is better to have fewer but larger grass and shrub areas than many small areas, with suitably attractive hard landscape treatment to paved incidental areas rather than grass or shrubs;
- Minimum topsoil depths to be: tree pits 300mm beyond root size; shrub beds 400mm, amenity grass 150mm, acid grass 100mm; and
- In urban core areas, tree pits can be used for planting within hard surfaced areas with suitable grilles. However, where trees are to be located in the development towards the heathland perimeters tree planting within soft beds should be used as a more informal style.



PART D: DETAILED ELEMENTS

13. LANDSCAPE

13.5 EDIBLE LANDSCAPES

Productive landscapes should be integrated within the green infrastructure network through the use of community orchards and allotments. These create opportunity for community food production.

- Design of food production areas should encourage education as to the benefits and processes of the productive landscape; use for community events and habitat conservation;
- Small scale community orchards/ groups of fruit trees in community spaces & foraging hedgerows. Use of native species trees and shrubs which bear edible fruit, nuts and berries will be expected;
- New planting in community orchards will comprise varieties with a close relationship to existing trees for heritage and conservation;
- Appropriate signage and fencing for all food growing areas will be expected. Allotments need to be adequately fenced to be protected from mammals such as rabbit, deer and badger which are likely to damage crops; and
- Native species trees, shrubs, herbaceous, wetland and aquatic species should also be used in public open space, SANGs and ANGSt to which provide a valuable source of food for wildlife through the bearing of fruits, nuts and berries as well as their flowers attracting pollinating insects.



13.6 WILDFIRE PROOFING

In areas of Heathland and Pine Woods there is theoretical potential for fires to break out and spread. The Mindenhurst scheme, which is an area of Heathland and Pine Woods, includes proposals to address this potential intrinsic hazard.

Through discussions with SHBC, areas where fire breaks may be required will be identified. These breaks would be incorporated within the SANGs, ANGSt or other public open spaces where practicable. Materials used as suitable fire break include strips of gravel, bare ground and maintained grassland. These strips may have a hawthorn hedgerow planted alongside its outer edge as living 'green' material doesn't burn well and can act as a flame barrier. Proposals will be required to consider visual impact to ensure they are integrated with the surrounding landscape.

Appropriate defensible space should be created to reduce fire spreading. Combustible materials should be avoided on buildings and associated structures where located adjacent to the SANGs, ANGSt or open space. Fire-rated materials may be required in some locations. In areas which are at risk, wooden fencing should be avoided, or masonry should be introduced between the fence and the building to stop the spread of flames.

Footpaths, routes and trails will be designed to steer people away from high fire risks area. Providing sufficient access for fire and rescue services, through design of streets and verges, adequate signage, along with good access to water, including natural water sources will aid in dealing with wildfires.

Woodland should be maintained to reduce the risk of wildfire spreading. Vegetation should be kept to a minimum below the canopy. Trees may require regular pruning to prevent branches from overhanging roofs.

Planning for Wildfire

Reserved Matters Applications will be expected to demonstrate how achieving wildfire resilience has been suitably addressed. This resilience can be considered under each of the seven stages of the forest management planning process defined in the guidelines in the UK Forestry Standard on General forestry practice (Table 6.1, page 52):

1. Scoping
2. Survey
3. Analysis
4. Synthesis
5. Implementation
6. Monitoring
7. Review

The following design principles, related to Stage 4 (Synthesis), should be considered as part of the preparation of all Reserved Matters Applications in order to plan for wildfire resilience:

Emergency access and egress should be considered during the detailed design stages, including consideration of the following:

- Road widths appropriate for emergency vehicles
- Gradients
- Limiting dead ends
- Fire appliance access
- Parking and emergency evacuation of residents

Appropriate access and building separation, especially those adjoining rural or open space areas or at risk from 'fire spotting' or 'ember attack' as well as direct fire transfer

Consider the provision of Fire Protection including manual and automatic systems

Appropriate provision of water supply, consideration given to location and access

Wildfire proofing to be considered during the construction phase of development

Consideration of the need for community safety and awareness for new and existing communities, for example through the production of a Wildfire Response Plan / Community Emergency Plan.

PART D: DETAILED ELEMENTS

13. LANDSCAPE

13.7 UNACCEPTABLE PUBLIC REALM DESIGN DETAILS

The following landscape design details will not be accepted across the development:



Timber close board addressing public realm will not be acceptable.



No white lining to block paving.



Flint panels to walls will not be acceptable.



Street furniture, lighting, signage clutter should be avoided.



Timber fencing with trellis addressing the public realm will not be acceptable.



Timber log retaining wall to the public realm will not be acceptable.

13.8 ECOLOGY

Much of the Mindenhurst development area is considered to be of low ecological value in its current state, comprising closely mown amenity grassland, hard standing and buildings. Habitats of higher ecological value are present, however, with a mix of acidic grassland/heathland communities, mature and semi-mature broadleaved and coniferous woodland.

A mosaic of these habitats will be retained and enhanced through the SANGs as well as the green corridors across the site. This in turn seeks to benefit the Deepcut Barracks North Site of Nature Conservation Importance (SNCI), which will be encompassed within the Central SANG, by restoration of heathland areas. Management proposals for these habitats will improve the condition of the habitats present and will seek to retain the biodiversity value of the more ecologically diverse areas.

In addition, the following protected/ notable species have been recorded across the site:

Badgers: activity has been noted throughout the site. The retention of the woodland and provision of green corridors across the site will retain suitable sett building habitat and foraging areas.

Bats: a number of roosts have been identified across the site with the Basingstoke Canal, woodland edge and rides providing good foraging habitat and commuting corridors. Mitigation roosts will be designed and incorporated where current roosts are to be lost. This will be achieved via dedicated bat buildings / roof spaces within the bat building located in the Central SANG as well as incorporating small features such as raised tiles into buildings in appropriate locations outside of the SANG areas. Some of the proposed green corridors across the site will provide commuting corridors for local bat populations to cross the site with appropriate sensitive lighting implemented to account for light-averse species on site such as the brown long-eared bat.

Breeding birds: suitable habitat for breeding birds at Mindenhurst will continue with the retention of woodland areas, planting of additional trees and regeneration of heathland.

Reptiles: current woodland edge provides suitable habitat for the common reptile species. Proposed thinning of retained woodlands to open up the canopy, increase ground flora diversity and encourage heathland regeneration will also create habitat which will support reptiles.

Details of specific mitigation strategies for habitats and protected species on-site will be provided in specific Design Codes and Ecological Mitigation and Management Strategies as required under Condition 16.

13.9 SENSORY RICHNESS

The design of the green infrastructure planting should be selected to add to the sensory richness experience for residents and visitors. Consideration should be given to:

- Deciduous trees and shrubs whose seasonal vegetation change will provide visual interest throughout the year;
- Evergreen trees and shrubs to add an attractive presence year round;
- Use of scented plants including heathland native species and plants with tactile interest.

The design of public open space should seek to provide where suitable a trail with pockets of different sensory experiences where most people can interact barrier-free with nature.



PART D: DETAILED ELEMENTS

13. LANDSCAPE

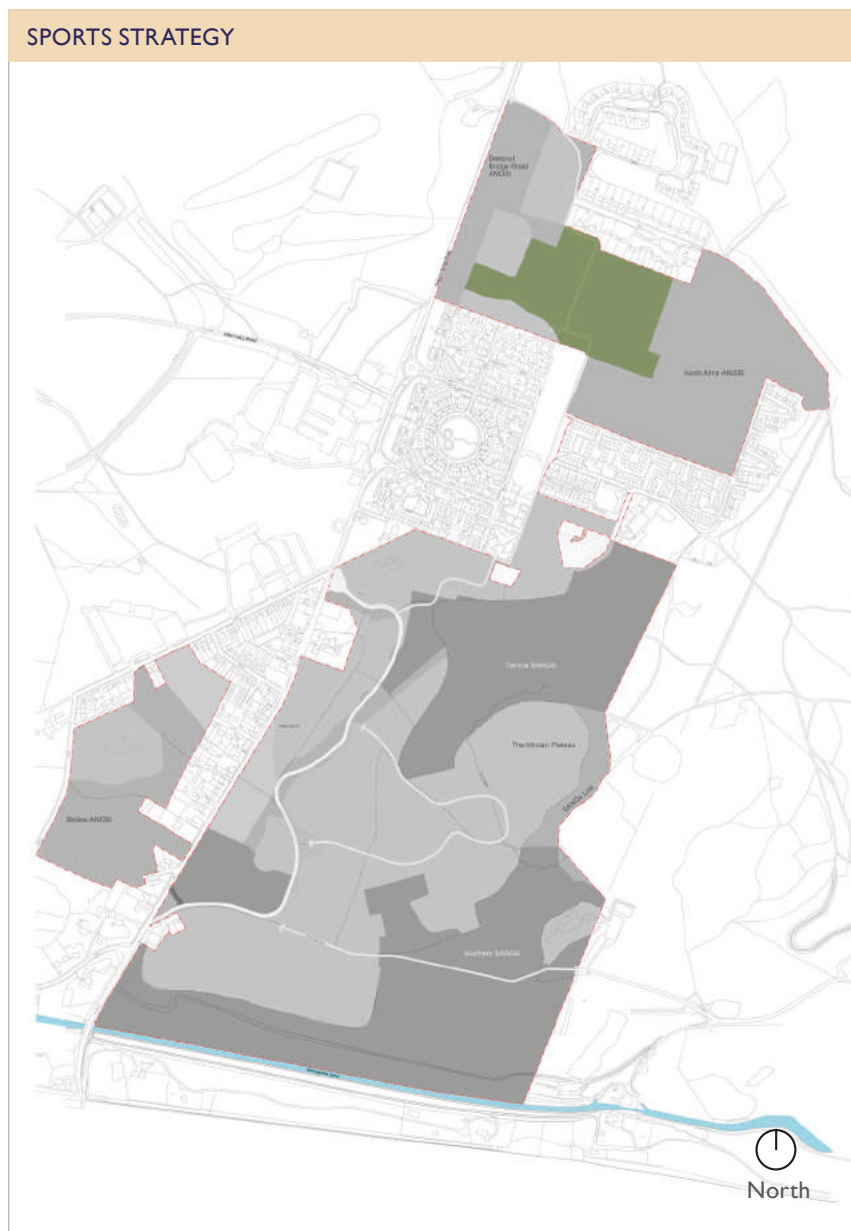


Fig 36 : Sports Strategy

The location of a 'Sports Hub' accommodating outdoor sports pitches is shown on the plan above. The hub 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.

These spaces are:

- to be multifunctional and dedicated for sport and recreation;
- for community use;
- to allow interaction;
- to support formal, competitive sports;
- to incorporate informal sport and physical activity; and
- to include natural habitats, especially to the edges; footpaths, cycleways, buildings, seating and bins.

13.10 SPORTS STRATEGY

Location : The location of the sports provision is fixed on the Regulatory Plan.

Size and Scale : A broad area for the sports hub is shown on the Regulatory Plan.

Function and features :

- Formal sports provision: sports pitches
- A dual-use pitch for cricket and football, 2 junior football pitches, 4 tennis courts, 1 Multi Use Games Area (MUGA) and a Neighbourhood Equipped Area of Play (NEAP).
- Networks of pathways for pedestrians and cyclists which link to the ANGSt open space to the east, informal paths within MoD woodland to the north (that link to public rights of way to the north and Heatherside) and SANGs open space and the Basingstoke Canal to the South.
- A series of outdoor gym equipment will be located along these paths in order to provide a trim trail around the sports hub area.
- A sports pavillion adjacent to the cricket pitch and with facilities for a wide variety of sports.

Design Standards :

Natural Turf Pitches

- Sport England Design Guidance Note – “Natural Turf for Sport – Updated Guidance for 2011”

MUGA/Tennis Courts

- Sport England Design Guidance Note – “Artificial Surfaces for Outdoor Sport – Updated Guidance for 2013”
- Lawn Tennis Association Guidance Note “Porous Macadam Tennis Courts – Updated October 2012”
- European Standard EN15132:2007

Changing Rooms and Ancillary Facilities

- Sport England “Clubhouse Design Guidance Notes 2016 Update”

Floodlighting (if required)

- Sport England Design Guidance Note “Artificial Sports Lighting – Updated Guidance for 2012”
- Lawn Tennis Association Guidance Note “Floodlighting Outdoor Tennis Courts – Updated October 2012”.

Outdoor Gym Equipment

- European Standard EN16630:2015 and British Standard BSI PAS888

Disabled Access

- Disability Discrimination Act 1995



PART D: DETAILED ELEMENTS

13. LANDSCAPE



Fig 37 : Play Strategy

13.11 PLAY STRATEGY

Play, and the provision of facilities for children and young people, is a key element of a successful place.

Formal play areas are to be provided to meet the play requirements of the OPA and to ensure that all homes are within the required walking distance of a LEAP and NEAP.

Additional play and recreation elements are to be located throughout the development in the form of informal play elements and pocket parks. Informal play can take many forms but could be as simple as a felled tree, earth mounds, rocks etc. - all intended to encourage imagination and freedom in play.

Character:

The design and character of these spaces will vary depending on their location and the type of equipment to be included. This will be subject to consultation. However, all play facilities will be completed in accordance with the guidance contained in the Fields in Trust document "Planning and Design for Outdoor Sport" as defined in the Section 106 agreement. All play equipment should be designed, manufactured, installed and maintained in accordance with European Standards EN1176 and EN1177. Play experiences should also be designed in accordance with the Disability Discrimination Act 1995.

Location :

The location of the play provision is fixed on the Regulatory Plan and on the opposite plan.

Size, Scale and Mandatory Setting:

The Combined LEAP/NEAP is to have a minimum activity zone of 1000sqm but not featuring a hard-surfaced ball play area. The buffer distance to a NEAP is to be 30m to the nearest habitable room. The LEAP's are to have a minimum activity zone of 400sqm.

The buffer distance to a LEAP is to be 20m to the nearest habitable room or 10m to the nearest property boundary. The buffer distance to a LAP is to be 5 metres minimum depth to the forward-most part of the nearest dwelling. The NEAP and LEAP's are to be set within a fenced area. No utilities are to be located within the play areas.

Function and features :

A LAP should primarily function to encourage formal play and interaction by younger children as well as ease of informal observation and supervision. A LAP should rely on demonstrative features to indicate that play is positively encouraged. The S106 requires 4 items of low-level play equipment such as balance beams or stepping stones.

A LEAP should be designed and laid out with features including equipment for children who are beginning to play independently. Play features and equipment are integral to the attractiveness of such spaces. The S106 requires LEAPs to be of individual "themed" designs to create individually identifiable settings. A maximum of two play areas (in the most appropriate woodland settings) to be of timber construction with woodchip safety surfacing. Other play areas to have a "wet pour" or similar safety surfacing.

The Combined LEAP/NEAP should provide play opportunities, challenges and stimuli that cannot be provided within a LAP or LEAP. This can involve passive and active play, a greater degree of "family involvement", wheeled activities and a shelter for meeting.



PART D: DETAILED ELEMENTS

13. LANDSCAPE

13.12 BOUNDARIES TO OPEN SPACE

Reserved Matters Applications must demonstrate how proposed boundary treatments to the interface between areas of Green Infrastructure and other public realm / private residential plots / other land uses have been designed to:

- Use methods of enclosure appropriate to the Character Area within which they are located;
- Achieve appropriate definition of space in distinguishing publicly accessible areas from private / inaccessible areas;
- Achieve appropriate safety benefits where they are to form a boundary between Green Infrastructure and vehicular movement routes;
- Prevent uncontrolled / informal car parking within and on the fringes of public Green Infrastructure elements;
- Be built and/or planted with robust and durable elements to ensure their longevity in publicly accessible areas.



Cleft fencing



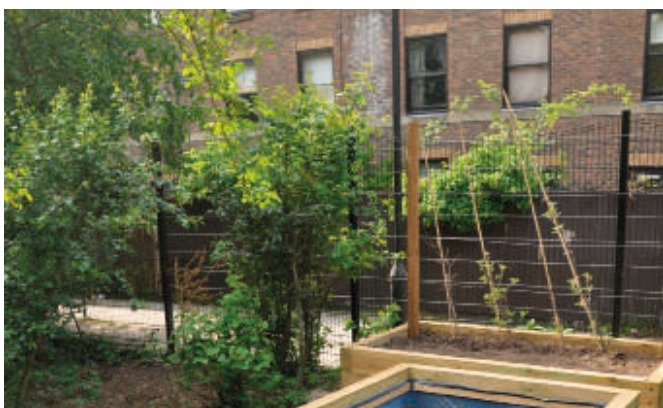
Hazel hurdle fencing (to play areas)

13.13 BOUNDARIES TO PLAY & PRIMARY SCHOOL

The following treatments should be used as boundaries to the MUGA and the primary school site:

- Weldmesh fencing will be used to create a secure boundary to the primary school site;
- Weldmesh fencing will be used to create a secure boundary for the hard surface area within the MUGA, if required;
- Fencing to play areas to be reviewed through the detailed design.

Planting alongside Weldmesh fencing will be expected.



Planting alongside Weldmesh fencing



Weldmesh fencing to MUGA

PART D: DETAILED ELEMENTS

14. TECHNICAL

14.1 WASTE & RECYCLING

The size, location and orientation of waste storage facility/ collection points must be carefully considered: they should be discretely placed to avoid visual intrusion and nuisance, whilst ensuring ease of use and collection at all times.

Considerations to be taken into account when designing waste storage and collection facilities.

- The facilities should be positioned within close proximity of vehicle collection routes.
- Recycling of waste materials must be encouraged by the provision of facilities for storage and collection of separated waste at residential and non-residential premises.
- Homes will be required to provide adequate internal and external space for waste and recycling containers.
- External storage will be adequately screened and planned into the site layout at an early stage.
- Community recycling facilities will be provided in the vicinity of the new Village Centre.
- Waste storage areas in front of dwellings will generally be discouraged
- Homes will be provided with composting facilities within the back gardens of properties.



Footways / cycleways should not be expected to provide space for bin collection areas



Open bins at main entrance of dwellings / apartment block are not acceptable.



Communal bin stores for apartment blocks must either be integrated with the building and / or designed as a roofed enclosure and sited unobtrusively.

PART D: DETAILED ELEMENTS

14. TECHNICAL

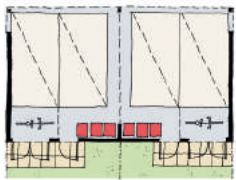
The potential for external refuse storage and the type of storage that is appropriate varies with the type of dwelling, and is illustrated below

- **Detached, semi-detached and end of terrace houses with side access** : Waste storage areas must be provided in the rear garden or an on-plot garage, or otherwise screened or sited out of public view, but readily accessible to the occupiers. The layout should enable sacks or bins to be moved easily to the point where they can be collected, e.g. the roadside or a communal collection point.
- **Mid-terrace houses without side or rear access** : Dwellings must include waste storage within rear gardens and private amenity space readily accessible to both occupiers and the collection point.

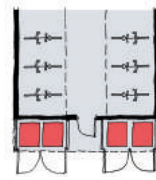
It is a requirement of Building Regulations that all properties have access to a municipal waste collection bin within 30 metres of a home's entrance and that refuse bins should be within 25 metres of a waste collection point. The standard response to this regulatory requirement is to provide each home with its own set of waste bins.

The storage and collection strategy will vary between the different types of dwelling. This is illustrated in the following diagrams. Suggestions as to how bins can be incorporated into car barns are also illustrated below. Alternative design solutions may be explored and proposed for consideration by SHBC

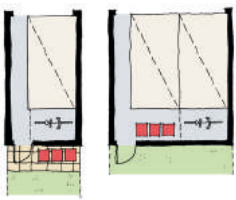
Car barns



1. Car barns can provide bin storage areas at the rear of the shelter, to be wheeled to the collection point on specific days.



2. Garages for dwellings can also provide a storage area for bins, or bins can be stored against a wall on a paved area within the private amenity space, however this should not be placed fronting onto the main entrance area / drive.

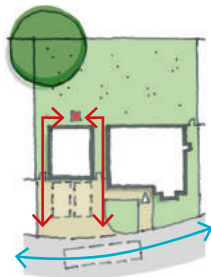


3. Apartment blocks are to be provided with communal bin stores. This can be designed as part of the bike store within the grounds of the apartment block or separate bin stores integrated with the building. This must not face the public realm or main pedestrian entrance to the block. Open bins should never be placed along the main approach to the parking court of the block.

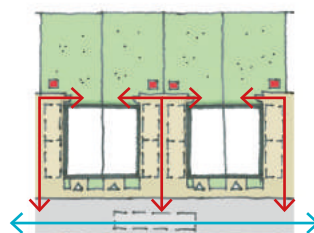
Residential refuse collection options

Key:

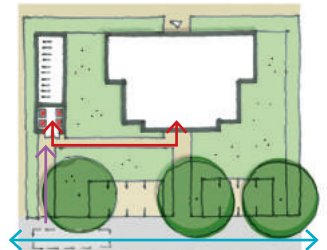
- ↑ Route to collection points (no more than 15m)
- Collection points
- ↔ Refuse collectors walking route (no more than 15m)
- ↔ Refuse collection vehicle route



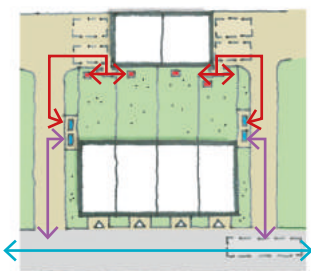
Detached dwellings



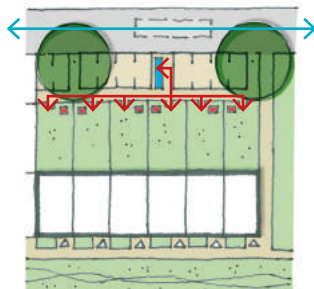
Semi-detached dwellings



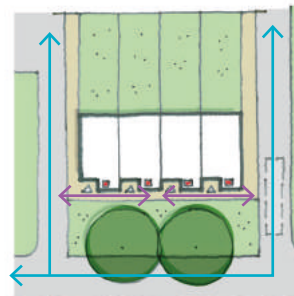
Apartment



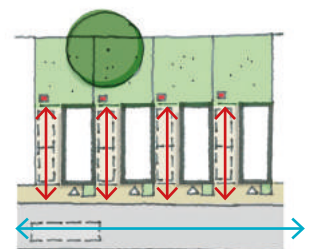
Terraced example 1



Terraced example 2



Terraced example 3



Terraced example 4

PART D: DETAILED ELEMENTS

14. TECHNICAL

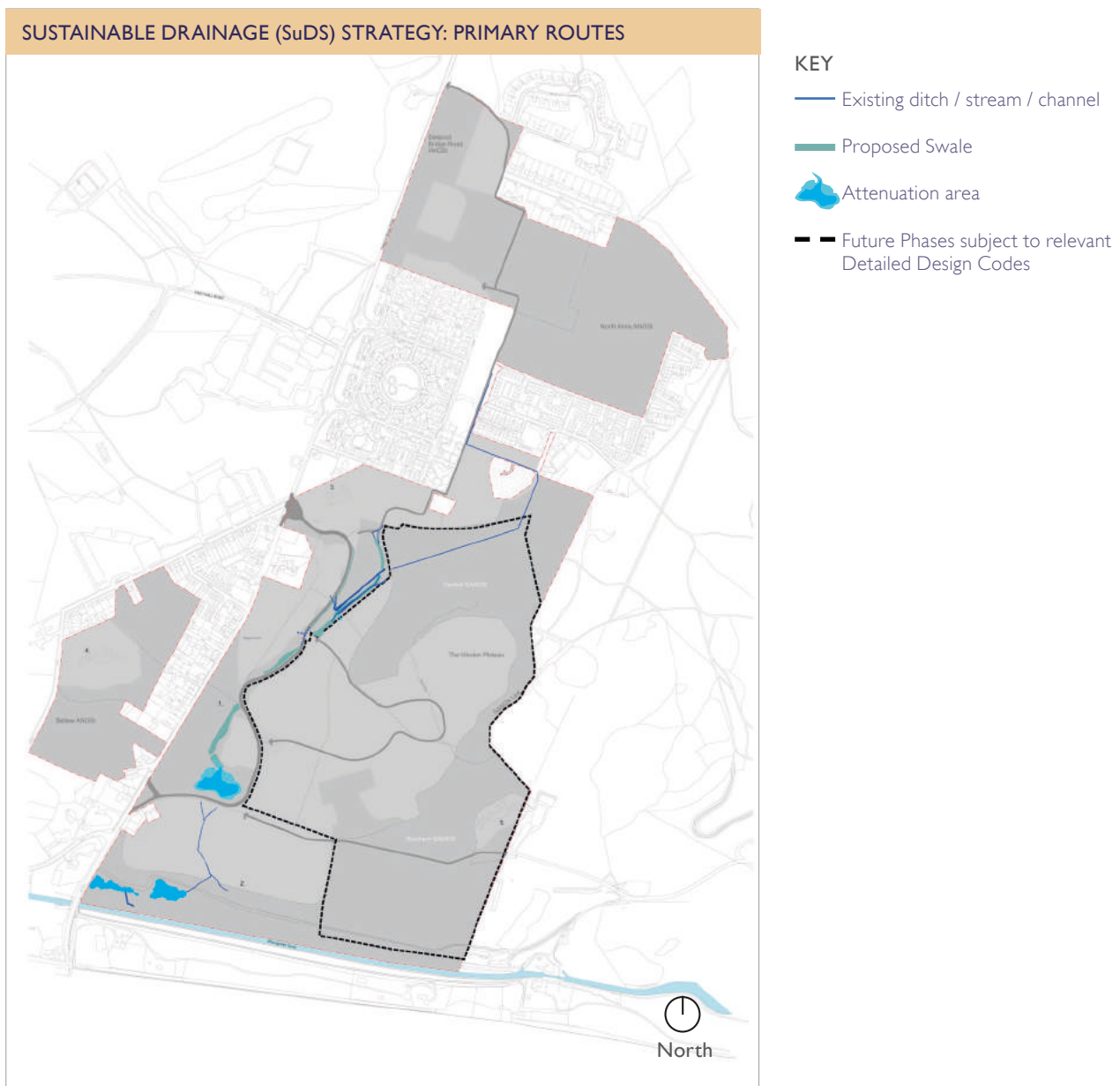


Fig 38 : SuDS Strategy

14.2 SUSTAINABLE DRAINAGE STRATEGY

14.2.1 SURFACE WATER MANAGEMENT

The existing surface water systems on the development site are a mix between natural swales, ditches, watercourses and an extensive piped system within the military areas. It is envisaged that the proposed hard surface and roofed areas will be less than the current hard and roofed areas served by the existing piped systems.

The development is at the head of the catchment areas. The development shall adapt, supplement, and use the existing on-site ditch and watercourse systems to provide the strategic surface water routes within the development. Sustainable Drainage Systems (SuDS) will be used extensively throughout the site to reintroduce water into the subsoil wherever possible, to improve water quality, to reduce flood risk and support biodiversity. The existing large diameter piped systems will be replaced by new watercourses.

The strategic surface water system utilises existing surface water flow paths, routes and ditches. These will be supplemented and enhanced by provision of:

- widening and contouring new swales;
- berms to new and existing ditches to form attenuation areas;
- attenuation areas using existing and re-profiled topography in woodland areas;
- attenuation areas within landscaping; and
- attenuation above the normal water level in the Village Pond area.

14.2.2 SuDS SOURCE CONTROL CRITERIA

All parcels within the development shall provide source control measures and will be limited to a peak discharge rate of 60% of current Greenfield rates up to 1 in 30 year events. The 1 in 30 year discharge rates will be limited to 90% of the Greenfield rates.

In extreme weather events the design of the surface water system and the existing site topography will direct all potential overland exceedance flows along the strategic surface water corridors and into the public open spaces.

14.3 FOUL WATER DRAINAGE STRATEGY

All foul water from the development shall discharge to the existing Thames Water public sewer network. It is proposed that all foul water sewers shall be adopted by Thames Water.

An existing Thames Water sewer crossing the site shall be diverted under Agreement with Thames Water to route along Mindenhurst Road and reconnect to the Thames Water sewer in Brunswick Road / Deepcut Bridge Road. This diverted sewer shall form the strategic foul sewer on the site to which all parcels on the main development shall be connected.

All connections shall be by gravity except for the southernmost parcel which will be served by a new pumping station.

The western area of the development, west of Deepcut Bridge Road, will utilise the existing foul connection serving the Sergeants Mess.

The northernmost parcels of the development shall utilise the existing public sewers in that area.



PART D: DETAILED ELEMENTS

14. TECHNICAL

14.4 UTILITIES

The aim of the utilities strategy is to ensure the installation of household and site-wide utilities infrastructure does not detract from the overall appearance (and everyday use) of the development.

14.4.1 SITE-WIDE UTILITIES INFRASTRUCTURE

The following principles must be adhered to:

- Utility systems will be installed in service corridors within the adoptable highway wherever possible;
- Installation of utility systems will respond to adjacent development parcels in order to achieve an integrated systems network;
- All utilities to be located where they cause least visual harm to the public realm;
- Substations, water pumping stations and gas governors must be constructed in materials which match the adjacent built form. These buildings will be designed as part of the public realm;
- Substations will be located on a vehicular accessible route and will be designed to blend in with the surrounding residential built form in terms of materials. A landscape buffer will be provided between a substation and a parking bay;
- Substation buildings will not be attached to residential dwellings and must be integrated with the alignment of surrounding walls;
- All utilities to be located outside of play areas; and
- All utilities are to be co-ordinated with the design of the external environment.

14.4.2 HOUSEHOLD UTILITIES INFRASTRUCTURE

The installation of household utilities infrastructure must not compromise the visual quality of the dwelling and street scene.

The following principles must be adhered to:

- Wall mounted gas meter boxes must not be fitted to primary elevations such that they are visible from the public realm. All gas meter boxes must be hidden or semi-concealed and designed such that they do not detract from the quality of the public realm;
- Pipes, flues and vents must be architecturally integrated through design to reduce visual intrusion;
- Wires and cables must be hidden from view with the exception of during a period of maintenance;
- Letter boxes must be visible from the public access to a dwelling. Letter boxes for apartments must be publicly accessible, in the reception area or common space with provision of one box per unit; and
- Burglar alarms must be positioned and integrated through design such that they are not visually obtrusive on the front elevation of the building facing the public realm.
- Where renewable energy technologies are to be incorporated as part of new housing, Reserved Matters Applications will be expected to demonstrate how the positioning and configuration of their installation has been carefully considered as part of the overall design and appearance of the house or building on which they are to be located.



Poorly masked gas meter boxes are not acceptable



Pipework clearly visible from the street scene is not acceptable



Satellite dishes to be positioned to minimise visual intrusion and away from front elevations wherever possible

14.5 SUSTAINABILITY STRATEGY

Any future Detailed Design Codes and Reserved Matters Applications should accord with the requirements of condition 35 of the Planning Permission, unless otherwise agreed with Surrey Heath Borough Council.

14.6 SAFETY & SECURITY

As part of Reserved Matters Applications, discussions will need to be held with the local crime prevention officer, covering defensible space, natural surveillance and access to open areas.

Safer Places - aspects of design to be reflected in Reserved Matters Applications:

- **Access and movement:** places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
- **Structure:** places that are structured so that different uses do not cause conflict.
- **Surveillance:** places where all public places are overlooked.
- **Ownership:** places that promote a sense of ownership, respect, territorial responsibility and community.
- **Physical protection:** places that include necessary, well designed security features.
- **Activity:** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- **Management and maintenance:** places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

14.7 INCLUSIVE DESIGN

Inclusive design aims to create places without barriers that involve people in undue effort, separation or special treatment and enable everyone to take part in mainstream activities independently.

The proposed development will be designed to provide barrier-free access for all sections of the community, with particular regard to the needs of the disabled. Particular consideration must be given to the requirements of the following key standards.

The Approved Document Part M(Access)

The proposed development will be designed and built in full accordance with the Building Regulations that set out technical standards for the quality and performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled.

The Equality Act 2010

The Equality Act replaces the Disability Discrimination Act (DDA) and aims to end the discrimination which many disabled people face, legally protecting people from discrimination in the workplace and in wider society. Any requirements set out in the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access), but the provisions of the Act are relevant to the commercial and mixed-use elements of the neighbourhood centre and the wider public realm.

PART D: DETAILED ELEMENTS

14. TECHNICAL

14.8 VEHICULAR AND CYCLE PARKING STANDARDS

Standards for both residential and non-residential parking should follow the Surrey County Vehicular and Cycle Parking Guidance (January 2012). The standards may be reviewed in the future based on changing circumstances. The design of any future phases must take into account such changes.

Parking for those with limited mobility should be in addition to the parking standards as outlined within the SPD.

To encourage more cycling the level of cycle parking should fully complement cycle access opportunities to, from and through the proposed development.

Detailed design considerations:

The layout and design of vehicle parking proposals should take account of:

- The type and number of vehicles that are expected to be parked at the site;
- The height, width, length and manoeuvring characteristics of those vehicles;
- The need to avoid complicated, or excessive manoeuvring and reversing of vehicles, in order to reduce risk of accidents;
- The desirability of providing parking spaces that are sufficiently wide as to avoid the risk of damage from opening doors (The minimum car parking size is 2.4m x 4.8m); and
- The need to produce a design that fits in with and takes account of local environment considerations, and enhances the character and appearance of the local area.

14.8.1 PARKING STRATEGY

This section sets out a summary of the current parking standards along with setting out how the standards are adopted and managed. Developers of individual parcels and plots will submit a Parking Schedule and Management Strategy to SHBC with the Reserved Matters planning applications.

14.8.2 RESIDENTIAL CAR PARKING

The parking standards for Surrey Heath set out requirements for houses and apartments based on the number of bedrooms and accessibility level from 1 space per unit for 1 bed apartments in a town centre location to 2+ spaces for 4+ bed units in rural areas of low accessibility. The notes state that the standards are guidance and that where space permits it may be appropriate to consider increased provision or reduced or nil provision in support of demand management and the most efficient use of land. Garages, open carports and/or car barns are acceptable subject to good design. Refer to section 14.8.7 for full details of acceptable car parking typologies for residential properties.

Not all units (primarily apartments) will be allocated dedicated parking bays. Parking will be provided within the overall plots on the adjacent highway;

- Houses will be provided with garages and/or allocated parking bays in accordance with the standards. Details of the parking layout will be submitted with the relevant Reserved Matters planning applications; and
- Visitor parking will typically be provided on-street or within communal parking areas. Details will be submitted with the Reserved Matters planning applications.

14.8.3 RESIDENTIAL CYCLE PARKING

All residential units will be provided with secure parking for bicycles. Parking for the apartments will be provided internally for residents with spaces within the curtilage for visitors. Parking for houses is proposed within the garages (where provided) or alternative locations within the curtilage as approved. Cycle parking will be provided within public areas for visitors.

The guidance suggests the following minimum for houses and apartments:

- **Apartments with less than 3 bedrooms - a minimum of 1 space per unit** in a secure and undercover location;
- **Apartments with 3 or more bedrooms - a minimum of 2 spaces per unit** in a secure and undercover location;
- **Houses - a minimum of 1 space per unit** in a secure and undercover location



14.8.4 RETAIL PARKING

The parking guidance sets out standards for retail uses based on the type of retail and accessibility level. For the Outline Planning approved uses anticipated at Mindenhurst these are as follows:

Car Parking

- **A1 Food or non-food retail (up to 500m²)** - 1 space* per 30m²
- **A1 Food retail (above 1000m²)** - 1 car space* per 14m²
- **A3 Food and Drink** - 1 car space per 6m²
- **A4 Drinking establishments** - Individual assessment/justification
- **A5 Hot food takeaways** - 1 car space per 6m²

*Reductions suggested dependant on location are outlined in the parking guidance. Retail parking to be provided as shared use where appropriate.

Cycle Parking

- **A1 Food retail** - 1 space per 350m² (out of centre) and 1 space per 125m² (town/local centre)
- **A1 Non-food retail** - 1 space per 1500m² (out of centre) and 1 space per 300m² (town/local centre)
- **A3 Food and drink** - 1 space* per 20 seats
- **A4 Drinking establishments** - 1 space* per 100m²
- **A5 Hot Food Takeaways** - 1 space* per 50 m² (min 2 spaces)

*Parking not necessarily required in town centres

14.8.5 COMMUNITY USES

The proposals incorporate a range of community uses including a primary school and health facilities.

The parking guidance sets out standards for cars and cycles respectively based on land use category and level of accessibility. Developers of individual plots will submit details with Reserved Matters planning applications setting out numbers, location and management of parking. For the anticipated community uses at Mindenhurst the standards are as follows:

Car Parking

- **D1 Non-residential institutions** - Doctor's practices: 1 car space per consulting room (remaining spaces on individual assessment). Dentist's practices: 1 car space per consulting room (remaining spaces on individual assessment).
- **D1 Libraries, museums and art galleries** - 1 car space per 30m² OR Individual assessment/justification
- **D1 Schools/Colleges** - Individual assessment/justification
- **D1 Places of worship** - 1 car space per 10 seats OR individual assessment/justification
- **D2 Field Sports Clubs** - 1 car space per 2 playing participants OR individual assessment/justification

Cycle Parking

- **D1 Non residential institutions** - Doctor's practices: 1 space per 2 consulting rooms (minimum 2 spaces). Dentist's practices: 1 space per 2 consulting rooms (minimum 2 spaces).
- **D1 Libraries, museums and art galleries** - Individual assessment
- **D1 Schools/Colleges** - Individual assessment/justification
- **D1 Places of worship** - Individual assessment
- **D2 Assembly and leisure** - Individual assessment

14.8.6 ON-STREET PARKING

Reserved Matters Applications must demonstrate how provision for on-street / unallocated car parking has been positively designed in to the proposals. In areas where uncontrolled / informal parking is to be discouraged or actively prevented, the measures for achieving this must be clearly set out as part of the detailed proposal. These measures will conform with principles of Green Infrastructure boundary treatments as set out on p.85.

Where on-street or unallocated parking is to be allowed it must conform to the following principles:

- Vehicles will park in locations where in no situation do they block or impede use of the Sustainable Transport Network, nor detract from its appeal to users;
- Vehicles will park in locations where in no situation do they block or impede access to publicly accessible open space or primary public realm;
- Positive provision for on-street / unallocated parking will, through surface materials or delineation, make the extents of a parking zone clear; thus distinguishing it from areas not intended for parking;
- Positive provision for on-street / unallocated parking will utilise landscaping to reduce the visual impact of parked vehicles and/or to help demarcate the appropriate parking zone; and
- Areas of on-street / unallocated parking will be limited such that no more than 4 vehicles can be parked in tandem before an instance of tree / shrub planting, or other positive landscaping feature, occurs within the street scene.

PART D: DETAILED ELEMENTS

14. TECHNICAL

14.8.7 PARKING TYPOLOGIES

Detailed Design Codes for future phases within Mindenhurst will set out acceptable solutions to the provision of spaces for car parking. The matrix below sets out the full index of potential parking typologies, of which only a limited number will be

permissible in any given area, as detailed by the relevant Code. Detailed Design Codes will provide further stipulation regarding frontage enclosure and landscaping associated with the parking typologies.


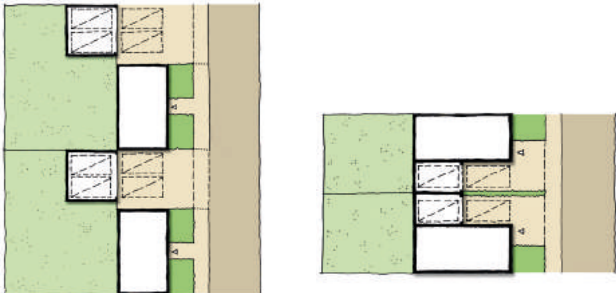
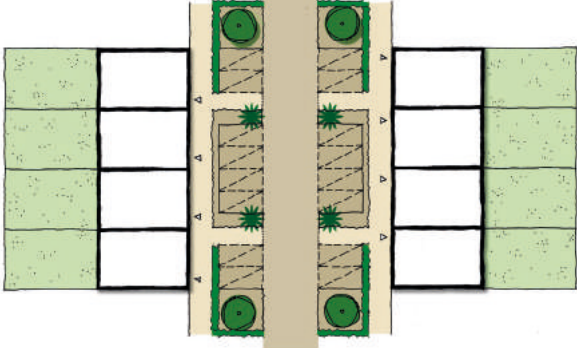
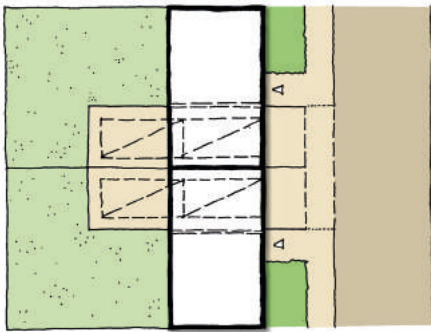
TYPOLOGIES	
<p>P1 - On-plot frontage</p> 	<p>P3 - On-plot between dwellings</p> 
<p>P2 - On-plot corner</p> 	
<p>P4 - Courtyard</p> 	<p>P5 - Mews</p> 

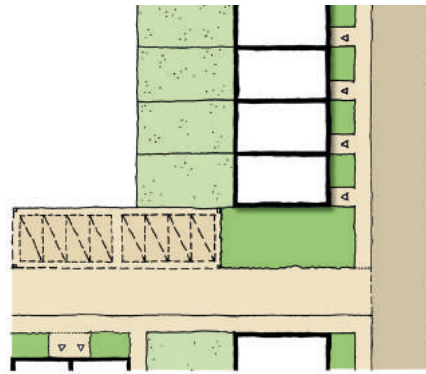
Fig 39 : Parking Typologies

TYOLOGIES

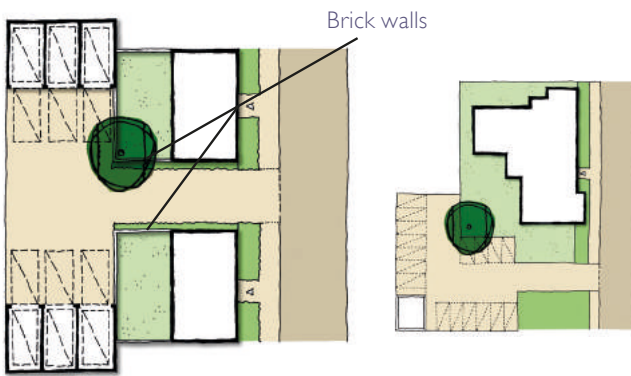
P6 - Front access drive through



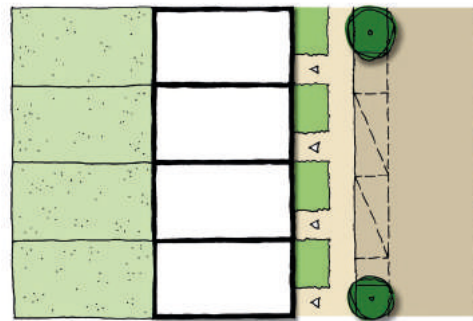
P9 - Detached car barns



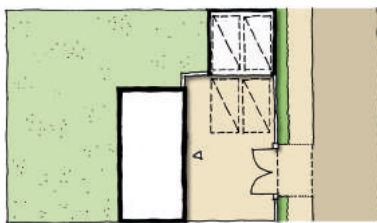
P7 - Rear parking courts



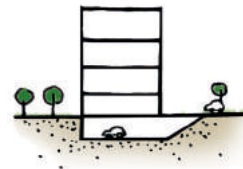
P10 - On-street allocated



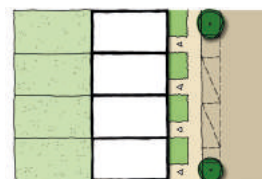
P8 - Forecourt



P11 - Basement / semi-basement



P12 - On-street visitors



PART D: DETAILED ELEMENTS

15. MATERIALS & PUBLIC REALM

15.1 SIGNAGE & STREET FURNITURE

Developers will be required to demonstrate how their proposals have actively sought to minimise the amount and visual impact of signage within the public realm, whilst complying with prevailing standards for minimum provision / levels of illumination. In so doing the following principles will be met:

- In any locations where it can be demonstrated that fixed signage is not essential for reasons of highways function, safety, or convenience / wayfinding then its provision will be avoided;
- Where signage is deemed essential, Reserved Matters Applications will set out how proposals for signage have been developed with the objectives of minimising unnecessary visual impact;
- Reserved Matters Applications must demonstrate how opportunities to reduce the impact or frequency of signage items have been sought, for example through mounting signage to other elements as present or required within the streetscene such as lighting columns, boundary walls or building facades.

The public realm will be detailed to a high quality and will be attractive, safe and accessible. Street furniture will contribute to the intended character of the street scene. The design of the various street furniture elements should be simple, robust, contemporary and coordinating with the proposed character area and local context. Materials and furniture throughout the site should complement the building and public open space design in terms of purpose, scale and design. Principles have been considered for furniture within the streetscape and public realm and are as follows:

- Street furniture will have an emphasis on simple, contemporary design with consistent product types to be used across the development.
- Furniture is to be sited to ensure an uncluttered streetscape and footways that are as free from obstruction as possible.
- Proposed elements are to be durable and sourced from recognised suppliers to ensure a reliable procurement and replacement process.
- Where this is not possible, careful consideration must be given to the siting of elements to ensure an uncluttered streetscape. Elements will generally be grouped together or treated as combined elements to avoid 'standalone' items and clutter.
- Where cycleparking is required within the streetscape, it should generally be set in spaces between trees or in more open areas of paving near junctions or commercial frontages.
- Traffic signs, hard edges and road markings should only be used where necessary, as they contribute to urbanising the surrounding area.
- A detailed signage and wayfinding strategy will be developed alongside the street furniture palette with elements combined where appropriate (mounted on lighting columns etc.) to reduce street clutter. Additionally public art strategies should consider integrated bespoke features as part of the street furniture palette.

14.2.1 SEATING



Formal timber seating (or similar and approved)



Metal / timber seating plus metal bin (or similar and approved)

12.4.3 SIGNAGE/ WAY FINDING



Way marking - timber finger post



Ornate metalwork signage

14.2.2 ACCESSORIES



Metal bollard - limited locations



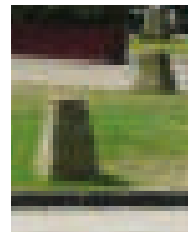
Timber bollard to soft landscape and park edges (with integral way marking) - limited locations



Droppable timber bollard



Timber bins to be co-ordinated with dog litter bins or similar and approved



Stone bollards (or similar and approved, the public square only)



Cycle stands to be situated within public realm

15.2 STREET LIGHTING

Developers will be required to demonstrate how their proposals have actively sought to minimise the amount and visual impact of high and low level lighting to the public realm, whilst complying with prevailing standards for minimum provision / levels of illumination. In so doing the following principles will be met:

- In any locations where it can be demonstrated that artificial lighting is not essential for reasons of highways function, safety, or convenience / wayfinding then its provision will be avoided;
- Where artificial lighting is deemed essential, Reserved Matters Applications will set out how a proposed lighting strategy has been developed with the objectives of minimising visual impact – through both the selection and number of lighting measures, and their performance in minimising light spillage;
- Reserved Matters Applications must demonstrate how opportunities to reduce the impact of lighting features have been sought, for example through provision of ground level uplighters or bollards instead of columns, or through wall-mounted, instead of column-mounted, lighting features.

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.

The overall principles for the lighting strategy are as follows:

- To promote safe and efficient movement around the site during night time conditions.
- Ensure all lighting specified is essential, appropriate and has mitigation in place where necessary.
- The lighting scheme should avoid unnecessary lighting of natural areas such as the SANGs and ANGSt for ecological conservation. Where wildlife is present precautionary and sensitive measures are to be taken and low heat output lights, minimum spread lamps and downward pointing lights are to be utilised.
- Energy use is to be optimised through energy efficient luminaires, dimmed and timed systems, recyclable products, re-use of components at the end of their life and renewable energy as a power source where possible.
- An uncluttered landscape should be created with a sensitive approach to the landscape character of the site whilst utilising best practice for lighting design.
- Any adoptable highway lighting installations will need to be in accordance with the Highway Authority requirements.
- The sports hub area may require flood lighting dependant on the requirements of the local authority.
- Lighting can be utilised as a form of public art within the public art strategy..
- Within the mixed use areas, particularly public car parks, lighting will meet safety requirements whilst keeping the height of any lighting columns to a minimum to avoid excessive dispersal of the light to the wider area.

PART D: DETAILED ELEMENTS

15. MATERIALS & PUBLIC REALM

15.3 HARD LANDSCAPING

The quality, appearance and durability of materials used in surfacing public routes and spaces play a crucial role in the creation of a high quality public realm and a characterful wider environment. The selection of such materials will need to be made in recognition of the Deepcut Vision where a high quality of design and environment is described. Choices will also need to be influenced by expectations for future maintenance and adoption, whilst ensuring that the safety and ease of movement for all users is directly addressed.

Clear design of surface materials is vital to give a simple, uncluttered appearance to the public realm. Equal importance shall be given to the appropriateness of the materials in regard to place making and their long-term performance. Some general principles which should apply across the whole of the Site-wide Design Code area are:

- Local materials and architectural detail should be used in order to enhance Deepcut's local distinctiveness.
- Use of a simple, restrained and uncluttered palette of materials, with key elements and materials in common to ensure a consistent approach throughout the development.
- Subtle variations in surface materials in respect of their colour, colour mix, dimensions, laying pattern and finish should be used where possible, within the prescribed materials palettes to respond to residential character areas, employment typologies and local vernacular.

- A limited use of colour, texture and unit size should be used to help define the use of various spaces, for example using paving in roadways to identify pedestrian priority.
- Specification of simple, robust materials to fit their intended purpose.
- The use of permeable paving to minimise surface run-off from surface water drainage. The general circulation will be tarmac.
- Consideration shall be given to their ease of repair and long term maintenance requirements.
- Care and attention to detail in design and implementation is important in achieving a good quality public realm.
- Streets and spaces should be designed in accordance with the relevant regulations and best practice guidance concerning accessibility. Particular attention should be paid to the design of, and interfaces between, surfaces, edge types and street furniture, in order to promote access for all and to provide a safe, welcoming and legible environment.

Layout and materials used in street design are to be compliant with the site-specific Design Codes, Surrey County Council (SCC) design standards, the Deepcut SPD and both Manual for Streets, Chartered Institute of Highways and Transportation (CIHT) March 2007, Manual for Streets 2, CIHT September 2010. Exact alignment and layouts will be determined through Reserved Matters Applications.

15.4.1 SURFACE



Slab paving



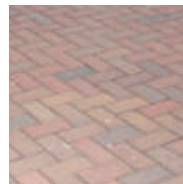
Concrete setts / block paving



Permeable keyblock paving



Keyblock paving



Keyblock paving



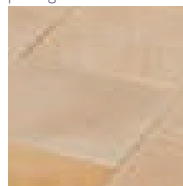
Tarmac



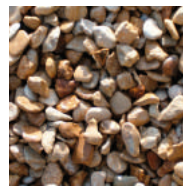
Tegula paving



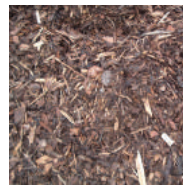
Breedon gravel



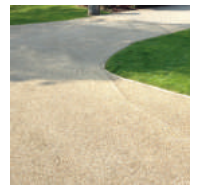
Buff Slab paving



Loose gravel to margins



Bark Mulch



Bound gravel

15.4.2 CROSSINGS



Tactile blister paving

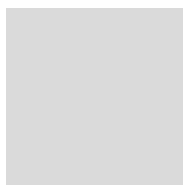


Tactile corduroy paving



Conservation tactile paving

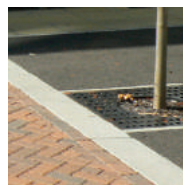
15.4.3 KERBS



Square edge kerb



Pre-cast concrete kerb



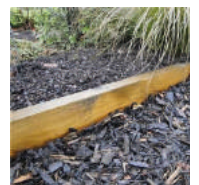
Flush Conservation kerb



Key kerb



Pin kerbs to the rear of pedestrian paths



Timber edges to gravel paths only

PART D: DETAILED ELEMENTS

15. MATERIALS & PUBLIC REALM

15.4 PUBLIC ART

Art and Culture form key components of successful urban placemaking, but the process begins with knowing where you are. It involves understanding the history of a site and referencing its evolution, it's past, present and future. The cultural strategy for Deepcut will be driven by three main themes, firstly the natural heritage of the area, secondly waterborne transport and thirdly, the strong military history of the area.

The themes will be delivered by a series of six art projects with each one embedded into the delivery of the architecture and landscape of each future build phase. The following locations have been selected as potential sites:

- The Village Green
- The School
- Minden Ridge / Plateau Focal Point
- Sports Hub
- Southern SANG (where the former railway meets Brunswick Woods)
- The former location of the Water Tower (TBC)

The clear history of the Deepcut area starts with the name, the Basingstoke Canal, and its creation of Deepcut Bridge Road, and offers a rich seam for the art and cultural strategy. There are many opportunities for artists to make work influenced by the canal and the later military habitation with all its infrastructure and trade support network that developed alongside.

The distinctive character of the heathland landscape can also influence the artists. Integration and understanding of the special ecosystems into everyday play, village life, gatherings and celebration will add to the uniqueness and diversity of an animated public realm.

In addition to newly commissioned artworks, an itinerary shall be compiled of existing cultural assets to be retained, with potential uses highlighted to support or be incorporated into the main art themes. An important example of this being the existing metalwork art on the entrance gates to St Barbara's Churchyard being retained within the future place design.

Further detailed information of the proposed Public Art and design fixes will be set out as part of the Public Art Strategy developed in response to the Section 106 agreement.



Feature lighting columns - as part of a public art strategy



Signage as public art



Seating forming part of the public art strategy



Example of public art within a civic space forming a focal point for public activity

APPENDICES



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