



GL Hearn

Part of Capita Real Estate

Deepcut Deed of Variation Briefing Note

Princess Royal Barracks, Deepcut
Brunswick Road
Camberley
GU16 6RN

March 2017

Prepared by

GL Hearn
280 High Holborn
London WC1V 7EE

T +44 (0)20 7851 4900
glhearn.com

1 INTRODUCTION

- 1.1 This note has been prepared in to explain the principle of the proposed second Deed of Variation (DoV) to the s106 Agreement for 12/0546.
- 1.2 The DoV proposals various minor housekeeping tweaks to the permission based on ensuring compliance with the approved Condition 2 Phasing Scheme. The principle change is that the Phasing Scheme is based around temporary continued occupation of the site by the MoD, which the s106 never anticipated. There were various references to old phases in the s106 that were now no longer deliverable due to continued occupation by the MoD.
- 1.3 All of these have been addressed in the DoV by no referring back to the approved Phasing Scheme rather than directly referencing Phases in the report. If these changes were not made then no development would be able to proceed until the MoD decanted, dramatically delaying housing provision. References to phasing account to the majority of changes proposed
- 1.4 The second principal change is to now provide the SANGS Link with the Southern SANGS. The SANGS link is behind the wire so cannot be delivered with the Central SANGS. This change is considered acceptable as there is nothing to link the Central SANGS to until the Southern SANGS is provided. It was originally intended that the Southern SANGS would be provided first, which made sense to provide the SANGS Link with the second SANGS. The DoV just returns to the principle of the SANGS Link being provided with the second SANGS. The depot site is still needed while the base remains in operation, which is the reason why the Southern SANGS cannot be delivered first.
- 1.5 The third change is regarding the delivery of the school and nursery. The school site is behind the wire, meaning that only 199 houses could be provided prior to delivery of the school site. Moving the school site outside of the wire would be a significant change to the planning permission. The proposed increase to 350 units allows the school site to remain in close location to the indicative outline approval location and facilitate increased housing delivery prior to MoD decant.
- 1.6 The final change is in regard to the Northern Access Roundabout (NAR). This change is proposed in order to speed up residential delivery on the site. The remainder of this briefing note will focus on this topic.

2 NAR

- 2.1 Currently the S106 requires that the NAR is developed prior to commencement of development on the site. The Spine Road is then required to be delivered prior to the occupation of 230 dwellings. The Village Green and Central SANGS (originally Southern SANGS) are required to be in place prior to the first occupation.
- 2.2 Until the Spine Road is built the NAR is just a roundabout that does not go anywhere. For example, it would never link to the Village Green or Southern SANGS to provide construction access to them. As a result, it was anticipated in the original s106 that these works plus a minimum of 230 units would be delivered on the site without using the NAR. More units could actually be built, but only 230 occupied before the Spine Road.
- 2.3 The current drafting requires the NAR to be substantially complete before the Spine Road is commenced. This actually increases the time until the NAR can be used to facilitate construction traffic as it increases the time that it is a roundabout with no destination.
- 2.4 By being able to build the Spine Road concurrently with the NAR, the NAR can take the traffic burden away from Deepcut Bridge Road sooner as the Spine Road can be available sooner to provide access to the site. By providing the Spine Road sooner, more than 230 units can be occupied on site sooner, speeding up housing provision.
- 2.5 As it was always anticipated that there would be construction works not using the NAR to access the site (as explained above). The change is not considered detrimental as the quantum of pre-NAR works is not proposed to significantly increase. It is proposed that the NAR would be completed within 9 months of commencement (either of the NAR works or the development, whichever was sooner). Currently there is no time trigger to complete the NAR once it is started, so this gives the Council more control.
- 2.6 By being able to build the Spine Road access to the Phase 2 Northern Parcel at the same time as the NAR, the NAR will provide access to this residential development site far sooner than would otherwise be possible currently. The quantum of construction traffic in that period to access the site for Phase 1 Infrastructure and Phase 2 Residential works would not be materially different from that which was originally anticipated (vehicular access to build the Village Green, Spine Road, Southern SANGS and minimum of 230 homes).
- 2.7 As a result, there would be no unexpected or unmanageable transport impact from the change. There would be an overall increased housing delivery programme by allowing the Spine Road sooner. There would also be an earlier associated construction traffic approval by allowing the Spine Road to be delivered sooner and taking traffic off of Deepcut Bridge Road sooner.

- 2.8 The Phase 2 Southern Parcel will not use the NAR for construction purposes. Therefore there is no benefit linking commencement of development of this plot to completion of the NAR. This just adds unnecessary delay to housing provision. Construction here will be via Brunswick Road, and subject to a CEMP submitted by the residential developer being approved by SHBC and SCC.
- 2.9 The Phase 2 Northern Parcel will use the NAR once the Spine Road connection to it is provided. By being able to build the Spine Road alongside the NAR, this will be delivered sooner.
- 2.10 In the interim, if Reserved Matters planning permission and all pre-commencement planning conditions are approved within statutory determination periods, then a potential route has been identified that could provide construction access to this site with no harm to Deepcut Bridge Road or the existing residential housing estate. Again, this would be subject to a residential developer CEMP being approved by SHBC and SCC. This route is an existing access and road to the Phase 2 Northern Parcel. Please see indicative drawing DC1-ODM-CH-000-XX-DR-03-0016 for information.
- 2.11 In both instances, developments of the size of Phase 2 Southern Parcel and Phase 2 Northern Parcel would both typically be accepted to be serviced in the ways outlined without a requirement such as the NAR. As a result, subject to site specific CEMP approvals, there is considered to be no planning harm associated with the proposal, just benefits in terms of speedier use of the NAR for construction access and speedier housing delivery.

3 CONCLUSION

- 3.1 By the drafting of the original s106 it was apparent that construction activity was expected to commence prior to the NAR providing access to the site. The new proposal does not detrimentally affect this.
- 3.2 The original drafting of the NAR meant that until the Spine Road was completed the NAR did not provide access to the site. The new proposal speeds up delivery of the Spine Road.
- 3.3 Delivery of the Spine Road sooner will mean that the NAR can reduce construction traffic on Deepcut Bridge Road sooner.
- 3.4 Delivery of the Spine Road sooner means that more than 230 units can be occupied on the site sooner. Overall, the proposed change means that the site can deliver much need housing sooner.