

Statement of Common Ground (SoCG)
A2Dominion Group and Spelthorne Borough Council
10 February 2025

This SoCG relates to sites SC1/021: Land at Spelthorne Grove and SN1/012: Stanwell Bedsits, De Havilland Way. Both sites are owned by A2Dominion Group and are allocated within the Spelthorne Local Plan.

Proposed changes by A2Dominion are in **red** whilst proposed changes by Spelthorne Borough Council are in **green**.
Additional A2 changes are in **blue**.

SC1/021: Land at Spelthorne Grove

Part of allocation policy	Proposed A2Dominion Policy wording	Spelthorne Borough Council (SBC) would agree to the following amendments	A2Dominion agree/disagree
1. Site boundary	The site promoter has advised that the red line boundary of the site should be amended to remove the parcel of open space in the west of the site allocation	SBC agree to amend the redline site boundary to remove the open space in the western part from the allocation. SBC propose to include a blue line around the open space in that it will be associated but not included within the allocation as to ensure enhancements to the open space are brought forward, unless evidence indicates otherwise.	Agreed
2. Proposed allocation	Residential (C3): Estate regeneration providing for a minimum of 250 net additional units (approx.) a minimum total of 458 gross given existing provision. Open space: Retention of existing or reprovion within the wider site.	Residential (C3): Estate regeneration providing 250 net additional units (approx.) a total of 458 gross given existing provision. Open space: Retention of existing or reprovion within the wider site.	Given the council's retention of 'approx.' for net additional, the gross also needs to be approx. i.e. Residential (C3): Estate regeneration providing 250 net additional units (approx.) a total

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			of 458 gross (approx.) given existing provision. Open space: Retention of existing or reprovision within the wider site.
3. Site description & existing use	The site is located to the south of Staines Road West and is occupied by a housing estate The western part of the site comprises an open space and recreation area , with flatted development along the northern and central areas with houses along the southern boundary. Approximately 208 units currently occupy the site. To the west runs Escot Road which links to the Tesco Extra site to the south. The wider area is urban in character with residential and commercial uses the dominant uses.	The site is located to the south of Staines Road West and is occupied by a housing estate The western part of the site comprises an open space and recreation area , with flatted development along the northern and central areas with houses along the southern boundary. Approximately 208 units currently occupy the site. To the west runs Escot Road which links to the Tesco Extra site to the south. The wider area is urban in character with residential and commercial uses the dominant uses.	Agreed
4. Site specific requirements	Retention or re-provision of an open space/recreation area within the site to a better standard and improved location.- Contributions to provide new/ enhanced and usable open space and play facilities for all members of the community and improved public realm in a car free environment, prioritizing enhanced pedestrian and cycle links to encourage sustainable travel.	Retention or re-provision of an open space/recreation area within the site to a better standard and improved location.- Financial contributions to provide enhanced and usable open space and play facilities for all members of the community. The financial contributions should be substantially to the area of open space immediately to the west of the site (indicated by the blue line on the site plan) unless otherwise agreed by the Council. On site infrastructure to support sustainable modes of transport should be	Para 1 agreed Alternative wording suggested Financial contributions to provide enhanced and usable open space and play facilities for all members of the community shall be made on the net additional provision, along with like for like replacement of that lost. The financial contributions should be

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		provided. The layout and design of the site should maximise its connectivity to the existing active travel network.	substantially directed towards to the area of open space immediately to the west of the site (indicated by the blue line on the site plan) unless otherwise agreed by the Council. On site infrastructure to support sustainable modes of transport should be provided on the net additional provision. The layout and design of the site should maximise its connectivity to the existing active travel network
5. Site specific requirements	<p>Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment.—</p> <p>A car free development, with car club, accessible car parking space, electric vehicle charging points; and cycle parking to serve the development will be explored to mitigate the traffic impacts secured through a site specific Travel Plan.</p>	<p>SBC do not agree to this change due to further evidence being required in support of a car free development proposal and retaining flexibility of policy. Note proposed text under opportunities.</p> <p>NPPF 2021 Section 9 Promoting Sustainable Transport clearly sets out the objectives to promote walking, cycling and public transport. Para 105: development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This section also provides a range of factors that need to be taken into</p>	<p>Give the sites proximity to Spelthorne Grove and the substance of both the SoCG of Sept 24 – see section 1 – sustainability and section 7, as well as SSL002-Draft-Local-Plan-Reg-19-Site-Allocations-Officer-Site-Assessments (Sustainability Appraisal – section 9 on p160, Stage 2d – Sustainable Location assessment on p163 and stage 4 (stage 2 summary) on p164), and our submissions on this matter in July 23, we are</p>

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		<p>account when considering appropriate parking standards.</p> <p>The Local Plan policies PS1 and ID2 support the NPPF objectives setting out the requirements from individual development proposals and facilitating sustainable transport as part of a borough wide network.</p> <p>On this basis SBC consider it appropriate that policies PS1 and ID2 provide the guide for development proposals, the proposed policy text under the opportunities section of SC1/021 provides further details on a range of measures that would be supported to facilitate sustainable transport. As set out in the NPPF a range of factors need to be taken into account when considering parking provision, the Local Plan policies whilst clearly supporting sustainable transport are also flexible in how this is achieved and the details should be provided through a transport assessment and travel plan, where proposals such as car free development can be appropriately considered including relevant stakeholders such as the Highways Authority.</p>	<p>surprised that the council do not accept this is a sustainable location where a car free development/ a scheme which substantially car free is not appropriate here, and thus leave this for the Inspector to determine</p>
6. Site specific requirements	Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to	Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to	We would suggest a minor amendment to the wording in the light of the councils additions:

Part of allocation policy	Proposed A2Dominion Policy wording	Spelthorne Borough Council (SBC) would agree to the following amendments	A2Dominion agree/disagree
	<p>make the site acceptable in planning terms where viable to do so.</p> <p>A suitable decanting plan for the existing properties as to minimise the disruption for current residents.</p> <p>Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 PS1 to make buildings zero carbon where possible and viable to do so.</p>	<p>make the site acceptable in planning terms unless a viability assessment undertaken by an independent assessor proves it is not viable to do so.</p> <p>NPPF Para 58 sets out the details on viability assessments and requirements of the applicant at the application stage, on this basis SBC feel the proposed policy wording is appropriate and do not accept the change proposed by A2Dominion highlighted in yellow.</p> <p>A suitable decanting plan for the existing properties as to minimise the disruption for current residents.</p> <p>Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 PS1 to make buildings zero carbon where possible unless a viability assessment undertaken by an independent assessor proves it is not viable to do so.</p> <p>NPPF Para 58 sets out the details on viability assessments and requirements of the applicant at the application stage, on this</p>	<p>Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the net additional dwellings-site acceptable in planning terms unless a viability assessment peer reviewed undertaken by an independent assessor on behalf of the council proves it is not viable to do so.</p> <p>Agreed</p> <p>Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 PS1 to make buildings zero carbon where possible unless a viability assessment peer reviewed undertaken by an independent assessor on behalf of the council proves it is not viable to do so</p>

Part of allocation policy	Proposed A2Dominion Policy wording	Spelthorne Borough Council (SBC) would agree to the following amendments	A2Dominion agree/disagree
		basis SBC feel the proposed policy wording is appropriate and do not accept the change proposed by A2Dominon highlighted in yellow.	
7.Opportunities	This plot provides an opportunity for high density development in a well-designed scheme that makes a positive contribution to the wider street scene and integrates the open space visually and physically to the residential development.	This plot in a well-designed scheme that makes a positive contribution to the wider street scene and integrates the open space visually and physically to the residential development.	Re para 1 what is said in SSL002-Draft-Local-Plan-Reg-19-Site-Allocations-Officer-Site-Assessments (Sustainability Appraisal – Stage 2a – Contribution to the delivery of the strategy on p161, the Spatial Strategy Score on p161), we are surprised that the council do not accept the opportunity for higher density development here, and thus leave this for the Inspector to determine.
8.Opportunities		Surrey County Council parking strategy and guidance will be used as a guide for determining the appropriate level of on-site parking provision. Opportunities for a car club, accessible car parking space, electric vehicle charging points; and cycle parking to serve the development to mitigate the traffic impacts, secured through a site specific Travel Plan, will be supported.	Without prejudice to our position on the Site Specific Requirements above we would suggest that if required this is amended thus: Surrey County Council parking strategy and guidance will be used as a guide for determining the appropriate level of on-site parking provision for the net additional dwellings.

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			Opportunities for a car club, accessible car parking space, electric vehicle charging points; and cycle parking to serve the development to mitigate the traffic impacts, secured through a site specific Travel Plan, will be supported.
9.Delivery timeframe	2033-2037 (years 11-15) But sooner if possible	Delivery timeframe updated to align with <u>trajectory</u>	Agreed assuming a new trajectory to take on board comments made on deliverability

Summary on points of agreement/disagreement on each matter:

1. Both parties agree
2. Both parties agree and council accepts additional text in blue (A2Dominion agree/disagree column)
3. Both parties agree
4. Both parties agree to delete first paragraph and council accepts additional text in blue (A2Dominion agree/disagree column)
5. Parties do not agree and justification of position provided
6. Both parties agree decanting plan text. Councils accepts additional text relating to infrastructure provision in blue however it does not accept text relating to viability assessment highlighted in yellow (A2Dominion agree/disagree column) with justification of position provided
7. Parties do not agree and justification of position provided
8. Both parties agree text if required and council accepts additional text in blue (A2Dominion agree/disagree column)
9. Both parties agree to updating Local Plan period

SN1/012: Stanwell Bedsits

Matter	Proposed A2Dominion Policy wording	Spelthorne Borough Council (SBC) would agree to the following amendments	A2Dominion agree/disagree
1.Proposed allocation	Residential (C3): Estate regeneration providing for a minimum of 175 net additional units (approx.) a minimum total of 413 gross given existing provision.	Residential (C3): Estate regeneration providing 175 net additional units (approx.) a total of 413 gross given existing provision.	Given the council's retention of 'approx.' for net additional, the gross also needs to be approx. i.e. Residential (C3): Estate regeneration providing 175 net additional units (approx.) a total of 413 gross (approx.) given existing provision.
2.Site description & existing use	The site comprises a number of blocks of flats incorporating studio flats one and two bed units . It is bounded by Whitley Close, Westland Close, De Havilland Way and Douglas Road and is within an area which has a strong residential character close to Stanwell Village. To the extreme north of the site is Heathrow Airport with an area of open space lying to the southwest of the site	Spelthorne Borough Council agree to the proposed change as set out in paragraph 2.1.	Agreed
3.Site specific requirements	Contributions to provide new/ enhanced and usable open space and play facilities for all members of the community and improved public realm, prioritising enhanced pedestrian and cycle links to encourage sustainable travel.	Contributions to provide new/ enhanced and usable open space and play facilities for all members of the community and improved public realm, prioritising enhanced pedestrian and cycle links to encourage sustainable travel.	Alternative wording suggested Contributions to provide enhanced and usable open space and play facilities for all members of the community and improved public realm, prioritising enhanced pedestrian and cycle links to encourage sustainable travel shall be made on the net additional provision,


			along with like for like replacement of that lost.
4.Site specific requirements	Significantly reduced parking provision facilitated by a car club and cycle parking to serve the development will be explored to mitigate the traffic impacts.	Council do not accept this text with proposed text relating to parking provision included under opportunities section of the policy.	See our associated response on parking below. We assume the council are suggesting para 2 is deleted – but it is not clear
5.Site specific requirements	<p>Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms where viable to do so</p> <p>A suitable decanting plan for the existing properties as to minimise the disruption for current residents.</p> <p>Maximise the use of Climate Change measures and renewable energy sources,</p>	<p>Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms unless a viability assessment undertaken by an independent assessor proves it is not viable to do so.</p> <p>NPPF Para 58 sets out the details on viability assessments and requirements of the applicant at the application stage, on this basis SBC feel the proposed policy wording is appropriate and do not accept the change proposed by A2Dominon highlighted in yellow.</p> <p>A suitable decanting plan for the existing properties as to minimise the disruption for current residents.</p> <p>Maximise the use of Climate Change measures and renewable energy sources, in</p>	<p>We would suggest a minor amendment to the wording in the light of the councils' additions:</p> <p>Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the net additional dwellings site acceptable in planning terms unless a viability assessment peer reviewed undertaken by an independent assessor on behalf of the council proves it is not viable to do so.</p> <p>Agreed</p> <p>Maximise the use of Climate Change measures and</p>

	in accordance with Policy DS2 PS1 to make buildings zero carbon where possible and viable to do so.	accordance with Policy DS2 PS1 to make buildings zero carbon where possible unless a viability assessment undertaken by an independent assessor proves it is not viable to do so. NPPF Para 58 sets out the details on viability assessments and requirements of the applicant at the application stage, on this basis SBC feel the proposed policy wording is appropriate and do not accept the change proposed by A2Dominon highlighted in yellow.	renewable energy sources, in accordance with Policy DS2 PS1 to make buildings zero carbon where possible unless a viability assessment peer reviewed undertaken by an independent assessor on behalf of the council proves it is not viable to do so
6.Opportunities	Significantly reduced parking provision facilitated by a car club and cycle parking to serve the development will be explored to mitigate the traffic impacts.	Surrey County Council parking strategy and guidance will be used as a guide for determining the appropriate level of on-site parking provision. Opportunities for a car club, accessible car parking space, electric vehicle charging points; and cycle parking to serve the development to mitigate the traffic impacts, secured through a site specific Travel Plan, will be supported.	Without prejudice to our position on the Site Specific Requirements above we would suggest that if required this is amended thus: Surrey County Council parking strategy and guidance will be used as a guide for determining the appropriate level of on-site parking provision for the net additional dwellings. Opportunities for a car club, accessible car parking space, electric vehicle charging points; and cycle parking to serve the development to mitigate the

			traffic impacts, secured through a site specific Travel Plan, will be supported.
7.Delivery timeframe	2033-2037 (years 11-15) But sooner if possible	Delivery timeframe updated to align with <u>trajectory</u>	Agreed

Summary on points of agreement/disagreement on each matter:

1. Both parties agree and council accepts additional text in blue (A2Dominion agree/disagree column)
2. Both parties agree
3. Both parties agree and council accepts additional text in blue (A2Dominion agree/disagree column)
4. Parties do not agree and justification of position provided
5. Both parties agree decanting plan text. Councils accepts additional text relating to infrastructure provision in blue however it does not accept text relating to viability assessment highlighted in yellow (A2Dominion agree/disagree column) with justification of position provided
6. Both parties agree text if required and council accepts additional text in blue (A2Dominion agree/disagree column)
7. Both parties agree

Signed on behalf of Spelthorne Borough Council H.P. Morgan	Date 10.02.25
Signed on behalf of [developer/site promoter] 	Date 10.02.2025