



PRINCESS ROYAL BARRACKS, DEEPCUT, SURREY

Cycle Network Strategy

Client: Skanska Construction UK Ltd

Report No. 14-199-10A

April 2017

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April 2017**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Submission	AMF	SRB	AMF	SRB	Apr 2017
A	Final	SRB	SRB	SRB	SRB	May 2017

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- A Relevant Extracts from Section 106 Agreement
- B Formal Submission Letter
- C Site-Wide Regulatory Plan

1.0 INTRODUCTION

1.1 This report has been prepared by Odyssey on behalf of Skanska Construction UK Ltd. and sets out the Cycle Network Strategy (CNS), here within referred to as the “Strategy”, for the proposed development at Princess Royal Barracks (PRB), Deepcut, Surrey.

1.2 This Strategy has been formulated in accordance with the requirements of the agreed Section 106 (S106) agreement (dated 17th April 2014) relating to outline planning consent for the proposed PRB development. Relevant extracts of the agreement are reproduced at **Appendix A**. The S106 defines the CNS as follows:

“a document to be produced by the Owner to identify the design, specification, location and delivery of Shared Pedestrian/Cycle Routes including the provision of the Shared Pedestrian/Cycle Route Drawings by the Owner in accordance with the Cycle Route Guidelines”

1.3 The Highway Authority have confirmed that they are content that the Cycle Strategy satisfies the terms of the S106 Agreement, subject to it being updated and revised during the life of the development upon the submission of any subsequent design code submissions and detailed plot submissions.

1.4 The S106 defines the Cycle Route Guidelines as follows:

“pedestrian and cycle routes which shall be:-

(a) High quality;

(b) Safe and convenient;

(c) Accessible;

(d) Visually interesting and attractive;

(e) Largely with a rural character; and

(f) For reasons of sustainability, safety and the desirability of promoting year round use, key cycle routes will be lit.”

1.5 The S106 agreement has been agreed between the Secretary of State for Defence as the 'Owner', Surrey Heath Borough Council (SHBC) (the "Planning Authority"), and Surrey County Council (SCC) (the "Highway Authority"). Skanska Construction UK Ltd. are responsible for the delivery of the infrastructure that is to support the proposed PRB development, and the overall implementation of The Strategy. To this end, for the purpose of this Strategy, Skanska Construction UK Ltd. Are referred to as the 'Contractor'. Where applicable, reference is made to 'The Developer', which is identified as the purchaser(s) of individual parcels of land within the PRB development site.

1.6 Schedule 7, Part 1, paragraph 1 of the S106 agreement states that:

"Prior to Commencement of the Development the Owner shall submit to the County Council for its written approval a Cycle Network Strategy"

1.7 Accordingly, this CNS report has been submitted to SCC to facilitate discharge of the above mentioned obligation in respect of the commencement of works. However, the implementation of the Strategy will take place over several years throughout which the details of certain elements can be developed as the proposed PRB scheme reaches fruition.

Summary of Formal Submissions

1.8 In developing this Strategy, A formal submission was issued to SCC (dated 24/11/2016) in the form of a letter (ref: 12/0564) and attached material which included a Cycle Network Strategy drawing (**Drawing DC1-ODM-CX-DR-03-0010 Rev P05**). This submission included a description of the relevant articles in the S106 that have been considered as part of the development of the consented outline scheme with a view to discharge the requirements of Schedule 7, Part 1, Paragraphs 1 (including Paragraph 1.1 (Shared Pedestrian/Cycle Route and Infrastructure in

accordance with Cycle Route Guidelines)), 1.1.7 (Routes) 1.1.8 (Draft Implementation Programme) and 1.1.11 (Connections) only (extracts included at **Appendix A**). Attached to the letter referenced above, **Drawing DC1-ODM-CX-DR-03-0010 Rev P05** was submitted which identified Shared Pedestrian/Cycle Routes for each Phase within the Development and, where practicable, ensured that Shared Pedestrian/Cycle Routes in each Phase were able to connect to, and provide unrestricted access between, the Shared Pedestrian/Cycle Routes in each future Phase. In addition, this drawing incorporated a schedule of implementation for the provision of Shared Pedestrian/Cycle Routes as previously agreed with the County. Formal submission correspondence and documents that have been submitted to date are provided at **Appendix B**.

- 1.9 In early March 2017 a 'Cycle Network Strategy Report was submitted to SCC which included responses to issues that had been raised from their review of the initial submission.
- 1.10 This Strategy addresses SCC comments that were received in response to the initial submission and incorporates relevant issues that have arisen from subsequent discussions with SCC.

Structure

- 1.11 The structure of this document has been set out in accordance with the definition of the CNS as presented in the S106. Accordingly, **Section 2.0** of this Strategy sets out considerations relating to the **design** of the associated cycle network that forms the CNS. **Section 3.0** discusses the **specification** of the elements that constitute the cycle network associated with the proposed PRB development. The **location** of various elements of the cycle network are presented at **Section 4.0**, whilst **Section 5.0** addresses the **delivery** of this Strategy.

2.0 DESIGN

- 2.1 The design of the PRB cycle network presented at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08** accords with design considerations as set out in the Transport Assessment of the consented scheme, the agreed S106 agreement and the Regulation 19 Supplementary Planning Document (R19 SPD) which forms part of the Surrey Heath Local Development Framework 2011-2028.
- 2.2 The general design principles that have been considered in developing the PRB cycle network are based on the Cycle Route Guidelines as described in S106 agreement which prescribe that pedestrian and cycle routes which shall be:
- (a) High quality;*
 - (b) Safe and convenient;*
 - (c) Accessible;*
 - (d) Visually interesting and attractive;*
 - (e) Largely with a rural character; and*
 - (f) For reasons of sustainability, safety and the desirability of promoting year round use, key cycle routes will be lit.”*
- 2.3 Subsequent to the S106 agreement, revisions to the masterplan, as presented in the Site-wide Regulatory Plan (contained at **Appendix B**) have been agreed with SCC and SHBC.
- 2.4 The proposed PRB cycle network comprises the following elements:
- On-site Shared Pedestrian/Cycle Routes;
 - Off-Site Shared Pedestrian/Cycle Routes; and
 - Leisure Informed Routes.
- 2.5 The specification of the elements of the cycle network presented above is discussed in the following section of this Strategy.
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2.6 With regards to future adoption, the Strategy sets out those sections of shared pedestrian/cycle route which are to be offered for adoption by SCC and to form part of the public highway network. It also identifies those sections which are to become integrated into the various areas of open space within the development, the responsibility and maintenance for which will fall to SHBC.

3.0 SPECIFICATION

3.1 The width, surface build-up and illumination of cycle routes play a crucial role in the creation of a high quality cycle network to serve the proposed PBR development. The specification of various elements of the proposed cycle network is in part informed by the proposed future maintenance and/or adoption by the Developer, SCC or SHBC, which is discussed later in this report.

3.2 Specifications relating to design elements considered in **Section 2.0** are set out in the Site-Wide Design Codes that have been developed for the PRB development in consultation with SCC and SHBC. Key points relating to widths and surface type are summarised below:

- All key shared pedestrian/cycle paths will be typically 3 metres wide reducing to 2.5m at agreed localised pinch-points and where otherwise specified in the S106 agreement. As with the pedestrian network, shared pedestrian/cycle routes will follow the most practicable routes along desire lines;
- All shared pedestrian/cycle paths will be designed without a central white line so as to be literally “shared” across the full width;
- Shared paths to be adopted as public highway 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, some non-adopted routes, such as 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 typically be constructed of ‘self-binding’ granular material of a ‘Buff ’ or similar colour;
- Raised tables will be provided at intersections between the key cycle routes and side roads to assist cycle movement and safety.

3.3 In advancing the proposed scheme towards implementation, detailed design considerations will be specified in Site Specific Design Codes that will be developed by the scheme masterplanners and engineers for use in the design of individual parcels/plots.

Width

3.4 The width and general provision of proposed cycleways that form the proposed PRB on-site cycle network have been developed such as to reflect the significance and use of the route in relation to the characteristics of the adjacent road type. Proposed cycleway widths in relation to street type are summarised in **Table 3.1** below.

Table 3.1: Summary of Footway/Cycle Way Widths

Street Type	Minimum Width	Carriageway	Footway/Cycleway
Spine Road	6.5m-7.5m		3m footway / cycleway with min. 2m footway on opposite side for majority of its length
Major Residential Street	5m-5.5m		Varies - 3m footway / cycleway or 2 m footway to one or both sides
Minor Residential Street	3.7m-4.8m		(where provided) 2m footway on one or both sides of the carriageway, cycle route to be within the carriageway

3.5 In addition to the above summary, it is noted that the S106 document defines the 'Frith Hill Specification' (below), which is discussed further in **Section 4.0**.

“Frith Hill Specification - Means the cycle path to be constructed to a minimum width of 2.5m throughout its length in accordance with a detailed design to be agreed with the County Council.”

Surface Build-up

- 3.6 The construction of key cycle routes will incorporate bound surfaces of an even consistency. Skid/slip resistant material will be employed for surfacing.
- 3.7 Other routes will be constructed using ‘self-binding’ granular material. In particular, routes through Sustainable Accessible Natural Green Spaces (SANGs) will be constructed using ‘self-binding’ granular material that is sympathetic to the surrounding environment.

Illumination

- 3.8 With regards to illumination it is proposed that all key proposed on-site shared pedestrian/cycle routes, largely confined to those lengths to be adopted as public highway, will be lit with the lighting design to be confirmed at detailed design stage.
- 3.9 During consultations between NPA (Landscape and Ecology Consultants) with SHBC it was identified that illumination of some routes, primarily through the SANGs and ANGSt and other areas of open space, would compromise the ecologically sensitivity of the area. Therefore, such routes will be unlit. SANGs and ANGSt areas are presented in relation to the cycle network at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**.
- 3.10 The ecological strategy for the site seeks to create ‘dark routes’ across the site to enable species to move freely without making large deviations from overly lit areas. This is of specific significance with regards to bat flight corridors (known as commuting routes) from roost sites, as inappropriate lighting can cause roost abandonment.
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3.11 In the context of the above, NPAs consider that low level lighting bollards could be sensitively implemented, with additional features such as cowling installed to prevent any upward light spill, as a potential solution on routes that pass through open spaces. However, it is not currently known which routes (or which parts of routes) can be lit without detailed consideration of each site which has not been carried out at the moment.

3.12 In promoting all-hours/year-round use of the cycle network the Strategy will seek to provide illumination on all cycle routes, where practicable within the constraints discussed above.

3.13 **Drawing DC1-ODM-CX-000-XX-DR-03-0024 Rev P01** presents a footway/cycleway adoption plan which illustrates proposed routes that will be illuminated. Illumination of routes that are to be maintained by SHBC can be confirmed subject to further consultation.

Cycle Parking

3.14 As part of the proposed PRB cycle network, suitably located cycle parking is to be provided at the following locations:

- Village centre;
- Within the on-site bus shelters;
- Foodstore;
- Village Green;
- Community Centre.

Wayfinding Signage and Pedestrian/Cycle Route Signage

3.15 With regards to signage, the site-wide design codes recommend that detail proposals actively seek to minimise the amount and visual impact of signage within the public realm.

- 3.16 In view of the above, with respects to the cycle network, this Strategy will require that, where appropriate, the detailed design of individual plots incorporates wayfinding signage in accordance with a detailed signage and wayfinding strategy across the site, which will be developed alongside the street furniture palette with elements combined where appropriate (mounted on lighting columns etc.) to reduce street clutter. Standards for pedestrian/cycle route signage will deploy a consistent approach across the site using either low level timber posts, or roundels painted on the surface.
- 3.17 Strategic wayfinding signage will be provided at the intersection of key routes that are presented at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**.

4.0 LOCATION

- 4.1 The location of various elements of the proposed PRB cycle network has been design with an aspiration to provide evenly distributed cycle accessibility across the site whilst maximising the available space for the various uses within the site.
- 4.2 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 the Spine Road will be further set out in subsequent Infrastructure Codes that will be developed by the scheme masterplanners and engineers.
- 4.3 The location of proposed key cycle routes are presented at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**. These routes have been located to provide connectivity between key activity hubs within the proposed PRB scheme. Furthermore, these routes serve as links to proposed off-site cycle routes; namely the proposed Frith Hill Cycle Route and the proposed upgrade to the Basingstoke Canal towpath between Frimley Lock and Pirbright Bridge. The key cycle route network also connects with existing cycle routes along Deepcut Bridge Road at the northern section of the site within proximity of Dettingen Park and to Deepcut Bridge Road.
- 4.4 As outlined in **Section 1.0**, individual parcels of land will be developed by individual land purchasers (referred to as the “Developer”). Cross parcel connections are indicated on the Site-Wide Regulatory Plan (provided at **Appendix B**) and will be delivered as part of this network. Obligations related to the delivery of the cross parcel routes will be imposed via respective purchase agreements. 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.
- 4.5 With respects to the proposed cycle network at specific areas of the proposed PRB development, the remainder of this Section discusses the location of individual routes which comprise the CNS, with high-level
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consideration of their respective alignments which are to be developed further through the detail design process as set out within the S106 agreement.

Frith Hill Cycle Route

- 4.6 The provision of a continuous off-site link between Deepcut Bridge Road via Frith Hill and Alphington Avenue to Tomlinscote School is to be provided as part of this Strategy in accordance with paragraph 1.2 of Schedule 7 of the S106 agreement. The route shall be designed in accordance with the 'Cycle Route Guideline' and in accordance with the 'Frith Hill Specification' discussed in **Section 2.0** and **Section 3.0** of this CNS respectively.

Upgrade of Basingstoke Canal Towpath

- 4.7 An upgrade of Basingstoke Canal towpath between Frimley Lock and Pirbright Bridge providing access to Brookwood Stn is to be provided as part of this Strategy in accordance with schedule 7, part 4, paragraph 1.1 of S106 agreement. This is most likely to be achieved via the payment of the Basingstoke Canal Towpath contribution. This provision is to be complimented by an upgrade of cycle parking facilities at Brookwood Station in accordance with schedule 7, part 1, paragraph 1.3 of S106 agreement:

“The Owner shall pay the Brookwood Station Cycle Parking Contribution to the County Council prior to Occupation of the 230th (two hundred and thirtieth) Dwelling.”

- 4.8 At the intersection of Deepcut Bridge Road and the Canal Towpath, the CNS includes provision of a ramped Shared Pedestrian/Cycle route to canal towpath in accordance with paragraph 1.1.4, part 1 of Schedule 7 of S106 agreement.
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4.9 This Strategy also includes an upgrade of canal towpath between eastern side of Deepcut Bridge Road and canal visitor centre in accordance with paragraph 1.2, part 4, schedule 7 of S106 agreement.

4.10 **Drawing DC1-ODM-CX-DR-03-0010 P07** highlights the proposed upgrades of the canal towpath.

Village Centre

4.11 An analysis of the terrain profile between the development Spine Road and the proposed location of the Village Centre (as presented in **Drawing DC1-ODM-CX-113-XX-DR-03-0055-P01 COM 1** and **Drawing DC1-ODM-CX-113-XX-DR-03-0056-P01 COM 1** Long Sections) has identified challenges imposed by the local topography with respects to provision of shared pedestrian/cycle routes between the Spine Road and the proposed Village Centre. **DC1-ODM-CX-113-XX-DR-03-0055** presents three indicative routes in the vicinity of the Village Centre. A summary of the findings of these preliminary studies are presented below:

- Proposed Road 1 (Red): This alignment follows a gradient that is suitable for provision of a cycle route (<1:15); however, the resulting arrangement restricts opportunities for development between this road and the Spine Road and is arguably located too far north along the Spine Road;
- Proposed Road 2 (Blue): This alignment shows a direct route into the proposed Village Centre but follows a steep gradient (1:10), which is not suitable for provision of a shared pedestrian/cycle route;
- Proposed Road 3 (Purple): This alignment is considered to be favourable for provision of a shared pedestrian/cycle route with respects to arrangement and gradient; however, the construction of this route would result in destructive earthworks at this location.

4.12 In view of the above, a shared pedestrian/cycle route at location similar to that of Proposed Road 3 (as indicated at **Drawing DC1-ODM-CX-113-XX-**

DR-03-0055) can suitably serve the Village Centre. In seeking to reduce the destructive earthworks associated with construction of this route, further detailed design will explore provision of a route that follows the topographical contours in this area of the site so as to provide a route of a suitable gradient that is sympathetic to the local terrain. An indicative alignment for provision of this shared pedestrian/cycle route between the Spine Road and Deepcut Bridge Road via the Formal Park in accordance with paragraph 1.1.2, part 1, Schedule 7 of the S106 agreement is presented at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**. This drawing shows that the route is not adjacent to a vehicle route and is separate from any carriageway. The detailed design of this route should ensure that a high quality route is provided between the development and the existing village.

- 4.13 It is considered the proposed shared pedestrian/cycle routes adjacent to Deepcut Bridge Road, the Spine Road and the proposed linking route south of Woodend Road would provide appropriate opportunities for cyclists to access the on-site pedestrian/cycle network in the area identified within the vicinity of the Village Centre, through the Formal Park and towards the Village Green.

Village Green

- 4.14 Whilst the approved Site-Wide Regulatory Plan does not include a shared pedestrian/cycle route from the centre of the Village Green to Deepcut Bridge Road, at the request of SCC, the developing design of this area considers an east-west an east-west cycle path linking the Spine Road to Deepcut Bridge Road via the Village Green. Further design development of this area has taken consideration of densely spaced existing trees at the north-western corner of the Village Green which are the subject of other planning constraints. A design study into provision of a ramp for a cycleway at this point, carried out by NPA (Landscape Consultants) has identified that ramping, at a gradient that is suitable for a cycle route, would impact key trees that are to be retained and their respective root protection areas. An alternative alignment has been considered whereby
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the required cycle route in this area is achieved via a mid-central path that joins Deepcut Bridge Road at a point opposite East Frith Lodge, north of an existing bus shelter. This path provides suitable connectivity between the Village Green and Deepcut Bridge Road and provides a legible connection with the path serving the Sergeants' Mess to the west of Deepcut Bridge Road. Details of this proposed route across the Village Green will be incorporated into this Strategy once the design has been developed further.

Loop Road

- 4.15 The proposed design of the cycle network, as presented at **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**, includes provision of a shared pedestrian/cycle link between two sides of the internal Loop Road.
- 4.16 During further consultations with the Highway Authority, it was requested by SCC that a further proposed indicative shared pedestrian/cycle route be provided linking each side of the loop road at its intersection with The Royal Way. The Site-Wide Regulatory Plan under legend item 6.7 "Cross Parcel Permeability to be achieved through minor streets or footpaths/cycleways" includes a dedicated route at this location. For the avoidance of doubt **Drawing DC1-ODM-CX-DR-03-0010 Rev P08**, includes a proposed indicative route at this location.
- 4.17 The development land available at this location is to be allocated as Parcels that are to be sold to individual purchasers. The boundaries of these individual Parcels have (at the time of writing this report) not been defined, however it is fully expected that sufficient safeguarding will be incorporated into each respective purchase agreement for a continuous shared pedestrian/cycle link route to be provided through these Parcels which links the two sides of the Loop Road within proximity of The Royal Way. In accordance with the specifications relating to illumination and surface type set out in **Section 3.0**, it is anticipated that where practicable this route will be illuminated and of a bound surface.
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Sergeants' Mess - Blackdown Road/Bellew Road

- 4.18 The S106 agreement does not make specific reference to any pedestrian/cycle routes along Blackdown Road/Bellew Road. Shared Pedestrian/Cycle Route Drawings included at Part 5 of the S106 document do not indicate any routes at this part of the site. However, the PRB proposals include closure of parts of Blackdown Road/Bellew to vehicular traffic. In accordance with the S106 agreement this closure should not prohibit use by cyclists along this route.
- 4.19 A pedestrian/cyclist link between Deepcut Bridge Road (west of the Village Green) and Bellew Road via the ANGSt and the Sergeants' Mess also forms part of the Strategy.

Parcels A1, A2, and A3

- 4.20 Parcels A1, A2, A3 have been identified on **Drawing DC1-ODM-CX-DR-03-0010 P07** as these have now been fully assessed and measured. In particular this drawing identifies a proposed shared pedestrian/cycle route that forms part of Parcel A3. The Contractor, as part of the land purchase agreement, has informed The Developer of an obligation to provide a 3.0m wide shared pedestrian/cycle route from its southern boundary by Royal Way and Newfoundland Road. It is stipulated that the route provided as part of this parcel should provide adequate connectivity with the wider on-site strategic shared pedestrian/cycle routes as indicated on the above mentioned drawing. Such details relating to other parcels will be provided once they are available.
- 4.21 Parcel A1 and A2 benefit from direct frontage onto the proposed footway/cycleway which serves the north of the site via Cyprus Road. The proposed north/south shared footway/cycleway on Cyprus Road will be provided as part of the key cycle network which will be delivered by the Contractor.

Parcels M1 and M2

- 4.22 Parcels M1 and M2 are also fully assessed and measured and are identified at **Drawing DC1-ODM-CX-DR-03-0010 P07**. Both Parcels include defined access/egress points that provide connectivity to the strategic cycle network that forms key routes in this Strategy.
- 4.23 The approved Site-Wide Regulatory Plan stipulates provision of an indicative shared pedestrian/cycle route aligned north-south between Parcels M1 and M2. The routes presented at the Site-Wide Regulatory Plan include updates to the masterplan that have been agreed in discussion with SCC and SHBC and effectively modify the 'Means of Access Plan' presented in S106 agreement.
- 4.24 The southern extents of Parcel M1 include a proposed indicative 3.0m wide pedestrian/cycle linkage to the proposed indicative on-site shared pedestrian/cycle route from Deepcut Bridge Road to Frimley Lock (which in turn connects to the Canal Towpath route) as referred to in Schedule 7, Part 1, clause 1.1.3 of the S106 agreement.
- 4.25 An indicative shared pedestrian/cycle route from the eastern extents of Parcel M2 can provide further connectivity to the route from Deepcut Bridge Road to Frimley Lock. Additionally, whilst not included as part of the Site-Wide Regulatory Plan, it is considered that the provision a southern link from the boundary of Parcel M2 to the on-site shared pedestrian/cycle route from Deepcut Bridge Road to Frimley Lock would not result in a notable impact on other adjacent features and would provide suitable cycle connectivity through this Parcel.
- 4.26 In respect of linkages between Parcel M1 and M2 Adequate connectivity is provided via lit routes from Brunswick Road.
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Other Parcels

4.27 Other parcels are to be measured and defined as part of the developing design of the consented PRB scheme. Once the extents of each parcel are defined, proposed access and egress points for cycleways will be identified at the parcel boundaries. The precise location of these access points will be defined by the Developer as part of detailed design and required Reserved Matters planning application, having considered each parcels' individual site constraints. Suitable conditions will be inserted to any contracts of sale requiring each Developer to abide by this stipulation as well as taking full cognisance of the Site-Wide Design Codes in this respect.

5.0 DELIVERY

- 5.1 As discussed in **Section 1.0**, Skanska Construction UK Ltd., the Contractor, are responsible for the delivery of the infrastructure that is to support the proposed PRB development, and the overall implementation and procurement of the Strategy. All elements of the CNS that fall outside of individual Parcels will be delivered by the Contractor via direct implementation or payment of agreed sums set out in the S106 agreement.
- 5.2 As discussed in the introduction, it is acknowledged that this CNS report has been submitted to SCC to facilitate discharge of an obligation set out in the S106 agreement in respect of the commencement of works. However, the implementation of the Strategy will take place over several years throughout which the details of certain elements can be developed. Further updates of the Strategy would include resolution of matters such as identifying cycleways in the open space areas that are to be lit. The CNS will be periodically added to the agenda for regular meetings between the Contractor and SCC and can be updated accordingly.
- 5.3 The detailed design of the infrastructure to be delivered by the Contractor is to be carried out by Odyssey in accordance with the requirements of the S106 agreement. The detailed design work will be submitted to SCC/SHBC for technical approval.
- 5.4 Upon technical approval, SKANSKA will procure the work associated with delivery of the infrastructure and commission subcontractors for its construction.
- 5.5 In taking the Strategy towards implementation, the Contractor will ensure that the SCC Transport Development Planning Team and the SCC Works Communication Team, are suitably informed in order that the advent of the works can be communicated to local residents. The Midenhurst website will be updated with information relating to the works whilst
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consultation with local residents will take place at local public consultation events as they arise.

- 5.6 As set out in **Section 1.0**, the detailed development of individual parcels is the responsibility of the Developer and is not within the remit of the Contractor. However, as part of the purchasing agreement for each parcel, the Contractor will inform the Developer of his/her obligation to provide adequate pedestrian/cycle route connectivity from the respective Parcel to the strategic shared pedestrian/cycle routes. The details of these links will be defined once the Parcels are measured and setting out details known. Reserved Matters Applications will be expected to demonstrate how elements of the cycle route network that fall within each Developer's 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. The requirement for such pedestrian/cycle linkages can be formalised by SCC and Surrey Heath Borough Council (SHBC) as part of any detailed planning permission for the individual parcels.

Maintenance/Adoption

- 5.7 All shared pedestrian/cycle routes outside of parcels will be either offered for adoption by SCC or included within the various categories of green space within the site, to be maintained by SHBC, using the maintenance fund paid by SKANSKA as part of the S106 agreement. This Strategy does not proposed that the ownership of any shared pedestrian/cycle routes will be retained by the Contractor. **Drawing DC1-ODM-CX-000-XX-DR-03-0024 Rev P01** indicates shared pedestrian/cycle routes that are to proposed to be adopted by SCC and those that are proposed to be maintained by SHBC.

Implementation Schedule

5.8 This Section of The Strategy presents a draft Implementation Programme which sets out the timeframe for delivering cycle infrastructure in relation to the timeframe stipulated in the S106 agreement. Accordingly, **Table 5.1** below presents a draft Programme of Implementation.

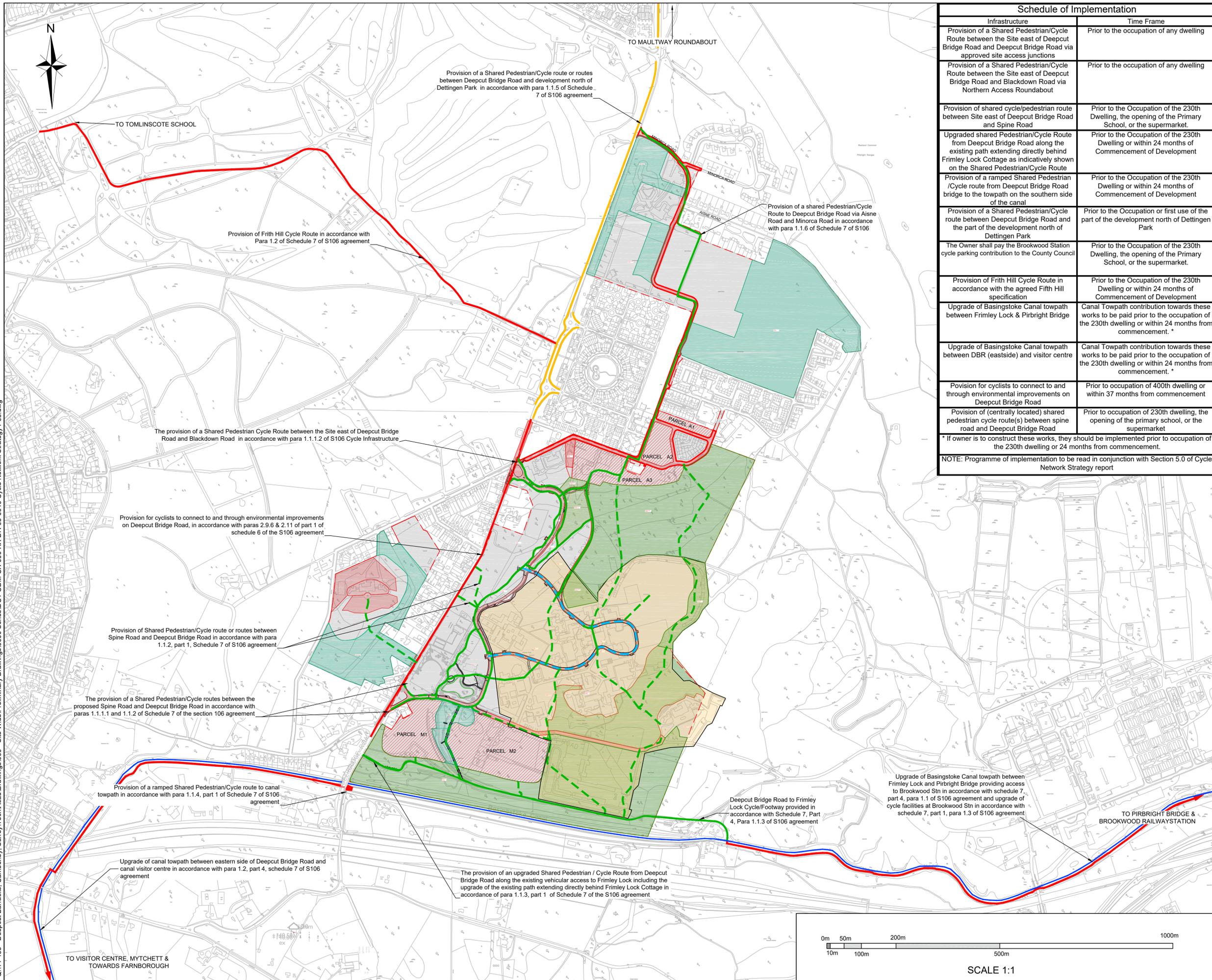
Table 5.1: Draft Programme of Implementation

Timeframe	Infrastructure
Prior to the occupation of any dwelling	Provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Deepcut Bridge Road via approved site access junctions
	Provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Blackdown Road via Northern Access Roundabout
Prior to the Occupation or first use of the part of the development north of Dettingen Park	Provision of a Shared Pedestrian/Cycle route between Deepcut Bridge Road and the part of the development north of Dettingen Park
Prior to the Occupation of the 230th Dwelling, the opening of the Primary School, or the supermarket.	The Owner shall pay the Brookwood Station Cycle Parking Contribution to the County Council
Prior to the Occupation of the 230th Dwelling, the opening of the Primary School, or the supermarket.	Provision of shared cycle/pedestrian route between Site east of Deepcut Bridge Road and Spine Road
Prior to the Occupation of the 230th Dwelling or within 24 months of Commencement of Development	Upgraded shared Pedestrian/Cycle Route from Deepcut Bridge Road along the existing path extending directly behind Frimley Lock Cottage as indicatively shown on the Shared Pedestrian/Cycle Route
	Provision of a ramped Shared Pedestrian /Cycle route from Deepcut Bridge Road bridge to the towpath on the southern side of the canal
	Provision of Frith Hill Cycle Route in accordance with the agreed Frith Hill specification
Canal Towpath contribution towards these works to be paid prior to the occupation of the 230th dwelling or within 24 months from commencement. *	Upgrade of Basingstoke Canal towpath between Frimley Lock & Pirbright Bridge
	Upgrade of Basingstoke Canal towpath between DBR (eastside) and visitor centre
Prior to occupation of 230th dwelling, the opening of the primary school, or the supermarket	Provision of (centrally located) shared pedestrian cycle route(s) between spine road and Deepcut Bridge Road
Prior to occupation of 400th dwelling or within 37 months from commencement	Provision for cyclists to connect to and through environmental improvements on Deepcut Bridge Road

** If owner is to construct these works, they should be implemented prior to occupation of the 230th dwelling or 24 months from commencement.*

DRAWINGS

Q:14-199 - Deepcut Barracks, Camberley, Surrey\Tech\Acad\Drawings\000 - Site Wide\Preliminary Drawings\000 Series\DC1-ODM-CX-000-XX-DR-03-0010 Cycle Network Strategy_P08.dwg



Schedule of Implementation	
Infrastructure	Time Frame
Provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Deepcut Bridge Road via approved site access junctions	Prior to the occupation of any dwelling
Provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Blackdown Road via Northern Access Roundabout	Prior to the occupation of any dwelling
Provision of shared cycle/pedestrian route between Site east of Deepcut Bridge Road and Spine Road	Prior to the Occupation of the 230th Dwelling, the opening of the Primary School, or the supermarket.
Upgraded shared Pedestrian/Cycle Route from Deepcut Bridge Road along the existing path extending directly behind Frimley Lock Cottage as indicatively shown on the Shared Pedestrian/Cycle Route	Prior to the Occupation of the 230th Dwelling or within 24 months of Commencement of Development
Provision of a ramped Shared Pedestrian /Cycle route from Deepcut Bridge Road bridge to the towpath on the southern side of the canal	Prior to the Occupation of the 230th Dwelling or within 24 months of Commencement of Development
Provision of a Shared Pedestrian/Cycle route between Deepcut Bridge Road and the part of the development north of Dettingen Park	Prior to the Occupation or first use of the part of the development north of Dettingen Park
The Owner shall pay the Brookwood Station cycle parking contribution to the County Council	Prior to the Occupation of the 230th Dwelling, the opening of the Primary School, or the supermarket.
Provision of Frith Hill Cycle Route in accordance with the agreed Fifth Hill specification	Prior to the Occupation of the 230th Dwelling or within 24 months of Commencement of Development
Upgrade of Basingstoke Canal towpath between Frimley Lock & Pirbright Bridge	Canal Towpath contribution towards these works to be paid prior to the occupation of the 230th dwelling or within 24 months from commencement. *
Upgrade of Basingstoke Canal towpath between DBR (eastside) and visitor centre	Canal Towpath contribution towards these works to be paid prior to the occupation of the 230th dwelling or within 24 months from commencement. *
Provision for cyclists to connect to and through environmental improvements on Deepcut Bridge Road	Prior to occupation of 400th dwelling or within 37 months from commencement
Provision of (centrally located) shared pedestrian cycle route(s) between spine road and Deepcut Bridge Road	Prior to occupation of 230th dwelling, the opening of the primary school, or the supermarket
* If owner is to construct these works, they should be implemented prior to occupation of the 230th dwelling or 24 months from commencement.	
NOTE: Programme of implementation to be read in conjunction with Section 5.0 of Cycle Network Strategy report	

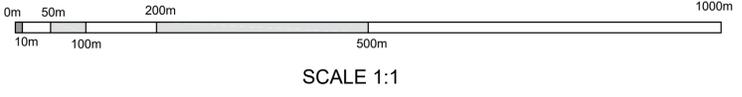
NOTES

- PROPOSED SHARED PEDESTRIAN/CYCLE ROUTE
- - - - PROPOSED SIGNED ON STREET CYCLE ROUTE WITH SEGREGATED ADJACENT FOOTWAYS
- PROPOSED OFF-SITE SHARED PEDESTRIAN/CYCLE FACILITY
- - - - DEVELOPMENT SITE BOUNDARY
- EXISTING SECURE MOD FENCELINE
- EXISTING CYCLE FACILITIES
- - - - PROPOSED INDICATIVE SHARED PEDESTRIAN/CYCLE ROUTE
- PHASE I (UPTO END 2019)
- PHASE II (2020 ONWARDS)
- DEFINED LAND PARCELS
- ANGST SITES
- SANG SITES

P08	UPDATED TO INCLUDE ANGST AND SANG SITES	AF	SB	SB	30/03/17
P07	UPDATED FOR CYCLE NETWORK STRATEGY DOCUMENT	AF	JM	SB	21/03/17
P06	UPDATED IN RESPONSE TO SCC LETTER DATED 12/01/2017	AF	JM	SB	01/03/17
P05	NOTES AMENDED AND MODIFICATION TO SERGEANT'S MESS PEDICYCLE ROUTE	HM	JM	SB	11/10/16
P04	SCHEDULE OF IMPLEMENTATION AMENDED AND SECONDARY CYCLE ROUTE	MS	JM	SB	11/10/16
P03	SCHEDULE OF IMPLEMENTATION ADDED	MS	JM	SB	11/10/16
P02	INDICATIVE CYCLE ROUTES ADDED	MM	JM	SB	12/08/16
Rev	Amendments	Dm	Chk	App	Date

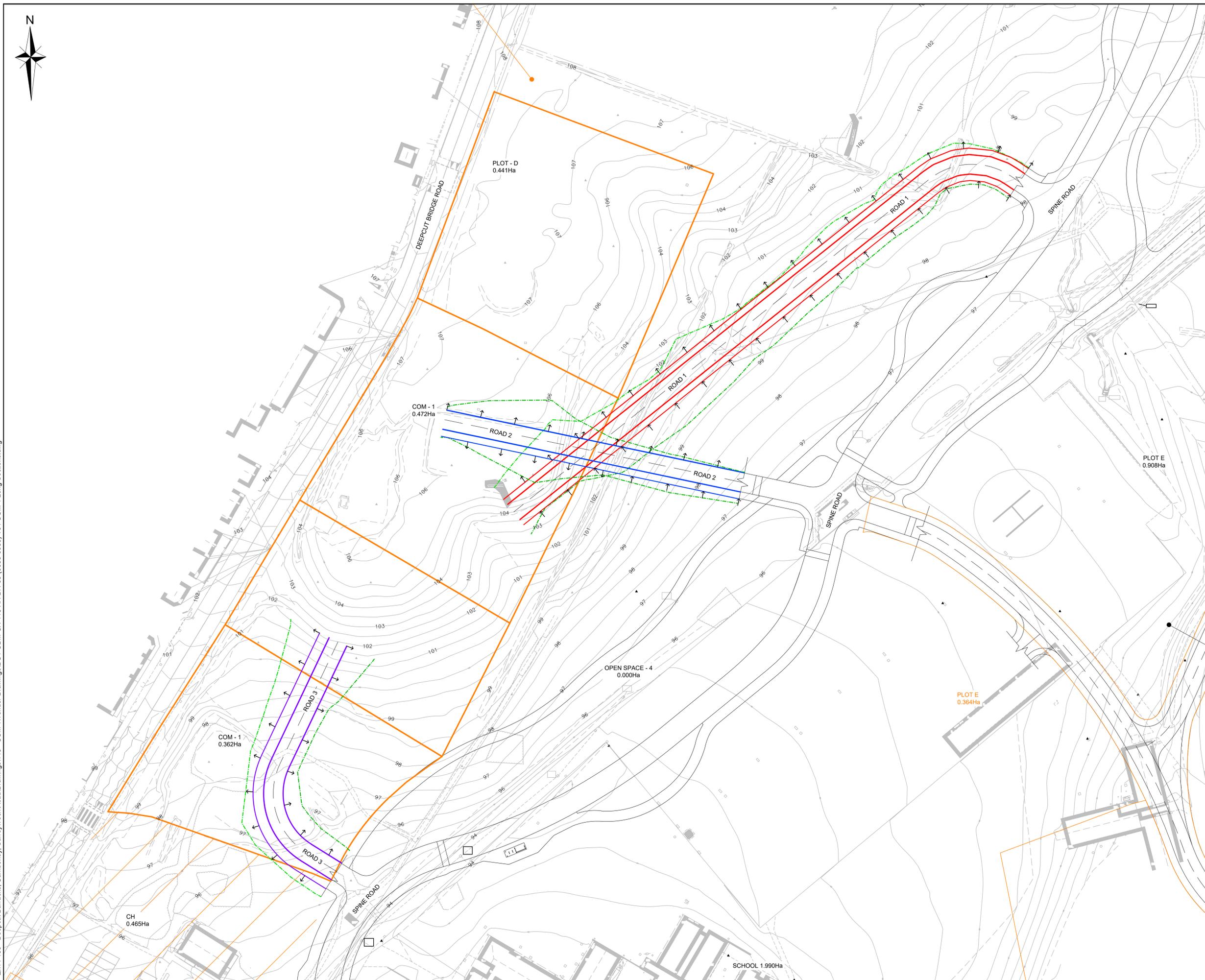
Odyssey Markides
Elizabeth House
 29 York Road
 London
 SE1 7NG
Telephone: 0207 620 2444
 Fax: 0207 620 1168
 E: enquiries@odysseymarkides.com
 W: www.odysseymarkides.com

Job Title			
MINDENHURST PRINCESS ROYAL BARRACKS			
Drawing Title			
CYCLE NETWORK STRATEGY			
Client			
SKANSKA CONSTRUCTION UK LTD			
Scale	Date	Designed	
1:5000 @ A1	AUG '16	MM	
Drawn	Checked	Approved	
MM	SRB	SRB	
Job No	Drawing No	Rev	
14-199	DC1-ODM-CX-000-XX-DR-03-0010	P08	





Q:14-199 - Deepcut Barracks, Camberley, Surrey\Tech\Acad\Drawings\113 - COM 1\Tender Drawings\DC1-ODM-CX-113-XX-DR-03-(0055-0056)-T01 COM 1 Long Sections.dwg



NOTES

KEY

- PROPOSED ROAD 1
- PROPOSED ROAD 2
- PROPOSED ROAD 3
- - - TIE INTO EXISTING
- ← DIRECTION OF SLOPE
- PLOT BOUNDARIES

ADOPTION APPLICATION DRAWING - NOT FOR CONSTRUCTION

Rev	Amendments	Drn	Chk	App	Date



Odyssey Markides

Elizabeth House
29 York Road
London
SE1 7NG

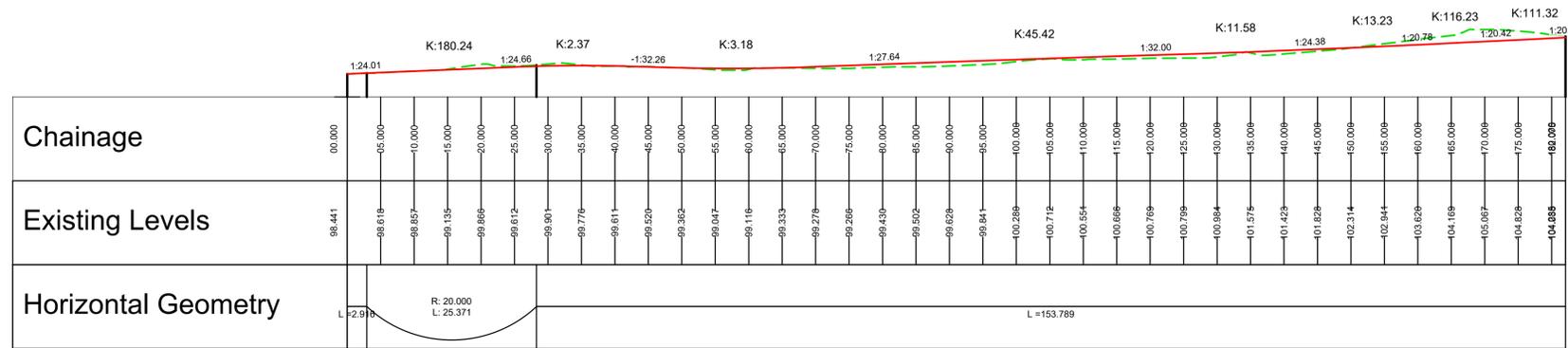
Telephone: 0207 620 2444
Fax: 0207 620 1168
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

Job Title
**MINDENHURST
CAMBERLEY, SURREY**

Drawing Title
**COMMERCIAL ROAD
LONGITUDINAL SECTION SHEET**

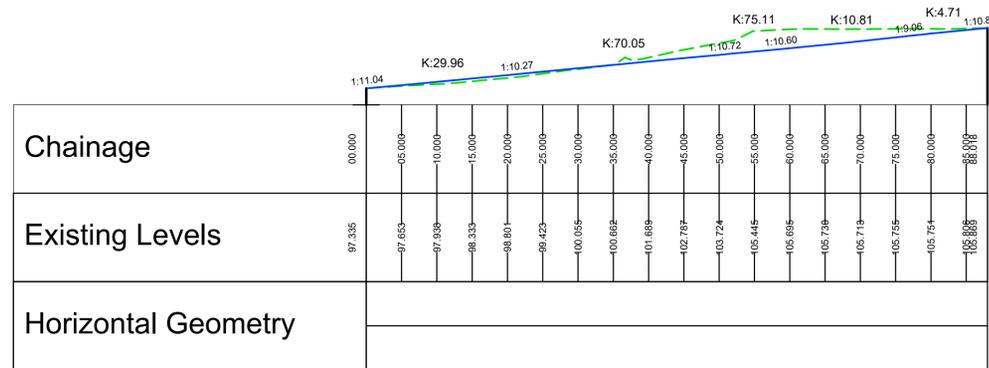
Client
SKANSKA

Scale 1:250 @A1	Date JAN.17	Designed CDU
Drawn CDU	Checked JM	Approved SB
Job No 14-199	Drawing No DC1-ODM-CX-113-XX-DR-03-0055	Rev P01



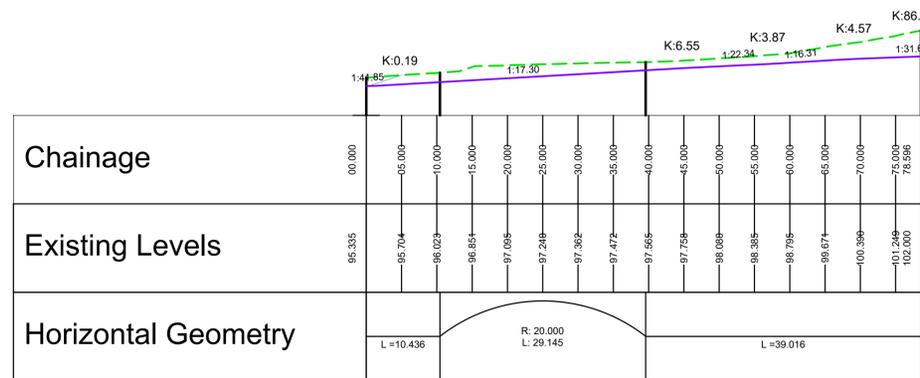
ROAD 1 CENTRELINE - LONGSECTION
SCALE: H 1:500,V 1:500. DATUM: 95.000

ACCESSIBLE TO ALL BUT AWKWARD POSITION MEANING LESS HOUSES



ROAD 2 PROFILE VIEW
SCALE: H 1:500,V 1:500. DATUM: 95.000

TO STEEP NOT SUITABLE FOR COMMERCIAL AREA



ROAD 3 PROFILE VIEW
SCALE: H 1:500,V 1:500. DATUM: 90.000

WOULD WORK WITH CARS BUT NOT PEDESTRIAN (WHEELCHAIRS ETC.)

NOTES

- ROAD 1 PROPOSED SURFACE PROFILE
- ROAD 2 PROPOSED SURFACE PROFILE
- ROAD 3 PROPOSED SURFACE PROFILE
- - - EXISTING GROUND PROFILE

ADOPTION APPLICATION DRAWING - NOT FOR CONSTRUCTION

Rev	Amendments	Dm	Chk	App	Date

Odyssey Markides

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29 York Road
London
SE1 7NG

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Job Title
**MINDENHURST
CAMBERLEY, SURREY**

Drawing Title
**COMMERCIAL ROAD
LONGITUDINAL SECTION SHEET**

Client
SKANSKA

Scale 1:250 @A1	Date JAN.17	Designed CDU	
Drawn CDU	Checked JM	Approved SB	
Job No 14-199	Drawing No DC1-ODM-CX-113-XX-DR-03-0056	Rev P01	



NOTES

1. NORTHERN ACCESS JUNCTION REVISED IN ACCORDANCE WITH COMMENTS FROM SCC
2. LOCATIONS OF SIDE ROADS ARE INDICATIVE
3. LOCATIONS OF BUS STOPS TO BE AGREED
4. CYCLE PATH ALIGNMENT SUBJECT TO MINOR AMENDMENTS IN ACCORDANCE WITH PROPOSED TREE RETENTION AND DETAILED DESIGN
5. SPINE ROAD ALIGNMENT SUBJECT TO DETAILED DESIGN

KEY:-

-  PROPOSED ROAD LAYOUT
-  PROPOSED 3m SHARED FOOTWAY/CYCLEWAY - LIT ROUTE WITH BOUND SURFACE (TO BE ADOPTED BY SCC)
-  INDICATIVE PROPOSED 3m SHARED FOOTWAY/CYCLEWAY - LIT ROUTE WITH BOUND SURFACE (TO BE ADOPTED BY SCC)

FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

P01	MINOR AMENDMENTS	AF	SB	SB	27/03/17
Rev	Amendments	Drn	CHK	App	Date



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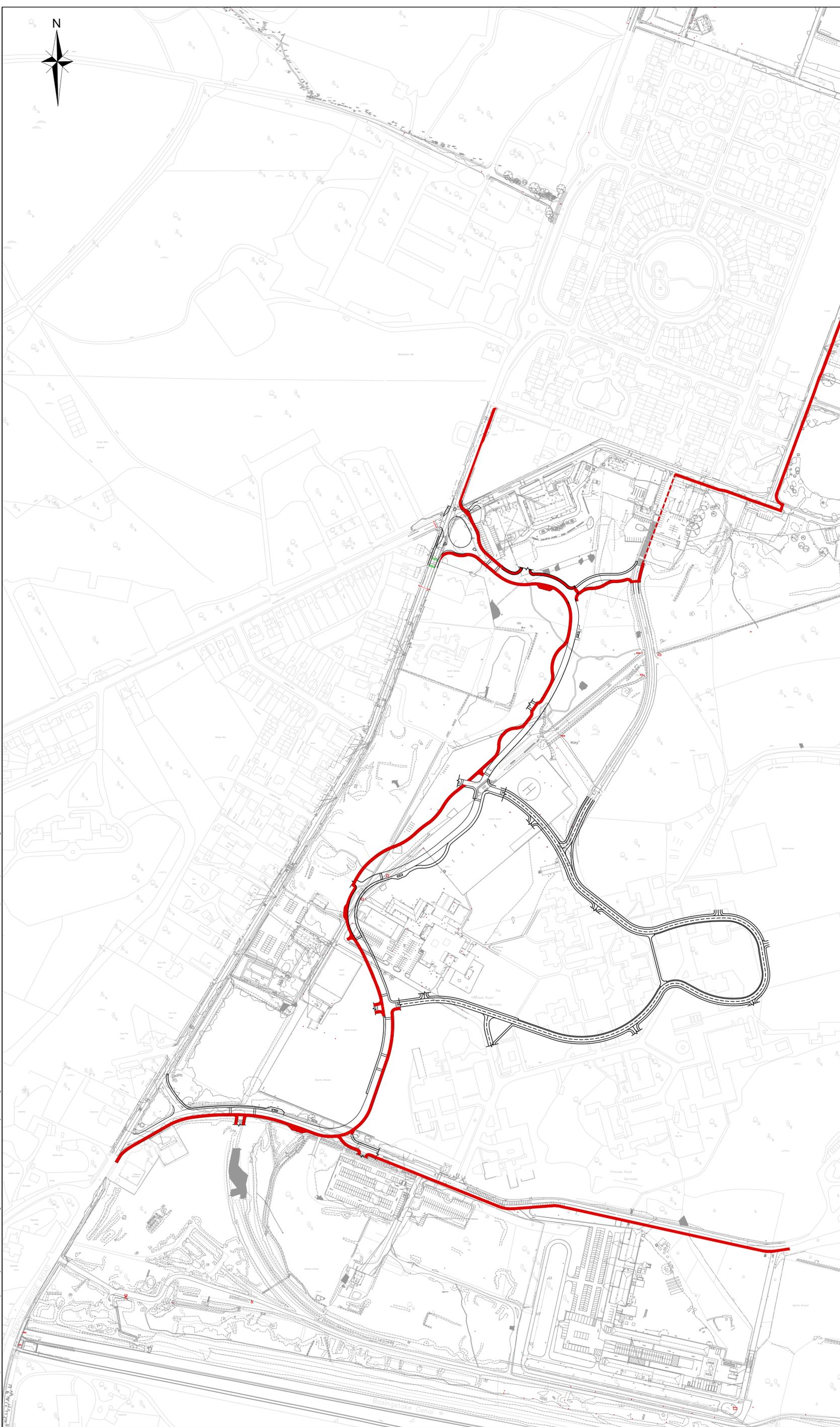
Job Title
DEEPCUT PRINCESS ROYAL BARRACKS

Drawing Title
SCC FOOTWAY/CYCLEWAY PROPOSED ADOPTION PLAN

Client
SKANSKA

Scale	1:2000 @ A1	Date	MARCH 17	Designed	MM
Drawn	MM	Checked	AF	Approved	SB
Job No	14-199	Drawing No	DC1-ODM-CX-000-XX-DR-03-0024	Rev	P01

Q14-199 - Deepcut Barracks, Camberley, Surrey\Tech\Acad\Drawings\000 - Site Wide\Preliminary Drawings\000 Series\DC1-ODM-CX-000-XX-DR-03-0024 P01 Footpath Adoption Plan.dwg



APPENDIX A

Schedule 7

Sustainable Travel

Part 1

Shared Pedestrian/Cycle Infrastructure

Cycle Network Strategy

1. Prior to Commencement of the Development the Owner shall submit to the County Council for its written approval a Cycle Network Strategy to comprise:-
 - 1.1 Shared Pedestrian/Cycle Routes and infrastructure in accordance with the Cycle Route Guidelines including the following:-
 - 1.1.1 prior to the Occupation of any Dwelling at the Site east of Deepcut Bridge Road:-
 - 1.1.1.1 the provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Deepcut Bridge Road as broadly indicated on the Shared Pedestrian/Cycle Route Drawings;
 - 1.1.1.2 the provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Blackdown Road as broadly indicated on the Shared Pedestrian/Cycle Route Drawings;
 - 1.1.2 prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, the opening of the Primary School, or the supermarket, the provision of a Shared Pedestrian/Cycle Route or routes between the proposed Spine Road and Deepcut Bridge Road as indicatively shown on the Shared Pedestrian/Cycle Route Drawings;
 - 1.1.3 prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of Development the provision of an upgraded Shared Pedestrian/Cycle Route from Deepcut Bridge Road along the existing vehicular access to Frimley Lock including the upgrade of the existing path extending directly behind Frimley Lock Cottage as indicatively shown on the Shared Pedestrian/Cycle Route Drawings such path to be designed and located in such a way that it does not interfere with the operational use of the dry dock, Frimley Lock Cottage or Deepcut lock-gate workshop and store;
 - 1.1.4 prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of Development the provision of a ramped Shared Pedestrian/Cycle Route from Deepcut Bridge Road bridge to the towpath on the southern side of the canal;
 - 1.1.5 prior to the Occupation or first use of the part of the development north of Dettingen Park the provision of a Shared Pedestrian/Cycle Route or routes between Deepcut Bridge Road and that part of the Development;

- 1.1.6 prior to the Occupation or first use of the part of the development north of Dettingen Park the provision of a Shared Pedestrian/Cycle Route to Deepcut Bridge Road via Aisne Road and Minorca Road;
- 1.1.7 a draft plan identifying Shared Pedestrian/Cycle Route or routes for each Phase to be provided within the Development;
- 1.1.8 a draft implementation programme for the provision of Shared Pedestrian/Cycle Routes which shall be agreed separately with the County Council for the provision of routes within each Phase;
- 1.1.9 the Owner shall not Commence Development in each Phase until the draft implementation programme for the Shared Pedestrian/Cycle Route for that Phase has been agreed with the County Council;
- 1.1.10 once the implementation programme has been agreed the Shared Pedestrian/Cycle Routes shall be implemented in accordance with the agreed details as approved by the County Council or in accordance with any variations agreed in writing by the County Council;
- 1.1.11 where practicable the Owner shall ensure that the Shared Pedestrian/Cycle Route in each Phase is able to connect to and provide unrestricted access between the Shared Pedestrian/Cycle Route in each other Phase including Phases still to be developed;
- 1.1.12 the Owner shall ensure that the Shared Pedestrian/Cycle Route in each Phase is constructed in accordance with a specification to be agreed with the County Council at a width of 3 (three) metres and including the provision of lighting. Once constructed the Shared Pedestrian/Cycle Route shall be permanently retained as approved and maintained to provide for uninterrupted safe and convenient public use;
- 1.1.13 prior to the Occupation or first use of the respective Phase of the Development the provision of cycle routes within and to and from all internal parts of the Site including links to the Spine Road, school, nursery school, supermarket, local shops and canal towpath;
- 1.1.14 prior to the Occupation or first use of the respective Phase of the Development the provision of cycle directional signage to from and within the Development;
- 1.1.15 the Owner shall construct the Shared Pedestrian/Cycle Routes in each Phase in accordance with a specification to be agreed with the County Council and including the provision of lighting unless otherwise agreed in writing having sought all necessary consents;
- 1.1.16 once constructed each Shared Pedestrian/Cycle Route, estate road, carriageway, footpath and footway shall all be permanently retained by the Owner as approved and thereafter maintained by the Owner to provide for uninterrupted safe and convenient public use; and
- 1.1.17 the provision of and integration of all of the cycle route infrastructure within Part 1, Part 4 and Part 5 of this Schedule 7 and Part 1 of Schedule 6.

1.2 The Frith Hill Cycle Route

- 1.2.1 No Development shall Commence until the Owner has submitted details of the Frith Hill Cycle Route to the County Council for its written approval.
- 1.2.2 The Owner shall submit details based upon drawing 22727-L852a to the County Council of the Frith Hill Cycle Route for written approval prior to Commencement of the Development. Such details to include:-
 - 1.2.2.1 a scaled drawing identifying the alignment and position of the new route and the extent of land required to be dedicated by the Owner as public bridleway;
 - 1.2.2.2 the agreement by the Owner to meet the County Council's reasonable costs in obtaining the necessary approvals to divert part of the existing public bridleway number BW14 to the proposed Frith Hill Cycle Route and as indicated on the drawings referred to at paragraph 1.2.2 above and on drawing number 22729-L852a;
 - 1.2.2.3 the agreement by the Owner to meet the County Council's reasonable costs in dedicating the new path as public bridleway in the event that the part diversion of bridleway number BW14 fails; and
 - 1.2.2.4 the Frith Hill Specification.
- 1.2.3 Once agreed the Owner shall implement the Frith Hill Cycle Route as approved by the County Council and in accordance with the Frith Hill Specification on or before Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of the Development whichever is the sooner.
- 1.2.4 The Owner shall not Occupy more than 230 (two hundred and thirty) Dwellings until it has implemented the Frith Hill Cycle Route in accordance with the County Council's approval or in accordance with any variations agreed in writing by the County Council.
- 1.2.5 In the event that part of the diversion of the existing Public Bridleway number BW14 fails for statutory reasons or unresolved objections, the Frith Hill Cycle Route shall be dedicated by the Owner as a new Public Bridleway.
- 1.2.6 Prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of the Development whichever is the sooner the Owner shall pay the County Council's costs in securing the diversion and dedication of the public rights of way. The Owner shall not occupy the 230th (two hundred and thirtieth) Dwelling until the County Council's costs have been paid.

1.3 Brookwood Cycle Parking

- 1.3.1 The Owner shall pay the Brookwood Station Cycle Parking Contribution to the County Council prior to Occupation of the 230th (two hundred and thirtieth) Dwelling.

1.3.2 The Owner shall not Occupy nor cause or permit Occupation of more than 229 (two hundred and twenty nine) Dwellings until it has paid the Brookwood Station Cycle Parking Contribution.

2. Once approved by the County Council the Cycle Network Strategy shall be implemented by the Owner as approved and in accordance with the provisions of this Part 1 of Schedule 7.

Part 4

Basingstoke Canal Towpath

1. Prior to Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months from Commencement of the Development, the Owner shall pay the Basingstoke Canal Towpath Contribution to the County Council for it to Spend towards the provision of the Basingstoke Canal Towpath Works or works to promote leisure and commuter cycle use of the towpath between the Basingstoke Canal Visitor Centre and Connuaght Road comprising:-
 - 1.1 the upgrade of the Basingstoke Canal Towpath between Frimley Lock and Pirbright Bridge with the construction of a 3 (three) m wide (except pinch points) reinforced tar and chip sealed surface over an appropriate MoT type 1 base, canal bank protection, tree removal, and all necessary signage and ancillary works incidental to the designation of this section of towpath as shared pedestrian/cycle route and subject to remaining funding; and
 - 1.2 the upgrade of the Basingstoke Canal Towpath between the eastern side of Deepcut Bridge to the Basingstoke Canal Visitor Centre with the provision of an unbound stone surface on the existing towpath, soft and hard canal bank protection and reinstatement of eroded sections and ancillary works incidental to the designation of this section of towpath as a shared pedestrian/cycle route; or
2. If the County Council agrees to a request to construct the Basingstoke Canal Towpath Works made before the trigger in paragraph 1 of this Part 4 and subject to the Owner first obtaining all necessary consents the Owner may construct the Basingstoke Canal Towpath Works in accordance with the Basingstoke Canal Towpath Specification and will meet all costs borne by the County Council of any statutory or procedural requirements.
3. If the County Council agrees that the Owner may construct the Basingstoke Canal Towpath Works pursuant to paragraph 2 of this Part 4 of Schedule 7 the Owner shall submit to the County Council for its agreement in writing the proposed Basingstoke Canal Towpath Works Specification. Once agreed the Owner shall implement the agreed Basingstoke Canal Towpath Works prior to Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months from Commencement of the Development in accordance with any Basingstoke Canal Towpath Agreement and the approved Basingstoke Canal Towpath Works Specification to the satisfaction of the County Council. For the avoidance of doubt, if the County Council agrees that the Owner shall construct the Basingstoke Canal Towpath Works the Owner shall not be liable to pay the Basingstoke Canal Towpath Contribution *at all to the extent reasonably required by the County Council to make good the Basingstoke Canal Towpath works so that they are completed to the reasonable satisfaction of the County Council.*

*K.C.H.
on behalf of
the Owner*

Part 5

Shared Pedestrian/Cycle Route Drawings

Deepcut Bridge to Frimley Lock Cycle Access	Drawing Number 22729-L853a
Frith Hill Cycle/Pedestrian Link	Drawing Number 22729-L852a
Internal Spine Road	Drawing Number 22729-LEA850a
Proposed Means of Access Plan of Highway Proposals	Drawing Number 22729-L632c to L635c

15

R. Alcorn

12

K.C. ...



- Key**
- Indicative Scheme
 - Upgraded Existing FLOW
 - Proposed New Flows
 - Existing FLOW
 - Appropriate MUD Boundary

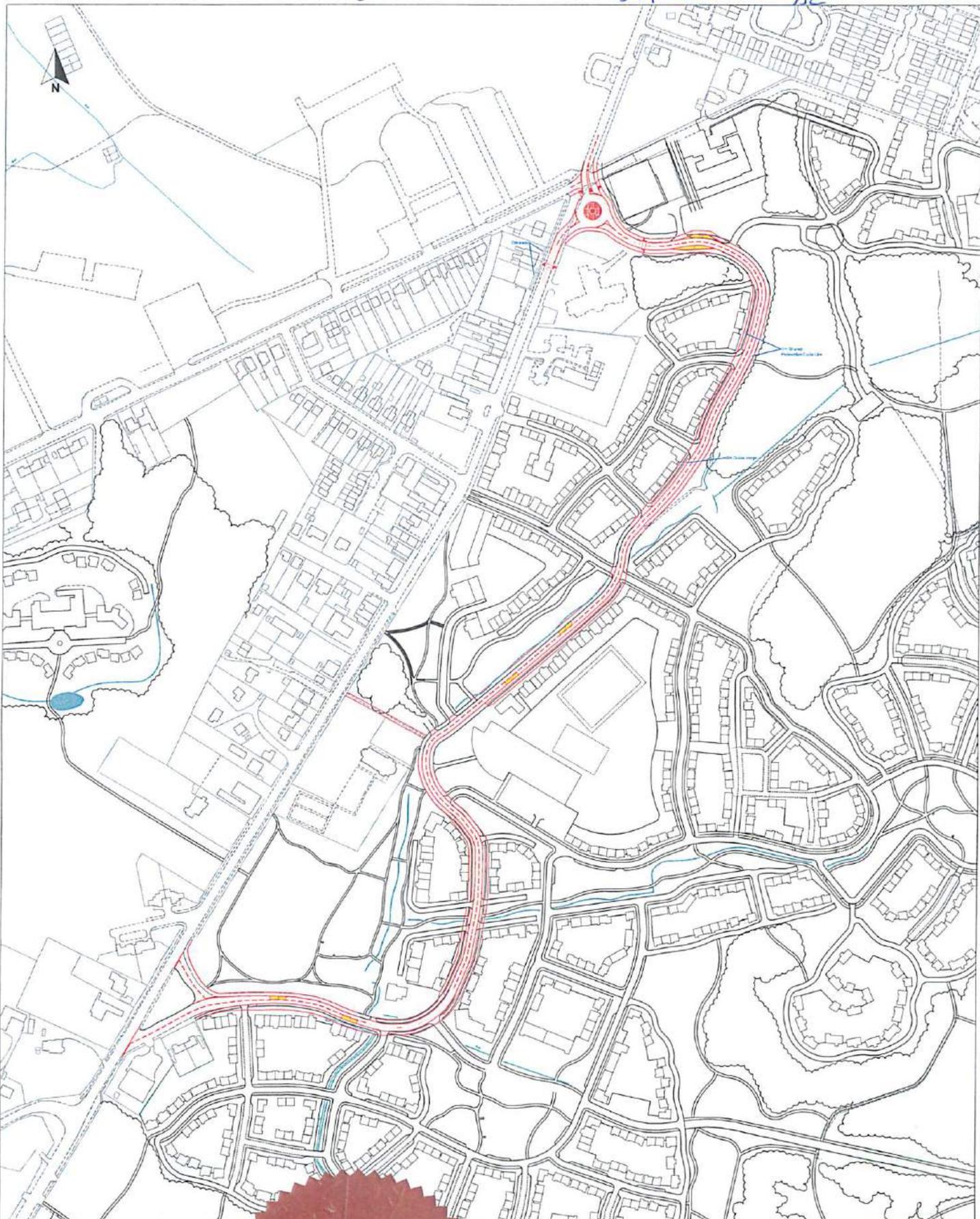
Notes:
 1. The indicative scheme is based on the information provided in the planning application.
 2. The indicative scheme is subject to the approval of the Council.
 3. The indicative scheme is subject to the approval of the Environment Agency.
 4. The indicative scheme is subject to the approval of the Highways Authority.


 Council
 Planning Department
 Planning Application
 Transport Assessment
 Figure 11.1c
 Indicative Improvement for F100 Hill
 Cycle/Pedestrian Link
 Date: 2014
 22/7/14/10/14/14

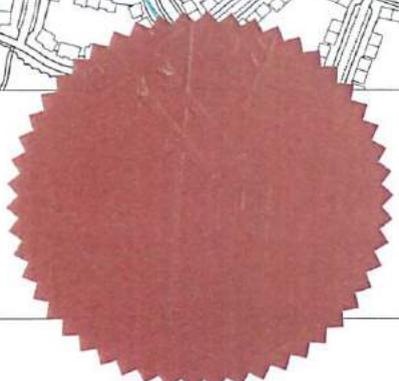


K. C. Martin

R. L. Carter



Key
Proposed Scheme



M



Deepcut Princess Royal Barracks
Planning Application
Transport Assessment

Figure 11.1b
Means of Access - Internal Spine Road

June 2013
22720-LEA8502.dwg ydsip

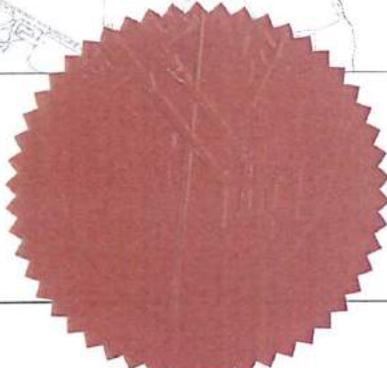


K.C. Smith

A. Heston 152



- Key**
- Proposed scheme
 - Existing public rights of way
 - Works within Guildford boundary



[Handwritten signature]

 Defence Infrastructure Organisation
 Deepcut Princess Royal Barracks
 Planning Application
 Transport Assessment
 Figure 11.1a
 Proposed Means Access Plan of
 Highway Proposals within the Deepcut
 Area
 May 2012
 227264832: to L655c.nwg yadap



Schedule 6

Highway Infrastructure -The Owner's Covenants

Part 1

The Highway Works

1. The Owner shall complete the Highway Works in accordance with the Highway Agreements and the Highway Works Drawings which where applicable will take precedence over the Application drawings and plans referred to in condition 1 of the Permission and to the County Council's satisfaction prior to the relevant events referred to in paragraphs 2.1 to 2.21 of this Part 1 of Schedule 6.

2. The relevant events are as follows:-

Deepcut Bridge Road/Blackdown Road Access Roundabout

- 2.1 The Owner shall not Commence the Development until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA1263bin the Highway Works Drawings.
- 2.2 The Owner shall not Commence the Development until these works (including any necessary land dedications) are Substantially Complete to the satisfaction of the County Council;

Internal Spine Road/Spine Road Infrastructure

- 2.3 The Owner shall not Commence the construction of more than 230 (two hundred and thirty)Dwellings, the Primary School, the Nursery or the supermarket until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA850a of the Highway Works Drawings.
- 2.4 The works shall be designed to meet the requirements of the County Council to:-
 - 2.4.1 ensure the adequate simultaneous two-way movement of buses throughout the Spine Road;
 - 2.4.2 provide a 3 (three) m wide Shared Pedestrian/Cycle Route along the entire length of the Spine Road;
 - 2.4.3 provide timber bus shelters integrating covered and lit cycle parking;
 - 2.4.4 provide high quality paving materials and landscaping;
 - 2.4.5 provide high quality street furniture including benches, posts and signage

and shall be Substantially Complete (including any necessary land dedication) to the satisfaction of the County Council prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, the opening of the Primary School, the Nursery or supermarket, or within 24 (twenty four) months of Commencement of Development, whichever is the sooner.

Red Road/The Maultway/Upper Chobham Road

- 2.5 The Owner shall not Commence the construction of more than 230 (two hundred and thirty) Dwellings until it has entered into a Highway Agreement in respect of the Highway generally in accordance with drawing number 22729-LEA1261aof the Highway Works Drawings.

- 2.6 Prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, or within 24 (twenty four) months of Commencement of the Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of the County Council.

Deepcut Bridge Road Railway Bridge

- 2.7 The Owner shall not Commence the construction of more than 230 (two hundred and thirty) Dwellings until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA 1235 of the Highway Works Drawings.
- 2.8 Prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, or within 24 (twenty four) months of Commencement of Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of County Council.

Environmental Improvements to Deepcut Bridge Road

- 2.9 Prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, or within 24 (twenty four) months of Commencement of the Development the Owner shall agree with the Council and the County Council a scheme for Environmental Improvements on Deepcut Bridge Road between Woodend Road and the existing zebra crossing and generally in accordance with drawing number 22729-LEA1214. Such works to include:-
- 2.9.1 car parking set into bays;
 - 2.9.2 realignment of Deepcut Bridge Road;
 - 2.9.3 landscaping;
 - 2.9.4 high quality paving;
 - 2.9.5 posts, benches and street furniture; and
 - 2.9.6 provision for cyclists to connect to and through the Environmental Improvements on Deepcut Bridge Road from Dettingen Park to the north and from Lake Road to the south.
- 2.10 Once agreed the Owner shall not Commence the construction of more than 400 (four hundred)Dwellings until it has entered into a Highway Agreement in respect of these works.
- 2.11 Prior to the Occupation of the 400th (four hundredth)Dwelling, or within 37 (thirty seven) months of Commencement of the Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of the County Council.

Frimley Green Road/Sturt Road/Wharf Road

- 2.12 The Owner shall not Commence the construction of more than 450 (four hundred and fifty)Dwellings until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA1239aof the Highway Works Drawings.
- 2.13 The Council shall be a party to the Highway Agreement and shall dedicate the land shown coloured green on drawing number 22729-LEA1239aas publicly maintainable highway under the terms of the Highway Agreement.

- 2.14 Prior to the Occupation of the 450th (four hundred and fiftieth) Dwelling, or within 42 (forty two) months of Commencement of the Development, whichever is the sooner, these works shall be Substantially Complete to the satisfaction of the County Council.

Red Road/A322

- 2.15 The Owner shall not Commence the construction of more than 600 (six hundred) Dwellings until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA1237 of the Highway Works Drawings.
- 2.16 Prior to the Occupation of the 600th (six hundredth) Dwelling, or within 54 (fifty four) months of Commencement of the Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of the County Council.

Junction 3, M3

- 2.17 The Owner shall not Commence the construction of more than 600 (six hundred) Dwellings until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA1236a of the Highway Works Drawings.
- 2.18 Prior to the Occupation of the 600th (six hundredth) Dwelling, or within 54 (fifty four) months of Commencement of the Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of the County Council.

Gole Road/Dawney Hill Traffic Signal Works

- 2.19 The Owner shall not Commence the construction of more than 800 (eight hundred) Dwellings until it has entered into a Highway Agreement in respect of the Highway Works generally in accordance with drawing number 22729-LEA1238 of the Highway Works Drawings.
- 2.20 Prior to the Occupation of the 800th (eight hundredth) Dwelling, or within 72 (seventy two) months of Commencement of the Development, whichever is the sooner, these works (including any necessary land dedications) shall be Substantially Complete to the satisfaction of the County Council.

Maintenance of Spine Road prior to adoption

- 2.21 Until such time that the Spine Road is adopted as publicly maintainable highway, the Owner shall maintain, repair and cleanse (and this shall include gritting or salting or snow clearance as appropriate to the season) any footway, carriageway, cycleway and landscaping forming part of Spine Road together with any highway apparatus and equipment, all to the satisfaction of the County Council.

APPENDIX B

Our ref: J032613
Your ref: 12/0546

The County Council's Planning and Development Group Manager

Surrey County Council,
County Hall,
Penrhyn Road,
Kingston upon Thames,
Surrey,
KT1 2DW

24 November 2016

Dear Sirs,

Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, GU16 6RN - Hybrid planning application for a major residential-led development totalling 1,200 new dwellings (ref: 12/0546) as amended

Submission of Details required under Schedule 7, Part 1, Paragraphs 1 (including Paragraph 1.1 (Shared Pedestrian/Cycle Route and Infrastructure in accordance with Cycle Route Guidelines)), 1.1.7 (Routes) 1.1.8 (Draft Implementation Programme) and 1.1.11 (Connections) only

GL Hearn acts on behalf of Skanska, the Development for the Secretary of State for Defence c/o Defence Infrastructure Organisation, in relation to the Princess Royal Barracks site.

Hybrid planning permission (ref: 12/0546; 'the 2014 Permission') was granted for a major residential-led development totalling 1,200 new dwellings on 4 April 2014 (as amended). It is important to note that applications under Section 96A of the Town and Country Planning Act 1990 (as amended) have been approved by Surrey Heath Borough Council to allow for non-material amendments to the Deepcut Bridge Road/Blackdown Road junction arrangements and the alignment of the Spine Road (ref. 15/0546/1), and to the wording of Conditions 2 (Phasing) and 3 (Design Code) of the 2014 Permission (ref. 12/0546/2).

In line with the requirements of the executed Section 106 (s106) Agreement dated 17 April 2014, which accompanies the 2014 Permission, we hereby submit details to discharge the requirements of Paragraph 1 of Schedule 7, Part 1 (Cycle Network Strategy).

Paragraph 1 of Schedule 7, Part 1 of the s106 Agreement states:

Cycle Network Strategy

1. *Prior to Commencement of the Development the Owner shall submit to the County Council for its written approval a Cycle Network Strategy to comprise:-*

1.1 Shared Pedestrian/Cycle Routes and infrastructure in accordance with the Cycle Route Guidelines including the following:-

1.1.1 prior to the Occupation of any Dwelling at the Site east of Deepcut Bridge Road:-

1.1.1.1 the provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Deepcut Bridge Road as broadly indicated on the Shared Pedestrian/Cycle Route Drawings;

- 1.1.1.2 *the provision of a Shared Pedestrian/Cycle Route between the Site east of Deepcut Bridge Road and Blackdown Road as broadly indicated on the Shared Pedestrian/Cycle Route Drawings;*
- 1.1.2 *prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, the opening of the Primary School, or the supermarket, the provision of a Shared Pedestrian/Cycle Route or routes between the proposed Spine Road and Deepcut Bridge Road as indicatively shown on the Shared Pedestrian/Cycle Route Drawings;*
- 1.1.3 *prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of Development the provision of an upgraded Shared Pedestrian/Cycle Route from Deepcut Bridge Road along the existing vehicular access to Frimley Lock including the upgrade of the existing path extending directly behind Frimley Lock Cottage as indicatively shown on the Shared Pedestrian/Cycle Route Drawings such path to be designed and located in such a way that it does not interfere with the operational use of the dry dock, Frimley Lock Cottage or Deepcut lock-gate workshop and store;*
- 1.1.4 *prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling or within 24 (twenty four) months of Commencement of Development the provision of a ramped Shared Pedestrian/Cycle Route from Deepcut Bridge Road bridge to the towpath on the southern side of the canal;*
- 1.1.5 *prior to the Occupation or first use of the part of the development north of Dettingen Park the provision of a Shared Pedestrian/Cycle Route or routes between Deepcut Bridge Road and that part of the Development;*
- 1.1.6 *prior to the Occupation or first use of the part of the development north of Dettingen Park the provision of a Shared Pedestrian/Cycle Route to Deepcut Bridge Road via Aisne Road and Minorca Road;*
- 1.1.7 **a draft plan identifying Shared Pedestrian/Cycle Route or routes for each Phase to be provided within the Development;**
- 1.1.8 **a draft implementation programme for the provision of Shared Pedestrian/Cycle Routes which shall be agreed separately with the County Council for the provision of routes within each Phase;**
- 1.1.9 *the Owner shall not Commence Development in each Phase until the draft implementation programme for the Shared Pedestrian/Cycle Route for that Phase has been agreed with the County Council;*
- 1.1.10 *once the implementation programme has been agreed the Shared Pedestrian/Cycle Routes shall be implemented in accordance with the agreed details as approved by the County Council or in accordance with any variations agreed in writing by the County Council;*
- 1.1.11 **where practicable the Owner shall ensure that the Shared Pedestrian/Cycle Route in each Phase is able to connect to and provide unrestricted access between the Shared Pedestrian/Cycle Route in each other Phase including Phases still to be developed;**
- 1.1.12 *the Owner shall ensure that the Shared Pedestrian/Cycle Route in each Phase is constructed in accordance with a specification to be agreed with the County Council at a width of 3 (three) metres and including the provision of lighting. Once constructed the Shared Pedestrian/Cycle Route shall be permanently retained as approved and maintained to provide for uninterrupted safe and convenient public use;*
- 1.1.13 *prior to the Occupation or first use of the respective Phase of the Development the provision of cycle routes within and to and from all internal parts of the Site including links to the Spine Road, school, nursery school, supermarket, local shops and canal towpath;*

- 1.1.14 *prior to the Occupation or first use of the respective Phase of the Development the provision of cycle directional signage to from and within the Development;*
- 1.1.15 *the Owner shall construct the Shared Pedestrian/Cycle Routes in each Phase in accordance with a specification to be agreed with the County Council and including the provision of lighting unless otherwise agreed in writing having sought all necessary consents;*
- 1.1.16 *once constructed each Shared Pedestrian/Cycle Route, estate road, carriageway, footpath and footway shall all be permanently retained by the Owner as approved and thereafter maintained by the Owner to provide for uninterrupted safe and convenient public use; and*
- 1.1.17 *the provision of and integration of all of the cycle route infrastructure within Part 1, Part 4 and Part 5 of this Schedule 7 and Part 1 of Schedule 6..*

Details in relation to Paragraphs 1.1.1 – 1.1.6, 1.1.9 -1.1.10 and 1.1.12 – 1.1.17 will follow in due course and at the appropriate time.

In accordance with the provisions specified above, the submitted Cycle Network Strategy (prepared by Odyssey Markides) identifies Shared Pedestrian/Cycle Routes for each Phase within the Development and, where practicable, has ensured that Shared Pedestrian/Cycle Routes in each Phase is able to connect to, and provide unrestricted access between, the Shared Pedestrian/Cycle Routes in each future Phase. In addition, a draft implementation programme for the provision of Shared Pedestrian/Cycle Routes is provided for agreement with the County.

It is considered that the submitted information is sufficient to satisfy the requirements of Paragraphs 1 (including Paragraph 1.1 (Shared Pedestrian/Cycle Route and Infrastructure in accordance with Cycle Route Guidelines)), 1.1.7 (Routes) 1.1.8 (Draft Implementation Programme) and 1.1.11 (Connections) only of Schedule 7, Part 1 of the s106 Agreement.

Please do not hesitate to contact me at this office if you have any questions.

Yours faithfully



Ben Stalham
Planning Director

M 07896 094920

Cc:

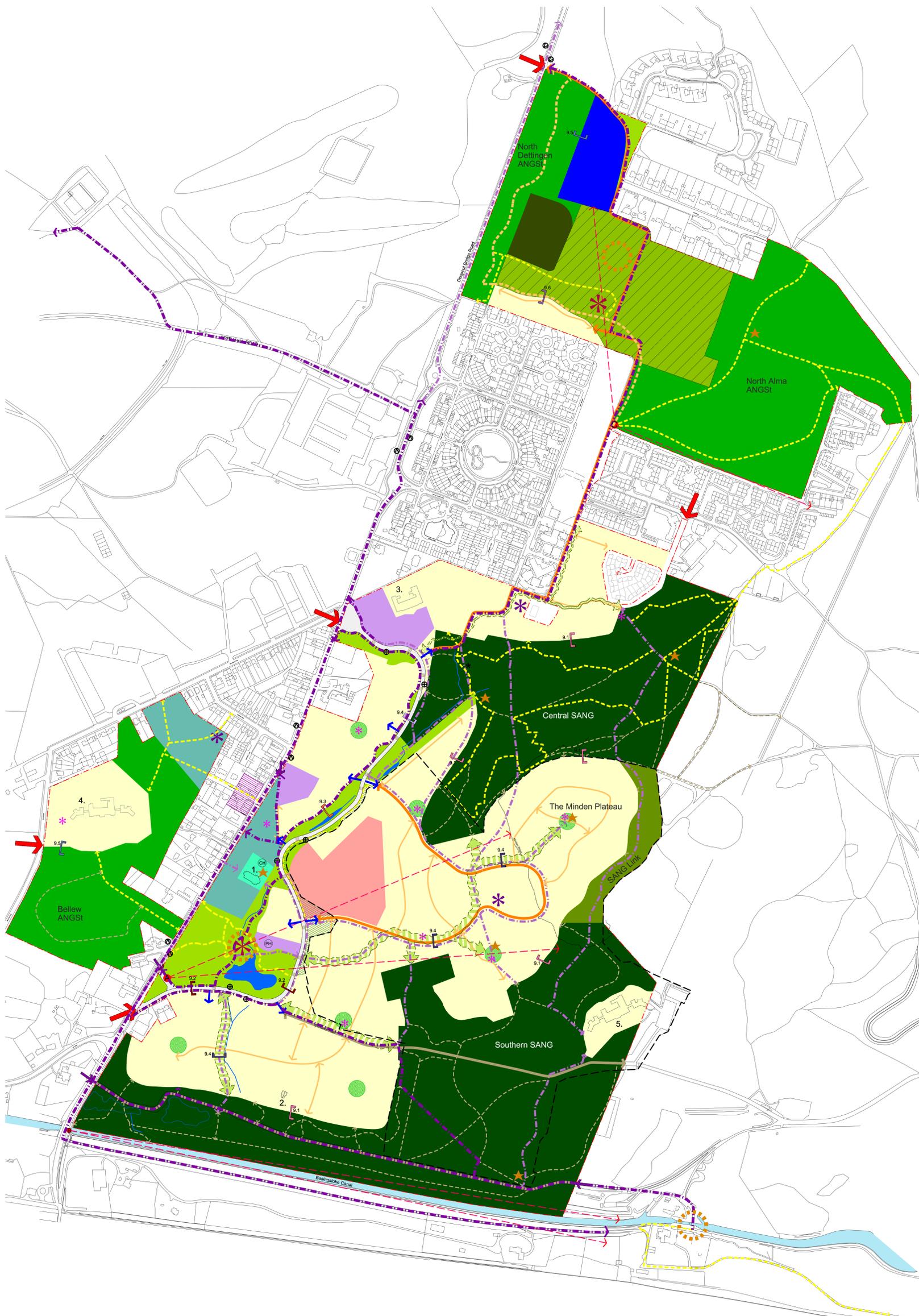
1. Tony Pantling – Skanska
2. Michelle Fielder – Surrey Heath Borough Council

Enc:

1. Cycle Network Strategy DC1-ODM-CX-000-XX-DR-03-0010 Rev P05

APPENDIX C

Notes:
 Do not scale from this drawing.
 All contractors must visit the site and be responsible for taking and checking of dimensions.
 All construction information should be taken from figured dimensions only.
 Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
 This drawing and the works depicted are the copyright of JTP.
 This drawing is for planning purposes only. It is not intended to be used for construction purposes. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accepts no responsibility or liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated above.



Site-wide Design Code Regulatory Plan

Key consistent with the Site-wide Design Code document

PREFACE

- Application Boundary
- MoD Fence line (proposed to remain until at least 2019)

PART C: STRATEGIC ELEMENTS

5. COMMUNITY HUBS

- 5.1 Local Hubs

6. SUSTAINABLE TRANSPORT NETWORK

- 6.1 Site Access Points:
 Site Access Point (all modes)
 Site Access Point (pedestrian and cycle)
 Access Point - Fixed Location (for access to secondary or minor streets)
- 6.2 Pedestrian & Cycle Routes
 Primary Pedestrian & Cycle Route (indicative route where shown alongside secondary streets)
 Secondary Pedestrian & Cycle Route (indicative)
 Access to be provided to SANG Hut Car Park along the Royal Way
 Primary Pedestrian Only Route
 Secondary Pedestrian Only Route (indicative)
 Tertiary Pedestrian Only Route (indicative)
- 6.3 Bus Route & Stops
 Existing Bus Stop
 6.5 Mindenhurst Road
 Mindenhurst Road Crossing Points
 6.6 Main Residential Street (indicative)
 Brunswick Road (existing road)
 6.7 Cross Parcel Permeability to be achieved through minor streets or footpaths / cycleways

7. LAND USES

- 7.1 Residential
- 7.2 Commercial/Retail
- PH Public House
- 7.3 Non-Residential Institution
- 7.4 Education
- 7.5 Converted & Retained Buildings
 1. St. Barbara's Church (Retained)
 2. Two Huntspiel Cottages (Retained - TBC)
 3. Headquarters of Director of Logistics (Converted)
 4. Sergeants' Mess (Converted)
 5. Officers' Mess (Converted)
- 7.6 St. Barbara's Church / Church Hall
 Church Hall
 Existing Local Shopping Centre (SHBC LDF 2006-2026)

8. GREEN INFRASTRUCTURE

- 8.1 Amenity Green Space
 Green Corridors (including Amenity Green Space)
 Incidental Amenity Green Space (indicative location)
 Temporary Green Buffer Landscaping Along MOD Fence line
- 8.2 SANGs
 SANG Link
 8.3 ANGSt
 8.4 Parks & Cemetery
 8.5 Sports Hub
 8.6 Allotments
 8.7 Green Links

9. EDGE SECTIONS

- Edge Sections (Refer to Site-wide Design Code Section 9.1-9.6 page 43-46)
- 9.1 SANGs
 - 9.2 Amenity Green Space 1
 - 9.3 Amenity Green Space 2
 - 9.4 Amenity Green Space 3
 - 9.5 ANGSt
 - 9.6 Sports Hub

10. TOWNSCAPE

- 10.2 Key Focal Point
- 10.4 Key Views
 A - Minden Ridge View
 B - Deepcut View
 C - North Alma View

PART D: DETAILED ELEMENTS

13. Landscape

- 13.10 Play Strategy (indicative locations)
 LAP
 LEAP
 LEAP & NEAP

14. Technical

- 14.2 SuDs Strategy

P4	24.05.16	Amended following SHBC Comments	RF	GP
P3	17.05.16	Amended following SCC Comments	RF	GP
P2	25.05.16	Amended following SHBC Comments	RF	GP
P1	05.05.16	Planning Issue	RL	GP

Rev	Date	Description	Drawn	Chkd

PLANNING

Client:
SKANSKA

Project:
PRB, Deepcut

Drawing Title:
Site-wide Regulatory Plan



Scale @ A0: 1:2500
 Job Ref: 00752
 Drawing No: 00752_RP_01
 Revision: P4

