

STATEMENT OF COMMON GROUND

1. List of Parties involved:

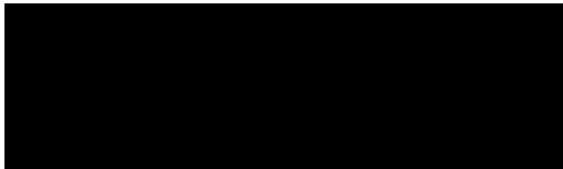
- Elmbridge Borough Council (EBC)
- Surrey County Council (SCC)

2. Signatories:



03.08.2023

***Elmbridge Borough Council
Kim Tagliarini, Head of Planning & Environmental Health***



03.08.2023

***Surrey County Council
Caroline Smith, Planning Group Manager***

3. Strategic Geography

The Statement of Common Ground (SoCG) is between Elmbridge Borough Council (EBC) and Surrey County Council (SCC) in relation to the draft Elmbridge Local Plan 2037. It applies to Elmbridge Borough.

There is a two-tier system of local government in Surrey; the county council and the 11 borough and district councils (see Figure 1). Generally, the county council is responsible for the more strategic functions and services whereas the districts and boroughs provide more local services, with some functions shared between SCC and the boroughs and districts. In particular, the county council is the Minerals and Waste Planning Authority, Local Highway Authority and Lead Local Flood Authority for Surrey and has statutory responsibilities for education, heritage, social care and public health and is the responsible authority for preparing the Local Nature Recovery Strategy.

As part of its Local Plan preparation, EBC has undertaken significant engagement with SCC in relation to a range of matters relevant to its strategic functions.

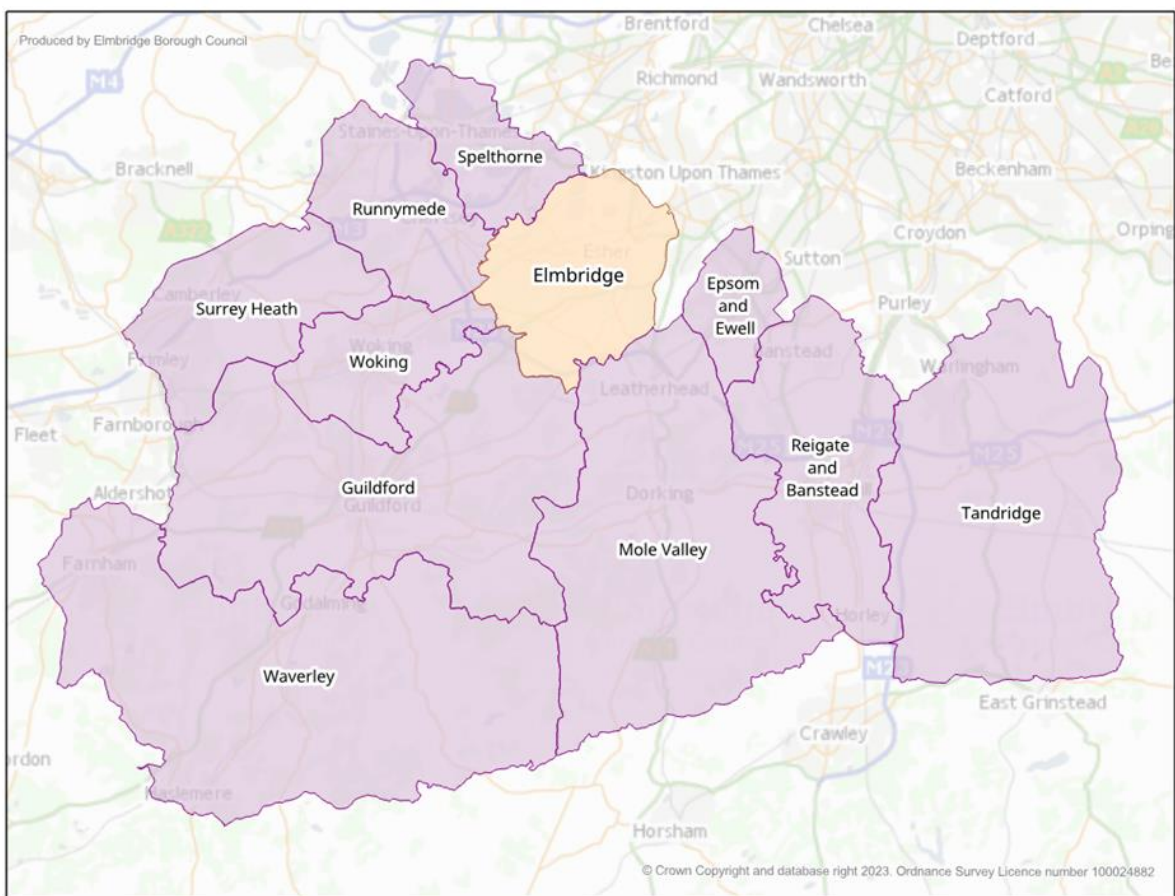


Figure 1: Elmbridge Borough and the other boroughs and districts within Surrey County

4. Strategic Matters

Duty to Cooperate

EBC has engaged SCC on an active and on-going basis throughout the preparation of its draft Local Plan 2037. This has included engagement on the evidence base documents; through meetings; and at the Regulation 18 & 19 Stages, up until the submission of the draft Local Plan for Examination in Public (EiP).

Duty to cooperate activities up until the Regulation 19 Stages are recorded in EBC's Duty to Cooperate: Statement of Compliance (June 2022). SCC agrees that this document sets out an accurate record of their engagement up until the Regulation 19 Stage and has not raised an objection to the draft Local Plan in relation to the duty.

Elmbridge Local Plan – Regulation 19 Representation Period (June 2022)

EBC invited representations on their draft Local Plan (Regulation 19) between 17 June and 29 July 2022. SCC's Regulation 19 representation is dated 29 July 2022. Within their representation, SCC raised points relating to the following strategic matters: transport, flooding, minerals & waste, education, natural environment / biodiversity, climate change and historic environment. The details of the points raised (including associated duty to cooperate activities where relevant) and the position of SCC are set out below.

Strategic Matter 4: Transport

EBC commissioned the consultants WSP to produce the Elmbridge Local Plan Transport Assessment (May 2022) in support of its proposed development strategy as set out in the draft Local Plan (June 2022). EBC engaged with SCC throughout the preparation of the Transport Assessment. Activities up until Regulation 19 relating to Strategic Matter 4: Transport and the preparation of the Transport Assessment, are set out in pages 128 – 148 of EBC's Duty to Cooperate: Statement of Compliance (June 2022).

A summary of the activities undertaken prior to the Regulation 19 stage is set out below:

- **Elmbridge Local Plan: Strategic Options Consultation (2016/17)** – response received from SCC noting that initial strategic transport modelling was underway and highlighted the need for more detailed modelling once the preferred option for development had been identified. Stated that the impact of new development including congestion and air pollution should be addressed by encouraging more sustainable travel patterns including modal shift through increased walking and cycling.
- **Agreeing the scope of the Study Area for the Transport Assessment and use of SINTRAM** – towards the end of 2018 discussions started with National Highways (NH) and SCC to define the extent of the study area to be covered by the transport modelling. The study area was agreed April 2019.
- **Agreeing the approach to the base year local model refinement for the Transport Assessment** – a technical note which described the approach to the base year sub-area model validation was circulated from the Council's appointed Transport Consultants, WSP in June 2019. Following an initial meeting to discuss the details of the technical note, a series of emails were exchanged between June and August 2019 to agree the approach to 1) the inclusion of committed Local Plan growth arising from relevant neighbouring authorities; 2) the inclusion of windfalls in the appropriate development scenarios for the borough which were to be tested; 3) how internalised trip rates would be calculated and how these would apply to different geographies in the borough; and 4) the trip rate assumptions proposed related to the housing mix assumptions being made in the emerging Local Plan.
- **Elmbridge Local Plan: Options Consultation (2019)** – acknowledged that the County Council as the Local Highway Authority for Surrey had been working closely with the borough council's transport consultants commissioned to undertake the highway assessment, specifically on the modelling methodology and providing access to the county transport model. This had included taking part in discussions with NH. The current liaison was appreciated, and it was requested that this continued into the output analysis and mitigation identification stages, including ensuring the relevant mitigation meets NH requirements. It was stated that it was important to ensure that a SoCG relating to transport impacts and appropriate mitigation is agreed by relevant parties at the Regulation 19 stage and well in advance of the Examination process to avoid any delays to the current timetabled targets.

- **Agreeing the forecasting approach for the Transport Assessment** – discussions between the two parties took place over the Summer of 2019 up until October regarding forecasting. WSP shared a Forecast Methodology document with SCC for comment in June 2019. This set out the approach agreed at previous meetings. This included the agreement of the approach to 1) forecasting considering previous work completed by the County Council for Runnymede (2017) and Tandridge (2018); 2) how the trip rates for Wisely Airfield were to be incorporated into the model; and 3) how to approach the updated trip rates using the 2018 surveys and uploaded into the TRICS database.
- **Local Plan: Creating our vision, objectives, and the direction for the Development Management Policies (2020)** – SCC stated that the aspiration to provide well connected homes and opportunities for sustainable travel be increased. It was suggested that consideration be given to the healthy planning principles set out in the recent guidance: Creating Healthier Built Environments - Guidance for health and local planning in Surrey (January 2020).
- **Engagement on the modelling for the Transport Assessment** – between November 2020 and January 2021 a series of meetings were held to discuss the outcomes of the Part 1 Transport Assessment (modelling the high growth scenario) and potential mitigation options. Two key issues raised 1) consideration of the M25 J11 improvements within the Elmbridge Local Plan forecast scenarios and, 2) assessment of merges and diverges using DMRB approach and possibly LinSig modelling for the SRN junctions. SCC also requested to see the Base Year Model Report which was subsequently provided. A proposed methodology to undertake an assessment of merges and diverges on the SRN using DMRB calculations (TD22/06) was shared in March 2021. On the issues of M25 J11, EBC sought the latest detailed scheme up until October 2021.
- **Engagement of the draft Transport Assessment** – following meetings and the circulation of a Briefing Note setting out a summary of the proposed mitigation alongside detailed modelling results, the parties met on 4 February 2022 to discuss. SCC noted that the schemes being proposed for mitigation measures for signalisation included:
 1. Hook Junction (A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip)
 2. Junction of the A3 with A244 Copsem Lane (Esher Common Roundabout)
 3. B374 Brooklands Road / B372 St George's Avenue Priority Junction
 4. A317 Woburn Hill / A320 St Peter's Way / A318 Chertsey Road / Chertsey Road Roundabout
 5. B365 Ashley Road / Oatlands Chase Priority Junction

On-going discussions with Transport for London (TfL) regarding point 1 above were noted and that these have subsequently led to TfL confirming that mitigation at the junction is not required as a result of the development strategy for Elmbridge Borough.

Regarding point 2 above, both SCC and NH requested additional modelling. Therefore, in May 2022, WSP emailed SCC and NH the scope for the surveys of the additional modelling work for the junction of the A3 with the A244 Copsem Lane (Esher Common Roundabout). A response from NH was provided. This sought clarification on 'stop lines'

(arrivals and departures) and the type of analysis or modelling that is envisaged. SCC responded agreeing with the comments made by NH.

In regard to point 3 above, both parties note that there is study work on-going at this location focusing on active travel accessibility to / from Weybridge Station.

Additional modelling of the Junction of the A3 with A244 Copsem Lane (Esher Common Roundabout)

In respect of this junction, additional modelling was requested by both NH and SCC. This work was completed between June 2022 and April 2023, with traffic counts undertaken in June and October 2022 to inform traffic demand for the 2022 base-year.

Between December 2022 and January 2023, proposed modelling options were discussed between the parties with a meeting held on 7 March 2023, to agree the methodology for the production of the 2037 forecast Local Plan VISSIM model. This would include the A3/ Copsem Lane grade-separate junction, the Milbourne Lane/ Copsem Lane traffic signal-controlled junction (situated to the north of the A3) and the Fair oak Lane/ Copsem Lane traffic signal-controlled junction (situated to the south of the A3). At the meeting WSP was also asked to compare as part of the modelling process, the level in growth in TEMPro 8.0 against the TEMPro 7.2 growth used for the model and to send to NH the demand matrices used in the VISSIM model. These were shared on 26 March 2023.

On 26 April 2023, WSP circulated a Technical Note of the VISSIM Modelling of Copsem Lane, including a response to the comparison of the level in growth in TEMPro 8.0 against the TEMPro 7.2 growth used for the model.

The position of SCC on the Transport Assessment (including additional modelling) and the mitigation required

The outcomes of the additional modelling were discussed in detail between the parties on 25 May 2023, where it was agreed that:

1. The VISSIM 2037 Do Minimum (DM) scenario already shows issues on the existing network with the level of background growth predicted even before adding the Local Plan trips to represent the Do Something scenario. The major constraint in the network are the signalised junctions on the A244 rather than the A3 roundabout.
2. The 2037 DM situation will be realised, irrespective of the emerging Elmbridge Local Plan, largely caused by traffic coming from neighbouring boroughs (such as Mole Valley) into Elmbridge and travelling through to areas such as Kingston.
3. Intervention on the A244 is limited due to the highway being narrow and the surrounding land being designated Commons.
4. However, as the modelling does not take account of any change in travel behaviour e.g., a shift to active forms of travel such as cycling and walking and also increased working

from home, it is considered to be a worst-case scenario and that the level of growth in the VISSIM model (Do Something scenario) is unlikely to be seen.

5. There are also opportunities to minimise the impact of growth proposed on the Strategic Road Network (SRN) and Local Road Network through proactive policies surrounding the location of future development and active travel as set out in the draft Local Plan.
6. In the case of the draft Elmbridge Local Plan, a 'plan-monitor-manage' approach is considered acceptable.

Regarding Point 3 above, the VISSIM modelling suggests partial signalisation of the junction of the A3 and the A244 (Esher Common Roundabout) will not be needed within the plan period as previously assumed. Nevertheless, queuing on the two off-slips from the A3 to the junction of the A3 and the A244 (Esher Common Roundabout) will be monitored by NH and SCC and the if necessary the potential for signalisation of the off-slips will be discussed further between SCC and NH should a need be identified to prevent queuing back onto the A3. The need for signalisation will not be entirely attributable to Elmbridge's Local Plan and therefore this is not a matter of soundness for the Local Plan.

Regarding Point 5 above, the parties agree that the draft Local Plan sets out a sound policy approach to seek to minimise the impact of growth proposed on the SRN and LRN. This applies not only to the Junction of the A3 with A244 Copsem Lane (Esher Common Roundabout) but also to:

- B374 Brooklands Road / B372 St George's Avenue Priority Junction
- A317 Woburn Hill / A320 St Peter's Way / A318 Chertsey Road / Chertsey Road Roundabout
- B365 Ashley Road / Oatlands Chase Priority Junction

The principal draft policies that will seek to minimise the impact of growth proposed are:

- SS1 – Responding to the climate emergency, sets out that all development must respond to the climate emergency by providing more walkable and cyclable neighbourhoods that reduce demand for use of private vehicles.
- SS2 – Sustainable place-making, states that all development proposals will be assessed taking into account the provision of infrastructure and connectivity. This includes making it easy and attractive to walk, cycle and use public transport; offering excellent connections through sustainable transport links to reduce reliance on private motor vehicles; and providing excellent integrated digital connectivity.
- SS3 – Scale and location of good growth, sets out the Council's approach to directing development to the existing urban areas as they offer the most sustainable locations for development.
- CC4 – Sustainable transport, sets out that sustainable transport in the borough will be achieved by new developments contributing to the delivery of an integrated, accessible

and safe sustainable transport network, and maximising the use of sustainable transport modes including walking, cycling and public transport. The policy also requires new developments to provide opportunities for established car clubs or similar schemes and for significant development to prepare and keep up to date Travel Plans. Car free developments in appropriate locations and where supported by evidence demonstrating that proposals will not lead to parking stress are also encouraged.

- ENV3 – Air quality, states that the design and location of new development must take account of the need to improve air quality in accordance with the borough’s latest Air Quality Action Plan, local Air Quality Strategies and Local Transport Plans, as well as national air quality policy and guidance. The policy also requires that all development proposals should promote a shift to the use of sustainable low emission modes of transport, to minimise the impact of vehicle emissions on air quality.
- ENV9 – Urban design quality, states that development must encourage and enable sustainable and health lifestyles by incorporating public realm, including streets and open spaces, which facilitate the use of active modes of travel such as walking and cycling.
- INF1 – Infrastructure delivery, sets out the Council’s approach of working with infrastructure providers to ensure that new development and its impacts is appropriately mitigated.

Other points raised by SCC (insofar as this Strategic Matter) in their draft Local Plan representation (dated 29 July 2022) were that there was no reference to Local Transport Plan 4 (LTP4), although policy CC4 aligns well with LTP4 objectives. Additional supporting text referencing both LTP4 and the LCWIP was considered beneficial and text suggested.

EBC welcomes the suggested amendments and will submit these to the Planning Inspector as Main / Minor Modifications for their consideration as part of the EiP process.

Strategic Matter 5: Flooding

SCC as the Lead Local Flood Authority (LLFA) has the responsibility for reducing the risk of flooding from surface water, groundwater and ordinary watercourses with the duty to investigate, mitigate and plan for flooding that does not come from statutory main rivers or reservoirs.

As part of the preparation of its draft Local Plan and supporting evidence base, EBC has engaged with SCC on this matter. Specifically, in the preparation of EBC’s Strategic Flood Risk Assessment (SFRA); Water Cycle Study (Phases 1 & 2) and Infrastructure Delivery Plans (IDPs).

Informing the draft Local Plan and site allocation process, SCC also modelled potential development sites, assessing each in regard to surface water flood risk and highlighting the need for surface water to be considered in the design of development and drainage design.

In their representation to the draft Local Plan (Regulation 19) stage, SCC suggested that to improve consistency in how surface water flood risk is reviewed across the county, draft

Policy CC5 – Managing flood risk be amended. Suggested amendments to the wording of draft Policy CC5 were made.

EBC welcomes the suggested amendments and will submit these to the Planning Inspector as Main / Minor Modifications for their consideration as part of the EiP process.

Strategic Matter 6: Minerals & Waste

As part of the preparation of its draft Local Plan and supporting evidence base, EBC has engaged with SCC on this matter. Specifically, in the preparation of EBC's Infrastructure Delivery Plans (IDPs) and site allocation processes; ensuring that potential allocations do not conflict with minerals and waste designations within the borough.

In their representation to the draft Local Plan (Regulation 19) stage, SCC as the Minerals and Waste Planning Authority:

1. Stated that they were pleased to see draft Policy CC2- Minimising waste and promoting a circular economy, as it accords with the objectives set out in the Surrey Waste Local Plan. SCC were particularly pleased to note that development proposals will be required to adopt a circular economy approach to building design and construction, reducing waste and keeping products and materials in use for as long as possible, minimising embodied carbon.
2. SCC notes that draft Policy ENV9 – Urban design quality, sets out that development should be consistent with the National Design Guide and that the forthcoming Elmbridge Design Code will be based on this. SCC assume that this design guidance will ensure that all new properties, including flats, have suitable storage space for a full range of recyclable collections.
3. SCC welcomed the policy requirement for Health Impact Assessments (draft Policy INF3 - Health and wellbeing of communities)

Regarding point 2, EBC confirms that the draft Design Code includes a section on refuse storage. The overarching principle being that storage space for waste and recycling bins, in all forms of development, should be well considered and integrated into the design of a development, not added as an afterthought. The draft Design Code also sets the requirement for applicants to consider how waste operatives will access the site.

Strategic Matter 8: Education

SCC has responsibility to ensure that there are sufficient school and early years places to support growth in Elmbridge Borough.

As part of the preparation of its draft Local Plan and supporting evidence base, EBC has engaged with SCC on this matter. Specifically, EBC's Infrastructure Delivery Plan (IDP) (June 2023) looks at the infrastructure provision for education in the borough covering early years provision, Special Educational Needs (SEN) and Disability (SEND) provision, primary education, secondary education, and further education infrastructure.

Informing the preparation of the IDP (and previous iterations), SCC has reviewed current and known provision, and the sites identified for allocation within the draft Local Plan

considering the potential impact on education planning areas both in terms of the numbers, locations and anticipated timeframe for delivery.

Early years provision

For early years provision, SCC has stated that borough-wide provision is unlikely to meet anticipated demand for additional places created through development. However, due to the make-up of settings (play groups; childminders; full-day care), the forecasts of the availability of places are difficult to determine throughout the plan period.

SEN & SEND provision

SCC has identified a long-term sufficiency gap for additional specialist school places in Elmbridge.

In their Regulation 19 response, SCC referenced EBC's IDP (May 2022) and the inclusion of known / planned SEN and SEND provision including reference to the County Council's SEND Capital Programme and the opportunity to secure investment in the specialist education estate through the Department for Education (DfE) Special Free School programme. SCC stated that applications will be submitted in October 2022 and successful applicants will be announced in Summer 2023. SCC also identified that they had submitted a pre-registration application for a school in Elmbridge and highlighted that a site search and land due diligence is underway.

The IDP (2023) provides an updated position from SCC on SEN and SEND provision following their Regulation 19 representation. SCC has identified that the schemes identified in the Capital Programme are vital infrastructure to meet current as well as long-term sufficiency needs – including arising from housing growth in Elmbridge. SCC highlighted that the majority of funding has been secured but that a further £21 million across Surrey is being sought. This includes seeking funds from the Council' Strategic Community Infrastructure Levy (CIL).

Primary education provision

As part of the IDP, SCC has reviewed the sites identified for allocation within the draft Local Plan and confirmed that their forecasts show sufficient primary school places with surpluses in most planning areas. As the latter years of the forecasts are trend based, SCC will monitor this as the Local Plan timeline progresses. SCC has stated that if the forecast changes and, there was a need for additional school places, they would look to bulge classes.

Secondary education provision

As part of the IDP, SCC has reviewed the sites identified for allocation within the draft Local Plan and confirmed that their forecasts show that with the Heathside Walton on Thames school, it is expected that there will be sufficient school places across secondary schools in Elmbridge to meet the pupil yield of the development.

Further education provision

As part of the IDP, SCC has stated that an increasing proportion of young people are choosing to continue their learning in the workplace, thus reducing the demand on physical sites dedicated to teaching and learning. As a result, most further education providers in Surrey have experienced reduced funding contracts but have spare capacity and potential growth to accommodate pupil yields.

In their Regulation 19 representation, SCC welcomed the recognition in the draft Local Plan of Brooklands College and its important contribution in terms of higher and further education and vocational training and upskilling. SCC stated that the sustainability of the Brooklands College offer is vital in terms of ensuring sufficiency of post 16 education provision, including post 16 SEND provision, in the borough.

Strategic Matter 11: Natural Environment / Biodiversity

In their Regulation 19 representation, SCC stated that:

1. Clause 1 of draft Policy ENV6 – Protecting, enhancing and recovering biodiversity, could include reference to the nature recovery networks to be provided in the Local Recovery Nature Strategy (LNRS) for Surrey, which will be developed in 2022 and 2023.
2. Clause 6 of draft Policy ENV6 would benefit from additional clarification. SCC stated that is unclear what is meant by ‘harm to biodiversity’ where a net gain is provided.
3. Terminology could be standardised to ensure that ‘conservation, restoration and enhancement’ of biodiversity is the consistent term.
4. In supporting policy text, further details could be added about the Surrey context. For example, with reference to the Surrey Nature Partnership’s State of Nature report, which revealed that trends in extinction locally are even higher than the already very concerning rates nationally.

In response to the points above, EBC will submit alongside its Local Plan, a schedule of main and minor modifications to the Planning Inspector for their consideration as part of the EiP process. Included within the modifications are amendments that respond to the points raised by SCC.

Strategic Matter 12: Climate Change

In their Regulation 19 representation, SCC stated it was disappointed that there is no policy requirement within the draft Local Plan for zero carbon development, particularly for the largest schemes, alongside exploration of a carbon offset scheme.

In addition, SCC requested reference to part L of the Building Regulations (June 2022) to be inserted and set out areas that could be expanded upon within the Council’s forthcoming Climate Change & Renewables Supplementary Planning Document (SPD).

EBC notes the comments made regarding zero carbon development and the SPD. In regard to reference to the latest Building Regulations, this will be submitted as a proposed modification to the draft Local Plan.

Strategic Matter 13: Heritage

Within their Regulation 19 representation, SCC states that they considered the Heritage Impact Assessment (HIA) that accompanied the draft Local Plan as comprehensive and welcomed the inclusion of County Sites of Archaeological Potential (CSAI).

Elements of draft Policy ENV10 – Heritage assets, were also welcomed however, SCC considered that overall the policy was quite high-level in nature and whilst the NPPF deals with some concerns, the policy required additional details to reflect the different ways that heritage assets are managed within planning. Text that could be added to draft Policy ENV10 and the supported text was provided.

Other Matters – Site Allocations

In response to the Regulation 19 stage, SCC commented on several library sites proposed for redevelopment within the draft Local Plan.

SCC stated that the desire to redevelop on current library space in Esher, Hersham, Molesey and Weybridge aligns with their long term plans to refurbish those libraries to ensure they deliver a modern library service. However, that it is essential that a library is re-provided in all these areas and SCC welcome the opportunity to work jointly with EBC on proposed plans.

SCC commented that any such work would be subject to a full options appraisal which would determine the most suitable location for the library service and services will be co-designed with residents and local stakeholders to ensure we are reflecting the needs of the community. These options appraisals will be undertaken at the appropriate time in line with the proposed housing plans.

It was also stated that there will be a requirement to maintain service provision throughout the duration of works, so care needs to be given to the consideration of temporary relocation sites during the course of any redevelopment works.

The parties note that on 27 June 2023, SCC approved proposals for Weybridge Library (site allocation reference WEY16) to create a multi-service hub including a new, modern library and cultural provision. The proposal does not include residential use.

Surrey Place Ambition

In July 2019, the Surrey Future Steering Board launched "Surrey's 2050 Place Ambition". Prepared in partnership with Surrey local authorities and other stakeholders, the Ambition sets out an agreed countywide vision and strategic priorities to facilitate "good growth" within Surrey. In May 2023, the Surrey Infrastructure Steering Group agreed version 2 of the Place Ambition.

The Ambition sets out five Strategic Priorities for delivering the 2050 Place Ambition, shaped by the shared Vision, Values and Principles, together with the key influencers, recognising that there is a need to align priorities from the local to the national level and across different organisations within Surrey. The priorities are based around addressing the climate emergency, improving connectivity both within Surrey and between strategically important hubs, enhancing the place offer of Surrey's towns and urban areas, maximising the benefits of strong collaboration to achieve sustainable development in our key sub-areas, and investing in natural capital and delivering nature recovery.

Several Sub-Areas (SAs) have also been identified which are broad areas within which significant new housing and/or employment development is proposed in adopted and emerging local plans and where new strategic infrastructure and investment to address existing infrastructure deficiencies is needed. Of particular relevance to Elmbridge is SA2: Woking Hub and SA9: M25 J10/A3 Wisley which are linked by the A245 corridor.

SA2 comprises much of the borough of Woking but also the Brooklands employment area (Elmbridge Borough) and SA9 is the location for the strategic new settlement at the former Wisley airfield (Guildford Borough).

Working with other local authorities and stakeholders where relevant, the two parties will continue to work together to ensure that the priorities and schemes (that are jointly relevant) to deliver the Woking Hub SA and M25 J10/A3 Wisley SA are progressed.

Matters not specifically addressed within this Statement of Common Ground

The parties agree:

The following matters are defined in the National Planning Policy Framework (NPPF) as strategic matters but are not specifically addressed in the context of this Statement of Common Ground (the authorities continue to work together on these matters as appropriate).

- Roma, Gypsies, Travellers & Travelling Showpeople and Houseboat Dwellers
- Employment, retail and leisure;
- Health;
- Green & Blue Infrastructure;
- Green Belt & Landscape; and
- Heathrow

The authorities agree that the engagement undertaken on these issues as set out in the EBC Duty to Cooperate: Statement of Compliance (June 2022) document is an accurate record and that there are no unresolved issues.

It is also agreed that the authorities will continue to work on these matters as appropriate.

5. Governance Arrangements

The Parties agree:

The authorities are committed to working positively together, sharing information and best practice, where appropriate, throughout our respective plan preparation phases and beyond. This co-operation and collaboration takes place at senior member, chief executive, and senior officer as well as at technical officer level.

Joint working will include the following existing governance arrangements:

- Surrey Leaders;
- Surrey Chief Executives;
- Surrey Infrastructure Steering Group;
- Joint Infrastructure Group
- The Surrey Planning Officers' Association (SPOA);

- Surrey Planning Working Group (PWG); and
- Heathrow Strategic Planning Group (HSPG).
- Joint Infrastructure Group

In terms of governance, the authorities agree:

- that in response to any new evidence / changes in circumstances, informal discussions will occur between the two authorities on the cross-boundary issues referred to in this SoCG in the form of officer level meetings with escalation of matters to Member level where necessary;
- that this SoCG will be reviewed at the above meetings or, when required by either authority e.g., for the purpose of their Examination;
- to continue to work collaboratively on plan preparation, evidence and delivery, whilst acknowledging others' timetables, timescales and resources; and
- to continue to work with the other Surrey authorities on housing, employment and other strategic issues affecting Surrey as a whole.