

Southampton to London Pipeline Project

Deadline 2

Draft SoCG with Spelthorne Borough Council
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November 2019





Southampton to London Pipeline Project

Statement of Common Ground

Between:

**Esso Petroleum Company, Limited
and
Spelthorne Borough Council**

Date: July 2019

Application Document Reference:



Signed	
Printed Name	Tim Sunderland
Position	SLP Project Executive
On behalf of	Esso Petroleum Company, Limited
Date	

Signed	
Printed Name	TBC by Spelthorne Borough Council
Position	TBC by Spelthorne Borough Council
On behalf of	Spelthorne Borough Council
Date	

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1. Introduction

1.1. Purpose of Document

- 1.1.1. A Statement of Common Ground (SoCG) is a written statement produced as part of the Application process for a Development Consent Order (DCO) and is prepared jointly between the applicant for a DCO and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.2. The aim of a SoCG is to help the Examining Authority manage the Examination Phase of a DCO application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in examination. A SoCG may be submitted prior to the start of or during Examination, and then updated as necessary or as requested during the Examination Phase.

1.2. Description of the Project

- 1.2.1. Esso Petroleum Company, Limited (Esso) launched its Southampton to London Pipeline Project late in 2017. The project proposes to replace 90km of its 105km aviation fuel pipeline that runs from the Fawley Refinery near Southampton, to the West London Terminal storage facility in Hounslow. In spring 2018, Esso held a non-statutory consultation which helped it to select the preferred corridor for the replacement pipeline. In autumn 2018, it held a statutory consultation on the preferred route for the replacement pipeline. In early 2019, it held a second phase of statutory consultation on design refinements. The application for Development Consent was submitted to the Planning Inspectorate on 14th May 2019.

1.3. This Statement of Common Ground

- 1.3.1. This SoCG has been prepared jointly by Esso as the applicant, and Spelthorne Borough Council as a prescribed consultee and Local Authority as defined within the Local Government Act 2000. Spelthorne Borough Council has interests in the SLP Project, as a Local Planning Authority, as a service provider to its businesses and residents and as a landowner affected by the project.
- 1.3.2. For the purpose of this SoCG, Esso and Spelthorne Borough Council will jointly be referred to as the “Parties”. When referencing Spelthorne Borough Council alone, they will be referred to as “the Authority”.
- 1.3.3. Throughout this SoCG:
- Where a section begins ‘matters agreed’, this sets out matters that have been agreed between the Parties.
 - Where a section begins ‘matters not agreed’, this sets out matters that are not agreed between the Parties.

- Where a section begins ‘matters subject to ongoing discussion’, this sets out matters that are subject to further negotiation between the Parties.

1.4. Structure of the Statement of Common Ground

1.4.1. This SoCG has been structured to reflect matters and topics of relevance to the Consultee in respect of Esso’s Southampton to London Pipeline Project.

- Section 2 provides an overview of the engagement to date between the Parties.
- Section 3 provides a summary of areas that have been agreed.
- Section 4 provides a record of areas that have not yet been agreed.
- Section 5 provides a list of ongoing matters (if any) that will be agreed or not agreed by the Parties during examination.
- Section 6 provides a record of relevant documents and drawings

2. Record of Engagement Undertaken to Date

2.1. Pre-application Engagement and Consultation

2.1.1. The table below sets out the consultation and engagement that has been undertaken between the Parties prior to the submission of the DCO application.

Table 2.1 Schedule of pre-application meetings and correspondence

Date	Format	Topic	Discussion Points
04/12/2017	Correspondence	Project introduction	The project sent a letter to planning team at the Authority regarding: <ul style="list-style-type: none"> • Map of current route • Project timeline • Project introduction
09/12/2017	Correspondence	Further information	The Authority sought confirmation whether project was permitted development. The project responded stating project will require consent. It stated that forum meetings will be planned with local authorities in the new year, and offered a bespoke meeting.
12/12/2017	Correspondence	Meeting and forums	The Authority confirmed it had received launch information and expressed an interest in a meeting. The Parties agreed upon attendance at the forum in January and had a discussion about the project.
03/01/2018	Correspondence	Invite to forums	Invites were sent for the first series of SLP Elected Member and Officers Forums on 19 January. No officers or elected members attended from the Authority.
18/01/2018	Phone call	Key contact at the Authority	Identification of lead officer (Town Planner) representing the Authority. The project agreed to mark as a key contact on its mailing list.
25/01/2018	Correspondence	Invite to environmental workshop	Invite to attend environmental workshop held on 7 February 2018. No one attended from the Authority.
23/02/2018	Surrey Officers Forum	Update	The invitation was issued to elected members and officers. The Head of Planning at the Authority attended the meeting. A presentation was provided with a Q&A session at the end. This included: <ul style="list-style-type: none"> • Summary of the project, including existing pipeline and the need for replacement.

Date	Format	Topic	Discussion Points
			<ul style="list-style-type: none"> Explanation of project plan, including the intention to consult on corridor options before the statutory consultation. Gave specific details on event locations and promotional activity targeted at local communities. Invited feedback on the planned delivery of the consultation related activity. The Authority expressed its interest that the project would engage with relevant residents' associations. The project agreed to include those within its Commitment to Community Consultation (CtCC), which it shared in draft form at the forum.
01/03/2018	Briefing note	Non-statutory (Corridor) consultation	Briefing note sent to all local authorities and councillors of wards within each corridor option.
01/03/2018	Correspondence	Data request	The project requested GIS data to assist the development of the project. The Parties agreed that information that was sent over would remain confidential and the Authority was happy to assist with data requests. It sent the project files for the Site of Nature Conservation Interest and the project provided shapefiles to the Authority.
19/03/2018	Correspondence	Launch of non-statutory (Corridor) consultation	<p>The project sent the Authority three letters:</p> <ol style="list-style-type: none"> 1) Notification of launch letter (as a potential future statutory consultee) 2) A notification letter as a landowner, with a Person with an Interest in Land questionnaire and land plans 3) Draft CtCC with a separate cover letter <p>No feedback was provided on the CtCC.</p>
21/03/2018	Correspondence	Data request	The Parties liaised regarding shapefiles, as per the previous request, and the project team requested further clarification around information on contaminated land and landfill data.

Date	Format	Topic	Discussion Points
26/04/2018	Correspondence	Non-statutory (Corridor) consultation response	A copy is enclosed as Appendix A.
02/05/2018	Correspondence	Updates on the project	<p>The project provided an update to planning team given they could not attend the forum:</p> <ul style="list-style-type: none"> • How the preferred corridor would be selected and then when it would be announced to stakeholders • CtCC for comment • Offer of support in engaging members • Confirmed meeting on 15 June
25/05/2018	Surrey Officers Forum	Update	The project invited officers and elected members to forums on 25 May. The Authority did not send representatives.
30/05/2018	Correspondence	Preferred corridor announcement	<p>The Authority was sent two letters:</p> <ul style="list-style-type: none"> • Letter as a key stakeholder regarding the preferred corridor that was selected • A landowner letter
05/06/2018	Correspondence	Impact on Spelthorne	A ward councillor contacted the project to discuss impacts to Spelthorne, the construction phase and when the next consultation would take place.
15/06/2018	Meeting	Project update	<p>An officer from the Authority attended a meeting and discussed:</p> <ul style="list-style-type: none"> • Project overview • Consultation feedback and preferred corridor announcement • Sub-options (Queen Mary reservoir) • Mineral extraction • Queen Mary reservoir and River Ash • Initial Working Route walk-through • Dumsey Meadow and potential impacts • Unregistered land and land south of A30 • Future development plans • The draft Statement of Community Consultation (SoCC)

Date	Format	Topic	Discussion Points
			<ul style="list-style-type: none"> Key milestones such as Scoping Report Potential for Planning Performance Agreements or officer support
15/06/2018	Phone call	Constituents concerned about compulsory purchase	A ward councillor was contacted by constituents concerned about compulsory purchase. He could not find reference to compulsory purchase in letter and requested that the project contact an officer at Spelthorne Council to liaise about the proposals, which it did on the same date.
27/06/2018	Correspondence	Initial Working Route	Project update regarding Initial Working Route release
09/07/2018	Consultation	Draft Statement of Community Consultation	The draft SoCC was issued for statutory consultation to the Authority. The Authority made four points, all of which were adopted or confirmed.
24/07/2018	Correspondence	Landfill sites	Detailed information on closed landfill sites provided to the project.
06/08/2018 and 21/08/2018	Workshops	EIA scoping	<p>Invitation were issued on the 17 July 2018 to the main point of contact at the Authority. Several dates were offered.</p> <p>One pollution control officer from the Authority attended on the 6 August. One sustainability officer from the Authority attended on the 21 August.</p> <p>The workshop supported the Planning Inspectorate's scoping consultation.</p> <ul style="list-style-type: none"> The Authority requested information ahead of further consultations and GI survey results. There was broad agreement by three borough councils, including the Authority regarding the approach to scoping contaminated land. There was a recognition from councils in the northern section of the route that historic landfills could pose a significant challenge.
31/07/2018	Surrey Officers and Members Forums	Update	The Authority's officers and elected members were invited on 31 July, but

Date	Format	Topic	Discussion Points
			did not attend as it had met with the project recently.
24/08/2018	Correspondence	Response to Scoping	The Authority sent an email response to Planning Inspectorate re: environmental scoping opinion, sharing it with the project.
05/09/2018	Correspondence	Unregistered land	Query from the project re: unregistered land to see if the Authority could help.
06/09/2018	Correspondence	Launch of first statutory (Preferred Route) consultation	The project sent the Authority two letters: 1) Notification of launch letter (as a statutory consultee) 2) A notification letter as a landowner, with a Person with an Interest in Land questionnaire and land plans (Both letters were in line the Planning Act 2008.)
19/10/2018	Correspondence	First statutory (Preferred Route) consultation response	A copy is enclosed as Appendix B.
12/11/2018	Meeting	Next steps for the project	The project offered a meeting in October/November and it was booked for 11 November. Two officers attended from the Authority. The Parties discussed: <ul style="list-style-type: none"> The outcome of the Preferred Route consultation The design refinements the project was considering that were relevant The approach that would be taken to consult on design refinements
27/11/2018	Workshop	Feedback on the Scoping Report	Technical expert on contaminated land attended on behalf of the Authority. Discussion covered feedback on the Scoping Report, responses to consultation and potential design refinements.
03/01/2019	Briefing Note	Next steps – Design Refinements Consultation	Sent to planning officers and elected members. Provided an overview of the Design Refinements Consultation and its contents ahead of the launch on 21 January 2019. The briefing note was accompanied by the offer of a meeting, although no meetings were arranged.
18/01/2019	Correspondence	Launch of second statutory (Design	The project sent the Authority two letters:

Date	Format	Topic	Discussion Points
		Refinements) consultation	1) Notification of launch letter (as a statutory consultee) 2) A notification letter as a landowner (Both letters complied with the approach set out the in SoCC).
25/01/2019	Correspondence	Code of Construction Practice (CoCP)	The Authority requested information on how the project will consult on its CoCP and the project provided feedback.
15/02/2019	Meeting	Ashford Road residents	The project met with local councillors and residents regarding the route along Ashford Road. Previously planned for the end of January but pushed back due to bad weather affecting travel plans.
19/02/2019	Correspondence	Second statutory (Design Refinements) consultation response	A copy is enclosed as Appendix C.
25/03/19	Briefing note	Next steps	The project issued a briefing note to planning officers and elected members following the close of the Design Refinements Consultation re: next steps.
26/03/2019	Correspondence	Further meetings	The Authority suggested meeting in the future re: a SoCG and a Local Impact Report.
27/03/2019	Correspondence	Final route release	The project issued a letter to planning officers announcing the final route and offering a meeting if required.
02/04/2019	Correspondence	Draft DCO	Project supplied consultee with a draft of the DCO and asked for comments.
25/04/2019	Correspondence	Next steps	The project contacted the Authority to provide early warning of its submission for development consent.
07/05/2019	Correspondence	Access via Celia Crescent	The project called the Authority to check if it had received enquiries regarding the access point on Celia Crescent and confirmed it is included within the final scheme for the application.

2.2. Engagement Following Submission of Application

2.2.1. The table below sets out the consultation and engagement that has been undertaken between the Parties since the submission of the DCO application.

Table 2.2 Schedule of engagement post DCO submission

Date	Format	Topic	Discussion Points
17/05/2019	Correspondence	Application Submission	The project contacted the Authority to notify that it had submitted its application.
24/05/2019	Meeting	Next Steps	The project met with the Authority to discuss the DCO process following submission. Review of application including final route, navigation of the submission, issues likely to be covered by this Statement of Common Ground such as access via Celia Crescent.
06/06/2019	Correspondence	Consulting the project on planning applications	The project requested that the Authority consult it on planning applications where relevant.
10/06/2019	Correspondence	Safe-guarding	The project confirmed with the Authority that it had been granted safeguarding and that it would be required to consult the project on any planning applications within the order limits of the project.

3. Matters Agreed

3.1.1. The table below sets out the matters agreed in relation to different topics.

Table 3.1 Schedule of matters agreed

Topic	Matter agreed
General	<p>The project and the Authority have met at appropriate times since the project launch in December 2017.</p> <p>The Authority is satisfied that the consultation and engagement with its officers, members and residents has been robust and meaningful.</p>
General	<p>The Authority is satisfied with the approach of consulting on corridors and then a route. The project acknowledges the Authority's consultation response.</p>
General	<p>The Authority is satisfied with the statutory consultation on the pipeline route – both during the Preferred Route Consultation and the Design Refinements Consultation. The project acknowledges the Authority's consultation responses.</p> <p>The Authority gave its full opinion and comments regarding the pipeline route in its statutory consultation responses.</p>
General	<p>The Authority has no objection to proposed Order Limits and Limits of Deviation that define the proposed pipeline route (described below), as proposed in the SLP Project's application for development consent.</p> <p>The route starts on the southern border of the Borough. The application route diverts away from the existing pipeline crossing of the Thames to avoid Dumsey Meadow SSSI, which lies just north of the river. The River Thames is 55m wide at this location. The trenchless crossing of the River Thames will continue under the B375 and Old Littleton Lane. The route then passes under the M3 Motorway west of Littleton Lane. It then proceeds north, before crossing the B376 Shepperton Road. The Lower Thames Flood Alleviation Scheme will also cross the route in this area. It then heads north to cross the Queen Mary Reservoir Intake Canal before following Ashford Road (B377) west of the Queen Mary Reservoir. This is followed by a crossing of the Staines Reservoir Aqueduct and Ashford Road just south of the A308. The route then passes through Fordbridge Park using narrow working where possible to avoid or limit the impact on memorial trees before crossing the Staines Bypass (A308). After crossing the A308, it continues north adjacent to and along Woodthorpe Road, crossing the Waterloo to Reading railway line just east of Ashford Station. This will be accomplished by heading east to cross Church Road (B378) into the grounds of Clarendon Primary School and then crossing the railway line heading north. The route passes on the east side of the grounds of St James Senior Boys' School and through the eastern part of the Thomas Knyvett College playing fields before crossing under the A30. The application route finishes at the West London Terminal storage facility in Hounslow. This is at the northern border of the Borough.</p>
General	<p>The Authority is satisfied that the refined sub-option for crossing the River Thames was the most appropriate for inclusion in the final route.</p>

General	The Authority is satisfied with the location of the temporary logistics hub at Littleton Lane.
General	The Authority is satisfied that the alternative sub-option along Ashford Road was the most appropriate for inclusion in the final route.
General	The Authority is satisfied with the proposed installation techniques and Order Limits associated with Fordbridge Park, including access via Celia Crescent.
General	The Authority is satisfied that the refined route along Woodthorpe Road was appropriate for inclusion in the final route.
General	The Authority is satisfied that the refined sub-option for installing along Ashford Station Approach was the most appropriate for inclusion in the final route
General	The Authority is satisfied with the project's approach to highway crossings and street works in its borough.
General	As part of its response to statutory consultation, the Authority raised concerns about contaminated land, the impact on mineral reserves and landfill sites, concerns about potential impacts on users and businesses operating in Fordbridge Park, Veteran Trees and Protected Trees in Ashford Road.
Development Land	The Authority is satisfied that the route of the proposed pipeline does not impact adversely on any strategic allocation identified in emerging or adopted local plans in the borough.
Development Plan	<p>Both Parties agree the relevant Development Plan comprises of:</p> <ul style="list-style-type: none"> • Spelthorne Core Strategy and Policies DPD 2009 • Allocations DPD 2009 • Adopted Proposals Map 2009 • Spelthorne Borough Local Plan 2001 – saved policies and proposals 2007 • Surrey Minerals Local Plan 2011 – Core Strategy, Primary Aggregates DPD, Mineral Sites Restoration SPD • Surrey Waste Plan 2008 <p>Both Parties agree that the following documents, which are emerging policy documents but not yet part of the Development Plan, are relevant:</p> <ul style="list-style-type: none"> • Emerging Spelthorne Local Plan 2020-2035 – Issues and options May 2018

Environmental Impact Assessment	<p>Both Parties agree that the Environmental Impact Assessment is proportionate to the scale and likely impacts of the project in the borough.</p> <ul style="list-style-type: none"> • The scope and methods of the ecological surveys are appropriate • The mitigation is appropriate • The identification and assessment of effects on biodiversity assets is appropriate
Environmental Impact Assessment	<p>The Authority has provided comments, via the scoping consultation and statutory consultation, on the Environmental Impact Assessment process and is satisfied that these consultations have led to appropriate changes and that these are reflected in the design, outcomes and mitigation as reported in the Environmental Statement.</p>
Environmental Impact Assessment	<p>The Authority agrees that, when considering all factors, the selection of the final pipeline route in the borough is appropriate in its response to biodiversity receptors within and in the vicinity of the Order Limits.</p>
Environmental Impact Assessment	<p>The Authority agrees that the list of developments and allocations within its borough considered in the cumulative effects assessment and reported in Chapter 15 of the Environmental Statement (ES) is satisfactory. A list of developments can be found in Appendix D of this document.</p>
Open Space	<p>The Authority agrees the scope of the review the open space for formal recreation that may be impacted by the project.</p> <p>The Authority accepts the impact and management of these impacts on open spaces crossed by the Order Limits. This includes the measures proposed to manage the impacts during and post construction of the replacement pipeline.</p>
Draft DCO	<p>The Authority was sent a draft of the DCO before the submission of the application and had no comments.</p>

4. Matters Not Agreed

4.1.1. The table below sets out the matters **not** agreed in relation to different topics

Table 4.1 Schedule of matters not agreed

Topic	Matter not agreed

5. Matters Subject to On-going Discussion

5.1.1. The table below sets out the matters subject to ongoing discussion.

Table 5.1 Schedule of topics under discussion

Topic	Matter subject to ongoing discussion

6. Relevant documents and drawings

6.1. List of relevant documents and drawings

6.1.1. The following is a list of documents and drawings upon which this SoCG is based.

Table 6.1 Schedule of relevant documents

Application Reference	Title	Content	Date
EN070005 Document 6.1	Environmental Statement Non-Technical Summary	Overview of the Environmental Statement	14 May 2019
EN070005 Document 6.2	Environmental Statement	Report of the Environmental Impact Assessment	14 May 2019
EN070005 Document 6.3	Environmental Statement Figures	Illustrative material to support the Environmental Statement	14 May 2019
EN070005 Document 6.4	Environmental Statement Appendices	Additional data and evidence to support the Environmental Statement	14 May 2019
EN070005 Document 7.1	Planning Statement	Assessment of the application against National Policy Statements EN-1 Energy and EN-4 Oil and Gas Pipelines	14 May 2019

7. Appendix A

7.1 Response to Corridor Consultation



SLP Project
(via email)

Contact: Ann Biggs
Department: Regeneration & Growth
Service: Strategic Planning
Direct line: 01784 448619
Email: a.biggs@spelthorne.gov.uk
Our ref:
Date: 25 April 2018

Dear Sir/Madam

Esso Southampton to London Pipeline consultation

I am writing to you in response to your replacement pipeline corridor consultation.

Spelthorne Borough Council lies at the top of the route map, covering the area between the River Thames at the south of the borough to the Esso West London Storage Facility in the north where the pipeline terminates.

There are three route corridors which we have potential to be affected by: Corridors J, M and Q. These options also include a sub option directly south of the A308, west of the Queen Mary Reservoir, in proximity to Ashford Road.

Whilst mainly outside of Spelthorne, Options M and Q have the potential to join the existing pipeline route at a different point at the River Thames. We strongly oppose any additional disruption and disturbance to the river, its biodiversity and our residents and business near the riverbank that a new route in this location would inevitably result in. However, the point of the river crossing on the existing route is the Dumsey Meadow SSSI. Additional impact on this important nature conservation site must be avoided.

You should be aware that the Lower Thames Flood Relief Scheme has options to come through the Littleton Lane/ Chertsey Bridge junction area. This could result in some interaction between the alignment of that and the pipeline at Shepperton Quarry (north of M3) and at Abbeyfields Lake (south of M3).

The sub option for all three route corridors across Spelthorne would result in a significant amount of disruption to residents and businesses currently unaffected by the existing pipeline. This Council can see no overriding benefit to deviating from the existing pipeline route in our borough and strongly opposes any options that would result in additional negative impacts in terms of affecting residential amenity, disruption during engineering works to highways and future maintenance requirements. Officers have been contacted by members of the public living within the sub option corridor who have expressed much concern over what a new pipeline in their neighbourhood would mean for them. Spelthorne's priority is to its residents and ensuring they are impacted to the least degree possible.

Spelthorne Borough Council, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB
www.spelthorne.gov.uk

Where the sub options divert off west across Ashford Road, the pipeline has been in a preserved corridor of natural soils through Home Farm landfill and appears then to skirt around the edge of the Reservoir Aggregates landfill to the west of the Queen Mary Reservoir. The westerly diversion could actually take it through restored cells of the Home Farm landfill, i.e. through more landfill than the existing route. In addition the westerly diversion route crosses through Manor Farm has planning permission (SP2012/01132, Oct 2015) from Surrey County Council for gravel extraction with the mineral being transported by conveyor to the processing plant at Queen Mary Reservoir. The proposed westerly route thus cuts across the extraction area and the conveyor route. The original routing corridor could also interact with the conveyor and processing plant site. The Manor Farm site is proposed to be restored to open water, so a new pipeline through the area could constrain the restoration and this requires further consideration.

There has been little information provided as to the reason for including the sub option. There do not appear to be any significant land constraints that would justify an alternative route. It is noted that the existing pipeline is in close proximity to a landfill site west of the reservoir and the proposed sub option route would move the pipeline further west. If the option was selected to avoid risk of further disturbance to potential contaminated land, it would be preferable to remediate rather than to choose a different route that impacts on currently unaffected residents. Whilst this may be a more costly exercise, the creation of a new route would bring significant additional costs to the project too and the financial benefits to Esso should not be given priority over our residents. In any case, the Reservoir Aggregates landfill which the sub route diverts away from is not, on the basis of the information we have, likely to be significantly contaminated such as to necessitate diversion on that basis. Other landfills along the route in our borough probably have a higher risk of containing more difficult materials to handle.

Please accept this document as the formal response of Spelthorne Borough Council.

Yours faithfully

Councillor Ian Harvey
Leader of Spelthorne Borough Council

**Section: Your Views on the Pipeline
Route Corridors Options (Northern
corridors)**

Question: 4a. How strongly you favour or oppose Option J?

No opinion

Question: 5a. How strongly you favour or oppose Option M?

Strongly oppose

Question: 5b. On which of the following main issues are your views based?

Engineering (e.g. technical deliverability)
Installation (e.g. potential benefits or impacts during installation)
Nature (e.g. potential impacts or benefits to wildlife, plants and trees or biodiversity)
Landscape/visual (e.g. potential impact on or benefits for existing landscape)
Water (e.g. potential impacts or benefits on rivers, lakes, the water table or drinking water sources)
Social and economic impacts (e.g. facilities, land use, health, noise, transport or access)

Question: 6a. How strongly you favour or oppose Option Q?

Strongly oppose

Question: 6b. On which of the following main issues are your views based?

Engineering (e.g. technical deliverability)
Installation (e.g. potential benefits or impacts during installation)
Nature (e.g. potential impacts or benefits to wildlife, plants and trees or biodiversity)
Landscape/visual (e.g. potential impact on or benefits for existing landscape)
Water (e.g. potential impacts or benefits on rivers, lakes, the water table or drinking water sources)
Social and economic impacts (e.g. facilities, land use, health, noise, transport or access)

Question: 6c. Please give any further details about your response, in particular information about specific locations.

The following groups have been applied to this response:

NQ - Oppose - Nature - general environmental impact
NQ - Oppose - SOC - densely populated area/proximity to properties,
NQ - Oppose - SOC - impact on business,
NQ - Oppose - Water - impact on water bodies

Collation status: Collation complete

Response:

As with Option M, whilst mainly outside of Spelthorne, Option Q has the potential to join the existing pipeline route at a different point at the River Thames. We strongly oppose any additional disruption and disturbance to the river, its biodiversity and our residents and business near the riverbank that a new route in this location would inevitably result in.



8. Appendix B

8.1 Response to Preferred Route Consultation

From: Apenteng, Essie [E.Apenteng@spelthorne.gov.uk]
Sent: 19 October 2018 17:52:19
To: 'info@slpproject.co.uk'
Subject: The Southampton to London Pipeline Preferred Route Consultation - Spelthorne's Response

Attachments: SLP preferred Route Consultation - Spelthorne Borough Council's response.docx

Dear Sir/ Madam,

Kindly find attached Spelthorne Borough Council's response on the preferred route for the replacement underground pipeline.

Please do not hesitate to contact us if you have any queries about our response.

Yours faithfully,

Essie Apenteng

Planning Officer (Strategic Planning)

Spelthorne Borough Council

Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB

Tel: 01784 448 599

Spelthorne Means Business

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Your details

a) Please provide your name (*required*)

Title:Ms.....

First Name:Olivia.....

Last Name:Flint.....

ii) Please tell us your address (*required*)

Council Offices.....

Knowle Green, Staines-upon-Thames,

iii) Please tell us your postcode (*required*)

... TW18 1XB

iv) Please provide your email address

...pollution.control@spelthorne.gov.uk

v) Are you a landowner (Person with Interest in Land) who has received a Section 42 notification letter?

☒ Yes

☐ No

vi) Are you completing this questionnaire as:

☐ An individual

☒ An organisation

vii) If you are responding on behalf of an organisation, please tell us:

The name of the organisation: ...Spelthorne Borough Council

.....

The category of your organisation:

☒ A County, District or Parish Council

☐ A statutory body

(e.g. the Environmental Agency, the National Trust or a community group)

☐ A Voluntary or Community Sector Organisation (VCS)

☐ A business

☐ Other (Please specify below)

Privacy and use of the information you provide.

Esso Petroleum Company, Limited and our 3rd party project partners will store and process your data in full compliance with our legal obligations for the purposes of the application, development and operation of the proposed Southampton London Pipeline. Further details about how your data will be used can be found on the website (www.slpproject.co.uk), or by contacting us by email (info@slpproject.co.uk) or telephone (07925 068905).

Please do not provide personal information about other individuals. However, if you provide any details of other individuals or organisations within the text body of your consultation response, we will assume that you have obtained the consent of such individuals for such disclosure.

If you would prefer that your response is not quoted within the consultation report, including anonymously, please tick the box below.

- ☐ Please do not quote from my response within the consultation report.

7) Section G: M25 to M3

7.1) Sub-option G1: Chertsey railway

7.1.1) Do you favour sub option G1a or G1b?

- ☐ G1a
- ☐ G1b
- ☐ No preference between sub-options
- ☐ Neither sub-option

7.1.2) On which of the following main issues are your views based? *(Please pick as many as apply)*

- ☐ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☐ Community (including local businesses, Rights of Way and local amenities)
- ☐ Installation (including engineering and maintenance)
- ☐ Safety (during and after installation)
- ☐ Other

7.1.3) Please give any further details about your response on sub-option G1, in particular information about specific locations.

.....N/A.....

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7.2) Sub-option G2: River Thames

7.2.1) Do you favour sub option G2a or G2b?

- ☐ G2a
- ☐ G2b
- ☒ No preference between sub-options
- ☐ Neither sub-option

7.2.2) On which of the following main issues are your views based? *(Please pick as many as apply)*

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☐ Community (including local businesses, Rights of Way and local amenities)
- ☐ Installation (including engineering and maintenance)
- ☐ Safety (during and after installation)
- ☐ Other

7.2.3) Please give any further details about your response on sub-option G2, in particular information about specific locations.

- *Both sub-options route through historic landfill*
- *G2a touches upon the edge of Dumsey Meadow, albeit the route alignment appears to be outside the area of the SSSI designation, and the construction preparation line for trenchless crossing of the River Thames impacts upon Chertsey Meads.*
- *The land west of Littleton Lane, option G2a, was severely impacted by flooding in 2014.*

7.3) Please give your comments about section G as a whole or outside the sub-options, in particular information about specific locations.

Environmental Information has been provided to the project team on historic landfills in Section G north of the River Thames by the Council's pollution team via informal consultation.

7.3.1) On which of the following main issues are your views based? *(Please pick as many as apply)*

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☐ Community (including local businesses, Rights of Way and local amenities)
- ☐ Installation (including engineering and maintenance)
- ☐ Safety (during and after installation)
- ☐ Other

8) Section H: M3 to West London Terminal storage facility

8.1) Sub-option H1: Queen Mary Reservoir

8.1.1) Do you favour sub option H1a or H1b?

- ☒ H1a (the eastern sub-option, following the toe (bottom) of the Queen Mary Reservoir embankment)
- ☐ H1b (the western sub-option, which diverts from the western edge of the reservoir before turning north)
- ☐ No preference between sub-options
- ☐ Neither sub-option

8.1.2) On which of the following main issues are your views based? *(Please pick as many as apply)*

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☒ Community (including local businesses, Rights of Way and local amenities)
- ☒ Installation (including engineering and maintenance)
- ☒ Safety (during and after installation)
- ☒ Other

8.1.3) Please give any further details about your response on sub-option H1, in particular information about specific locations.

Sub option H1b runs across mineral reserves at Manor Farm and then into a densely built up residential estate and secondary school grounds. Our preference would be to keep the pipeline on similar alignment to the existing route and away from the mineral reserves and residential area via sub-option H1a.

Option H1a runs through the Council's Fordbridge Park. We note that the existing route already runs through the park. There are a number of mature tree avenues and paths running through the park in proximity to the proposed alignment. We would wish for these to be protected, or at least reinstated after the construction works. We presume that the alignment through the park could be achieved without closure of the whole park? There is now a tennis club and coffee house business operating from the tennis courts in the south of the park which could be impacted by the construction and any partial/ complete closure of the park.

8.2) Sub-option H2: Ashford Station

8.2.1) Do you favour sub option H2a, H2b or H2c?

- ☐ H2a
- ☐ H2b

- ☐ H2c
- ☒ No preference between sub-options
- ☐ None of the sub-options

8.2.2) On which of the following main issues are your views based? (Please pick as many as apply)

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☒ Community (including local businesses, Rights of Way and local amenities)
- ☒ Installation (including engineering and maintenance)
- ☐ Safety (during and after installation)
- ☐ Other

8.2.3) Please give any further details about your response on sub-option H2, in particular information about specific locations.

H2a is given to be the least disruptive option to the Ashford Station and Woodthorpe Road area, but it does have a very long trenchless stretch and it is unclear from the information presented how long this would take to construct and thus what impact this could have on residents, especially those immediately adjacent to the boring end of trenchless section and along the tunnelled route. It is assumed that the trenchless stretch would bore from the south to the north and pull back the pipe from north to south (with pipe laid out across the field north of Thomas Knyvett college? What would be the impacts for residents in West Close?

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.....

.....

8.3) Sub-option H3: Thomas Knyvett College

8.3.1) Do you favour sub option H3a or H3b?

- ☐ H3a
- ☐ H3b
- ☒ No preference between sub-options
- ☐ Neither sub-option

8.3.2) On which of the following main issues are your views based? (Please pick as many as apply)

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☐ Community (including local businesses, Rights of Way and local amenities)
- ☐ Installation (including engineering and maintenance)

- ☐ Safety (during and after installation)
- ☐ Other

8.3.3) Please give any further details about your response on sub-option H3, in particular information about specific locations.

As per environmental information previously supplied and on-going discussions with the project team, the historic landfill shown north of St James School actually extends all the way up to the A30, west of Edward Way. Thus both options route around the edge of this filled area – at the date of filling activities of this site it is likely that very little margin was left at the site boundaries and thus the alignment even around the edges may be into fill materials. H3b also routes across the middle of the lower section of landfill just north of St James School.

A play area is designated in the Council's Local Plan adjacent to the south of the A30, west of Edward Way. Financial contributions have been secured from S.106 legal agreements towards facilitating this provision. The proposed alignments for crossing the A30 coincide with the proposed play area. Thus if the Council able to proceed with this facility prior to proposed construction in 2021 the use of the land may have changed.

.....

8.4) Please give your comments about section H as a whole or outside the sub-options, in particular information about specific locations.

Environmental Information has been provided to the project team on historic landfills in Section H by the Council's pollution team via informal consultation.

.....

.....

8.4.1) On which of the following main issues are your views based? (Please pick as many as apply)

- ☒ Environment (including heritage and historic environment, landscape and visual effects and land use)
- ☐ Community (including local businesses, Rights of Way and local amenities)
- ☐ Installation (including engineering and maintenance)
- ☐ Safety (during and after installation)
- ☐ Other

Your views on the Project

9) Do you have any other comments?

Within our response to the EIA Scoping Report we expressed concern about proposed standard construction working hours of Monday to Saturday 07.00 – 19.00 through urban areas. This is outside the Council's standard hours of work for construction sites of 08.00 – 18.00 Monday to Friday and 08.00 – 13.00 Saturday and at no time Sunday, Bank Holiday or Public Holidays. No further information has been provided about proposed working hours. Spelthorne Council is concerned about the possibility of night time disturbance to residents and would not expect night time construction working to occur.

The Preliminary Environmental Information Report relies heavily upon the Code of Construction Practice (CoCP) document to mitigate impacts from the project. The Code of Construction Practice in the Spring 2018 consultation was only an outline of possible content and no firm commitments were made. The Environmental Statement and future consultations should include improved drafts of the CoCP to give greater assurance to stakeholders on exactly what mitigation will be included.

Whilst trunk routes and major rivers are proposed to be crossed using trenchless techniques there remain a number of important local roads that will be disrupted by the construction programme via trenched crossings, including:

*B375 Shepperton Road at Home Farm
B375 Ashford Road at Manor Farm (H1b)
Kingston Road at Fordbridge Roundabout (H1a)
Kingston Road at Woodthorpe Road (H1b)
B378 Stanwell Road at St James School (H2b)
B378 Church Road at Clarendon Park School (H2c)
Woodthorpe Road – with trenched construction alongside its entire length
Short Lane*

We are concerned about the local disruption that this could cause to residents and commuters, and look forward to further information about what traffic management arrangements will be in place to mitigate impacts.

.....

Your Views on the Preliminary Environmental Information

10) Do you have any comments on the Preliminary Environmental Information?

Chapter 4 Biodiversity –

Though we recognise that the preferred pipeline does pass through a National Nature Reserve, Local Nature Reserves and SSSI's and it is good to see that locally, some effort has been made to avoid areas such as the Dumsey Meadow SSSI.

Local areas of ecological importance which do not have official recognition, but are managed by local volunteers, such as Laleham Pond and its surrounding trees, should also be taken into consideration to safeguard habitats and provide mitigation where impacts are unavoidable.

Also, we recognise that the pipeline predominantly follows urban routes which is within close proximity of veteran trees. With that in mind, great care should be taken during construction or avoided where possible. We have noted that the ecological surveys and mitigation factors in place seem overarching.

Considering that Esso has announced its preferred pipeline route, why is there still much borehole drilling in the borough when the boreholes are likely to be monitored monthly for one to two years?

Chapter 8 Soils & Geology

Within the text and headings of this chapter potentially contaminated sites are often referred to as contaminated land. The term Contaminated Land has a legal meaning within the context of Part 2A of the Environmental Protection Act 1990. Not all land impacted by historic uses will meet this definition and care should be taken in use of terminology so that there can be no confusion about the status of land.

The chapter concludes that there are no potential likely significant effects due to soil and geological issues. However the chapter does not present any detailed information about individual brownfield sites through which the preferred pipeline route passes and the collection of desktop information and site investigation data for potentially contaminated sites and landfill sites is on-going. The applicant should form the most robust baseline possible before excluding the possibility of effects. As per our response to the EIA Scoping Report, it is still not clear what assessment criteria are being/ are to be employed to determine impacts.

On this note, the Environmental Statement should include additional detailed information to inform stakeholders about site condition of land through which the pipeline will be laid. The Preliminary Environmental Information Report does not provide any conceptual site models (pictorial or tabular) and insufficient data to inform stakeholders about the relevant receptors, sensitivity of receptors, magnitude of impacts, likelihood, effects without mitigation and uncertainty as would be anticipated in a standard environmental risk assessment.

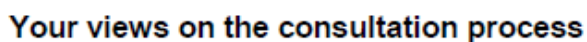
In our response to the EIA Scoping Report we queried the location and extent of previous fuel losses from the existing pipeline, as with no details about these incidents it was not possible to be assured that the new pipeline does not entail the same operational risks, and also details about the incidents will form part of the site condition records if the proposed new pipeline will also route through previously affected areas. The Preliminary Environmental Information Report does not appear to provide any additional information on this topic.

Throughout the Preliminary Environmental Information Report a substantial reliance is placed upon the Code of Construction Practice report by the principal contractor. Paragraph 8.3.7 talks about segregation of contaminated spoil, but does not include any information about how the presence of contamination would be identified within spoil arisings. This paragraph is very brief about construction management measures to mitigate risks, and more reassurance should be provided within the Environmental Statement. Paragraph 8.3.10 discusses the risks that could arise from land contamination. No information has been provided about how routes through historic and permitted landfill sites would be restored. Potential for increased risks to future site users (human health) following disturbance and reinstatement to filled land should be included.

With reference to paragraph 8.3.1 on Mineral Resources, Homers Farm is now being excavated for aggregates.

Chapter 12 – Cumulative Effects

Paragraph 12.3.6 continues to refer to Heathrow Expansion DCO Scheme being the addition of a northwest runway 3.55km to the north of the pipeline project. As per our response to the EIA Scoping Report the Heathrow Expansion Project is not just construction of a North West Runway. The proposed Heathrow Expansion involves major infrastructure works within the existing airport boundary (800m north of the preferred pipeline route), but also extension of the airport boundary to the south of the airport with additional sites for offices, parking, hotels and freight warehouses in Stanwell Moor, Stanwell [including proposed uses on land at Mentone and Greenacre Farm immediately to the north of the Heathrow Oil Terminal] and at Mayfield Farm [immediately to the east and southeast of the Heathrow Oil Terminal where the pipeline terminates], together with realignment of several trunk roads/ roads on the strategic road network in the area such as the M25 and Southern Perimeter Road.



Area of consultation	Very good	Good	Average	Poor	Very poor	Not Applicable
Materials – were the materials clear and easy to understand?						
Information – was enough information made available for you to respond?						
Promotion – was the consultation promoted well and to the right people?						
Events – were the events of good quality and suitably located?						

This image shows a full page of primary-ruled paper. It features multiple sets of horizontal lines designed to guide handwriting. Each set consists of three lines: a solid top line, a dashed middle line, and a solid bottom line. These sets are repeated vertically down the entire page, providing a template for practicing letter formation and alignment. The paper is otherwise blank, with no margins or additional markings.

9. Appendix C

9.1 Response to Design Refinements Consultation

SOUTHAMPTON TO LONDON PIPELINE DESIGN REFINEMENTS CONSULTATION

**Spelthorne Borough Council's
comments
(19/02/19)**

Response Form Section	Comments
Section G – M25 to M3 14) Chertsey Meads	In Section G Chertsey Meads, the changes to the routing and land required during construction are only on the south side of the River Thames, with no changes to the north of the River Thames within Spelthorne. Therefore, Spelthorne has no comments on this change. As per our previous comments, the routing on the northern banks of the River Thames touches the edges of the SSSI at Dumsey Meadow and any impacts on the SSSI need to be set out and mitigated appropriately.
Section H – M3 to West London Terminal storage facility 15) Ashford Road	<p>In Section H, the preferred route is amended away from Littleton Lane and through the Brett Aggregates land, historic landfill site, following the routing of an aggregates conveyor. It is then proposed to use the conveyor tunnel under the B375 Shepperton Road if possible and continuing northwards across the Home Farm landfill site. The conveyor route across the Littleton Lane site was established after the land there had been excavated for aggregates and filled with inert wastes. At Home Farm the new preferred route is west of the current route of the existing pipeline, which sits in a protected corridor of unfilled land. Consequently, the new preferred route requires an additional 2km of open trenching into historic filled land. It does however reduce highways disruption and conflict with the proposed expansion at Shepperton Studios.</p> <p>The Council's depot is at the northern end of Ashford Road at the roundabout with Kingston Road. The Council's refuse collection and street cleansing services operate from the depot and these services will need to be maintained throughout construction works in the area. The effect on refuse collection and street cleansing will need to be considered. What provision will be made to ensure that there will be no restriction of access to the depot? Clarification on the total length of any disruption would be helpful.</p> <p>It is unclear from the consultation materials the extent to which trees (including those with TPOs) and vegetation may be impacted along the Ashford Road section. The trees and vegetation along Ashford Road are important for visual, noise and dust screening of the aggregates processing facility adjacent Queen Mary Reservoir - and it is uncertain how this function may be affected. The impact of the proposed route on any highway trees will need to be provided including arboricultural surveys of any affected trees.</p>
Section H – M3 to West London Terminal storage facility 16) Woodthorpe Road	Spelthorne Council is concerned about the potential impacts on its open space facilities such as the play area at Woodthorpe Road and the Fordbridge Park. It is unclear how these areas might be affected with regard to restricted access, closure, partial closure, removal of equipment and length of time. The possible impact on these facilities will need to be taken into account and mitigated as necessary.
Section H – M3 to West London Terminal storage facility 17) Ashford Station Approach	Consideration should be given to local residents and businesses so that they are not unduly affected by route changes and parking.

18) Temporary logistics hubs

With respect to the temporary logistics hubs it is not very clear in the consultation document that these are in addition to the 9 smaller construction compounds in Section H. This could be misleading for local residents close to the location of the previously announced construction compounds such as Woodthorpe Road. The proposed hub at Littleton Lane is proposed to be located on part of a former aggregates recycling works. This area is due to be reinstated and landscaped in accordance with an approved scheme (10/00973) on the cessation of minerals processing. Use of the land as a logistics hub for 2 years as part of this project will potentially delay this restoration programme by at least 4 years (assuming construction were to start in late 2020). Further information would be needed to demonstrate that the logistics hub would not otherwise interfere with restoration/ redevelopment of the Littleton Lane site and would need to be agreed with Surrey County Council as the Mineral Planning Authority.

To the east of the proposed hub was a small lagoon used as an experimental pit for the disposal of household and commercial biodegradable wastes directly into water in the mid to late 1960s. The currently proposed hub location should avoid this experimental pit but the applicant should be aware of the potential for non-conforming fill materials.



10. Appendix D

Table 8.1 Long list of DCO/Other Developments considered in the Cumulative Effects Assessment

ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed?
A1	Heathrow Expansion	Adding a northwest runway at Heathrow to increase air-traffic movement, in addition to supporting airfield, terminal and transport infrastructure, works to the M25, local roads and rivers.	Scoping Opinion received in June 2018	Yes	2	<1km to the north	Yes (Application for development consent due in 2019/2020; Construction starts from 2021).	Schedule 1 EIA development	Potential to have cumulative effects. Scoped into shortlist.	Yes
A2	Western Rail Link to Heathrow	Rail link from Reading Station to Heathrow Terminal 5 by building a new rail tunnel to link the Great Western Mainline to Heathrow Airport.	Scoping Opinion received in June 2015. Application to be submitted in Summer 2019.	Yes	2	3km	Possible (Planned construction 2020–2027)	Schedule 1 EIA development	Potential to have cumulative effects not anticipated due to the intervening distance between this scheme and the project	No
A3	Southern Rail Link to Heathrow	Southern rail connection between Chertsey, Virginia Water and Staines with Heathrow Terminal 5.	UK Government is expected to announce the next stage of the process for securing a private sector developer in early 2019.	Yes	3	>500m	No published timetable. However, if operation is due to commence in 2025, construction could overlap with the project	Schedule 1 EIA development	Potential to have cumulative effects. Scoped into shortlist.	Yes



			Expected to become operational between 2025-2027.				construction timescale.			
A4	Windsor Rail Link	Phase 1 connects the Great Western Rail Line from Slough and Windsor with the Windsor Waterloo line. Phase 2 connects Heathrow to western and southern parts.	Proposals for both phases of the project were submitted to the government on 31 July 2018. It was rejected by the government in December 2018.	Yes	3	This is 1.9 km at its closest point to the project.	No (Proposal rejected December 2018)	Schedule 1 EIA development	Rejected. Scoped out of shortlist	No
A5	Water infrastructure projects in Hampshire	This consists of a number of sewer improvements, flood protection schemes, upgrades to treatment works and projects to improve the quality of treated wastewater to meet European legislation.	Otterbourne Water Supply Works: To submit planning application in March 2019. Expected to start construction in winter 2019 and end in spring 2020. Portsmouth Flood Alleviation: Complete. Woolston Wastewater Treatment Works: In construction and due for completion in summer 2019.	Yes	1	Nearest is Portswood WTW at 7km	Yes, Otterbourne WSW and South Hampshire and Portsmouth WTW could have overlapping construction timescales with the project.	Schedule 1 EIA development	No direct receptor source pathway identified due to distance from the project. Scoped out of shortlist	No



			South Hampshire (The Itchen, Candover and Testwood Water Abstraction): Public Inquiry has now concluded, and further plans are being drawn up. Portswood Wastewater Treatment Works: Construction activities are currently underway and due for completion in March 2025.							
A6	River Thames Scheme	Flood relief channel from Datchet to Teddington Lock	A pre-planning application process was completed in August 2018. Subject to funding, a full planning application may be submitted October 2019.	Yes	2	The scheme intersects the project near Chertsey	Yes (Planned construction 2020–2021)	Schedule 2 development	Potential to have cumulative effects. Scoped into shortlist.	Yes
A7	Heathrow Western Hub	Expansion of Heathrow Airport including new and reconfigured hub terminal facilities;	A Scoping Report has been submitted to the Planning	Yes	2	The scheme is located 2.6 km to the northwest	Yes (Assuming that grant of DCO is obtained in late 2021, the	Schedule 1 development	No direct receptor source pathway	No



		supporting airfield and transport infrastructure; works to roads and rivers; temporary construction works; mitigation works and other associated and ancillary development.	Inspectorate on February 2019			from the northern extent of SLP project	scheme is expected to be fully completed by 2030)		identified due to distance from the project. Scoped out of shortlist.	
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Table 8.2 Long list of Major Applications considered in the Cumulative Effects Assessment

ID	Name of Development	Description (based on information from the planning portal)	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Shortlisted?
Surrey County Council										
B65	12/01132/SCC	Extraction of sand and gravel and restoration to landscaped lakes for nature conservation after use at Manor Farm, Laleham, and provision of a dedicated area on land at Manor Farm adjacent to Buckland School for nature conservation study; processing of the sand and gravel in the existing Queen Mary Quarry (QMQ) processing plant and retention of the processing plant for the duration of operations; erection of a concrete batching plant and an	Approved	Yes	1	Intersects with SLP	Likely	Schedule 2 EIA development.	Potential to have cumulative effects. Scoped into shortlist	Yes



ID	Name of Development	Description (based on information from the planning portal)	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Shortlisted?
		aggregate bagging plant within the existing QMQ aggregate processing and stockpiling areas; installation of a field conveyor for the transportation of mineral and use for the transportation of mineral from Manor Farm to the QMQ processing plant; and construction of a tunnel beneath the Ashford Road to accommodate a conveyor link between Manor Farm and QMQ for the transportation of mineral.								
Spelthorne Borough Council										
B66	15/00140/ FUL	Provision of educational facilities for Brooklands College and joint use sports facilities for Brooklands College and Thomas Knyvett College including the erection of a two-storey building and relocation and upgrading of existing	Approved	Yes	1	320m	Likely	Schedule 2 not EIA development.	Potential to have cumulative effects. Scoped into shortlist	Yes



ID	Name of Development	Description (based on information from the planning portal)	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Shortlisted?
		multi-use games area together with associated access, parking and landscaping works.								
B67	16/00196/FUL	Demolition of existing commercial building and erection of a part three-storey, part four-storey residential development comprising 26 flats (7 no. one-bed, 17 no. two-bed and 2 no. three-bed) together with associated parking and amenity space. Reconfiguration of existing office car park and installation of car stackers.	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B68	17/00358/PDO	Prior approval for change of use from office (Use Class B1a) to provide 50 residential units (Use Class C3) comprising one-bed flats.	Approve	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No



Table 8.3 Local Development Plan allocations considered in the Cumulative Effects Assessment

ID	Name of the Local Plan	Development Description	Long List	Tier	Reason for Scoping In / Out	Shortlisted ?
Spelthorne Borough Council						
C45	Allocation A4 - Spelthorne Allocations DPD 2009	Allocation – Residential: Works Adjoining Harrow Road, Ashford	Y	3	Allocations have been scoped out*.	No
C46	Allocation A1 - Spelthorne Allocations DPD 2009	Allocation – Residential: 28-44 Feltham Road, Ashford	Y	3	Allocations have been scoped out*.	No
C47	Policy EM1 - Spelthorne Core Strategy and Policies Development Plan Document 2009	Allocation – Employment: Ashford Town Centre	Y	3	Allocations have been scoped out*.	No
C48	Policy EM1 - Spelthorne Core Strategy and Policies Development Plan Document 2009	Allocation – Employment: Shepperton Studios	Y	3	Allocations have been scoped out*.	No
C49	Policy EM1 - Spelthorne Core Strategy and Policies Development Plan Document 2009	Allocation – Employment: Bedfont Road, Long Lane, Stanwell (-including Northumberland Close and Camgate Estate)	Y	3	Allocations have been scoped out*.	No
C50	Heathrow Southern Railway Link	DCO: Heathrow Southern Railway Link	N	Included as DCO development	Included in the DCO list, table 1.1.	N/A
C51	Chobham Neighbourhood Area	Neighbourhood Plan: Chobham	Y	3	Allocations have been scoped out*.	No
C52	Deepcut Neighbourhood Area	Neighbourhood Plan: Deepcut	Y	3	Allocations have been scoped out*.	No
C53	Windlesham Neighbourhood Plan	Neighbourhood Plan: Windlesham	Y	3	Allocations have been scoped out*.	No
C54	Allocation - Policy H3 (Surrey Heath Local Plan 2000 Saved Policy)	Allocation – Residential: Sergeants Mess, Bellew Road, Deepcut	Y	3	Allocations have been scoped out*.	No
C55	Allocation - Policy H8 (Surrey Heath Local Plan 2000 Saved Policy)	Allocation – Residential: Land east of Benner Lane, West End	Y	3	Allocations have been scoped out*.	No
C56	Allocation - Policy E8 (Surrey Heath Local Plan 2000 Saved Policy)	Allocation – Mixed Use: Land at half Moon Street, Bagshot	Y	3	Allocations have been scoped out*.	No



ID	Name of the Local Plan	Development Description	Long List	Tier	Reason for Scoping In / Out	Shortlisted ?
C57	Allocation - Policy RE17 (Surrey Heath Local Plan 2000 Saved Policy)	Allocation – Mixed Use: Gordon’s School, West End	Y	3	Allocations have been scoped out*.	No
C58	Allocation - Policy CP8 (Surrey Heath Core Strategy & Development Management Policies 2011- 2028)	Allocation – Employment: Albany Park, Frimley	Y	3	Allocations have been scoped out*.	No
C59	Allocation - Policy CP8 (Surrey Heath Core Strategy & Development Management Policies 2011- 2028)	Allocation – Employment: Frimley Business Park, Frimley	Y	3	Allocations have been scoped out*.	No
C60	Farnham Neighbourhood Plan	Neighbourhood Plan: Farnham	Y	3	Allocations have been scoped out*.	No
C61	Local Plan Part 2	Employment: Tollgate Sawmill	Y	3	Allocations have been scoped out*.	No
Surrey County Council						
C62	MC6, MC7 - Surrey Minerals Plan Core Strategy Development Plan Document 2011	Minerals and Waste Safeguarded Area: various areas along the proposed route, as shown on Surrey County Council Minerals Safeguarded Areas map	N			No
C63	Primary Aggregates DPD (Development Plan Document) Policy Ma2, Area G	Minerals and Waste Allocation: Homers Farm, Bedfont	Y	Associate d Planning Applicatio n SP/13/001 41/SCC and Spelthorne 13/00141/ SCA1	This site as already been taken as a baseline in Chapter 11 Soils and Geology.	No
C64	Primary Aggregates DPD (Development Plan Document) Policy Ma2, Area J	Minerals and Waste Allocation: Manor Farm, Laleham	Y	Associate d Planning Applicatio n SP/2012/0 1132 and	Cumulative effect is not considered relevant to the assessment of soil resources and agriculture as these are by their nature site specific. There	No



ID	Name of the Local Plan	Development Description	Long List	Tier	Reason for Scoping In / Out	Shortlisted ?
				Spelthorne 10/00738/ SCC	are therefore no cumulative impacts anticipated on land use or soil resources either during or following the proposed development.	
C65	Primary Aggregates DPD (Development Plan Document) Policy Ma2, Area F	Minerals and Waste Allocation: Home Farm Quarry Extension, Shepperton	Y	Associated Planning Application SP09/0720 and Spelthorne 11/01086/ SCC (As per Planning Application 18/01011/SCC (Spelthorne BC), mineral extraction has ceased in this site. Therefore, there are no potential to have cumulative impacts with the project. This site as already been taken as a baseline in Chapter 11 Soils and Geology.	No
C66	Primary Aggregates DPD (Development Plan Document) Policy Ma2, Area K	Minerals and Waste Allocation: Queen Mary Reservoir, Ashford	Y	Associated Planning Application SP16/01164/SCRVC Considered as 12/01132/ SCC	This site as already been taken as a baseline in Chapter 11 Soils and Geology.	No