
Princess Royal Barracks, Deepcut



Round 1 Consultation - Summary Feedback Report



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Introduction

The Princess Royal Barracks site has been declared surplus to Ministry of Defence requirements as part of the Defence Technical Training Change Programme. Skanska UK is working with the Defence Infrastructure Organisation (DIO) to redevelop Deepcut and provide a new training facility at Worthy Down.

Surrey Heath Borough Council approved a hybrid application for the redevelopment of the Princess Royal Barracks site in July 2013, which sets out development principles and a framework for creating a strategic masterplan for the site. The consented scheme permits up to 1,200 new homes including the conversion of three existing buildings of merit into apartments, together with new high-quality public realm and infrastructure comprising of a new primary school, retail facilities and over 69 hectares of green space.

Studio Hive has been appointed by Skanska to produce a strategic masterplan for the site which has been identified as a strategic development site within Surrey Heath Borough Council's adopted core strategy for residential-led development. The proposed development offers an opportunity to contribute to the Council's strategic housing requirements and a regenerated and sustainable settlement at Deepcut.

Discussions have been ongoing with the Council, and other key consultees, and development plans are now moving forward to the next stage. The DIO and Skanska UK are keen to invite feedback and comment on their initial proposals with the intention of submitting detailed planning applications later in 2015.

Consultation strategy

This is an opportunity to create a sustainable, contemporary addition to the Deepcut Village area, and Skanska UK wants to deliver an exemplary development founded on established place-making principles. To this end Skanska UK has appointed a highly experienced consultant team, led by development managers Studio Hive, to deliver this vision.

As part of the ongoing planning and development process, Avril Baker Consultancy (ABC) has been appointed as an independent advisor to draw up and coordinate a programme of consultation activities regarding development proposals with key stakeholder organisations and amenity groups within the locale as well as residents and businesses within the wider community.

A review of the previous consultation which took place prior to the original submission of the outline planning application, indicated strong views and a wide variety of concerns and aspirations for the development from a range of stakeholder groups and from many within the local community. ABC is committed to engaging with all stakeholders as the project team develops the masterplan, both in order to keep people informed and included throughout the redevelopment and to ensure the community, both existing and new, are integrated within the proposals. All stakeholders will be kept abreast of significant stages within the redevelopment and given the opportunity to contribute their views for the forthcoming phases.

Consultation activities February 2015

Given that some time had elapsed since the hybrid scheme was given consent by Surrey Heath Borough Council, the intention of the first round of consultation was to summarise planning history in relation to redevelopment of the Deepcut site and present initial masterplan proposals for consideration.

The consultation took the form of a key stakeholder briefing and presentation on Friday 27th February 2015 at 12.30pm – 2.30pm followed by two public drop-in sessions, one during the afternoon/evening of Friday 27th February 2015 from 3-7pm with a second public session on Saturday 28th February 2015 from 10am–2pm.

Key stakeholder briefing

A list of key stakeholders was drawn up which included the constituency MP, local ward councillors and officers from Guildford Borough Council, Pirbright Borough Council, Surrey County Council, Surrey Heath Borough Council, West End Parish Council and Woking Borough Council, service providers including Police, Fire and Rescue and Ambulance Services, plus community and amenity groups including Deepcut Liaison Group, Deepcut Neighbourhood Forum and Mytchett, Frimley Green and Deepcut Society

Attendance

Michael Gove MP responded that he wished to attend but due to other commitments was only available earlier in the day. A separate briefing was therefore arranged for him prior to the main key stakeholder session at which Skanska and Hive project team members presented initial masterplan proposals.

23 RSVPs were received from the key stakeholder database of 96 individuals (see Appendix A), and on the day a total of 26 individuals attended/signed in for the session.

Attendees included representation from: Arriva Southern Counties, Basingstoke Canal Authority, Conservative Policy Forum, Deepcut Liaison Group, Deepcut Neighbourhood Forum, Dettingen Park Estate Owners Committee/SHBC, Heathside Surgery, Mytchett, Frimley Green and Deepcut Society, Ravenscote Community Junior School, Surrey County Council, Surrey Heath Borough Council, Surrey Heath Scouts, Surrey Heath Youth Council (SHYC)/Windle Valley Youth Project, Surrey Police, Tomlinscote School and West Surrey Badger Group.



During the following Friday and Saturday public sessions, a further two key stakeholders signed in representing Mytchett, Frimley Green and Deepcut Society and Surrey County Council.

Proceedings

On arrival attendees were invited to browse the exhibition boards and talk to team members before taking seats for the presentation.



Jason Collard from Studio Hive welcomed attendees and introduced the project team before handing over to John Richards from architects HLM who ran through the emerging proposals. A Question and Answer session followed the presentations.

The formal meeting then adjourned to enable further individual discussions to continue around the boards over lunch.

Exhibition (see Appendix B)

The exhibition consisted of 11 panels describing the following:

- Board 1: Site boundary seen from aerial view
- Board 2: Historical reference
- Board 3: Consented land use layout
- Board 4: Key characteristics (south area)
- Board 5: Key characteristics (north area)
- Board 6: Topography and SUDS drainage
- Board 7: Retained trees and character areas
- Board 8: Landscape structure
- Board 9: Surrey village structure
- Board 10: Deepcut village vision
- Board 11: Deepcut village vision

On hand to talk to attendees was a rota of members of the project team representing Studio Hive, Skanska, HLM, Odyssey Markides, Nicholas Pearson Architects, GL Hearn and Thinkingplace with ABC as facilitators.

Following the events A3 and A4, colour, bound hard copies of the consultation material were sent to Deepcut Garrison Community Centre, Deepcut Village Centre and Deepcut Liaison Group and Deepcut Neighbourhood Forum as reference documents.

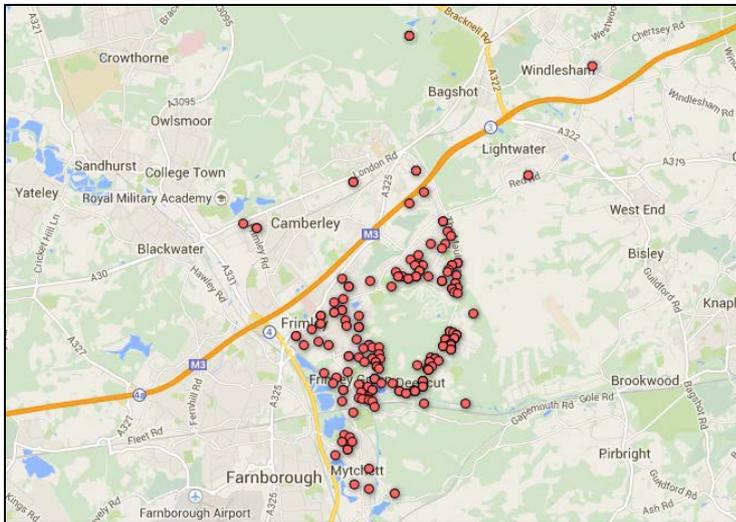


Near neighbours and the wider public

Two public sessions were held at Deepcut (Garrison) Community Centre, Newfoundland Road, Deepcut, Surrey, GU16 6SY on Friday 27th 2015 from 3-7pm and on Saturday 28th February 2015 from 10am–2pm.

An invitation in the form of a printed postcard (see Appendix C) was undertaken through Royal Mail and delivered to some 9760 local businesses and residents located close to the Princess Royal Barracks site covering Royal Mail postal districts GU16 6, 7, 8 and 9. A copy of the notification area is included at Appendix D.

Attendance



Attendees postcodes map

Over 450 people attended the public consultation sessions, with most of those attending being residents living close to the site, with the majority from Royal Mail postal district GU16 6.

Attendees were invited to sign in to leave their contact details should they wish to be kept personally updated on project progress, they were then directed to the exhibition panels where members of the project team were on hand to discuss specific queries and questions. Those attending were invited to provide feedback via a hard copy comment form or online.



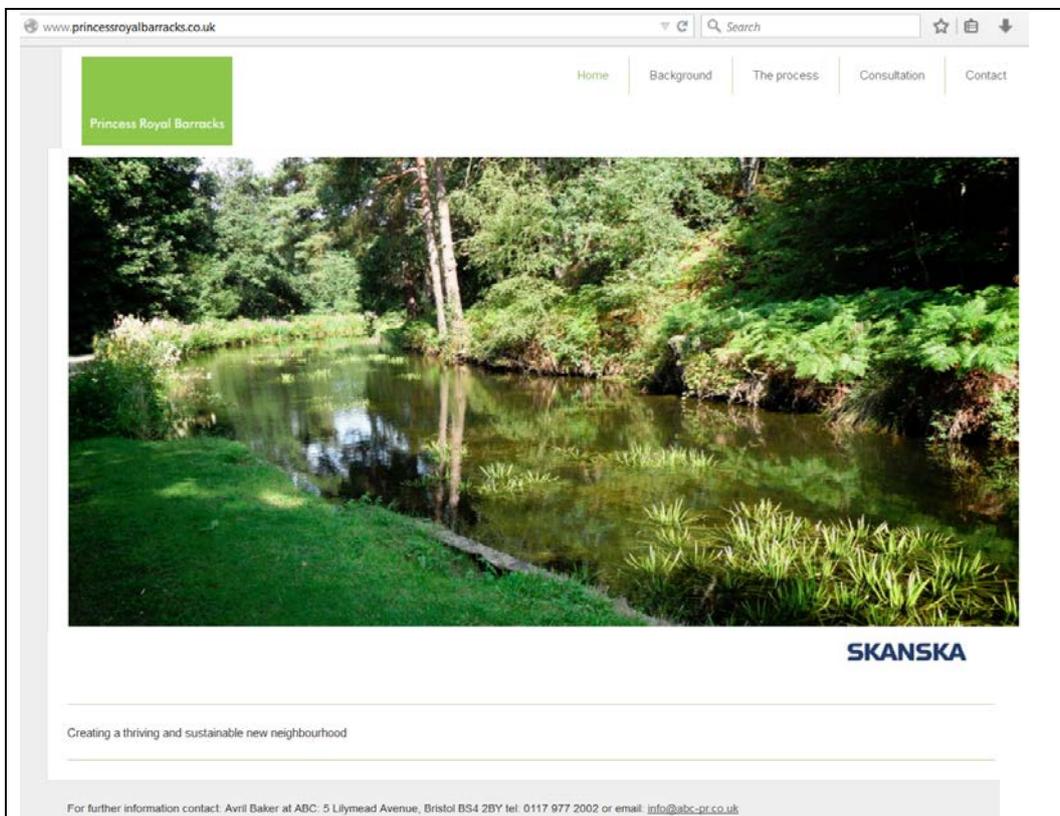
Thinkingplace has been appointed by Skanska to consider how the area is currently perceived as part of its role in place-making to inform development of the 'new Deepcut'. They set up three panels alongside the main exhibition boards and invited attendees to provide their views and thoughts on post-it notes. Individuals were asked to note things they did or did not like about contemporary Deepcut, and to consider “what Deepcut means to me”.

Following on from the exhibition, Thinkingplace also arranged interviews with a number of local organisations including the Chamber of Commerce, and Surrey Wildlife Trust, and service providers such as the Police, Frimley Park Hospital and Tomlinscote School. They also spoke with a number of local businesses and sought input from those attending a Young Persons workshop.

Generally people welcomed the opportunity to talk about the area and their views of the development. A summary of comments and key points is included at Appendix E.

Project website

A new website www.princessroyalbarracks.co.uk was launched in order to share project information and updates on the Studio Hive/Skanska development proposals online and to assist those unable to attend the consultation events.



The website included an option to view or download the presentation with feedback invited online and via a downloadable comment form. Copies of the exhibition boards were also later added to the website along with more detailed information regarding highways proposals under the S106 agreement.

This website will be updated as the project continues.

Feedback

Key stakeholders

Key stakeholder representatives attending the briefing session engaged in a question and answer session following a briefing on the project and presentation of the initial masterplan layout.



A summary of issues and key themes raised for consideration by the team is detailed below, including team responses.

Q1. Where will the first phase of housing be?

R. The first phases of housing will be both at the north of the site to the area around the cadet building and headquarters building and to the south of the site in the area South of Brunswick Road

Q2. Which part of the infrastructure will be delivered first?

R. The first infrastructure works will include the works to the roundabout at the north entrance to the site at the junction of Deepcut Bridge Road and Blackdown road. Works will then commence to the spine road and new drainage infrastructure to enable the housing sites to be progressed.

Phasing will be dovetailed in line with the housing developments and will also depend on discussions with the Military regarding vacation from the site, however the intention is that most of the infrastructure will precede the housing.

Q3. Part of the spine road is on existing military land so how will this work if they are not leaving until later?

R. The original planning consent does not sit with the Military's new phasing and decant timetable. Currently we are talking to the Military and the Local Planning Authority and the planning consent may alter slightly to enable delivery outside of the secure wire to be commenced before the military leaves. Other examples of where there may be some changes are a realignment of the road to keep more trees. Further survey work to establish the topography of the site has led to the desire to slightly alter certain elements of the

consented scheme to reduce the amount of cut and fill when creating the road which reduces need to remove spoil from site/construction traffic.

Q4. How will traffic flows work before the spine road is in place if there are two housing sites to the north and south?

R. There will be two points of access for these. Relatively small numbers of houses i.e. 100 in Plot 1A and another 100 in plot 1B. Before infrastructure commences, a construction management plan will be developed and approved in conjunction with the council to agree construction routes (mainly going north) and levels of construction traffic. This will be in tandem with bringing forward wider junction improvements.

Q5. Previously it had been communicated that southern access traffic would not go through the existing village – but clear it will have to?

R. The first phase build the northern junction will not go through the village. While the intention is that the newly-constructed spine road will divert construction traffic away from the main village street this will not be complete until approximately 230 homes are occupied. Therefore, the first phase in the south of the site (approximately 100 homes) will have to use the existing road network. Restrictions on construction traffic, routes and times will be agreed in advance as we recognise the need to be sensitive to existing residents.

Q6. How will all voices be heard e.g. under 18s?

R. This round of consultation is an introduction to the new team and how the project will proceed. Is also an opportunity to make contact with various groups and organisations, which will be followed up in due course.

Q7. A lot of people have already given their views in previous consultation. Have you looked at the responses?

R. Yes. There is a Statement of Community Involvement where details on the previous consultation and responses are collated. We are aware that there may be a sense of consultation fatigue in terms of people feeling they have already made their views known. While the tender process was ongoing the team was unable to talk to people so we have only been speaking to Surrey Heath Council since last year. While certain aspects of the scheme are fixed, the team will endeavour to clarify which elements are still being designed and how the past views, together with the new comments can be incorporated into the scheme.

Q8. People are mostly concerned with the details and want assurance that communication with the residents, particularly regarding construction and it impacts on things like school runs will be regular.

R. Skanska is well used to communicating during the construction process. As a company it takes very seriously the impact on the community/clients and ideally would like to be an 'invisible builder'. Skanska will run and control the site and all sub-contractors will work to Skanska's rules from start to finish.

Q9. This is a very active digital community

R. We agree that there is scope to improve on communications through using social media and appreciate there is a very active local residents association. We will aim to keep all new information freely available on the project website www.princessroyalbarracks.co.uk

Q10. In terms of sports arrangements how much of the present facilities within the garrison will be retained?

R. Under the agreed planning consent the site has to provide a 7ha sports hub to the detailed requirements of Sports England. Most of the existing sports facilities e.g pitches are probably not fit for purpose and would not meet these regulations. Therefore looking at a new sports hub, possibly on the plateau where there is flatter ground is the likely solution. There is a specialist sports consultant within the team who is dealing with this aspect and we believe there are opportunities to explore, especially for the youth, e.g. possibly locating the school closer to the sports function rather than in the centre of the site where school runs could cause congestion.

Q11. *How will you ensure adequate water supply – volume and pressure?*

R. We are in ongoing discussions with Thames Water. The Barracks are currently under-utilising their potential water supply. As part of the infrastructure works there will be a major improvement to the service which will likely result in putting a new main alongside the spine road. There will be more information about this in the next few months.

Q.12. *The most important aspect will be the off-site infrastructure upgrades. This is the most contentious part of the development and it is important to get on with this quickly before building the new houses. At the new Dettingen development the S106 works came up to eight years later so residents are concerned about the implementation of these aspects.*

R. Skanska is not a house builder, but will be responsible for delivering the road, school, pub etc. This is a very different arrangement to the usual housing development business model. The team recognises that the off-site highway works are important and that completion of the S106 obligations is also in Skanska's interests to complete, as it will permit the onward sale of the land parcels to house builders.



Written responses from key stakeholders

West Surrey Badger Group

A detailed formal response has been received from West Surrey Badger Group (WSBG) including a table detailing badger sett grouping. Representatives of WSBG attended the key stakeholder session and were accompanied on a site visit following the session by ecologist, Ceri Griffiths of Nicholas Pearson Associates, on which they were able to point out the very active main sett and subsidiary.

WSBG formal response is included at Appendix F but main topics include:

- Some confusion regarding boundary of the development and SANGS and potential impact on tunnels and setts
- Discrepancy regarding number of setts and locations/entrances
- Impact of dog walking close to setts
- Need for retention or substitution of principal foraging areas to alleviate issues with badger damage to gardens/properties.

Mytchett, Frimley Green and Deepcut Society

The Chair of Mytchett, Frimley Green and Deepcut Society submitted an email detailing initial thoughts regarding development proposals.

The Chair's response is included at Appendix G but main topics include:

- Support for SKANSKA attempt to design a rural village environment
- Some concerns regarding surrounding road infrastructure
- Potential congestion problems and a need to ameliorate in particular with regard to Wharf Road/Frimley Green Road, Guildford Road/Stuart Road junctions.
- Potential congestion on Deepcut Bridge Road
- Support cycleway proposed but will this be well used in poor weather
- Query regarding why Brunswick Road to Pirbright cannot be opened up.

Feedback summary

From both conversations at the exhibition and through feedback, generally people seemed positive about the principle of development and the potential to create a 'village' environment, but had concerns mainly around the impact of the development in terms of local traffic and the potential impact on the wider area, as well as queries over whether the current supporting infrastructure could cope with additional households.

Aspects of the proposals people support:

- Support for redevelopment of the site and an opportunity to improve the current Deepcut village which is currently just a through road.
- Idea of creating an attractive typical Surrey village and a community not just a residential estate.
- Retaining and providing more facilities such as sports, school, supermarket.
- Keeping more established trees and woodland – compared with last scheme i.e. developing brownfield rather than greenfield land.

Areas of concern:

- The overriding topic expressed verbally at the events and also coming through in the comments forms was around the expected increase in traffic resulting from the new development which would further add to the existing problems on the highways network and on local roads.

- There are also strong concerns about the wider highways issues and lack of a coherent road policy within the wider area which a number of individuals stated they felt needs addressing by Skanska in consultation with the local authorities as part of the impact of the development.
- Some concern regarding the capacity for current facilities to cope with the additional population – health provision, capacity of schools (including possible need for a secondary school), sewage, water, public transport etc.

Written and verbal feedback

Attendees at the consultation and those viewing the consultation material online were encouraged to provide feedback either by completing the survey or comment form online at the project website, or by written or email responses to ABC. Those wishing to comment on this round of consultation were asked to submit responses by Friday 13th March 2015. Any responses received after that date would be considered by the masterplanning team as part of the ongoing consultation.

The comment form (Appendix H) explained that the exhibition showed the emerging masterplan and how the constraints and opportunities of the site and results of technical studies are shaping the proposed overall layout of buildings, open spaces and supporting landscape and also transport and access arrangements. The form and online survey was designed to encourage attendees to comment on elements of the emerging masterplan which they supported or found challenging and to tease out in more detail particular queries or concerns they might have.

Up to 20th March 2015 a total of 38 online responses and five email/postal responses had been received.

Three constituents have also submitted their thoughts in writing to the local member of parliament, Right Hon. Michael Gove MP. A formal response has been issued by Skanska UK to Mr Gove relating to the points raised by his constituents. The main concerns related to issues with congestion in the local area, current and future condition of the highway network, and the response outlined the scope of the works and potential for mitigation of traffic issues related to the proposed development.

Responses to the first round of consultation have been collated and analysed, and a summary of feedback based on main topics raised is detailed below.



Issues and comments themed under topics

Traffic and transport

- 1,200 homes is too many in terms of generating traffic and for the capacity of surrounding roads.
- Impact on areas beyond the site e.g. Frimley Green.
- Two routes in and out of Deepcut – north and south - are already overused resulting in traffic jams, gridlock, etc.
- Problems at Old Bisley Road/Maultway junction.
- How will construction traffic be managed.
- Suggestion that Brunswick Road be re-opened for traffic as provides direct route to Brockwood and the station and to new Sainsbury's.
- Pinchpoint at Deepcut bridge is too narrow and needs strengthening/replace the bridge to allow sufficient traffic management, traffic lights will not be enough.
- The route at present crosses the railway line to Waterloo over a very deep cutting using a single track bridge, which also has a weight restricted bridge. The use of traffic lights to control the traffic could be used but is not likely to cope with peak time traffic. To build another single track bridge could be very expensive and do nothing for the existing weight restrictions. A possible solution would be to re-open the road from Deepcut to Brookwood through the Pirbright Camps.
- Traffic infra-structure to access the site. The strategic plan for the area is the responsibility of the local councils - the strategy must be planned now and developed alongside the development of the site.
- Concern that infrastructure will not be in place before building starts.
- Additional traffic associated with travel to secondary schools and colleges.
- Poor public transport in area.
- Would be good to know someone was thinking very hard about infrastructure problems – and not just in the immediate vicinity of the estate.

Car parking

- Ensure adequate parking for residents otherwise new access roads will end up as a car park.
- Need visitor parking.
- Need off-street parking for recreational areas such as canal, village green and woods.

Landscaping

- Concerns about the destruction of Brunswick Wood and existing wildlife habitat – suggestion that Depot site should be developed instead.
- Concern about removal of large number of trees on eastern side of DBR from North Minden House down to past Woodend Road.
- Impact on access at the rear boundary of the old police houses.
- Shouldn't build too near to Basingstoke Canal at the Brunwsick Woods site as this is a SSSI.
- Is there need for a pond as have the canal.
- Suggestion for a new park.
- Improve cycle lanes including links to the canal.

Location of primary school

There were mixed views about the benefits and shortcomings of the two locations. Some felt that the northern location away from the centre would increase traffic flows as fewer would walk to school. Others thought that siting it away from main traffic flows was better for safety and would work well with a sports hub.

Additional comments relating to the school:

- More children will walk to school if it is near the centre of the development and more sustainable
- Moving the school away from the centre will put a strain on the parking situation in Dettingen Estate and the new building would be an eyesore
- What about secondary school provision?
- Co-locating the school and supermarket could offer a parking solution to parents dropping off their children
- Locating the school at E will lead to parents shortcutting through or parking on Dettingen Park - on unadopted private roads
- Is the proposed school a primary school or a pre-school to year 6? Currently Surrey Heath has three school grades primary, junior and senior schools with transfers taking place in years 3 and 6. I hope that the new school will cover the first two grades and the move to senior school is their first move off-site after year 6. Object to having the children move after year 3 which would mean them using Ravenscote School as the local junior school, require a major resizing of Ravenscote Junior School and an escalation of the traffic problems in Old Bisley and Upper Chobham Roads. I hope that this point will be fully clarified by the time you return for your promised next consultation.

Location of supermarket

More people preferred the supermarket being away from Deepcut Bridge Road to avoid traffic and parking problems as well as delivery trucks.

- Supermarket needs sufficient parking
- Skanska should have been aware of locals concerns about siting on Deepcut Bridge Road as raised at previous consultation

Spine Road and Northern Access

More concern was expressed about the access to the north, west and south rather than the spine road itself with suggestion for a south east exit from village on Brunwsick Road.

Additional comments included:

- Support for keeping more trees
- Issue of cars parking on the spine road - so needs to be wide enough to accommodate parking
- North access needs to deflect traffic away from Deepcut village
- South access/roundabout needs to be modified and improved

Additional amenities

- No real details such as doctor surgeries, hospitals. A library was mentioned together with a police desk - there is a good library in Frimley Green (0.5 mile away) which was under threat of closure a couple of years ago.
- My main concern with regard to the proposal is the lack of an additional secondary school and the increase in traffic on already congested roads. My understanding

is that the local secondary schools are already full so where will students go from the age of 11 upwards?

- The proposal to have a new Health surgery on site is essential but I would suggest that the idea should go even further - the existing facility of Frimley Park Hospital is very heavily loaded. Include a minor injuries unit, this would allow a reduction in the pressure if patients could be treated locally, have x-rays taken and even allow for some consultancy clinics to be held off the main hospital site.
- Will there be a sport centre - seems to have been removed, replaced with only sports grounds

Consultation

A number of individuals stated they were unsure where the venue was or had taken some time to locate it, as consultation for the initial planning application had taken place at a different venue - Deepcut Village Centre. It was explained that it had not been possible to book the Village Centre for the times and dates required, and the consultation co-ordinator undertook to provide additional signage and location details in the event that the Deepcut (Garrison) Community Centre is used for future events.

It was also noted that to make it easier for large numbers of attendees to view consultation materials, future events will include additional sets of exhibition boards either mounted or as A3 bound copies for individuals to view more comfortably.

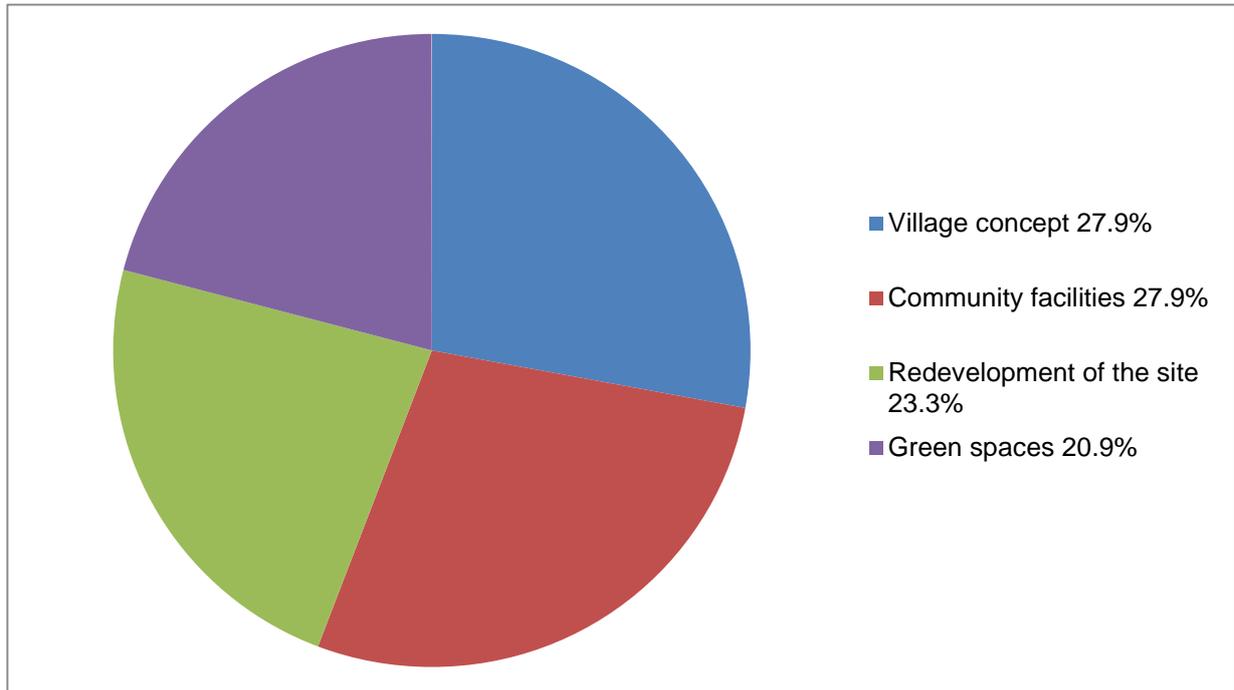
Additional comments included:

- Exhibition material was hard to view and understand and team members were unable to answer all questions
- I did not feel the information boards were particularly helpful, because the text was quite small/maps did not show road names so it was not always possible to identify accurately the sites of the various proposed buildings.
- When will the revised masterplan be available for review and specifically be discussed with local amenity/residents groups
- Skanska need to look back at comments and suggestions made during the last consultation
- Interested in seeing the S106 package
- Consultants did not engage with the public

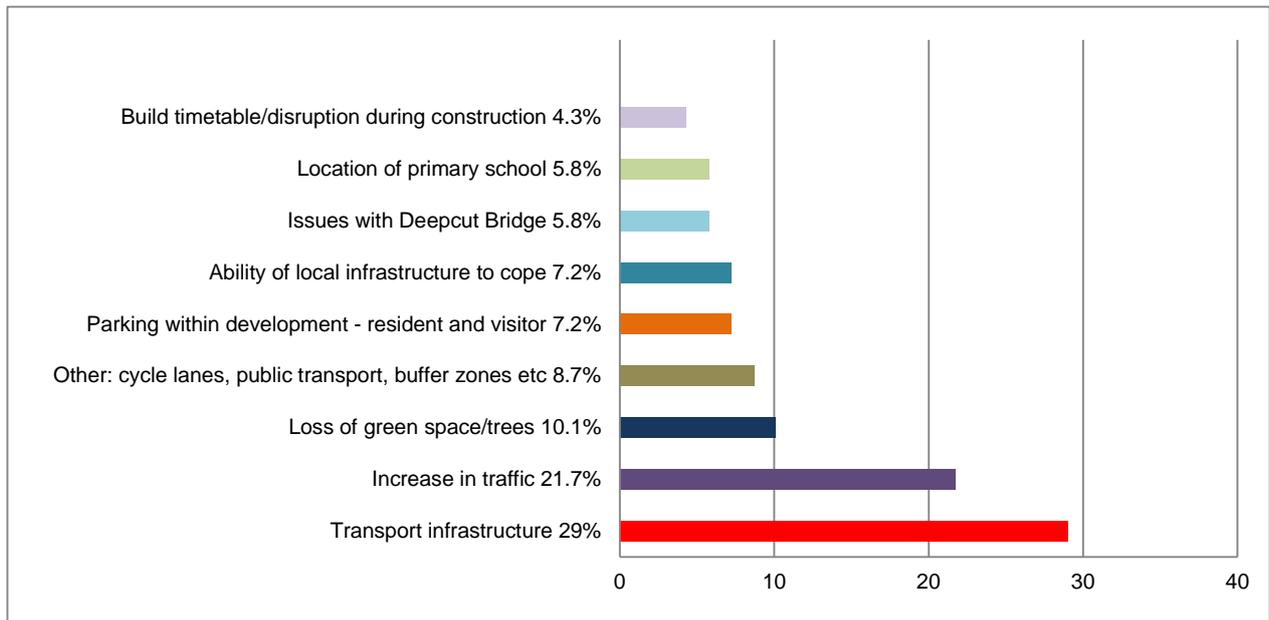


Responses to online survey by question (38 responses)

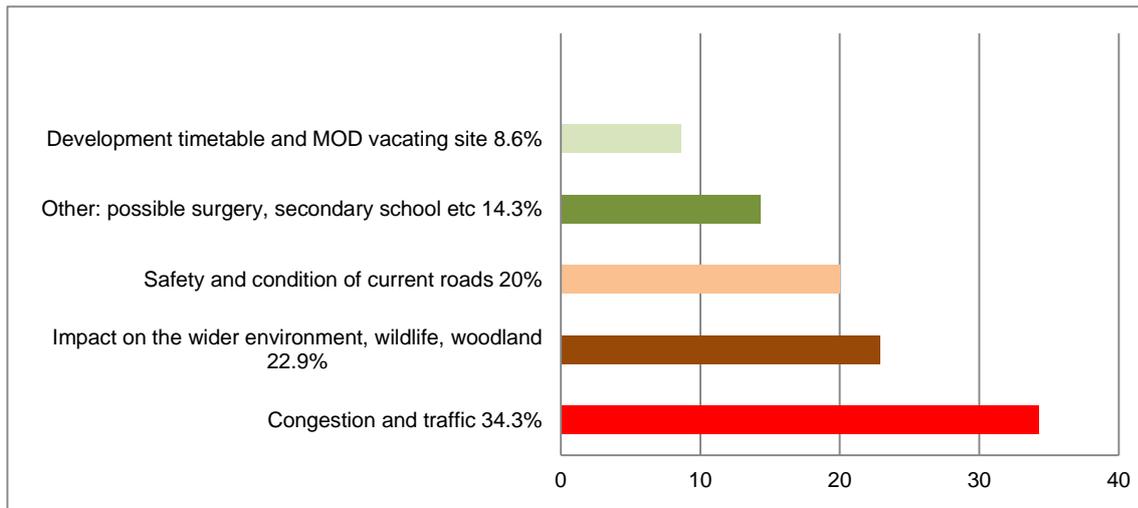
Q1. What do you like or support about the emerging masterplan and proposals?



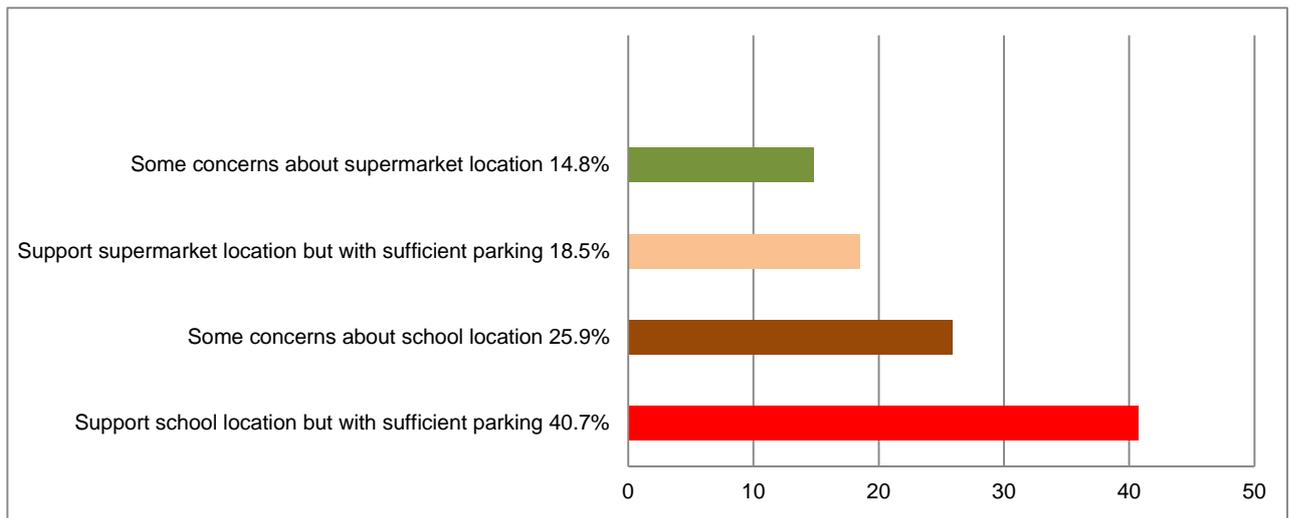
Q2. Do you have any concerns or queries about the proposals?



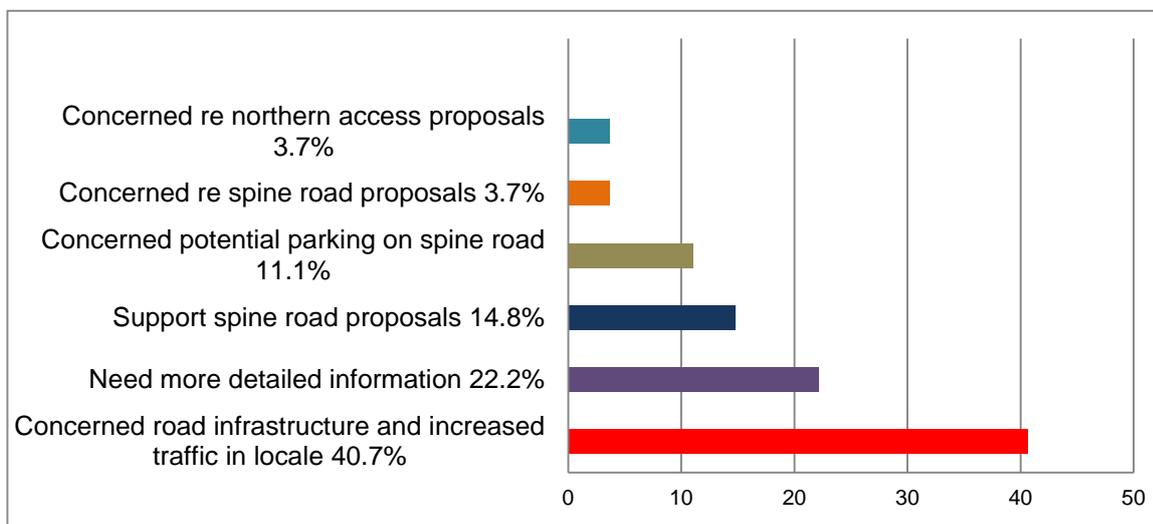
Q3. From your local knowledge of the site and the surrounding area are you aware of any other site constraints or issues that might influence the future development proposals?



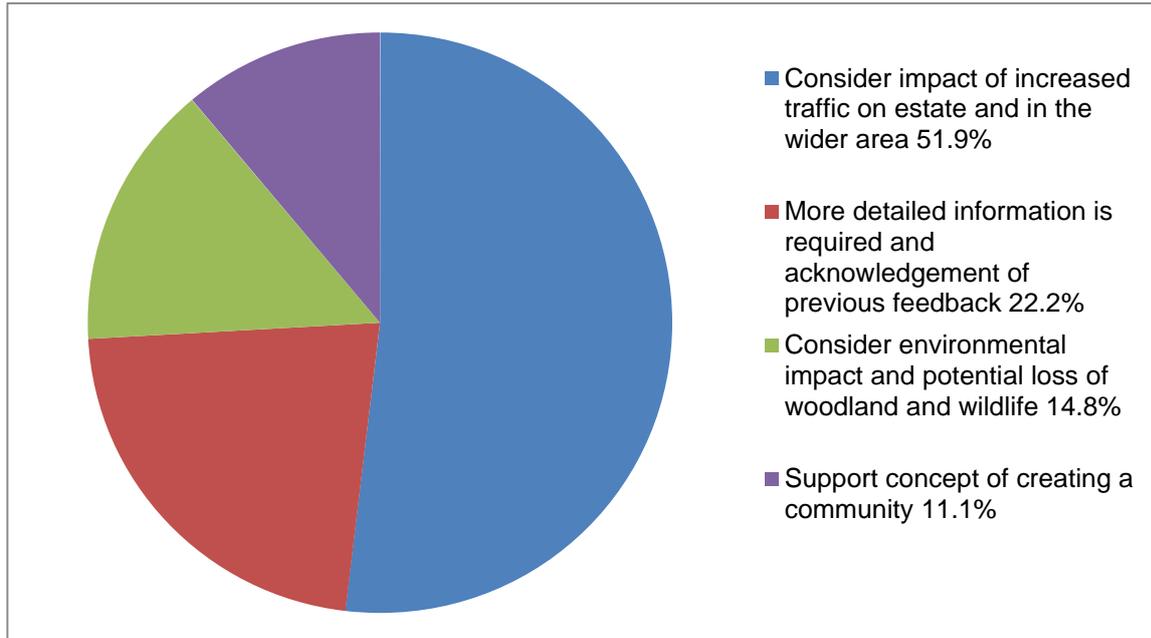
Q4. What are your views on the proposed locations for the primary school and supermarket in light of the information presented?



Q5. Do you have any comments on the proposed revised northern access and spine road location?



Q6. Do you have any further comments or suggestions?



Response to consultation feedback and next steps

Skanska and their project team would like to thank all of those who attended the consultation events and provided feedback. This round of consultation has proved insightful and particularly useful. It is clear that development at Deepcut is important to those living and working locally, and many share the aspiration to achieve something sustainable and appropriate to the local area.

Following discussions with members of the project team, and also expressed in writing, it is clear that the main issue of concern to residents and businesses is the potential impact that increased traffic will have particularly with regards to adding to congestion problems and the ability of the current road infrastructure to cope. Those expressing this concern need some reassurance that the topic of highways has been fully considered, and the potential for local highways improvements to mitigate these issues is being treated as a priority.

The highway improvements detailed within the Section 106 were accepted by Surrey County Highways following the completion of an in-depth transport assessment that assessed the current road network and modelled the impact of predicted growth and increased traffic flows associated with the new development. For ease of reference the highways improvements contained within the Section 106 were summarized and detailed drawings uploaded on the project website.

Skanska is having a number of ongoing discussions with the local authority with the aim of working in partnership to deliver the optimum outcome for the community and the landowners. Further meetings and consultation are intended with all key stakeholders and the community.

Below is a summary of other concerns raised regarding the masterplan proposals and considered responses from the project team.

Issue raised	Team response
<p><i>Concerns regarding increase in traffic using the bridge over the railway at the end of Deepcut Bridge Road/ no development of the bridge to allow an increase in traffic - only traffic lights.</i></p> <p><i>The bridge is considered weak/not suitable for heavy traffic/ageing inadequate bridge, need to widen and strengthen it/construct a new bridge</i></p>	<p>The current planning consent envisages traffic lights to control the flow of traffic and improve safety.</p> <p>We recognise the concerns but the bridge is outside of our control but we will contact Network Rail and ascertain their views and future plans for the Bridge</p>
<p><i>Primary school:</i></p> <p><i>Timetable for building of the new school is a concern - should not be built before the bulk of the new housing that will require it as otherwise school capacity will all be consumed with children being bussed / driving in from other locations.</i></p>	<p>We have engaged an education specialist who assesses that as at January 2014 primary schools in the area (within two mile walking distance) have a 4% surplus of places across all year groups, which equates to just over 100 places. On a year-by-year basis this varies between 10% and 0. Surrey County Council (SCC) has expressed a preference for a 5% flexibility in capacity and this is not achieved in any year other than Year 6. In addition taking account of SCC pupil forecasts up to 2017-18, there are around 60 surplus spaces, which on the basis of the SCC favoured margin means that the local primary schools should be considered full.</p> <p>The section106 requires a two form entry primary school of 420 pupils and it is proposed that the provision of this be phased to avoid too many places being provided at once, but also to enable children moving into the new development to attend their new local school. It is therefore planned that the first form of entry (210 places) be available prior to the occupation of the 200th home. The remaining places to be available prior to the occupation of the 750th home. This will need to be subject to an ongoing assessment of need and dialogue with SCC.</p>
<p><i>Secondary school:</i></p> <p><i>Only a proposal for a primary school so traffic to local secondary schools and colleges will increase. Will there be enough places at the secondary schools and colleges to accommodate these students.</i></p>	<p>Under the section106, a financial contribution of £2.856 million is being made to Surrey County Council to enable the provision of secondary school places assessed as being required.</p>
<p><i>Impact on the wider environment and potential loss of woodland, wildlife habitats</i></p>	<p>We have undertaken a full habitat survey and while there will be some impact, mitigation and enhancement is proposed. We see the</p>

	environment as an asset of great value.
<i>Seems to be significant tree reduction/need to preserve Brunswick Woods</i>	Our approach is one of a landscape led strategy. Compared to the AMEC illustrative master plan, we intend to retain significantly more trees in the Brunswick Woods
<i>Do not build too near to the Basingstoke Canal at the Brunswick Woods site. This is a SSSI and we do not want properties too near to the waterway with the potential for pollution, etc./keep development in this location to a minimum to avoid too much destruction to the picturesque canal side.</i>	Development will only occur up to the SANGS boundary thereby preserving a significant buffer between the canal and the edge of the new development. Please refer to the masterplan.
<i>Disruption during construction/impact of construction traffic If the military don't vacate the PBR until 2018, house building will begin before the creation of the spine road and the large-scale movement of construction traffic on DBR and Lake Road would be unacceptable to residents</i>	Skanska will consult the community on their traffic management plan for the works and aim to mitigate the effects on the current road network and the daily lives of residents. There will inevitably be some disruption, however, this will be fully communicated and reduced to a minimum.
<i>Concern that infrastructure will not be in place before building starts. Roads, drains (sewage) and water supply etc</i>	Infrastructure will be phased to accord with the development and will be upgraded and altered so that householders' services will not be compromised.
<i>Community facilities: The cycle ways, pub, doctors, library and police desk - should be delivered as early as possible to help existing and new residents</i>	All these facilities are due to be delivered in accordance with the section106 agreement. If we can find a way of delivering any of the community facilities early we believe this will be advantageous and we are looking at options to do so.
<i>Retail: The size of the retail site (15,000 sq ft?) is far larger than the needs of the local population and should be reduced to fit the local needs better. At the time of the outline planning permission, a full retail study of the area was promised before any decision on the retail size was made. Has this study now been completed?</i>	The Council's retail assessment indicated that a larger store of 2,800 sq.m would 'not be inappropriate'. The retail assessment undertaken as part of the existing planning consent concluded that a store of 2,000 sq.m or net tradeable area of 1400 sq. m is appropriate and was reduced as part of the process taking account of local concerns. There is no further requirement to undertake any further retail studies.
<i>Ensure sufficient parking spaces are available so that the new access roads do not end up as a car park, as is clearly evident in the Dettingen Park development. Need parking for the recreational areas (sports field, canal, village green and woods) otherwise people will look to park on busy roads against the idea, look and function of a rural village.</i>	Our parking strategy is being developed, however, our intentions are to provide appropriate parking facilities that marry with a sustainable approach to transportation overall.
<i>Public transport: How will the provision of public transport be</i>	The section106 provides for new bus services and infrastructure including a

<i>ensured in the long term? The current bus service is inadequate, and was cut back severely after initial S106 funding from Dettingen expired</i>	contribution of £4.8 million towards supporting additional bus routes as well as physical improvement to the existing bus infrastructure and new bus stops as required.
<i>There are a number of SPAs that surround the Deepcut area. How are these SPA's going to be respected and observed properly as is required? The original outline planning application appeared to fail to address this major concern properly. For example the Thames Basin Heath SPA</i>	The SPA is fully respected and fully protected by law. No residential development can be undertaken within 400 metres of the Thames basin SPA.
<i>Contaminated land within confines of PRB</i>	An appropriate remediation strategy is to be developed and the land remediated as required to suit residential development standards, which are generally higher than for other types of development.
<i>Any intention regarding the provision of a traveller's site?</i>	No.

Comments and feedback from the consultation will be considered in more detail by the team, and the intention now is to proceed with working up more detailed proposals. This round of consultation has proved insightful and particularly useful, and the aim is to continue to engage key stakeholders and local residents in the process of developing proposals that are well considered and appropriate for the local area.

A second round of consultation events will take place in Summer 2015 when further feedback will be invited prior to submitting a reserved matters planning application relating to site wide infrastructure work.

All key stakeholders and members of the public who have provided contact details and requested they be kept updated will be kept informed as the project proceeds. The project website – www.princessroyalbarracks.co.uk – will also offer background information and updates as the project progresses.

Appendices

- Appendix A – Key stakeholder organisations invite list**
- Appendix B – Exhibition panels**
- Appendix C – Consultation postcard invitation to attend**
- Appendix D – Local residents/near neighbours notification area**
- Appendix E – Summary of Thinkingplace interviews**
- Appendix F – WSBG formal response**
- Appendix G – MFGD Society Chair's response**
- Appendix H - Consultation comment form**