

# M25 junction 10/A3 Wisley interchange TR010030

## 1.2 Introduction to the Application and Scheme Description

Regulation 5(2)(q)  
Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

### M25 junction 10/A3 Wisley interchange Development Consent Order 202[x ]

---

### 1.2 INTRODUCTION TO THE APPLICATION AND SCHEME DESCRIPTION

---

<b>Regulation Number:</b>		Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>		TR010030
<b>Application Document Reference</b>		TR010030/APP/1.2
<b>Author:</b>		M25 junction 10/A3 Wisley interchange project team, Highways England
Version	Date	Status of Version
Rev 0	June 2019	Development Consent Order application

# Table of contents

<b>Chapter</b>	<b>Pages</b>
<b>Part 1 1</b>	
<b>(Chapters 1-14)</b>	<b>1</b>
<b>1. Introduction</b>	<b>2</b>
1.1 Purpose of this document	2
1.2 Structure of this document	2
<b>2. The Scheme</b>	<b>4</b>
2.1 Scheme location	4
2.2 Summary Scheme Description	4
2.3 Scheme Objectives	5
2.4 Scheme History, Timeline and Future Milestones	7
2.5 Qualification as a Nationally Significant Infrastructure Project	7
<b>3. The Applicant</b>	<b>8</b>
3.1 Highways England	8
3.2 The M25 junction 10/A3 Wisley interchange Project Team	9
<b>4. Overview of the Application Documentation</b>	<b>10</b>
<b>5. Application Documents</b>	<b>11</b>
<b>6. Volume 1 Application Form and Background Information</b>	<b>13</b>
<b>7. Volume 2 Plans, Drawings and Sections</b>	<b>14</b>
<b>8. Volume 3 Draft Development Consent Order</b>	<b>16</b>
<b>9. Volume 4 Compulsory Acquisition Information</b>	<b>18</b>
<b>10. Volume 5 Reports and Statements</b>	<b>20</b>
<b>11. Volume 6 Environmental Impact Assessment (EIA) Information</b>	<b>22</b>
<b>12. Volume 7 Other Documents</b>	<b>25</b>
<b>13. Volume 8 Statements of Common Ground</b>	<b>26</b>
<b>14. Glossary</b>	<b>27</b>
<b>Part 2 41</b>	
<b>(Chapters 15-25)</b>	<b>41</b>
<b>15. Scheme Description</b>	<b>42</b>
<b>16. Proposed Highway Works: A3 and M25</b>	<b>43</b>
16.1 Works to the A3: Ockham Park junction to M25 junction 10	43
16.2 Works to M25 junction 10	46
16.3 Works to the A3: M25 junction 10 to Painshill junction	48
16.4 Works to the M25 – Eastbound	51
16.5 Works to the M25 – eastbound	52
<b>17. Proposed Works to Local Highways</b>	<b>54</b>
17.1 Ockham Park junction	54
17.2 Wisley Lane Diversion Works	54

---

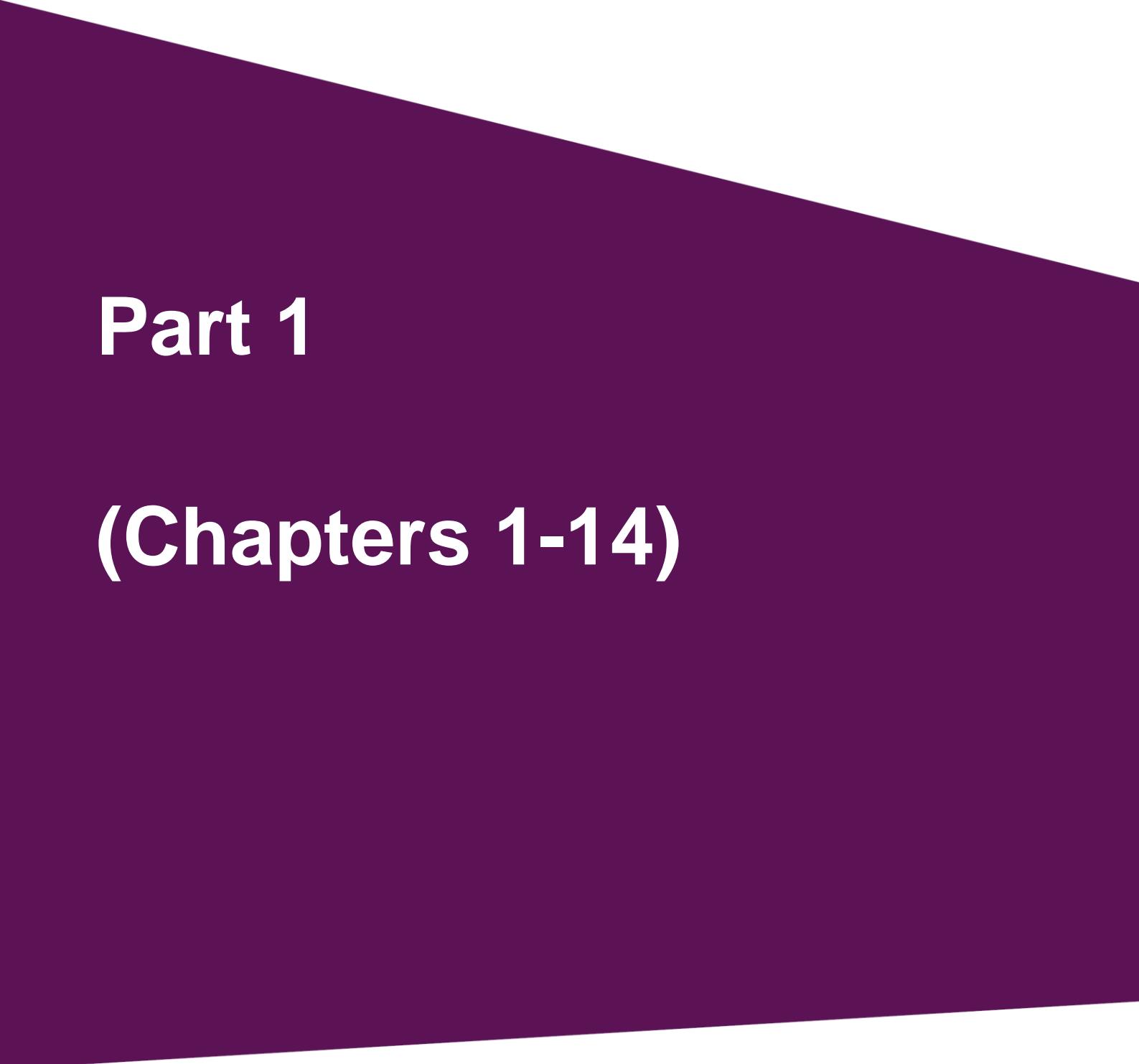
17.3	Elm Lane Byway Open to All Traffic (BOAT)	55
17.4	Non-motorised user connection along the A3 corridor and changes to private means of access	56
17.5	Private means of access for properties south of the A3	58
17.6	Painshill junction and A245 east	59
17.7	A245 west of Painshill junction	59
17.8	Seven Hills Road and new access to Feltonfleet School	60
<b>18.</b>	<b>Proposals for public rights of way</b>	<b>61</b>
18.1	Introduction	61
18.2	Footpath 14	61
18.3	Footpath near Hatchford End	61
18.4	Pointers Road Bridleway	61
18.5	Chatley Wood Bridleway	61
18.6	Red Hill bridge bridleway	62
18.7	M25 Clearmount bridleway bridge	62
18.8	Public rights of way creation and upgrades	62
18.9	Public right of way diversions	63
18.10	Proposed public right of way network	63
<b>19.</b>	<b>Gantry signs and signals</b>	<b>65</b>
19.1	General	65
19.2	On the A3	65
19.3	On the M25	66
<b>20.</b>	<b>Fencing and environmental barriers</b>	<b>68</b>
<b>21.</b>	<b>Drainage proposals</b>	<b>69</b>
21.1	Drainage design	69
21.2	Balancing ponds	70
21.3	Watercourse diversions and realignments	70
<b>22.</b>	<b>Replacement land proposals</b>	<b>72</b>
22.1	The need for replacement land	72
22.2	Proposed replacement land locations	72
<b>23.</b>	<b>Environmental proposals</b>	<b>75</b>
23.1	Introduction	75
23.2	Proposals for control of traffic noise	75
23.3	Environmental proposals in highway land	76
23.4	Environmental proposals for land used during construction	76
23.5	Environmental proposals for replacement land	77
23.6	Environmental proposals for SPA compensation land	79
23.7	Environmental proposals for SPA enhancement areas	80
23.8	Environmental proposals for watercourses and waterbodies	81
<b>24.</b>	<b>Proposed utility diversions</b>	<b>82</b>
24.1	Introduction	82

---

24.2	Electricity Mains	82
24.3	Gas mains	82
24.4	Water Mains	83
24.5	Telecommunication and Media Cables	83
<b>25.</b>	<b>Temporary Works</b>	<b>84</b>
25.1	Introduction	84
25.2	Construction Compounds	84
25.3	Temporary Slip Roads and Construction Haul and Access Routes	86
25.4	Restoration of land used temporarily	87

## Tables

Table 2.1: Scheme objectives	6
Table 2.2: Scheme timeline	7
Table 4.1: Application documentation	10
Table 5.1: Application documents	11
Table 10.1: Consultation Report Annexes	20
Table 14.1: Glossary and Abbreviations	27



**Part 1**

**(Chapters 1-14)**

## 1. Introduction

### 1.1 Purpose of this document

- 1.1.1 Highways England ('the Applicant') has submitted an application under Section 37 of the Planning Act 2008 for a development consent order (a DCO) for a scheme to upgrade the M25 junction 10/A3 Wisley interchange ('the Scheme').
- 1.1.2 This document provides an accessible guide to the Scheme, the Applicant and the application and is intended to assist those in reviewing the application documentation.

### 1.2 Structure of this document

- 1.2.1 This document comprises two parts. Part 1 provides a guide to the application and introduces the Scheme and Highways England, the Applicant. It contains the following chapters:

- Chapter 2 – which provides background information about the Scheme, its objectives, key milestones to date, its qualifying status as a Nationally Significant Infrastructure Project and a brief summary description of the Scheme proposals;
- Chapter 3 – which introduces Highways England;
- Chapter 4 – which provides an overview of the application documentation and explains how the application documentation has been structured and organised in to eight different volumes;
- Chapter 5 – which provides a list of the application documents within each volume and gives their individual document reference numbers;
- Chapters 6 to 13 – which explain the purpose of each of the documents submitted under the eight different volumes; and
- Chapter 14 - a Glossary of the abbreviations and definitions used within the Application.

- 1.2.2 Part 2 of this document provides a detailed description of the Scheme. To avoid unnecessary duplication within the application documentation, other application documents contain a short description of the Scheme and direct readers to the description provided in Part 2 of this document should more detail be required. The Environmental Statement also contains a detailed description of the Scheme so that it can be considered as a comprehensive, standalone document for the purposes of the examination, in line with good practice and the requirements of the relevant regulations.

- 1.2.3 Part 2 of this document comprises the following chapters:

- Chapter 15 – which introduces the detailed Scheme description;
- Chapter 16 – which describes the proposed A3 and M25 works;
- Chapter 17 – which describes proposed works to local highways and works affecting private means of access;
- Chapter 18 – which describes proposals for public rights of way;

- Chapter 19 – which describes proposals for gantries and signage;
- Chapter 20 – which describes proposals for fencing and environmental barriers;
- Chapter 21 – which describes the drainage proposals;
- Chapter 22 – which describes proposals for replacement land;
- Chapter 23 – which describes the environmental proposals;
- Chapter 24 – which describes proposed utility diversions; and
- Chapter 25 – which describes the proposed temporary works.

## 2. The Scheme

### 2.1 Scheme location

- 2.1.1 The Scheme comprises the alteration of the M25 junction 10/A3 Wisley interchange, situated within the administrative areas of Surrey County Council, Elmbridge Borough Council and Guildford Borough Council.
- 2.1.2 The interchange is located on one of the busiest sections of the Strategic Road Network (SRN) of both national and international importance. However, the current configuration of the interchange limits its capacity to accommodate existing and forecast traffic flows and the resulting congestion is a significant contributory factor in it having one of the highest collision rates nationally. The Government announced its commitment to improving the junction, in its first Road Investment Strategy published in 2014.
- 2.1.3 Highways England, the Applicant, is now seeking to deliver a Scheme for the M25 junction 10/A3 Wisley interchange to reduce congestion, improve safety, support planned housing and economic growth and improve provision for pedestrians, cyclists and horse riders crossing or using routes in the vicinity of M25 junction 10.

### 2.2 Summary Scheme Description

- 2.2.1 In summary, the Scheme involves the following:

1. alteration and upgrading of the existing M25 junction 10 roundabout, including: elongation and widening of the circulatory carriageway to increase capacity for right-turning traffic; realignment, lengthening and widening of the junction entry and exit slip roads; and demolition of redundant bridge structures;
2. provision of four new dedicated free-flow slip lanes at M25 junction 10, to enable all left-turning traffic to pass through the junction unimpeded by traffic signals;
3. conversion of the existing hard shoulders on the M25 through junction 10 to provide an additional running lane for traffic in both directions, including emergency refuge areas and associated modifications to M25 gantries, signage and road markings;
4. widening of the A3 to dual four lanes between the Ockham Park junction and the Painshill junction, except where the A3 crosses over M25 junction 10, which will remain as two lanes in each direction;
5. new sign gantries on the A3 to provide variable speed limits and lane control between Ockham Park and Painshill junctions;
6. widening of the A245 Byfleet Road to dual three lanes between the Painshill junction and the Seven Hills Road junction to the west;
7. provision of two new dedicated slip lanes at the Painshill junction, to enable traffic leaving the northbound A3 to join the westbound A245 and traffic leaving the eastbound A245 to join the northbound A3 to avoid having to use the roundabout;

8. improvement of the Ockham Park junction, including installation of traffic signals at the entries to the roundabout and for new crossing facilities for pedestrians and cyclists;
9. modification of A3 side road junctions, including: improvement of the Old Lane junction; closure of the Wisley Lane junction and construction of a new road bridging over the A3 to connect Wisley Lane directly with the A3 at Ockham Park junction; and closure of the Elm Lane junction and provision of an alternative access to Elm Corner via Old Lane and an improved section of Byway Open to All Traffic;
10. closure of private accesses from the A3 carriageways and the provision of substitute local access arrangements, including: a substitute access for properties between Redhill Road and Seven Hills Road (South) via a new highway running alongside the A3 northbound carriageway; a substitute access for properties on the edge of Painshill Park via the A3 southbound on-slip; and a substitute access for properties at Wisley Common from Old Lane and crossing the A3 via the replacement Cockcrow Overbridge;
11. provision of new and improved facilities for pedestrians, cyclists and horse riders, including: a new 6.3km long route along the A3 corridor between the Ockham Park and Painshill junctions; new and replacement bridges for the benefit of non-motorised users to cross both the M25 and the A3; and new and upgraded public rights of way in the area around M25 junction 10;
12. provision of 39.8 hectares of replacement common land and open space in exchange for that needing to be acquired for the Scheme; and
13. extensive areas of habitat creation and enhancement and other environmental mitigation work including: measures to compensate for the impacts of the Scheme on the Thames Basin Heaths Special Protection Area and on Bolder Mere; the provision of a new wildlife crossing over the A3 as part of a replacement Cockcrow overbridge; and the reinstatement of landscape and habitats on land used temporarily for Scheme construction.

2.2.2 A detailed description of the Scheme is provided in part 2 of this document and in the '**Environmental Statement**' (application document reference **TR010030/APP/6.3**).

## 2.3 Scheme Objectives

2.3.1 The key objectives of the M25 junction 10/A3 Wisley interchange scheme are set out in Table 2.1 which follows.

**Table 2.1: Scheme objectives**

Requirement	Actions
Route Operation	Support any projected traffic increases from other committed schemes on the Strategic Road Network (SRN) and avoid or mitigate against causing adverse effects elsewhere on the Local Road Network.
Customer	Throughout the design and delivery stages, the Scheme should ensure that customers and communities are fully considered. Specifically, this should include: <ul style="list-style-type: none"> <li>• understanding the needs of all segments of customers (including vulnerable users), stakeholders and partners;</li> <li>• responding to those needs such that the end product delivers an improved customer experience;</li> <li>• assessing the impact of works on road users and communities, minimising disruption and delivering appropriate mitigation measures. The assessment should look at issues through customers' eyes.</li> </ul>
Capacity	Reduce the average delay (time lost per vehicle per mile) on the mainline A3 and on M25 through junction running.  Smooth the flow of traffic by improving journey time reliability on the mainline A3.
Safety	Reduce annual collision frequency and severity ratio on the mainline A3, slip roads and M25 junction 10 gyratory.
Social	Support the projected population and economic growth in the area.
	Support walking and cycling by incorporating safe, convenient, accessible and attractive routes for pedestrians, cyclists and equestrians and improving crossing facilities.
	Take account of the concerns of local communities and other key stakeholders raised during consultations.
Environment	Support compliance with the UK's legally binding limits and targets on air quality and water quality status and support targets to cut greenhouse gas emissions and objectives for local air quality management areas.
	Avoid, mitigate and compensate for adverse effects on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and other statutory designated nature conservation sites and promote opportunities to achieve biodiversity gains.
	Recognise the significance of designated heritage assets close to the route of the Scheme, including at Painshill Park and at Wisley Gardens through incorporating suitable mitigation and/or design measures to avoid or reduce significant harm.
	Improve the quality of life for nearby residents, through addressing the effects of noise on people in the declared noise important area's (NIA's) and ensuring that significant noise effects are mitigated.
	Ensure through good design, that an appropriate balance is achieved between functionality and the Scheme's contribution to the quality of the surrounding environment, addressing existing problems wherever feasible, avoiding, mitigating or compensating for significant adverse impacts and promoting opportunities to deliver positive environmental outcomes.

2.3.2 The need for the Scheme is comprehensively set out in the Planning Statement (document reference TR010030/APP/7.1) and in the Statement of Reasons (document reference TR010030/APP/4.1).

## 2.4 Scheme History, Timeline and Future Milestones

- 2.4.1 The history of the Scheme and future milestones are summarised below;

**Table 2.2: Scheme timeline**

Year	Activity
December 2016 – February 2017	Non-statutory consultation on Scheme options
November 2017	Preferred Route Announcement (PRA)
February 2018	Statutory pre-application consultation
November 2018	Targeted (non-statutory) consultation on non-material changes
April 2019	Further targeted (non-statutory) consultation on minor non-material changes
June 2019	Application for a development consent order submitted
Winter 2020	Planned start of works
Summer 2023	Planned opening Scheme for traffic

## 2.5 Qualification as a Nationally Significant Infrastructure Project

- 2.5.1 The Scheme as set out in Schedule 1 of the Development Consent Order (application document reference TR010030/APP/3.1) comprises the alteration of two highways, namely the M25 motorway and the A3 trunk road. Both highways to be altered are wholly within England and Highways England Company Limited, being a strategic highways company, will be the highway authority responsible for the Scheme.
- 2.5.2 For each road the area of development exceeds the relevant area threshold for highway-related development to amount to a Nationally Significant Infrastructure Project (NSIP) as prescribed in Section 22(4) of the Planning Act 2008, the relevant thresholds being 15 hectares in relation to the alteration of a motorway (the M25) and 12.5 hectares in relation to the alteration of a road where the speed limit for any class of vehicle is and will be in excess of 50 miles per hour (the A3). Accordingly, the Scheme comprises two NSIPs, one in relation to the M25 and the other in relation to the A3 together with associated development in relation to both.
- 2.5.3 Further confirmation as to the Scheme's qualification as two NSIPs can be found in the Explanatory Memorandum (application document reference TR010030/APP/3.2).

### 3. The Applicant

#### 3.1 Highways England

- 3.1.1 The Applicant is appointed and licensed by the Secretary of State for Transport as the strategic highways company for England. It is responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads). The M25 junction 10/A3 Wisley interchange involves the alteration and improvement of two roads, the M25 motorway and the A3 trunk road, both being the responsibility of Highways England. Following construction of the Scheme, the Applicant will be responsible for operating, maintaining and improving (under its general statutory powers in respect of the latter) the upgraded M25 junction 10/A3 Wisley interchange.
- 3.1.2 The Scheme also includes measures to improve and/or alter a number of side roads in the vicinity of the M25 junction 10/A3 Wisley interchange and to provide new and improved routes for pedestrians, cyclists and horse-riders. The Applicant has developed these proposals in consultation with Surrey County Council, the relevant local highway authority. The Applicant expects that these highways will either remain or become the responsibility of the local highway authority once the works are completed.
- 3.1.3 Reference should be made to the Streets, Rights of Way and Access Plans (application document reference TR010030/APP/2.4) and Articles 11 and 12 and Schedule 3 of the Draft Development Consent Order (application document reference TR010030/APP/3.1) for identification of highways that are proposed to be classified as motorways and trunks roads and which will be the responsibility of Highways England once completed and other highways and public rights of way that are proposed to be the responsibility of the local highway authority.
- 3.1.4 The Scheme contact details are as follows:
- M25 junction/A3 Wisley interchange Project Team  
Regional Investment Programme (South East)  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
Surrey  
GU1 4LZ  
Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)  
Telephone: 0300 123 5000

## 3.2 The M25 junction 10/A3 Wisley interchange Project Team

- 3.2.1 The Scheme is managed by Highways England from its Guildford office by the M25 junction 10/A3 Wisley interchange Project Team. This team is responsible for delivering the Scheme in accordance with the objectives set out in Table 2.1 in this document.

## 4. Overview of the Application Documentation

4.1.1 The reports, drawings and plans that make up the DCO application have been organised into eight volumes as listed in the table below. The eight volumes are explained in more detail in chapters 6 to 13.

**Table 4.1: Application documentation**

Volume	Content
1	Application Form / Information / background
2	Plans / drawings / sections
3	Draft Development Consent Order
4	Compulsory Acquisition Information
5	Reports / Statements
6	Environmental Impact Assessment (EIA) information
7	Other Documents
8	Statements of Common Ground

## 5. Application Documents

- 5.1.1 A list of documents within the application is set out below. If you require a copy of any of the application documents, or parts of them, please contact the M25 junction 10/A3 Wisley interchange Project Team (contact details in Section 3.1.3). A DVD containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

**Table 5.1: Application documents**

Volume	Document Reference	Document Title
<b>VOLUME 1</b> <b>Application Form and background information</b>	TR010030/APP/1.1	Index of Development Consent Order Application Documents
	TR010030/APP/1.2	Introduction to the Application and Scheme Description
	TR010030/APP/1.3	Application Form and Covering Letter
	TR010030/APP/1.4	Schedule of Compliance with section 55 of the Planning Act 2008
<b>VOLUME 2</b> <b>Plans, drawings and sections</b>	TR010030/APP/2.1	Location Plan
	TR010030/APP/2.2	Land Plans
	TR010030/APP/2.3	Works Plans
	TR010030/APP/2.4	Streets, Rights of Way and Access Plans
	TR010030/APP/2.5	Special Category Land Plans
	TR010030/APP/2.6	Crown Land Plans
	TR010030/APP/2.7	Speed Limits and Traffic Regulations Plans
	TR010030/APP/2.8	Scheme Layout Plans
	TR010030/APP/2.9	Engineering Drawings and Sections
	TR010030/APP/2.10	Temporary Works Plans
	TR010030/APP/2.11	Nature Conservation Sites and Features Plans
	TR010030/APP/2.12	Historic Environment Sites and Features Plans
<b>VOLUME 3</b> <b>Draft Development Consent Order</b>	TR010030/APP/3.1	Draft Development Consent Order
	TR010030/APP/3.2	Explanatory Memorandum
	TR010030/APP/3.3	Consents and Agreements Position Statement
	TR010030/APP/3.4	Development Consent Order Validation Report
<b>VOLUME 4</b> <b>Compulsory Acquisition Information</b>	TR010030/APP/4.1	Statement of Reasons
	TR010030/APP/4.2	Funding Statement
	TR010030/APP/4.3	Book of Reference
	TR010030/APP/5.1	Consultation Report

Volume	Document Reference	Document Title
<b>VOLUME 5</b> <b>Reports and Statements</b>		(including annexes containing consultation materials and statutory notices)
	TR010030/APP/5.2	Statutory Nuisance Statement
	TR010030/APP/5.3	Habitats Regulations Assessment
	TR010030/APP/5.4	Water Framework Directive Assessment Report
	TR010030/APP/5.5	Flood Risk Assessment
<b>VOLUME 6</b> <b>Environmental Impact Assessment (EIA) Information</b>	TR010030/APP/6.1	Environmental Statement Index
	TR010030/APP/6.2	Environmental Statement Non-Technical Summary
	TR010030/APP/6.3	Environmental Statement
	TR010030/APP/6.4	Environmental Statement Figures
	TR010030/APP/6.5	Environmental Statement Appendices
	TR010030/APP/6.6	EIA Scoping Report and Opinion
<b>VOLUME 7</b> <b>Other Documents</b>	TR010030/APP/7.1	Planning Statement and Schedule of Accordance with National Policy Statement
	TR010030/APP/7.2	Outline Construction Environmental Management Plan (CEMP)
	TR010030/APP/7.3	Register of Environmental Actions and Commitments (REAC)
	TR010030/APP/7.4	Transport Assessment Report
<b>VOLUME 8</b> <b>Statements of Common Ground</b>	TR010030/APP/8.1	Statements of Common Ground Index
	TR010030/APP/8.2	Statement of Common Ground with Natural England
	TR010030/APP/8.3	Statement of Common Ground with Environment Agency
	TR010030/APP/8.4	Statement of Common Ground with Historic England

## 6. Volume 1 Application Form and Background Information

- 6.1.1 The **Index of Development Consent Order Application Documents** (**application document reference TR010030/APP/1.1**) is the technical index that applicants must submit with their application to facilitate efficient management and publication of the documents by the Planning Inspectorate. Whilst the application index has to be submitted electronically as an excel file, the Applicant has reproduced the index as a PDF file so that other interested parties may view a comprehensive list of the application documents.
- 6.1.2 The **Introduction to the Application and Scheme Description** (**application document reference TR010030/APP/1.2**) is this document.
- 6.1.3 The **Application Form and Covering Letter** (**application document reference TR010030/APP/1.3**) contains a standard form and provides a high level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and is submitted in accordance with section 37(3)(b) of the Planning Act 2008 and Regulation 5(1) of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regulations).
- 6.1.4 The **Schedule of Compliance with Section 55 of the Planning Act 2008** (**application document reference TR010030/APP/1.4**) This is completed to evidence how the application fulfils the conditions for acceptance by the Planning Inspectorate under Section 55 of the Planning Act 2008. The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.

## 7. Volume 2 Plans, Drawings and Sections

- 7.1.1 There are 12 sets of plans as described below. Where a plan comprises three or more separate sheets, a key plan is provided, showing the relationship between the different sheets. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols/lines/shading to denote features and information in the plans.
- 7.1.2 The **Location Plan** (application document reference TR010030/APP/2.1) identifies the location of the proposed development in its wider context.
- 7.1.3 The **Land Plans** (application document reference TR010030/APP/2.2) are submitted to meet the requirements of Regulation 5(2)(i) of the APFP Regulations. The Plans correspond with the Book of Reference (application document reference TR010030/APP/4.3) and in summary show:
- the limits of land to be acquired or used permanently or temporarily;
  - the land to be acquired or used permanently for construction, operation and maintenance works for the Scheme;
  - any land over which temporary possession may be taken;
  - any land to be used temporarily and for rights in the land to be acquired permanently; and
  - land within the DCO boundary and so subject to the provisions of the DCO but not subject to compulsory acquisition or temporary possession powers.
- 7.1.4 The **Works Plans** (application document reference TR010030/APP/2.3) are submitted to meet the requirements of Regulation 5(2)(j) of the APFP Regulations. The Plans show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out. Most importantly, the plans will show the extent of the individual works.
- 7.1.5 The **Streets, Rights of Way and Access Plans** (application document reference TR010030/APP/2.4) are submitted to meet the requirements of Regulation 5(2)(k) of the APFP Regulations. The Plans show new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way. They also show the classification of highways which are to be applied to the Scheme.
- 7.1.6 The **Special Category Land Plans** (application document reference TR010030/APP/2.5) are submitted to meet the requirements of Regulation 5(2)(i)(iv) of the APFP Regulations. The Plans show the extent of land required for the Scheme which is common land or open space and the location and extent of replacement land to be provided in exchange.
- 7.1.7 The **Crown Land Plans** (application document reference TR010030/APP/2.6) are submitted to meet the requirements of Regulation 5(2)(n) of the APFP Regulations. The Plans show the land required for the Scheme over which the Crown holds an interest, both as the Secretary of State for Transport and the Department for Environment, Food and Rural Affairs.
- 7.1.8 The **Speed Limits and Traffic Regulations Plans** (application document reference TR010030/APP/2.7) show the speed limits and traffic regulations,

such as clearways and prohibitions, which are proposed to be applied to the Scheme;

- 7.1.9 **The Scheme Layout Plans (application document reference TR010030/APP/2.8)** illustrate the Scheme proposals on an Ordnance Survey base map, including; engineering earthworks; proposed landscaping and environmental mitigation areas; drainage features; the location of new lighting, fencing, barriers and gantries; the extent of low noise surfacing for new and improved carriageways; and new and improved routes for pedestrians, cyclists and horse-riders. Due to file sizes, the Scheme Layout Plans are presented in two separate volumes, the first containing sheets 1-10 of 31 and the second containing sheets 11-31 of 31. Both volumes contain an accompanying Key Plan and Key Legend.
- 7.1.10 **The Engineering Drawings and Sections (application document reference TR010080/APP/2.9)** show the levels of the proposed works including the ground levels, the height of certain structures and the depths of any cuttings required for the project and any drainage outfall details. The Engineering Drawings and Sections are submitted to meet the requirements of Regulations 6(2)(a) and 6(2)(b) of the APFP Regulations and include other information in accordance with Regulation 5(2)(o).
- 7.1.11 **The Temporary Works Plans (application document reference TR010030/APP/2.10)** show the location of construction compounds and other works sites, top soil and materials storage locations, the alignment proposed for temporary slip roads required during construction and construction access proposals.
- 7.1.12 **The Nature Conservation Sites and Features Plans (application document reference TR010030/APP/2.11)** show statutory and non-statutory sites and features of nature conservation importance. These plans should be read in conjunction with other plans within the application relating to protected species, habitats of principal importance and water bodies in a river basin management plan, the relevant cross-references are provided on the Plans and in the accompanying explanatory text within document TR010030/APP/2.11. The Nature Conservation Sites and Features Plans are submitted to meet the requirements of Regulation 5(2)(l) of the APFP Regulations.
- 7.1.13 **The Historic Environment Sites and Features Plans (application document reference TR010030/APP/2.12)** show statutory and non-statutory sites and features of the historic environment, including scheduled monuments, listed buildings and other historic structures, archaeological sites and registered parks and gardens. These plans should be read in conjunction with the figures for Chapter 11 of the Environmental Statement, Cultural Heritage (application document reference TR100030/APP/6.4). The Historic Environment Sites and Features Plans are submitted to meet the requirement of Regulation 5(2)(m) of the APFP Regulations.

## 8. Volume 3 Draft Development Consent Order

- 8.1.1 The **Draft Development Consent Order** (application document reference **TR010030/APP/3.1**) sets out the powers that Highways England is seeking to enable it to construct and maintain the Scheme. It is a requirement of Regulation 5(2)(b) that an application for a DCO is accompanied by a draft order. It consists of seven parts and is accompanied by 10 schedules as outlined below:
- Part 1 – Preliminary
  - Part 2 – Principal Powers
  - Part 3 – Streets
  - Part 4 – Supplemental Powers
  - Part 5 – Powers of Acquisition and Possession of Land
  - Part 6 – Operations
  - Part 7 – Miscellaneous and General.
- 8.1.2 This is accompanied by 10 schedules as outlined below:
- **Schedule 1 Authorised Development** – lists the works that would be authorised by the grant of development consent, which are shown on the Works Plans and to which the schedule refers;
  - **Schedule 2 Requirements** – sets out the conditions that the Applicant would be required to accord with when implementing the development authorised by the DCO;
  - **Schedule 3 Classification Of Roads, Etc.** – lists the classifications of new, altered and improved highways and details relevant speed limits and other traffic regulation measures;
  - **Schedule 4 Permanent Stopping Up Of Streets And Private Means Of Access And Provision Of New Highways And Private Means Of Access** – sets out the streets, public rights of way and private means of access that would be permanently stopped up as a result of the Scheme (and any relevant substitutes/replacements to be provided);
  - **Schedule 5 Land In Which Only New Rights Etc. May Be Acquired** – limits the Applicant's powers of compulsory acquisition in relation to specified plots;
  - **Schedule 6 Modification Of Compensation And Compulsory Purchase Enactments For Creation Of New Rights** – amends relevant compulsory acquisition legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO);
  - **Schedule 7 Land Of Which Temporary Possession May Be Taken** – sets out the land which the Applicant is seeking to possess temporarily for the purpose of constructing the Scheme;

- **Schedule 8 Trees Subject To Tree Preservation Orders** – identifies the trees and woodland subject to tree preservation orders where the DCO would provide powers for the felling or lopping or the cutting back of roots etc., where required for the implementation of the relevant part of the Scheme;
- **Schedule 9 Protective Provisions** – includes provisions to protect the interests of various bodies in the context of the Scheme (e.g. statutory undertakers);
- **Schedule 10 Plans, Drawings And Other Documents To Be Certified** – sets out those documents to be certified by the Secretary of State for the purposes of the DCO.

- 8.1.3 The **Explanatory Memorandum (application document reference TR010030/APP/3.2)** explains the purpose and effect of each provision in the draft order and the reasons why each article is considered necessary. It is a requirement of Regulation 5(2)(c) that an application for a development consent order is accompanied by an Explanatory Memorandum.
- 8.1.4 The **Consents and Agreements Position Statement (application document reference TR010030/APP/3.3)** sets out the intended strategy for obtaining the consents and associated agreements needed to implement the Scheme.
- 8.1.5 The **Development Consent Order Validation Report (application document reference TR010030/APP/3.4)** is provided at the request of the Planning Inspectorate to demonstrate compatibility of the DCO drafting with the relevant Statutory Instrument template conventions. All DCOs must be made in the form of a Statutory Instrument (SI) because they include legislative provisions and powers to amend or exclude other statutory provisions. The Validation Report is intended to help avoid the potential for delays that might otherwise arise given that every DCO will be subject to scrutiny by the relevant parliamentary committee before an order can be made by the Secretary of State.

## 9. Volume 4 Compulsory Acquisition Information

- 9.1.1 In order to implement the Scheme, Highways England will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. Highways England is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a **Statement of Reasons (application document reference TR010030/APP/4.1)**, **Funding Statement (application document reference TR010030/APP/4.2)** and **Book of Reference (application document reference TR010030/APP/4.3)** as explained below.
- 9.1.2 The **Statement of Reasons (application document reference TR010030/APP/4.1)** explains that there is a compelling case in the public interest which would justify Highways England's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme. The Statement of Reasons comprises two separate documents, the first contains the main report together with two appendices: Appendix A which sets out the reasons why each plot of land is required and Appendix B which details the progress made by the Applicant in seeking to acquire the said land by agreement. A second document contains Appendix C which relates to common land and open space matters and provides the justification for acquiring land as replacement land. The Statement of Reasons is submitted to meet the requirements of Regulation 5(2)(h) of the APFP Regulations.
- 9.1.3 **Funding Statement (application document reference TR010030/APP/4.2)** - explains how the Scheme, including any compulsory purchase acquisition, would be funded. The Funding Statement is submitted to meet the requirements of Regulation 5(2)(h) of the APFP Regulations.
- 9.1.4 **Book of Reference (application document reference TR010030/APP/4.3)** - identifies all parties who own or occupy land and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in Section 57 of the Planning Act 2008. The Book of Reference is submitted to meet the requirements of Regulation 5(2)(d) of the APFP Regulations. It structured in five parts as follows:
- **Part 1:** Names and addresses for service of each person or organisation within Categories 1 and 2 as defined in Section 57 of the Planning Act 2008 in respect of any land which it is proposed shall be subject to:
    - powers of compulsory acquisition or other provisions of the DCO;
    - rights to use land, including the right to attach brackets or other equipment to buildings; or
    - rights to carry out protective works to buildings;
- Category 1 interests are owners, lessees, tenants, or occupiers of land.  
Category 2 interests are those who have an interest in the land or who have the power to sell and convey the land or release the land.

- **Part 2:** Names and addresses for service of each person/organisation within Category 3. These are persons who might be entitled to make a relevant claim if the DCO were made and implemented. Part 2 consists of two sub-parts:
  - Part 2a lists potential claimants under Section 10 of the Compulsory Purchase Act 1965; and
  - Part 2b lists potential claimants under Part 1 of the Land Compensation Act 1973.

Both Parts 2a and 2b also list potential claimants under Section 152(3) of the Planning Act 2008 in respect of either Section 10 of the Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973.

- **Part 3:** Names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is proposed shall be extinguished, suspended or interfered with.
- **Part 4:** Owner of any Crown interest in the land which it is proposed to be used for the purposes of the order for which application is being made.
- **Part 5:** Land the acquisition of which is subject to special parliamentary procedure, which is special category land or which is replacement land.

## 10. Volume 5 Reports and Statements

- 10.1.1 The **Consultation Report** (application document reference **TR010030/APP/5.1**) provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which Highways England is required to undertake in accordance with the Planning Act 2008, the informal engagement that has taken place, and how the comments received have been taken into account when developing the Scheme. It is a requirement of section 37(3)(c) of the Planning Act 2008 that an application for a development consent order is accompanied by a consultation report.
- 10.1.2 The Applicant has undertaken four rounds of consultation:
- A non-statutory consultation on options for the Scheme held between December 2016 and February 2017;
  - A statutory pre-application consultation under s42 and community consultation under s47 of the Planning Act 2008 held February-March 2018;
  - A targeted (non-statutory) consultation held November-December 2018; and
  - A further targeted (non-statutory) consultation held April-May 2019.
- 10.1.3 The Consultation Report comprises a main report and 11 separate annexes. Copies of the relevant **statutory newspaper notices** are provided in **Annex F** of the Consultation Report.
- 10.1.4 The range of annexes that support the report is described below:

**Table 10.1: Consultation Report Annexes**

Annex Number	Annex Name
Annex A	Non-Statutory Consultation Materials
Annex B	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 8 Notification
Annex C	Statement of Community Consultation
Annex D	Statutory Pre-Application Consultation List of Consultees. This is a list of the prescribed bodies consulted.
Annex E	Section 42 and 46 Letters. This Annex contains sample consultation letters and a copy of the notification sent to the Planning Inspectorate).
Annex F	Section 47 statutory consultation letters and Section 48 Notice. This Annex contains sample community consultation letters and a copy of the statutory notices published under s47(6) of the Planning Act 2008 (notice of publication of Statement of Community Consultation) and under Section 48 of the Planning Act 2008 (notice publicising a proposed application for a development consent order).
Annex G	Section 47 Consultation Materials.
Annex H	Section 42 and Section 44 Regards Tables.
Annex I	Section 47 Regards Tables
Annex J	Targeted Consultation Materials. (2018 targeted consultation)

Annex K

Additional Targeted Consultation Materials (2019 targeted consultation)

- 10.1.5 **A Statutory Nuisance Statement (application document reference TR010030/APP/5.2)** identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers, whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them. The Statutory Nuisance Statement is submitted to meet the requirements of Regulation 5(2)(f) of the APFP Regulations.
- 10.1.6 **A Habitats Regulations Assessment (application document reference TR010030/APP/5.3)** which presents the Applicant's assessment of the effects of the Scheme on European protected habitats to which the Conservation of Habitats and Species Regulations 2017 apply. The purpose of the assessment is to provide sufficient information for the Secretary of State to make an appropriate assessment under the 2017 Regulations and it is submitted in accordance with Regulation 5(2)(g) of the APFP Regulations. The Habitats Regulations Assessment comprises three separate volumes and three annexes as follows:
- Habitats Regulations Assessment: Stage 2: Statement to Inform Appropriate Assessment, which sets out the Applicant's assessment of the Scheme's effects;
  - Habitats Regulations Assessment Stage 3-5: Assessment of Alternatives, Consideration of the IROPI and Compensatory Measures. (*IROPI means Imperative Reasons of Overriding Public Importance*).
  - Habitats Regulations Assessment Figures;
  - Habitats Regulations Assessment Annex A: Stage 1 Screening;
  - Habitats Regulations Assessment Annex B: Consultation Report; and
  - Habitats Regulations Assessment Annex C: Selection of the Suite of Compensatory Measures.
- 10.1.7 **A Water Framework Directive Assessment Report (application document reference TR010030/APP/5.4)** which details how the requirements of the European Directive have been met by the Scheme.
- 10.1.8 **A Flood Risk Assessment (application document reference TR010030/APP/5.5)** which assesses the extent to which the Scheme could increase the risk of flooding and detailing the flood mitigation measures incorporated within the Scheme design. The Flood Risk Assessment is submitted in accordance with the requirements of Regulation 5(2)(e) of the APFP Regulations.

## 11. Volume 6 Environmental Impact Assessment (EIA) Information

- 11.1.1 Highways England has undertaken an environmental impact assessment (EIA) of the Scheme to consider what significant effects the scheme is likely to have on the environment. The EIA is reported in the **Environmental Statement (ES)** in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Regulation 5(2)(a) of the APFP Regulations. The Environmental Statement comprises five separate volumes, as follows:
- Environmental Statement Index (application document reference TR010030/APP/6.1) which lists all of the components of the ES in full;
  - Environmental Statement Non-Technical Summary (application document reference TR010030/APP/6.2);
  - Environmental Statement (application document reference TR010030/APP/6.3) – this is the main report of the Environmental Statement;
  - Environmental Statement Figures (application document reference TR010030/APP/6.4); and
  - Environmental Statement Appendices (application document reference TR010030/APP/6.5).
- 11.1.2 The Environmental Statement, Figures and Appendices have been split into a series of separate documents (each carrying the relevant application document reference number consistent with the particular volume to which it belongs). This is to ensure that file sizes do not exceed the 50MB limit stipulated by the Planning Inspectorate. The names of the individual component documents are listed both in the **Index of Development Consent Order Documents** (application document reference TR010030/APP/1.1) and in the **Environmental Statement Index** (application document reference TR010030/APP/6.1).
- 11.1.3 The Environmental Statement provides general information on the Scheme including context, description of the Scheme and its construction, the main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.
- 11.1.4 The **Environmental Statement** (application document reference TR010030/APP/6.3) includes the following chapters:
- Chapter 1 – Introduction
  - Chapter 2 – The Scheme
  - Chapter 3 – Assessment of Alternatives;
  - Chapter 4 – Environmental Assessment Methodology
  - Chapter 5 – Air Quality
  - Chapter 6 – Noise and Vibration
  - Chapter 7 – Biodiversity

- Chapter 8 – Road Drainage and the Water Environment
- Chapter 9 – Landscape
- Chapter 10 – Geology and Soils
- Chapter 11 – Cultural Heritage
- Chapter 12 – Materials and Waste
- Chapter 13 – People and Communities
- Chapter 14 – Health Impacts
- Chapter 15 – Climate;
- Chapter 16 – Assessment of Cumulative Effects
- Chapter 17 – Summary.

- 11.1.5 The **Environmental Statement main report** (application document reference **TR010030/APP/6.3**) is published in 14 separate documents, with chapters 1 to 4 in one document and each of the remaining chapters published in a series of separate documents. All have the same application document reference number TR010030/APP/6.3 to indicate that they form part of the Environmental Statement main report.
- 11.1.6 The **Environmental Statement Figures** (application document reference **TR010030/APP/6.4**) are published in 15 separate documents to ensure that no document exceeds the relevant file size limit of 50MB, again all carry the relevant reference TR010030/APP/6.4 to confirm that they form part of the Environmental Statement figures volume. Figures are provided for chapters 1-4 and for the chapters on air quality, noise and vibration, biodiversity, road drainage and the water environment, landscape, geology and soils, cultural heritage, people and communities and the assessment of cumulative effects.
- 11.1.7 The **Environmental Statement Appendices** (application document reference **TR010030/APP/6.5**) comprise more than 50 separate documents, each carrying the same relevant reference TR010030/APP/6.5. Appendices are provided on a chapter by chapter basis, with some chapters such as Biodiversity containing up to 20 separate appendices. Each appendix is clearly titled with its relevant Environmental Statement chapter and appendix number.
- 11.1.8 The **Environmental Statement Non-technical Summary** (application document reference **TR010030/APP/6.2**) is structured as follows:
- Introduction
  - The Scheme
  - Alternatives
  - Environmental statement - scope and approach
  - Assessment of likely significant effects of the Scheme
  - What happens next
- 11.1.9 The Environmental Statement is accompanied by the **EIA Scoping Report and Opinion** (application document reference **TR010030/APP/6.6**) which contains a copy of the Applicant's report and application for an EIA scoping opinion

---

submitted under Regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 on 8 December 2017 and the Planning Inspectorate's response on behalf of the Secretary of State dated 22 January 2018. The Scoping Report and Opinion identify and confirm the scope of the EIA. It is a requirement of Regulation 5(2)(a) of the APFP Regulations that an application for a development consent order is accompanied by a copy of a Scoping Opinion where applicable.

## 12. Volume 7 Other Documents

- 12.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required but are intended to provide useful information on the scheme and to aid detailed understanding of the application and its justification.
- 12.1.2 The **Planning Statement and Schedule of Accordance with National Policy Statement** (**application document reference TR010030/APP/7.1**) sets out the need for the Scheme, the objectives that it seeks to address, the options and alternatives considered and an explanation of the Scheme over time. It sets out how the Scheme meets its objectives and how it aligns with government policy in the National Policy Statement for National Networks (NPS NN).
- 12.1.3 The **Outline Construction Environmental Management Plan (CEMP)** (**application document reference TR010030/APP/7.2**) provides an essential project specific tool to manage on-site construction activities that may affect the environment. The key aims of the CEMP are to ensure all environmental mitigation, DCO requirements, consents and licences are met and to minimise and manage the risk of adverse environmental impacts.
- 12.1.4 The **Register of Environmental Actions and Commitments (REAC)** (**application document reference TR010030/APP/7.3**). This document lists items, including mitigation proposed in the Environmental Statement and other DCO Application documents, and shows how they are secured in the draft DCO, e.g. through DCO Requirements.
- 12.1.5 The **Transport Assessment Report** (**application document reference TR010030/APP/7.4**) which assesses the impact of the Scheme on the strategic and local highway network, road safety and on local sustainable modes of transport, during the construction and in the operational phase of the Scheme.

## 13. Volume 8 Statements of Common Ground

- 13.1.1 The Scheme has been developed and designed following extensive engagement and consultation. Highways England, as the Applicant, has been and is continuing to work proactively to prepare and agree several Statements of Common Ground (SoCG) to aid the DCO examination process. An SoCG is a written statement prepared jointly by the Applicant and another interested party, the purpose of which is to set out the matters that have been agreed and to identify the most contentious matters upon which agreement has not been reached. They are intended to help provide a focus for further discussion during the examination of the Scheme.
- 13.1.2 DCO examination practice has evolved over time and generally the expectation is that Applicants should now aim to have reached an initial agreement with the relevant parties by the time the preliminary meeting is held. This is the point which marks the commencement of the formal examination stage of the DCO process. The preparation and agreement of SoCGs is an iterative process and it is usual for some updating of documents to be necessary before a final statement is agreed by the end of the examination period.
- 13.1.3 Recognising the significance of the environmental constraints in the location of the M25 junction 10/A3 Wisley interchange and the care and attention that has been given to designing a comprehensive package of environmental mitigation and compensation measures for the Scheme, the Applicant has worked with Natural England, the Environment Agency and Historic England, to document agreement on those important aspects of the proposals. The application documents therefore include at this stage, three SoCGs as evidence of that engagement. Further iterations of these statements may be submitted as the examination progresses, where it is possible to document further agreement on any outstanding matters or if the relevant parties wish to raise any new matters.
- 13.1.4 Volume 8 of the DCO application therefore contains a **Statement of Common Ground Index (application document reference TR010030/APP/8.1)**, which lists the SoCGs that have been provided. This Index will be updated as and when new SoCGs are agreed with other stakeholders and interested parties.
- 13.1.5 The application contains three SoCG as follows:
- **Statement of Common Ground with Natural England (application document reference TR010030/APP/8.2)**. This SoCG also confirms that Natural England has provided the Applicant with letters of no impediment in relation to consents that are to be obtained separately under s10 of the Protection of Badgers Act 1992 and under Regulation 43 of The Conservation of Habitats and Species Regulations 2017.
  - Statement of Common Ground with the Environment Agency (application document reference TR010030/APP/8.3); and
  - Statement of Common Ground with Historic England (application document reference TR010030/APP/8.4).

## 14. Glossary

- 14.1.1 Abbreviations and definitions used through the application for the M25 junction 10/A3 Wisley interchange are set out in Table 14.1 below. To provide clarification of meaning for all readers, including the general public, the meanings and definitions are given in plain English terms rather than their precise legal definitions. Further clarification of meanings and definitions are provided within the individual application documents where appropriate.

**Table 14.1: Glossary and Abbreviations**

Term	Meaning/Definition
Acceptance	This refers to a decision made by the examining authority (Planning Inspectorate) on behalf of the Secretary of State to accept an application for an order for development consent for examination. The Examining authority has up to 28 days to decide whether or not to accept an application that has been submitted.
the Act	Means the Planning Act 2008.
Aged or veteran tree	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value.
Alteration	In relation to a highway, includes the stopping up of a highway, or diverting, improving, raising or lowering it.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD.
AOD	Above ordnance datum, used to measure the height or depth of a feature and expressed in metres.
APFP Regulations	Means The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)
Applicant	The person or body applying for an order granting development consent, which in the case of this application is Highways England, a Strategic Highways Company.
Application document(s)	A document submitted by the applicant for the purposes of an application for a development consent order. See chapter 5, Table 5.1 of this document for a list of application documents.
Appropriate Assessment	An appropriate assessment is required where a project may have significant effects on a European site by affecting its function to support protected habitats or species. Its purpose is to assess the implications of a proposal in respect of the site's conservation objectives. The assessment is undertaken by the competent authority, in this case the Secretary of State and is informed by the Habitats Regulations Assessment submitted with this application.
Area of high archaeological potential (AHAP)	An area recorded in the Surrey Historic Environment Record and where there is the potential to expect some archaeological finds during any disturbance of the ground, such as during construction.

Assessment	A process by which information about the effects of a proposed plan, project or intervention is collected, assessed and used to inform decision-making
Associated development	Means other development associated with the NSIP but which is subordinate rather than an aim in its own right, for example infrastructure associated with cycle or pedestrian access, off-site environmental mitigation works or habitat creation, the diversion of utilities.
Benefit cost ratio (BCR)	A Benefit Cost Ratio is a representation of the amount of benefit that will be realised for every £1 of cost to the public purse – the higher the BCR the greater the benefit of every £1 spent.
Birds Directive	EC Directive on the Conservation of Wild Birds (Birds Directive 2009/147/EC)
Book of Reference	Identifies all parties who own or occupy land and/or have an interest in or right over land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in Section 57 of the Planning Act 2008.
Bridleway	A way over which the public have a right of way on foot and a right of way on horseback or leading a horse. Cyclists may cycle on a bridleway but must give way to walkers and horse riders.
Byway Open to All Traffic (BOAT)	Routes marked byways and open to motorists, cyclists, horse riders, motorcyclists and pedestrians.
Carriageway	Means a way constituting or comprised in a highway being a way over which the public have a right of way for the passage of vehicles;
Category 1 land interest	Means the owner, lessee, tenant (whatever the tenancy period) or occupier of the land
Category 2 land interest	Means a person who has the power to sell, convey or otherwise release the land.
Category 3 land interest	Means a person who, as a result of the order being implemented would or might be entitled to make a claim for compensation for injurious affection or for compensation for depreciation of land values due to physical factors caused by the operation of the Scheme.
Cantilever gantry	A structure for supporting signs, signals variable message signs placed at the side of the carriageway and supported or fixed at one end only.
Certified document	A document or plan submitted to the Secretary of State for certification as a true copy of the relevant document, for clarifying the details or basis upon which development consent is granted. See Schedule 10 of the Draft DCO (application document reference TR010030/APP/3.1 for a list of documents that the Applicant expects will need to be certified.
Chainage	The distance (measured in metres) along a linear route, used to assist identification of specific points in a route alignment. Chainages are shown on the Scheme Layout Plans (application document reference TR010030/APP/2.8).

Common land	Land registered as common land and over which the public usually has the right of access (subject to certain defined restrictions).
Compulsory acquisition	The power to acquire land and or private rights in land without the consent of the owner or occupier for a wider public benefit or need. The Secretary of State may only authorise compulsory acquisition of land if satisfied that the land is required for the development and that there is a compelling case in the public interest for the compulsory acquisition. See the Statement of Reasons (application document reference TR010030/APP/4.1).
Conservation Area	An area designated by a Local Planning Authority under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Local Planning Authority will seek to preserve and enhance the character and appearance of these areas.
Consultation body	A body prescribed under Section 42 of the Act and who must be consulted about a proposed application.
Consultee	A person or body consulted prior to the submission of the DCO application.
Consultation Report	A report forming part of the DCO application, reporting on the consultations carried out by the Applicant prior to the submission of the application. It is a statutory requirement that all DCO applications are accompanied by a Consultation Report to demonstrate how an applicant has complied with its legal duties.
Construction Environmental Management Plan (CEMP)	A plan setting out the specific measures that will be taken to control and manage the environmental impacts whilst the Scheme is being constructed, including in relation to noise, air quality, water resources and ecology. The contractor undertaking the works will be responsible for ensuring that the measures specified within the CEMP are implemented.
Construction site compound	Land required temporarily within the DCO boundary for the purposes of construction, including the storage of construction plant and machinery, equipment and supplies and office accommodation.
County Sites of Archaeological Importance (CSAI)	A site recorded on the Surrey Historical Environment Record and is of important archaeological value within a county context, but which is not protected by legislation.
Crown land	Land which is held by or on behalf of the Crown, including land belonging to Her Majesty, Government departments, the Duchy of Cornwall, the House of Lords or House of Commons.
Cumulative assessment	An assessment on how the effects of the Scheme would combine and interact with the effects of other developments. It considers the accumulation of, and interrelationship between effects which might affect the environment or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.
Cumulative impact	Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project. A cumulative impact may arise

	as a result of the combined impact of a number of different environmental impacts from a single project on a single receptor/resource or as a result of the combined impact of a number of different projects within the vicinity (in combination with the environmental impact assessment) on a single receptor/resource.
Cycle track	Means a way constituting or comprised in a highway over which the public have a right of way on pedal cycles with or without a right of way on foot.
DCO	Development Consent Order
DCO boundary	Otherwise referred to as the red line boundary, and represents the land to be acquired or used, both permanently or temporarily for the carrying out the authorised development and other land to which the order powers will apply.
Dedicated slip lane/road	A slip road dedicated for a specific turning movement, usually for left turning traffic movements at junctions.
Design year	15 years after the opening year of the Scheme.
DCLG	The abbreviation for the Department for Communities and Local Government, now the Ministry of Housing, Communities and Local Government.
Department for Environment, Food and Rural Affairs (DEFRA)	The UK Government department tasked with issues such as the environment, wildlife and sustainable development.
Department for Transport (DfT)	The Government department responsible for setting the strategic direction for investment in the motorway and trunk road network and the rail network and developing policy on transport related matters. The DfT is responsible for the preparation of road investment strategies and for the Government's National Policy Statement for National Networks
Diligent inquiry	The term used to refer to the steps taken by the applicant to identify the names and addresses of any person who is an owner, lessee, tenant, occupier of the land, or has an interest in the land or other power to sell, convey or release the land or who might be eligible to make a relevant claim for compensation. An applicant for a development consent order has a legal duty to consult such land interests under Section 42 and Section 44 of the Act.
Diverge	A term used to describe the point at which a slip road separates from the principal main carriageway or a road departs from a roundabout junction.
Diversion	An alternative route (either permanent or temporary) for a highway or right of way allowing users to access their intended destination albeit via a different alignment.
DMRB	Design Manual for Roads and Bridges, a series of volumes produced by Highways England setting out standards relating to the design, assessment and operation of trunk roads and motorways.
Drainage attenuation pond	A pond designed to control the passage of water from surface run-off to reduce the risk of flooding and to help pollutant removal.

Effect(s)	The consequence of an impact (expressed as the 'significance of effect') which is determined by the inter-relationship between the magnitude of the impact and the importance or sensitivity of the receptor or resource.
EIA development	This means development that is listed in schedule 1 of EU Directive 2011/92/EU as requiring an environmental impact assessment (EIA) or development which by virtue of schedule 2 of the Directive requires EIA because it is likely to have significant effects on the environment due to its nature, size or location.
Emergency refuge area	An area provided on smart motorways where the hard shoulder has been turned into running lane for traffic to provide a safe refuge in cases of emergency or breakdown.
Enabling works	The preliminary construction and environmental activities that are required in preparation for the commencement of the main construction phase of the Scheme. The enabling works may include the diversion of utilities, site set up, the clearance of vegetation or the early implementation of environmental works.
Environment Agency	The Government agency responsible for environmental protection and regulation in England, including the regulation of waste, contaminated land, water quality and resources and for managing the risk of flooding from main rivers etc.
Environmental barrier	A barrier used generally to protect against noise and erected alongside roads. Typically comprising wooden panels up to 2.5m high for this Scheme.
Environmental impact assessment (EIA)	A method and a process by which information about the environmental effects of a project is collected, assessed and used to inform decision-making. It includes the preparation of an environmental statement and the carrying out of any consultation in respect of EIA development. The Secretary of State cannot make an order granting development consent for development that requires an EIA unless the EIA has been carried out for that application.
Environmental Management Plan	A framework for recording environmental risks, commitments and other environmental constraints and clearly identifies the structures and processes that will be used to manage and control these aspects. The EMP also seeks to ensure compliance with relevant environmental legislation, government policy objectives and scheme specific environmental objectives. It also provides a mechanism for monitoring, reviewing and auditing environmental performance and compliance.
Environmental Statement	Information gathered and submitted to a relevant competent authority in compliance with EC Directive 2014/52/EU on the environmental effects of a project.
European protected species	Defined in legislation as species listed in Annex IV to the Habitats Directive whose natural range includes any area in GB.
European site	A site forming part of a network of sites known as Natura 2000 sites, the aim of which is to conserve particular habitats and wild species across Europe, including sites

	designated as Special Areas of Conservation, Sites of Community Importance and Special Protection Areas.
Examination	This relates to the stage during which the Planning Inspectorate considers detailed representations and evidence. The Planning Inspectorate has up to 6 months in which to carry out the examination.
Examining authority	The person(s) appointed by the Secretary of State (SoS) to examine the DCO application and make a recommendation to the SoS.
Explanatory Memorandum	A document explaining the purpose and effect of provisions in the Development Consent Order (see application document TR010030/APP/3.2).
Flood risk assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be considered. See application document reference TR010030/APP/5.5.
Flood zone	A flood zone area classification devised by the Environment Agency, with Flood zone 3 representing the area of the floodplain where there is a high risk of flooding and Flood zone 2 representing the area of the floodplain where there is a low to medium risk. Flood zone 1 represents the land which is outside of a flood plain where there is little or no risk of flooding.
Footpath	Means a highway over which the public have a right of way on foot only and not being a footway.
Footway	Footway means a way comprised in a highway being a way over which the public have a right of way on foot only.
Free-flow slip lane/road	A highway designed for traffic to travel along without having to stop to negotiate signals.
Funding Statement	A statement explaining how the compulsory acquisition of land is to be funded, if such powers are being sought in a DCO application. See application document reference TR10030/APP/4.2.
Green Belt	Land designated in a relevant development plan/local land the purpose of which to restrict inappropriate development and keep the land permanently open or largely undeveloped.
Green Bridge	A crossing that allows the safe passage of wildlife over a road.
Ha	Hectare (10, 000 square metres)
Habitat of Principal Importance (HPI)	This term relates to a habitat listed under the Natural Environment and Rural Communities Act 2006 and which is protected from harmful development under the Act for its biodiversity value.
Habitats Directive	EC Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (Habitats Directive 1982) as amended (92/43/EEC).
Habitats Regulations Assessment	A report identifying any European site which may be affected by the Scheme and containing sufficient information to enable an appropriate assessment of the implications for the site to be made by the competent authority, which for a highway NSIP is the Secretary of State.

	State for Transport. An assessment must be undertaken in accordance with The Conservation of Habitats and Species Regulations 2017.
Handover Environmental Management Plan (HEMP)	The CEMP which is refined at the end of the construction period and containing essential environmental information needed by the body responsible for the future maintenance and operation of the asset.
Hearings	The means by which the Examining Authority allow for interested parties to make oral representations about a particular issue relating to the Scheme.
HEMP	A handover environmental management plan
Highways England	A strategic highways company for England with responsibility for operating, maintaining and improving the Strategic Road Network (SRN) comprising motorways and trunk roads. Highways England is the Applicant for this application.
Historic England	The public body that looks after England's historic environment, championing historic places and helping people understand their value and care for them.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged.
Historic Environment Record (HER)	A record on archaeology and the historic built environment held by the county archaeologist. It contains all known archaeological finds and features, historic buildings and historic landscape features.
Host authority	Means the local authority within which the Scheme would be situated. In this case, Surrey County Council, Elmbridge Borough Council and Guildford Borough Council.
Improvement	For a highway, means the doing of any works under powers conferred by Part V of the Highways Act 1980, including for example works to verges, cycle tracks and footways, signage, levelling of carriageways, certain specified traffic management measures and traffic detection equipment and carriageway widening.
Interested party	Any member of the public who makes a relevant representation or who registers as an interested party to the Planning Inspectorate once the Scheme is formally advertised by the Applicant as having been accepted for examination. Some organisations are automatically treated as interested parties for the purposes of the examination, including local authorities if the proposed development is located within their administrative boundaries and any prescribed consultee or land interest to be notified of an accepted application by the Applicant.
IROPI	Imperative Reasons of Overriding Public Importance
Land Plans	Plans identifying the land required for the Scheme and over which it is proposed to exercise powers of compulsory acquisition or any right to use the land, or where it is proposed to extinguish existing easements and private rights. Land Plans should also show special category land and replacement land where relevant. See

	application document references TR010030/APP/2.2 and TR010030/APP/2.5.
Letter of no impediment (LONI)	A letter provided by Natural England to confirm that there would be no impediment to the granting of a separate named wildlife licence for the Scheme once an order for development consent is granted.
Limit of deviation (LOD)	The area or limits within which the relevant authorised work must be carried out.
Listed building	A building which is considered by the Secretary of State (for Culture, Media and Sport) to be of special architectural or historic interest in accordance with the regime set out in the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. With Grade I being of exceptional interest, Grade II* being particularly important and of more than special interest and Grade II being of special interest.
Local authority	Means the administrative authority in local government, comprising county councils, district and borough councils, unitary councils and London and metropolitan boroughs.
Local highway authority	Means a highway authority other than the Secretary of State for Transport or a strategic highways company, responsible for the management of the local road network. Surrey County Council is the local highway authority for the area in which the Scheme is located.
Local nature reserve	Nature reserves established and usually managed by local authorities under the National Parks and Access to the Countryside Act 1949 (as amended). A local nature reserve can be managed both for its nature conservation value but also for its public recreational enjoyment.
Local planning authority	The local authority or council that is empowered by law to exercise planning functions under the Town and Country Planning Act 1990. All references to a local planning authority apply to district councils, London boroughs, unitary authorities, county councils, the Greater London Authority and National Park authorities, to the extent appropriate to their responsibilities.
Low noise surface	A type of carriageway surface with a consistent and even finish designed to reduce 'rolling noise' which is road traffic noise otherwise created by the interaction the carriageway surface course and vehicle tyres of high speed traffic.
Main construction compound	The principal site within the DCO boundary from which the construction operations will be managed, to include site offices and other associated staff facilities, parking for staff cars and construction plant and machinery, storage of equipment and supplies and a base for handling emergency breakdown events.
Material change	Where a proposed application changes to such a large degree that the proposals could be considered to comprise a new application or different development from that originally intended.
Merge	The point at which a slip road or side road joins the principal mainline carriageway or the gyratory or circulatory carriageway of a roundabout.

Mitigation	Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects.
Monetised benefit	A financial measurement of the combined economic, social and environmental benefits of a project calculated in accordance with Department for Transport guidelines, to include an allowance for the benefits associated with reduced travel times, reduced fuel and vehicle operating costs, accident savings, improvements in noise and air quality
Motorway	A class of road that must not be used by pedestrians, unaccompanied holders of provisional licences, motorcycles under 50cc, cyclists, horse riders, agricultural vehicles, powered mobility scooters and certain other types of slow-moving vehicles. Highways England is the Strategic Highways Company responsible for managing the motorway network in England.
Nationally Significant Infrastructure Project (NSIP)	Means a project that by virtue of its nature and scale falls within the definitions set out in the Planning Act 2008 and for which a development consent order is required from the Secretary of State.
National Policy Statement for National Networks	Government policy document published by the Department for Transport in December 2014 and which sets the policy against which the Secretary of State for Transport will make decisions on applications for development consent for nationally significant infrastructure projects in England.
Natural England	Government body responsible for protection and management of the natural environment, biodiversity, landscapes, wildlife licensing.
Neighbouring authority	A term generally used to refer to any local authority which shares a boundary with any of the host authorities. For this application, neighbouring authorities include a number of county councils, unitary authorities and London boroughs sharing a boundary with Surrey County Council, as well as The South Downs National Park Authority; and a number of district and borough councils sharing a boundary with either Elmbridge Borough or Guildford Borough.
Non-designated heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance because of its heritage interest, but not subject to statutory protection.
Non-material change	Where an application changes to a small degree or where a change affects only part of the development.
Non-monetised benefit	The anticipated environmental and social benefits of a project which are not quantified in financial terms, such as the enhancement of landscapes and habitats or changes in journey experience and amenity for non-motorised users.
Non-motorised user	Pedestrians, cyclists, horse riders. The term is often shortened to NMUs.
Non-segregated	A route for non-motorised users but without physical separation for different categories of users, such as a barrier separating that part which is for cyclists or horse riders from that part which is for pedestrians.

Non-statutory site	A site identified or designated locally but without statutory protection.
Non-technical summary	A summary of the Environmental Statement (ES) written in non-technical language and which briefly describes the main points and conclusions of the ES.
NPSNN	National Policy Statement for National Networks
Opening year	The estimated year that the Scheme would become fully operational.
Open space	Any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground.
Order land	A term used in the DCO to refer to the land shown on the land plans which is within the limits of land to be acquired or used either permanently or temporarily and which is described in the Book of Reference.
Order limits	A term used in the DCO to refer to the limits of land to be acquired or used, either permanently or temporarily and shown on the land plans and works plans and within which the authorised development is to be carried out.
Ordinary watercourse	An ordinary watercourse is a watercourse which does not form part of a main river. It may or may not hold water all of the time and can include; rivers, streams, ditches, drains, culverts, dikes, sewers.
Outfall	An outfall is a structure or pipe through which surface water discharges in to a receiving waterbody or watercourse.
Outline construction environmental management plan	A CEMP at outline stage which will later be refined and expanded in to a full CEMP as more information becomes available and there is more certainty in terms of proposed layout, construction methods, programme and the likely environmental effects. An outline CEMP is submitted as part of the suite of application documents (application document reference TR010030/APP/7.2).
Overbridge	A bridge or crossing over an existing road or transport corridor.
Permissive path/track/route	A path, route or track which is not a public right of way but which the landowner permits the public to use. The permissive route can be closed by the landowner for periods of time.
Planning Inspectorate	The Government agency responsible for operating the planning process for Nationally Significant Infrastructure Projects (NSIPs). The Planning Inspectorate is responsible for examining DCO applications and making recommendations to the relevant Secretary of State, who will make the decision on whether to grant or to refuse development consent. The Secretary of State for Transport takes the decisions on applications for highway NSIPs.
Portal gantry	An overhead structure supporting signage, signals and other variable message signs that spans across a carriageway (single span) or across both carriageways (super span).

Preliminary environmental information (PEIR)	The information compiled by an applicant and which is reasonably required for the consultation bodies to develop an informed view of the likely significant effects of a proposed development (and of any associated development).
Preliminary meeting	A meeting held by the Examining Authority to enable the applicant, interested parties, and local authorities to identify the matters that should be the focus of discussion at the examination. The Preliminary meeting is usually held approximately 3 months after the application is accepted. The Preliminary Meeting is a procedural meeting and matters relating to the merits of the application itself are not discussed.
Prescribed body or consultee	The persons who must be consulted in certain circumstances as prescribed with the relevant regulations made under s42 of the Act.
Protected species	A species of wild plant, bird or animal protected under UK law, primarily under the Wildlife and Countryside Act 1981.
Protective Provision(s)	A term used to refer to the assurances provided in the Development Consent Order for the benefit of statutory undertakers, such as electricity, gas, water and sewage undertakers to ensure that suitable provision is made for agreement on works affecting their apparatus.
Public right of way	Paths on which the public have a legally protected right to pass and re-pass
Realignment	A term used to describe an adjustment to the alignment of an existing highway broadly following its existing route.
Register of Environmental Actions and Commitments (REAC)	The commitments made by the applicant to mitigate or limit the potential environmental effects of a project and detailing how they will be secured through the DCO.
Registered park or garden	A park or garden that has been registered under Historic England's Register of Historic Parks and Gardens for its special interest.
Replacement land	The land shown on the Special Category Land Plans (application document reference TR010030/APP/2.5) and which is offered in exchange for requiring the compulsory acquisition of land forming part of a common or open space or the acquisition of rights in such land. Where land is to be acquired the replacement land must be not less in area than the land which is acquired and where rights are to be acquired the replacement land must be adequate to compensate for the disadvantages which result.
Requirement	Conditions imposed in connection with the grant of development consent and which must be complied with as appropriate. In some cases, further approvals will need to be obtained from the Secretary of State before the relevant part of the Scheme can be implemented.
Rights in land	A term used to refer to an existing easement or entitlement enjoyed by a person or to a power being sought by an applicant to enter or use land for a specified purpose.
Riparian area	The interface between land and a river or stream.

River basin management plan	The Water Framework Directive requires a river basin management plan to be published for every river basin catchment or river basin district, which is the main unit for the management of river basins. The Management Plans are prepared by the Environment Agency and set out the environmental objectives for all of the water bodies within the river basin district.
Scheduled monument	A historic building, structure or site that is included in the 'Schedule of Monuments' kept by the Secretary of State for Culture, Media and Sport under the regime set out in the Ancient Monuments and Archaeological Areas Act 1979.
Scheme	The proposed development or project which is the subject of the DCO application.
Scheme layout	The preliminary design of the proposed Scheme, showing the highway works and environmental mitigation proposals on plan.
Scoping Opinion	Means a written statement by the Secretary of State as to the information that must be provided within an environmental statement.
Scoping Report	A report prepared by the Applicant setting out the scope for the environmental impact assessment. It is prepared at an initial stage in the EIA process and determines what further studies will be required to assess the likely significant environmental effects of the project.
Section 51 advice	Advice provided by the Applicant by the Planning Inspectorate and which must be disclosed to the public generally under s51 of the Act.
Site of Nature Conservation Importance (SNCI)	A site of importance within a local authority area and which contributes to biodiversity. Sites are subject to local policy protection.
Site of Special Scientific Interest (SSSI)	A site designated by Natural England as an area of special interest by reason of any of its flora, fauna geological or physiographical features and protected under the Wildlife and Countryside act 1981.
Soakaway	A drainage feature that allows surface water to percolate in to the ground in a controlled manner.
SPA	Abbreviation for Special Protection Area, which is a European protected site under the Birds Directive.
SPA compensation land	A term used to refer to land proposed as a compensatory measure to offset the direct loss of habitat from the Thames Basin Heaths Special Protection Area and where habitat creation measures will be undertaken to improve the ecological condition of the land to a level suitable for inclusion within the SPA designation.
SPA enhancement area	A term used to refer to an area within the boundary of the existing SPA where environmental works will be undertaken to enhance existing habitats and environmental conditions with the objective being to improve the value of the land for the benefit of the SPA qualifying species.
Special category land	A term used to refer to land which is common land, open space or fuel or field garden allotment.

Special Protection Area (SPA)	A designation made under the European Union Directive on the Conservation of Wild Birds, the purpose of which is to protect the habitat of one or more rare, threatened or vulnerable bird species and regularly occurring migratory species.
Statement of Common Ground (SoCG)	A document prepared jointly by the Applicant and an interested party, stakeholder or consultee setting out the matters upon which agreement has been reached and other matters where agreement has yet to be reached. They are intended to help provide focus for the efficient running of an examination.
Statement of Community Consultation (SoCC)	A statement prepared by an applicant following consultation with host authorities about how the applicant proposes to consult people living in the vicinity of the land about the proposed application. The applicant must carry out its consultations in accordance with the proposals set out in the SoCC.
Statement of Reasons	The document which sets out the Applicants justification for seeking compulsory acquisition powers, including the reasons why each plot of land shown on the land plans needs to be acquired permanently, used temporarily or used temporarily but with rights acquired over that land.
Statutory consultee	Is used to refer to any party or person that must be consulted in accordance with the Act and the relevant regulations.
Statutory consultation	Is used when referring to consultations carried out under s.42, 43 and 44 of the Act. Applicants have a statutory duty to carry out consultation on their proposals before submitting an application for development consent.
Statutory environmental body	Where the land is situated in England, this is taken to mean Natural England, Historic England, the Environment Agency and any principal council defined in section 270 of the Local Government Act 1982 for the area where the land is situated.
Statutory nuisance statement	A statement explaining whether the Scheme gives rise to any statutory nuisances under the Environmental Protection Act 1990 and how the Applicant intends to mitigate or limit them.
Statutory site	A site subject to protection under statute or relevant law.
Statutory undertaker	Means the persons authorised by any enactment to carry on an undertaking for the supply of gas, electricity, water, drainage etc.
Stopping up	The extinguishment or diversion of a highway, such that the existing highway will cease to be a highway.
Strategic Road Network (SRN)	A network of roads comprising motorways and trunk roads and managed by Highways England, the Strategic Highways Company.
Streets, Rights of Way and Access Plans	Plans showing any new or altered means of access, stopping up of streets or roads or any diversions, extinguishments or creation of rights of way.
Structures worksite	A construction work site/compound area required specifically in connection with the construction of a new bridge or structure such as a retaining wall.

Substitute (highway or access)	A route provided as a substitute for the stopping up of an existing highway, public right of way or private means of access.
Super span (gantry)	An overhead structure with a platform supporting signage, signals, variable messages signs etc which spans over the width of the carriageway.
Targeted consultation	A non-statutory consultation to invite feedback on a particular issue or non-material change, proportionate to the anticipated level of local interest and degree of change proposed.
Temporary possession	The power to use land temporarily and which the Undertaker must restore to the satisfaction of the land owner before giving up possession of the land.
Top soil and material storage area	An area of land within the DCO boundary that is required temporarily for the purposes of storing any topsoil removed from the land prior to construction works or for the storage of other materials imported to the site for use directly in connection with the construction of the Scheme.
Toucan crossing	A crossing designed for both pedestrians and cyclists to use at the same time, incorporating sufficient space so that cyclists do not need to dismount.
Tree Preservation Order (TPO)	An order issued by a local authority to protect trees and/or woodland from unlawful damage or destruction.
Transport assessment	A systematic assessment of the traffic issues and impacts relating to a Scheme and the measures that will be taken to address impacts and improve accessibility and safety for all modes of travel.
Trunk road	A major 'A'-road of strategic importance forming part of the strategic road network and managed by Highways England.
Underbridge	A bridge spanning an opening beneath a road – such as a river or stream.
Undertaker	A term used to mean the person responsible for the implementation of the Development Consent Order or the beneficiary of the Order, in this case, Highways England.
Utility diversion(s)	The realignment of services, cables, equipment and apparatus associated with the supply or transmission of gas, electricity, water, telecommunications and media.
Water Framework Directive	Legislation published by the European Union, Water Framework Directive (2000/60/EC) establishing a framework for European Community action in the field of water policy.
Widening (road)	Works which increase the width of the highway/carriageway on its current alignment, which may include the provision of an additional running lane for traffic and which may or may not require additional land currently outside of the existing highway boundary.
Works Plans	A plan showing the proposed route and alignment of the Scheme (in relation to existing features) and the limits within which the relevant works may be carried out.

# **Part 2**

# **(Chapters 15-25)**

## 15. Scheme Description

- 15.1.1 The preliminary design for the Scheme is shown on the Scheme Layout plans (application document reference TR010030/APP/2.8). The principal components of the highway proposals are as follows:
- a larger signalised gyratory for M25 junction 10, including free-flow left turn lanes that bypass the traffic signals.
  - amended and extended slip roads onto and off the M25 and the A3.
  - widening of the A3 to dual-four lanes (D4AP) between Ockham Park junction and M25 junction 10 and between Painshill junction and M25 junction 10.
  - provision of four running lanes on the M25 through junction 10.
  - a comprehensive package of local road, private access and PRoW changes and additions.
- 15.1.2 The descriptions of the various elements of the Scheme that follow are arranged in the following order:
- A3 – Ockham Park junction to M25 junction 10
  - M25 junction 10
  - A3 – M25 junction 10 to Painshill junction
  - M25 eastbound
  - M25 westbound
  - Local roads
  - Public rights of way
  - Gantry and signs
  - Fencing and environmental barriers
  - Drainage.
- 15.1.3 Where chainages are quoted these follow the northbound carriageway along the A3, starting at the south end of the scheme, and follow the centreline along the M25. References to merge and diverge types are taken from the DMRB TD 22/06.
- 15.1.4 The new road verges for the amended lengths of the A3 and the M25 and their associated slip roads will be at least 3.0m wide, to provide space for the required drainage, lighting and communication equipment.
- 15.1.5 Environmental proposals and proposals for replacement land are described in chapters 22 and 23. Utility diversion works are described in chapter 24.

## 16. Proposed Highway Works: A3 and M25

### 16.1 Works to the A3: Ockham Park junction to M25 junction 10

A3 northbound from south of Ockham Park junction to M25 junction 10

See Scheme Layout Plans sheets 1 to 5. This is Work No. 1

- 16.1.1 The carriageway will be resurfaced and widened from three lanes to four lanes, between the lane gain from Ockham Park junction and the double lane-drop to M25 junction 10 (approximate chainages 880 to 2700), by adding a new lane 1 on the north side of the existing carriageway. The southern part of the widening will be achieved within the area currently occupied by the layby at Wisley Lane. The minimum weaving distance between Ockham Park junction and M25 junction 10 will be greater than 1km, which complies with standards. Road gradients and cross-falls will tie into those of the existing carriageway.
- 16.1.2 The design speed is 120kph and the national speed limit will apply. The stopping sight distance provided will be 295m, which requires some widening of the verge on the curve approaching M25 junction 10. To create space for the carriageway and verge widening around this curve, a new retaining wall will be provided along the edge of Hut Hill (approximate chainages 2170 to 2400), which will support the cut slope for 231m with an average height of 4.4m and a maximum height of 6.5m. The existing culvert at chainage 1970 will be extended and the watercourse realigned for a short distance to suit.
- 16.1.3 The existing lighting on 12m columns in the verge and in the central reserve will be replaced by LED lighting on 12m columns in the new verge; there will be no central reserve lighting south of the northbound diverge to M25 junction 10 at chainage 2700.
- 16.1.4 The existing bus bay, lay-by and access into Wisley Lane on the northbound A3 will be closed and a substitute road access provided (see section 17.2), and the associated lighting columns in the verge removed (see Scheme Layout Plans sheet 2).
- 16.1.5 Cyclists will be prohibited from this carriageway of the A3 and will be directed onto other routes at Burntcommon junction, south of Ripley, to re-join at Painshill junction. For any cyclists that do not leave at Burntcommon, a further chance to leave the A3 carriageway will be provided just south of Ockham Park junction at about chainage 130, via a one-way cycle track link leading from the northbound carriageway to a cycle track alongside the B2215 (see Scheme Layout Plans sheet 1).

A3 northbound on-slip from Ockham Park junction

See Scheme Layout Plans sheets 1 and 2. This is Work No. 2

- 16.1.6 The current slip road is a non-standard merge, with two lanes from the junction roundabout merging into one lane and then merging with lane 1 of the A3 carriageway. This will be upgraded by continuing two lanes on the slip road, with the right-hand lane continuing as a lane-gain on the A3 carriageway and the left-hand lane separated by a ghost island and then merging into this new lane 1.

The existing lighting on 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.

- 16.1.7 The existing connection to Mill Lane will be kept, including the short southbound connection to Ockham Park junction beside the northbound slip road.
- 16.1.8 To create space for the widened and elongated merge, a retaining wall will be provided from chainage 617 northwards, so that the works can be contained within the existing highway boundary past RHS Garden Wisley. The retaining wall will support the widening for 108m at a maximum height of 0.8m, before supporting the cut slope for 620m with an average height of 0.9m and a maximum height of 1.6m near its northern end.
- 16.1.9 The design speed is 70 kph and the stopping sight distance will be 120m.

#### A3 northbound off-slip to M25 junction 10

See Scheme Layout Plans sheets 4 and 5. This is Work No. 3

- 16.1.10 The current slip road widens to two lanes and then to four lanes at the stop line: two for right turns and two for left turns. This will be upgraded with lanes 1 and 2 diverging from the A3 carriageway as a double lane-drop, widening to three lanes prior to the free-flow left turn lane diverge, after which two lanes continue to the roundabout stop line. Road markings will be provided on each lane to inform drivers on route direction. The existing lighting on 10m and 12m columns in the verge will be replaced by new LED lighting on 10m columns in the new verge.
- 16.1.11 The design speed is 70 kph and the stopping sight distance provided will be the same as the main carriageway at 295m, as the slip road will be shorter than this, which requires some widening of the verge. The redundant parts of the existing slip road will be broken up and removed.
- 16.1.12 The existing access into Wisley Common (to access Hut Hill Cottage, Pond Farm and Birchmere Scout camp site) on the northbound off-slip will be closed and a substitute access provided (see section 17.4); the adjacent lay-by will be closed and not re-provided.

#### A3 southbound on-slip from M25 junction 10 (including modifications to Old Lane junction)

See Scheme Layout Plans sheets 4 and 5. This is Work No. 4

- 16.1.13 The current slip road is a non-standard merge, with two lanes from the junction roundabout merging into one lane prior to the left-in, left-out junction with Old Lane, and then merging with the A3 carriageway as a lane gain. This will be upgraded, by continuing two lanes on the slip road so that the Old Lane junction is made with the left-hand lane, with both lanes continuing onto the A3 carriageway as a double lane-gain, separated by a ghost island. The existing lighting on 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge as far as chainage 2660, south of which 15m columns in the new verge are used to also light the main carriageway for 500m.
- 16.1.14 The Old Lane junction will also be improved by amending the entry and exit curves and by adding deceleration and acceleration lanes. The ghost island in the M25 on-slip will start prior to the exit from Old Lane, so that exiting traffic will

merge with only a single lane of slip road traffic. The existing lay-by on the slip road adjacent to the Old Lane entry will be closed and not re-provided.

- 16.1.15 The design speed is 70 kph and the stopping sight distance will be 120m.

#### A3 southbound from M25 junction 10 to south of Ockham Park junction

See Scheme Layout Plans sheets 1 to 5. This is Work No. 5

- 16.1.16 The carriageway will be resurfaced and widened from three lanes to four lanes, between the double lane-gain from M25 junction 10 and the lane-drop to Ockham Park junction (approximate chainages 2170 to 860). The minimum weaving distance between M25 junction 10 and Ockham Park junction will be greater than 1km, which complies with standards. Road gradients and cross-falls will tie into those of the existing carriageway.
- 16.1.17 The design speed is 120kph and the national speed limit will apply. The stopping sight distance provided will be 295m, which requires some widening of the proposed verge on the curve past Bolder Mere, up to about 10m across at its widest point. To create space for the carriageway and verge widening, a new retaining structure will be provided along the edge of Bolder Mere (approximate chainages 2200 to 1970) for which the retained heights will be determined after detailed survey of the lake edge (see Scheme Layout Plans sheets 3 and 4). The character of the edge of the mere and its marginal planting will be recreated alongside the new retaining wall. The existing culvert at chainage 1970 will be extended.
- 16.1.18 The existing lighting on 12m columns in the verge and in the central reserve will be replaced by LED lighting on 12m columns in the new verge, apart from chainage 2660 to 2160 where 15m columns will be used due to the combined slip road and carriageway width. There will be no central reserve lighting south of chainage 2700.
- 16.1.19 West of Bolder Mere, there will be an unsurfaced maintenance track for use by Highways England to access the gantry base at chainage 1870 and the drainage facilities. This track can also be used by SWT to access the dam at Bolder Mere. This track will be followed by a diversion of Footpath 14 (which currently joins the A3 footway) to connect to Wisley Lane diversion bridleway (including steps up the road embankment), Elm Lane bridleway and Bridleway 544.
- 16.1.20 The existing bus bay, lay-by and access into Elm Lane on the southbound A3 will be closed and not re-provided; a substitute access to Elm Corner will be provided (see section 17.3) (see Scheme Layout Plans sheet 2). Cyclists will be prohibited from this A3 carriageway and will be directed onto other routes at Painshill junction, to re-join at Burntcommon junction, south of Ripley.

#### A3 southbound off-slip to Ockham Park junction

See Scheme Layout Plans sheets 1 and 2. This is Work No. 6

- 16.1.21 The slip road is single lane with hatching along the near side, widening to two lanes at the stop line. There is a bus stop in a bus bay shortly before the stop line, close to the termination of Footpaths 13 and 13a.

- 16.1.22 This diverge will be upgraded with a lane drop diverging from the A3 carriageway, widening to two lanes from the diverge to the stop line. The signals at the stop line will incorporate a toucan crossing for NMUs to cross the slip road. Road markings will be provided on each lane to inform drivers on route direction. The existing lighting on 10m columns in the verge will be replaced by LED lighting on 10m columns in the new verge. The bus stop and bus bay will be re-provided near the stop line.
- 16.1.23 The existing Stratford Brook Culvert South under the off-slip is a reinforced concrete single span culvert, which will be modified by installing a pre-tensioned precast concrete beam solid deck with new foundations to span over the top of the existing culvert, providing a 13m wide structure with a 9m span.
- 16.1.24 The existing retaining wall between the off-slip and the main carriageway will be kept. A new retaining wall will be provided to the south for 50m to support the proposed gantry base, with an average height of 2.8m and a maximum height of 3m. A small retaining wall will be provided to support the cutting along the south side of the off-slip for 82m, average height 1.2m and maximum height 1.4m.
- 16.1.25 The design speed is 70 kph and the stopping sight distance provided will be 120m.

## 16.2 Works to M25 junction 10

### M25 junction 10 roundabout

See Scheme Layout Plans sheet 5. This is Work No.7

- 16.2.1 The general form of the junction will remain the same, with the A3 at the top level, the gyratory (roundabout) on the middle level and the M25 underneath. The A3 will remain as dual two-lane carriageway over the junction, using the existing three bridges: the north and south interchange bridges over the gyratory and the three-span A3 bridge over the M25.
- 16.2.2 The junction gyratory will be extended substantially, from a circular three-lane carriageway of approximately 36m internal radius to an oval four-lane carriageway with similar radius curves joined by straights approximately 100m long. There will be new east and west interchange bridges to carry this carriageway over the M25 and the existing east and west bridges will be demolished. The new bridges will have 44m single spans, be 34m wide and provide minimum 5.3m clearance above the M25 carriageways. The new bridges will be of steel composite plate girder deck construction with integral bankseat abutments on sleeved columns behind reinforced earth walls. The four lanes of the gyratory will be aligned to fit through the existing south and north interchange bridges under the A3.
- 16.2.3 The new oval gyratory will be offset relative to the existing, extending further to the east than to the west. The design speed is 70 kph and the stopping sight distance will be 120m.
- 16.2.4 The enlarged junction will be fully signal-controlled, apart from the free-flow left turn lanes (see below). The extra lanes and the increased distances between the signal stop lines will increase the capacity of the gyratory substantially for right-turning traffic, with left turning traffic being catered for by the free-flow lanes. The

redundant parts of the gyratory and slip roads will be broken up and removed, unless parts are retained to facilitate maintenance access to the CCTV masts.

- 16.2.5 At each exit from the gyratory, the outer two lanes will diverge to form the start of the on-slip. The markings for other the two lanes will continue around the gyratory and move to the outside, so that two new lanes can start on the inside, prior to the next stop line. Guide marking will also be provided to direct traffic joining from the off-slips to move to the inner lanes, so that they are correctly positioned for making a right turn at the junction by following the lane markings. Road markings will be provided on each lane to inform drivers on route direction.
- 16.2.6 The traffic signals will not include pedestrian, equestrian or cyclist facilities, as there will be no NMU access to the road carriageways. Bridleway 12 will be substituted by the bridleway using the Red Hill overbridge to cross the A3.
- 16.2.7 The existing lighting on 12m columns in the inside and outside verges of the gyratory will be replaced by LED lighting on 12m in the new outside verge, with 15m columns being used where these will also light the free-flow left turn lanes.

### Free flow left turn lanes at M25 junction 10

See Scheme Layout Plans sheets 5, 12 and 13. These are Work Nos. 8, 9, 10 & 11.

- 16.2.8 Free flow left-turn lanes will be provided on all four quadrants of the enlarged junction, separated from the gyratory by a kerbed island. The design speed for these lanes is 70kph with a maximum gradient of 4% and the stopping sight distance provided will be 120m, which requires some widening of the verge in all four cases. They will be one lane wide, with a hatched area added on the left between the merges and diverges to allow traffic to pass any broken-down vehicles. They will be lit by the LED lighting on 15m columns in the verge where these also light the gyratory, with 12m columns in the verge used for the merge and diverge tapers with the slip roads.
- 16.2.9 The merge and diverge arrangements for each of these free-flow lanes differs to suit the relative traffic flows between the lane and the slip roads, described clockwise from the west:
- From A3 northbound to M25 westbound, the free-flow lane will diverge from the off-slip as a lane-drop from the 3-lane slip road and merge with the on-slip as a lane gain. This is Work No. 8.
  - From M25 eastbound to A3 northbound, the free-flow lane will diverge from the off-slip as a taper diverge from the left lane and merge with the on-slip as a lane gain. This is Work No. 9.
  - From A3 southbound to M25 eastbound, the free-flow lane will diverge from the left lane of the off-slip and merge with the left lane of the on-slip. This is Work No. 10.
  - From M25 westbound to A3 southbound, the free-flow lane will diverge from the off-slip as a lane-drop and merge with the on-slip as a lane gain. This is Work No. 11.

### A3 carriageways through junction 10

See Scheme Layout Plans sheets 5 and 6. These are Work Nos. 12 and 13.

- 16.2.10 The A3 carriageways will be retained as two lanes wide across the junction and its overbridges. Both carriageways will be resurfaced: the northbound carriageway is Work No 12 and the southbound carriageway is Work No. 13.
- 16.2.11 The existing lighting on 12m columns in the central reserve of the A3 overbridge across the junction will be retained.

## 16.3 Works to the A3: M25 junction 10 to Painshill junction

### A3 northbound on-slip from M25 junction 10

See Scheme Layout Plans sheets 5 and 6. This is Work No. 14.

- 16.3.1 The current slip road is a non-standard merge, with two lanes from the junction roundabout merging into one lane and then becoming lane 1 of the A3 carriageway by lane gain. This will be upgraded, by continuing two lanes on the slip road to join the A3 carriageway as a double lane gain. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.
- 16.3.2 The existing Pegasus bridleway crossing and signals will be removed; a substitute route for Bridleway 12 will be provided across Red Hill overbridge.
- 16.3.3 The design speed is 70 kph and the stopping sight distance will be 120m.

### A3 northbound from M25 junction 10 to Painshill junction

See Scheme Layout Plans sheets 6, 7 and 8. This is Work No. 15.

- 16.3.4 The carriageway will be resurfaced and widened from three lanes to four lanes between the double lane-gain from M25 junction 10 and the lane-drop to Painshill junction (approximate chainages 3630 to 4510). The minimum weaving distance between M25 junction 10 and Painshill junction will be less than 1km, which will require a departure from standards. Road gradients and cross-falls will tie into those of the existing carriageway. The existing lighting on 12m columns in the central reserve will be replaced by LED lighting on 12m columns in the new verge, with 5m columns used where needed under the overhead electricity cables. North of the northbound off-slip diverge at chainage 4600, the existing central reserve lighting will be retained.
- 16.3.5 The design speed is 120kph and the national speed limit will apply. The stopping sight distance provided will be 295m. To create space for the carriageway widening, a new retaining structure will be provided to support the cutting north of Redhill Road (approximate chainages 3755 to 3990), 233m long, average height 2.4m and maximum height (around a gantry leg) 3.8m, to ensure that use of the adjacent former A3 carriageway can continue for a private means of access.
- 16.3.6 The existing accesses from the A3 into Long Orchard, Farm Cottages, Fir Tree Cottage, The Coach House and the Starbucks site on the northbound A3 will be closed and substitute accesses provided (see section 17.4). Cyclists will be

prohibited from this carriageway of the A3 and will be directed onto other routes at Burntcommon junction and at Ockham Park junction, to re-join at Painshill junction.

### A3 northbound off-slip to Painshill junction

See Scheme Layout Plans sheets 7 and 8. This is Work No. 16.

- 16.3.7 The current slip road is a lane drop at taper diverge from lane 1 of the carriageway, widening to two lanes before the stop line. There is a bus stop in a bus bay, connected to a ramped pedestrian access up to Old Byfleet Road.
- 16.3.8 This diverge will be upgraded, with a lane drop diverging from the A3 carriageway plus a diverge from lane 1, separated by a ghost island at the diverge and continuing as two lanes to the stop line. Road markings will be provided on each lane to inform drivers on route direction. A toucan crossing for will be incorporated in the traffic signals at the stop line, to allow safe passage for NMUs. The existing lighting on 10m columns in the verge will be replaced by LED lighting on 10m columns in the new verge. The bus stop and bus bay will be retained.
- 16.3.9 The existing retaining wall past the buildings of Feltonfleet School and the end of Old Byfleet Road will not be affected. To support the widened slip road, a new retaining wall will be provided alongside the A3 carriageway (approximate chainages 4930 to 5165), which will support the widening for 235m at an average height of 2.3m and a maximum height of 3.9m.
- 16.3.10 The design speed is 70 kph and the stopping sight distance provided will be 120m.

### A3 southbound between north of Painshill junction and M25 junction 10

See Scheme Layout Plans sheets 6, 7 and 8. This is Work No. 17.

- 16.3.11 The carriageway will be widened to a dual-four lane arrangement, between the lane-gain from Painshill junction and the double lane-drop to M25 junction 10 (approximate chainages 4410 to 3470), with resurfacing and other works starting approximately 140m north of Painshill junction. The minimum weaving distance between Painshill junction and M25 junction 10 will be less than 1km, which will require a departure from standards. Road gradients and cross-falls will tie into those of the existing carriageway. South of chainage 4600, the existing lighting on 12m columns in the central reserve will be replaced by LED lighting on 12m columns in the new verge, with 5m columns used where needed under the overhead electricity cables.
- 16.3.12 To create space for the carriageway widening, two new retaining walls will be provided. One past the ancient woodland at Heyswood (approximate chainages 4531 to 4175), 356m long total, supporting the widening for 105m long at average height 0.6m, maximum 0.7m, and supporting the cutting for 251m, average height 0.6m, maximum 1.4m. One past the northwest corner of Painshill Park (approximate chainages 3980 to 3625), to support the cutting for 355m, average height 2.5m, maximum (around the gantry leg) 3.8m.

- 16.3.13 The design speed is 120kph and the national speed limit will apply. The stopping sight distance provided will be 295m. Cyclists will be prohibited from this carriageway and will be directed onto other routes at Painshill junction, to re-join at Burntcommon junction south of Ripley.
- 16.3.14 The existing accesses from the southbound A3 into New Farm, Heyswood Guide camp site and Court Close Farm will be closed and substitute property accesses provided via the southbound on-slip (see section 17.5) as part of Work No. 40. The existing access from the A3 to the gas valve compound will be re-provided for occasional major maintenance access, when a traffic management lane closure will be required. The emergency access to the west end of Painshill Park will be closed and not re-provided off the A3; emergency access will be via the internal park access roads.

### A3 southbound on-slip from Painshill junction

See Scheme Layout Plans sheets 7 and 8. This is Work No. 18

- 16.3.15 The current slip road is a non-standard two-lane merge, with two lanes from the junction roundabout merging with lane 1 of the A3 carriageway. This will be upgraded, by separating the two lanes by a ghost island at the merge, with the right-hand lane merging into lane 1 and the left-hand lane joining the A3 carriageway as a lane-gain. The existing lighting on 10m and 8m columns in the verge will be replaced by LED lighting on 10m columns in the new verge, with 5m columns used where needed under the overhead electricity cables.
- 16.3.16 To create space for the widened and elongated merge, retaining walls will be provided past an electricity pylon and past the gas valve compound (approximate chainages 5020 to 4940 and 4650 to 4580), to avoid major utilities diversions. The retaining walls will support the cut slope for 93m with a maximum height of 2.4m and for 68m with a maximum height of 0.8m, respectively.
- 16.3.17 A new left-in, left-out junction will be provided on the slip road as part of a new private means of access to the gas valve compound, New Farm, Heyswood Guides camp site and Court Close Farm. This PMA junction will be combined with a replacement bus bay linked by an amended pedestrian access to the footway at Painshill Park junction. There will be a signal-controlled toucan crossing of the on-slip provided just south of the exit from the junction roundabout. The emergency access from the southbound A3 into Painshill Park will not be re-provided.

### A3 southbound off-slip to M25 junction 10

See Scheme Layout Plans sheets 5 and 6. This is Work No. 19

- 16.3.18 The current slip road is a diverge of lane 1 of the carriageway as a lane-drop, as it widens to two lanes. The slip road widens again to three lanes at the stop line: two for right turns and one for left turns and straight ahead (the straight-ahead manoeuvre is for access to Old Lane). This will be upgraded, with lanes 1 and 2 leaving the A3 carriageway as a double lane-drop, with the slip road again widening to three lanes at the roundabout stop line. Road markings will be provided on each lane to inform drivers on route direction. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m and 12m columns in the new verge.

- 16.3.19 The design speed is 70 kph and the stopping sight distance provided will be the same as the main carriageway at 295m, as the slip road will be shorter than this, which requires substantial widening of the verge, up to about 32m across at its widest point. The redundant parts of the existing slip road will be broken up and removed.

## 16.4 Works to the M25 – Eastbound

### M25 works eastbound carriageway

See Scheme Layout Plans sheets 5 and 10 to 18. This is Work No. 24

- 16.4.1 The carriageway will be widened into the hard shoulders to provide four running lanes between the ends of the slip roads and through junction 10 without hard shoulders; as this work will be within the existing carriageway surface under the junction bridges, the lanes will be narrower between merges and diverges. There will be a 100m long emergency refuge area in the verge, immediately east of the proposed M25 junction 10 east bridge. The existing central reserve lighting will be retained.
- 16.4.2 To create space for the widening, retaining walls will be provided between the carriageway and the amended slip roads: that on the west side of the junction will support the slip road for 195m at an average height of 2.3m and a maximum height of 4.3m; that on the east side of the junction will support the slip road for 162m at an average height of 1.2m and a maximum height of 2.5m.
- 16.4.3 There will be cabling and duct work in the verge extending to the proposed amendments to sign gantries as far as the River Wey bridge to the west and Cobham Services to the east.
- 16.4.4 The design speed is 120kph and the stopping sight distance will be 295m.

### M25 eastbound off-slip to M25 junction 10

See Scheme Layout Plans sheets 5, 11 and 12. This is Work No. 25

- 16.4.5 The current off-slip is a diverge of lane 1 of the carriageway as a lane-drop. The slip road widens to two lanes and then to four lanes at the stop line: two for right turns and two for left turns. This will be upgraded, with two separate diverges from lane 1 of the M25 carriageway, segregated by a ghost island until after the second diverge. Road markings will be provided on each lane to inform drivers on route direction. The left-hand lane of the off-slip will have a 145m length of hard shoulder, which will act as an emergency refuge area in the verge, prior to the diverge for the free-flow left turn lane. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.
- 16.4.6 To provide space for the widening, two retaining walls will be provided to support the cutting: west of Clearmount bridge for 155m with a constant height of 2m; and east of Clearmount bridge for 32m with an average height of 2.4m and maximum 4m.
- 16.4.7 The design speed is 70 kph and the stopping sight distance provided will be 295m to the diverge for the free-flow left turn lane and 120m to the gyratory stop line.

## Eastbound on-slip from M25 junction 10

See Scheme Layout Plans sheets 5, 13 and 14. This is Work No. 26.

- 16.4.8 The current on-slip merges with two lanes from the junction roundabout merging into Lane 1 of the M25 carriageway by lane gain. This will be upgraded with the two lanes of the on-slip becoming segregated by a ghost island and merging sequentially into lane 1 of the widened M25 carriageway. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.
- 16.4.9 The design speed is 70 kph and the stopping sight distance will be 120m.

## 16.5 Works to the M25 – eastbound

### M25 works – westbound carriageway

See Scheme Layout Plans sheets 5 and 10 to 18. This is Work No. 27.

- 16.5.1 The carriageway will be widened into the hard shoulders to provide four running lanes between the ends of the slip roads and through junction 10 without hard shoulders; as this work will be within the existing carriageway surface under the A3 interchange overbridge, the lanes will be narrower between the merges and diverges. There will be a 100m long emergency refuge area in the verge, approximately 90m west of the proposed M25 junction 10 west bridge. The existing central reserve lighting will be retained.
- 16.5.2 To create space for the widening, retaining walls will be required between the carriageway and the amended slip roads: that on the west side of the junction will support the slip road for 210m at an average height of 2.1m and a maximum height of 2.9m; that on the east side of the junction will support the slip road for 176m at an average height of 1.6m and a maximum height of 2.4m.
- 16.5.3 There will be cabling and duct work in the verge extending to the proposed amendments to sign gantries as far as the River Wey bridge to the west and Cobham Services to the east.
- 16.5.4 The design speed is 120kph and the stopping sight distance will be 295m.

### M25 westbound off-slip to junction 10

See Scheme Layout Plans sheets 5, 13 and 14. This is Work No. 28.

- 16.5.5 The current off-slip diverges as a lane-drop. The slip road widens to two lanes and then to three lanes at the stop line: lane 1 for left turn, lane 2 for left or right turn and lane 3 for right turn. This will be upgraded, with two lanes diverging from lane 1 of the M25 carriageway. Road markings will be provided on each lane to inform drivers on route direction. The left-hand lane of the off-slip will have a 145m length of hard shoulder, which will act as an emergency refuge area in the verge, prior to the lane-drop diverge for the free-flow left turn lane. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.
- 16.5.6 The design speed is 70 kph and stopping sight distance provided will be 295m to the diverge for the free-flow left turn lane and 120m to the gyratory stop line.

## M25 westbound on-slip from M25 junction 10

See Scheme Layout Plans sheets 5, 11 and 12. This is Work No. 29.

- 16.5.7 The current on-slip is a merge, with two lanes from the junction roundabout becoming segregated by a ghost island, with the right-hand lane merging into Lane 1 of the M25 carriageway and the left-hand lane then joining the carriageway by lane gain. This will be upgraded, with the segregated on-slip lanes merging sequentially into lane 1 of the widened M25 carriageway, but with the distance between merges increased by providing an extended auxiliary lane at the second merge, which finishes just east of Buxton Wood bridge. The existing lighting on 10m and 12m columns in the verge will be replaced by LED lighting on 10m columns in the new verge.
- 16.5.8 To provide space for the widening, a retaining wall will be provided to support the cutting east of Clearmount bridge for 23m with a constant height of 4.7m.
- 16.5.9 The design speed is 70 kph and the stopping sight distance will be 120m.

## 17. Proposed Works to Local Highways

### 17.1 Ockham Park junction

See Scheme Layout Plans sheet 1. This is Work No. 31.

- 17.1.1 The junction will remain at its existing size, using the existing A3 overbridges. There will be a new connection on the south side of the gyratory for the diverted Wisley Lane and the connection for Ockham Lane North will be amended to provide two lanes at the stop line. The exit into the B2215 Portsmouth Road will be amended. A temporary access will be provided during the construction period into the main works construction compound, on the north side of the junction, with a temporary exit onto the B2215 just south of the junction (see Temporary Works Plans sheet 1). The existing lighting on 8m columns in the verge will be replaced by LED lighting on 8m or 10m columns to suit the revised highways layout.
- 17.1.2 The junction will be fully signal-controlled, with the stop lines set back from the exit points onto the roundabout to allow space for NMU crossings, which will be incorporated into the signals at all stop lines for the roundabout entries.
- 17.1.3 There will be some additional facilities for NMUs to negotiate the junction and provide a route across the A3:
- a shared pedestrian and cycle surface will be provided in the verge around the east and south sides of the junction to connect between the path from the bus stop, the Wisley Lane diversion bridleway (see Work No. 33 below), Ockham Lane North and the shared pedestrian and cycle surface and the cycle lane running south along the B2215 Portsmouth Road. This will also provide a route for cyclists leaving the A3 northbound carriageway to reach Ockham Road North or Wisley Lane and the bridleway link alongside the A3.
  - a toucan crossing will be provided across the exit into the B2215 Portsmouth Road for users of the above shared surface path around the roundabout to access the shared pedestrian and cycle surface along the west side of Portsmouth Road.
  - a shared pedestrian and cycle surface will be provided in the verge around the northern side of the junction to connect between the path from the bus stop and Mill Lane, via a toucan crossing of the northbound on-slip to the A3 and the southbound link from Mill Lane.
  - on the B2215 Portsmouth Road as it approaches the stop line for the junction, a shared pedestrian and cycle surface will be provided in the verge to continue around the west side of the junction to the above toucan crossing and to Mill Lane.

### 17.2 Wisley Lane Diversion Works

See Scheme Layout Plans sheets 1, 2 and 20. These are Work Nos. 32-34

- 17.2.1 Work No. 33 is Wisley Lane diversion, which will run from the south side of Ockham Park junction across Stratford Brook on a new 19m wide bridge with a 29m single span, of pre-tensioned precast concrete beam and slab deck

construction with integral abutments. The lane will head north-eastwards alongside Wisley Common before turning north-westwards to rise across the common and then cross the widened A3 on a new 69m two-span bridge. This will have a 16m wide deck of pre-tensioned precast concrete beam and slab deck construction with 5° skew and integral bankseat abutments on sleeved columns behind reinforced earth walls. The bridge will provide a minimum 5.3m clearance above the A3 carriageways (see cross-section drawings sheet 1). The lane will then descend to tie into the existing Wisley Lane close to the entrance into RHS Wisley Gardens; this entrance will be amended to suit the new road levels and will incorporate a bus stop and turn-around facility. The bridges will have parapets suitable for equestrian use.

- 17.2.2 Wisley Lane diversion will provide safe access to the existing Wisley Lane and RHS Wisley Gardens from the A3 without the need for additional merges with or diverges from A3 traffic and without requiring land from within the gardens themselves. The design speed for this road is 70kph and a 50m stopping sight distance will be provided. The speed limit will be 40mph from Ockham Park junction to the start of the curve to the northwest, where it will change to a 30 mph limit that will extend over the bridge and past the RHS Wisley entrance to the start of the existing 30mph limit through Wisley village. The road will not be lit.
- 17.2.3 Wisley Lane diversion will include a new bridleway link along the eastern verge of the road, linking to Footpaths 13 and 13a, Elm Lane (which will become Footpath 14), Bridleway 8 and the Work No. 35 bridleway, including steps down the embankment slopes on both sides of the A3 to provide shorter routes for walkers. The bridleway surface will be macadam and 3m wide. Footpaths 13 and 13a will be diverted (as Work No. 32) to converge and join the new bridleway. Footpath 7 will be diverted to meet Wisley Lane west of the amended access into Wisley Gardens, to facilitate crossing the road to meet the new bridleway and other PRoW on the other side. Bridleway 8 will be diverted to join the new bridleway. Because of the new bridleway, the maximum gradient for Wisley Lane diversion will be 5% (1 in 20). The existing footbridge across the A3 will be demolished to allow space for the A3 carriageway widening, after the Wisley Lane diversion bridge is open to use.
- 17.2.4 There is potential need for a toucan crossing of Wisley Lane diversion a short distance from the Ockham Park junction roundabout. This can be included within the DCO boundary and will be considered at the next stage of the design.
- 17.2.5 There will be a new bridleway alongside the common, running from the Wisley Lane diversion bridleway north-eastwards to meet Bridleway 544 (Hyde Lane), close to the point where this meets Elm Lane. The bridleway surface will be macadam and 3m wide. This is Work No. 34.

## 17.3 Elm Lane Byway Open to All Traffic (BOAT)

See Scheme Layout Plans sheet 24. This is Work No. 50.

- 17.3.1 The unsurfaced section of Elm Lane, known as BOAT (byway open to all traffic) 525, will be upgraded from an unsurfaced track to a 3.5m wide macadam surface with filter drains to manage runoff. The new surface will be tied into the existing surfaces of Elm Lane at Elm Corner, Hatch Lane (Bridleway 16) and Old Lane.

- 17.3.2 The design speed is 30 kph and the forward sightline will be 24m. The detailed design will be refined to suit site conditions and minimise the need for tree felling.

## 17.4 Non-motorised user connection along the A3 corridor and changes to private means of access

See Scheme Layout Plans sheets 2 to 7, 13 and 20. This is Work No. 35.

- 17.4.1 This new NMU route will provide a replacement for the existing shared-use pedestrian and cycle surface that runs alongside, or close to, the existing A3 southbound carriageway and slip roads between Ockham Park junction and Painshill junction. This new facility will be separated from the A3 as NMUs will be prohibited from the A3 carriageways between Ockham Park and Painshill junctions. The new NMU route will be provided with bridges across both the A3 and the M25, creating approximately 5.5km of route that is safer, easier and more attractive to use than the existing roadside facilities. The separation also enables the route to be used as a maintenance access track and/or PMA and, where appropriate, follow the line of construction needed for the medium pressure gas main diversion.
- 17.4.2 The southern part of this new route will be provided by the Wisley Lane diversion bridleway included in Work No. 33, plus the cycle off-slip from the northbound A3 carriageway to the B2215 included in Work No. 1.
- 17.4.3 Work No. 35 will provide the major part of the route as a new bridleway from Wisley Lane to Seven Hills Road (South). South of Redhill Road, this will have a 3m hard surface suitable for road cycle use and 1m and 2m soft verges, with the 2m verge not segregated from adjacent common land or open space. North of Redhill Road, the bridleway will run along the PMA, which will follow the existing former A3 carriageway or a new 4.8m road. The design speed used for the bridleway is 20kph, the stopping sight distance provided will be 17m and the maximum gradient will be 5% (1 in 20).
- 17.4.4 This Work includes various components:
- a new bridleway running from the Wisley Lane diversion bridleway close to the start of Bridleway 8, following the line of an existing SWT maintenance track parallel to Wisley Lane and then parallel to the A3 north-eastwards, before becoming an entirely new track set back from the A3 as the widening works encroach further into the common, continuing over the south side of Hut Hill, above the retaining wall, to the new Cockcrow bridge (see sheets 2, 3, 4 and 20). This length of the bridleway has been aligned to the west of the A3, along with associated works to divert a medium pressure (MP) gas main, to avoid extensive and expensive construction to take these elements through the north-western edge of Bolder Mere and its earthworks dam, alongside the works needed for the A3 widening.
  - a new footpath link between the above bridleway and the Wisley Lane diversion bridleway, using steps up the embankment to the overbridge (see sheets 2 and 3).

- a replacement for the existing Cockcrow bridge over the A3 by a new 68m two-span bridge with a 16m wide deck. This will carry the bridleway as well as a 10m soft verge to enable vegetation to be established that provides connection between the SPA habitats on either side of the A3, allowing reptiles, invertebrates and other species to cross. The bridge will have parapets suitable for equestrian use. The bridge will be of pre-tensioned precast concrete beam and slab deck construction with 5° skew and integral bankseat abutments on sleeved columns behind reinforced earth walls. The bridge will provide a minimum 5.3m clearance above the A3 carriageways (see cross-section drawings sheet 3). The new bridge will be set to the south of the existing bridge, so that connection across the A3 can be maintained during construction (see sheet 4). The additional deck width is subject to an application for designated funds but has been included in the Scheme layout on the basis that there is a reasonable prospect of the funding being secured. Should funding not be forthcoming, the additional 10m soft verge will be omitted.
- connections from this new bridleway into Footpaths 9 and 10 and the private means of access to Hut Hill Cottage, Pond Farm and Birchmere camp site, which will enable these access tracks and footpaths to connect to the replacement Cockcrow bridge (see sheets 3 and 4).
- a new bridleway link from Old Lane to the replacement Cockcrow overbridge, a revised means of access to Ockham Bites Café and Ockham Common car parks and a connection to Footpath 17; this will be gated after the car park entrance and will be the means of vehicular access onto the main part of Wisley Common and for the associated properties (see sheet 4).
- a new 95m three-span bridleway bridge, 5m wide, across the M25 at Sandpit Hill, southeast of M25 junction 10, including steps down the embankment slopes on both sides of the M25 to provide shorter routes for walkers. The bridge will provide a shared surface 3.5m wide and will have parapets suitable for equestrian use. The height and extent of the earthworks for the bridge approaches have been kept to a minimum by the structural design of the bridge. This will be of half-through truss construction with a bow-topped appearance up to 2m high at the centre of the main span; this minimises the depth of deck needed below the bridleway surface and hence the height of the approach embankments. The bridge will be supported on spread-footing abutments behind steepened reinforced earth walls. The bridge will provide a minimum 5.7m clearance above the M25 carriageways and slip roads (see sheet 13).
- a new bridleway running from Cockcrow bridge across Ockham Common and over Sandpit Hill bridleway bridge to Red Hill bridleway bridge (see below), which provides connections to Footpath 17, Pointers Road and the proposed bridleway links to Telegraph Hill and to Chatley Wood (see sheets 4, 5, 6 and 13). This also provides the substitute for Bridleway 12 between Pointers Road and Red Hill bridleway bridge.

- a new bridleway bridge at Red Hill that will provide the bridleway connection across the A3 as substitute for that presently provided by the Bridleway 12 links across M25 junction 10. It will be a 60m single span bridge 5m wide, with parapets suitable for equestrian use. It will connect the bridleway route with the end of Redhill Road and NMU links on the north side: Footpath 11, Footpath 12 and the proposed bridleway (see Work No. 38) that will run west from the bridge towards Footpath 11 and Clearmount bridge. The height and extent of the earthworks for the bridge approaches have been kept to a minimum by the structural design of the bridge. This will be a through-truss construction with bow-topped appearance up to 5m high at the centre of the span, which minimises the depth of deck needed below the bridleway surface and hence the height of the approach embankments. The bridge will be supported by spread-footing abutments on strengthened earthworks, which will create steep slopes that meet existing ground levels quickly. The bridge will provide a minimum 5.7m clearance above the A3 carriageways (see sheet 6).
- a new PMA parallel to the widened A3 northbound carriageway with connections to maintain access to properties in the Long Orchard group (Long Orchard Farm, Long Orchard, No. 1 Farm Cottage, No. 3 Farm Cottage, Fir Tree Cottage and The Coach House) and into the remaining extent of the Starbucks site. This new road will be 4.8m wide and will be constructed at or close to existing ground levels. The southern end will tie into the existing property access along the former A3 carriageway leading to Redhill Road and the northern end will tie into the unused part of Seven Hills Road (South), which will (as part of Work No. 45) be cleared of soil and vegetation and refurbished as necessary up to the entrance for the Cobham Hilton Hotel (see sheets 6 and 7). This road will not be lit. There will be access control gates to the north of the turning head at the end of Redhill Road and to the south of the entrance to the Cobham Hilton Hotel, to prevent the new PMA being used as a rat-run around queues on the A245. These gates will be controlled by residents of the five houses, the owners of the Starbucks site, SCC highways and the emergency services. The access gates will be designed to facilitate the use of this route as a bridleway.
- there will be a segregated bridleway surface along the southern edge of the turning head at the end of Redhill Road to ensure connection is maintained between the bridleway south to Red Hill bridge and the bridleway north to Seven Hills Road (South).

## 17.5 Private means of access for properties south of the A3

See Scheme Layout Plans sheets 6, 7 and 8. These are Work Nos. 40 and 41.

- 17.5.1 There will be new PMA from near the top of the A3 southbound on-slip from Painshill junction, via a left-in left-out junction, to provide access to New Farm, the gas valve compound, Heyswood Guides camp site and Court Close Farm, as a 4.8m wide macadam road. There will be access control gates provided shortly after the junction and shortly after the car park in the guide camp, plus a turning head near the entrance to Court Close Farm. A retaining wall will be required around the base of the overhead electricity pylon just south of the junction to

support the cut slope and ensure stability of the ground conditions under the pylon.

- 17.5.2 The junction for this PMA will also incorporate the relocated bus bay for services using the A3, linked by a new footpath (Work 41) to join the footway to Painshill junction.

## 17.6 Painshill junction and A245 east

See Scheme Layout Plans sheet 8. These are Work Nos. 42, 43 and 48.

- 17.6.1 There will be various changes made to Painshill junction with the aim of improving the efficiency of traffic flow around the junction and reducing queueing, as well as accommodating facilities for NMUs to cross the amended junction. The general arrangement and size of the junction will remain as existing and will use the current bridges over the A3. The changes will be:
- improvements to the A3 Painshill junction gyratory and the A245 Portsmouth Road tie-in, including modifications to road markings, traffic signals and signs. This is Work No. 42.
  - addition of a dedicated left turn lane from the A3 northbound off-slip to the A245 westbound, separated from the gyratory by a kerbed island. To avoid taking land from Feltonfleet School, the A3 off-slip will be realigned and a retaining wall provided between the off-slip and the A3 main carriageway. There will be a signal-controlled toucan crossing of this left turn lane, to maintain safe access across the junction from Cobham to Feltonfleet School and the A245 to the west. The left-turn lane is Work No. 43.
  - addition of a free-flow left turn lane from the A245 eastbound to the A3 northbound on-slip, separated from the gyratory by a kerbed island. This lane will include a maintenance access to the site of the adjacent electricity pylon. The left-turn lane is Work No. 48.
  - the existing lighting on 12m columns in the outside verges of the west side of the gyratory will be replaced by LED lighting on 12m columns in the new verges behind the free-flow left turn lanes, with 5m columns used where needed under the overhead electricity cables.

## 17.7 A245 west of Painshill junction

See Scheme Layout Plans sheets 8 and 9. These are Work Nos. 44 (westbound) and 47 (eastbound).

- 17.7.1 The A245 west of Painshill junction will be widened from dual-two lane to dual-three lane, to increase traffic capacity between the signals at Painshill junction and the signals at Seven Hills Road junction, as well as connect effectively to the free-flow left turn lanes at Painshill junction. The signals at Painshill junction and Seven Hills Road junction will both be modified to suit this additional traffic capacity. The design speed is 50kph and the stopping sight distance provided will be 70m. A speed limit of 40mph will be applied.
- 17.7.2 The central reserve gap that currently allows eastbound traffic to turn into Old Byfleet Road for Feltonfleet School will be closed and the Old Byfleet Road access to and from the westbound carriageway of the A245 will be closed. A left-

turn lane with a short deceleration taper will be provided for the left turn into Seven Hills Road (South). A substitute access for the school will be provided from Seven Hills Road (South) (see Works Nos. 45 and 46 below).

- 17.7.3 Retaining walls will be provided to accommodate the widened carriageways: that for the westbound carriageway will support the cut slope for 292m at an average height of 1.4m and a maximum height of 1.9m; that for the eastbound carriageway past Manor Pond will support the widening for 222m at an average height of 2.8m and a maximum height of 4.3m. The existing bus bays and their footway connections to Seven Hills Road will be reinstated in the new verges. The existing lighting on 12m columns in the verges will be replaced by LED lighting on 12m columns in the new verges.
- 17.7.4 A new shared footway/cycle track with a surface suitable for road cycles will be provided to the south of the westbound carriageway, above the new retaining wall. This will connect the NMU facilities at Painshill junction with the NMU facilities at Seven Hills Road junction and with Seven Hills Road (South). This new provision will enable public access along the Old Byfleet Road to be stopped up, so that this road becomes a PMA for Feltonfleet School.

## 17.8 Seven Hills Road and new access to Feltonfleet School

See Scheme Layout Plans sheets 7 and 9. These are Work Nos. 45 and 46.

- 17.8.1 A new 7.3m wide two-way road will be provided between Old Byfleet Road and Seven Hills Road (South) to enable traffic to access Feltonfleet School from the Seven Hills Road junction, after closure of the Old Byfleet Road junction with the A245 that currently allows school access (see Works Nos. 44 and 47 above). This length of new road will be gated so that the school can close it out of school hours and, therefore, it will be classed as a private means of access. The design speed is 30kph and the stopping sight distance provided will be 24m. Lighting will be provided on 6m columns similar to the existing columns on Old Byfleet Road.
- 17.8.2 Seven Hills Road will be modified to suit the new layout of the junction with the A245 and the new PMA into Feltonfleet School. The modifications will extend along Seven Hills Road (South) to include clearance and restoration of the road surface to join the bridleway and PMA provided by Work No. 35.

## 18. Proposals for public rights of way

### 18.1 Introduction

- 18.1.1 In addition to the various public rights of way (PRoW) elements included in the highways and other non-motorised user (NMU) works described in chapters 16 and 17, there will be several other additions and changes to the PRoW network.

### 18.2 Footpath 14

See Scheme Layout Plans sheets 2 and 3. This is Work No. 36.

- 18.2.1 The footpath connection to the A3 southbound carriageway will be stopped up and the footpath diverted southwest along an access track used for maintenance and then southeast along the stopped-up length of Elm Lane to join Bridleway 544.

### 18.3 Footpath near Hatchford End

See Scheme Layout Plans sheet 26. This is Work No. 51

- 18.3.1 A new footpath will be provided between Footpath 71 near Elm Lane and Bridleway 18, to provide a pedestrian route that does not entail walking along Old Lane (which has no footways) and to provide access through the replacement land. This route will not be surfaced.

### 18.4 Pointers Road Bridleway

See Scheme Layout Plans sheets 5 and 13. This is Work No.37.

- 18.4.1 The existing roadway surface will be made suitable for use as a bridleway and suitable signs provided; a new access control gate will be provided west of The Cottage. Existing accommodation access to the telecommunications mast will be maintained.

### 18.5 Chatley Wood Bridleway

See Scheme Layout Plans sheets 6, 13 and 30. This is Work No. 39.

- 18.5.1 A new bridleway will be provided between the bridleway near Red Hill bridge (see Work No. 35) and Pointers Road, using the line of a former trackway from Chatley Farm and passing through the eastern part of Chatley Wood. This will provide access to the replacement land areas, within which the alignment will be refined at detailed design to suit the terrain and the proposed pattern of tree felling and other vegetation clearance. This route will not be surfaced.

## 18.6 Red Hill bridge bridleway

See Scheme Layout Plans sheet 6. This is Work No. 38.

- 18.6.1 A new bridleway will be provided to connect Red Hill bridleway bridge to the bridleway upgrade proposed along an existing horse track to the west and then along Footpath 11 to the southwest. This route will not be surfaced.

## 18.7 M25 Clearmount bridleway bridge

See Scheme Layout Plans sheets 11 and 12. This is Work No. 49.

- 18.7.1 Clearmount bridge will be replaced by a new bridge over the widened motorway, which will continue to carry Bridleway 8 and to provide accommodation access across the motorway. The new bridge will have a 63m span, be 7.0m wide, provide a minimum 5.7m clearance above the M25 carriageways and will have parapets suitable for equestrian use. It will be of steel composite plate girder deck construction with integral bankseat abutments on sleeved columns behind reinforced earth walls. The new bridge will be set to the west of the existing bridge, so that connection across the M25 can be maintained during construction.
- 18.7.2 Bridleway 8 will be realigned on both sides of the motorway to connect to the new bridge, as well as providing connections to the bridleway upgrades of Footpaths 10 and 11 and to associated accommodation access tracks.

## 18.8 Public rights of way creation and upgrades

- 18.8.1 Two footpaths will be upgraded in status to bridleways; both paths are currently used as part of the signposted horseriding network managed by SWT. No clearance or construction works are required, apart from new or amended signposts, hence these upgrades are not identified as Works:
- Footpath 10 from its connection to the proposed bridleway at Cockcrow bridge across the western part of Wisley Common to the proposed realignment of Bridleway 8 at Clearmount bridge (see Scheme Layout Plans sheets 12 and 21).
  - Footpath 11 from the proposed realignment of Bridleway 8 at Clearmount bridge across the northern part of Wisley Common to the point where the existing signposted horse ride diverges from the footpath towards Red Hill bridleway bridge (see Scheme Layout Plans sheets 12 and 28).
- 18.8.2 Two existing signposted horse rides will be designated as bridleways. No clearance or construction works are required, apart from new or amended signposts, hence these upgrades are not identified as Works:
- the ride that runs from Footpath 11 (as upgraded, above) to the proposed Red Hill bridleway bridge and its connections (see Scheme Layout Plans sheets 6 and 28).
  - the ride that runs from the proposed bridleway near Sandpit Hill bridge along the northeast side of Ockham Common and Chatley Heath towards the Semaphore Tower on Telegraph Hill, where the new bridleway will join Bridleway 69 (see Scheme Layout Plans sheets 13 and 14).

**18.8.3 Three lengths of existing road will be reclassified as PRoW, as parts of other Works:**

- Elm Lane will become Footpath 14 between its junction with the diverted Footpath 14 and Bridleway 544 (see Scheme Layout Plans sheet 2).
- Elm Lane will become a bridleway between its junction with Bridleway 544 and where the road is stopped up by the property access to the north (see Scheme Layout Plans sheets 2, 3 and 23).
- Pointers Road will become a bridleway between its connection to the proposed bridleway and the existing vehicle access control gate (see Scheme Layout Plans sheets 13 and 14).

## **18.9 Public right of way diversions**

**18.9.1** Footpath 12 will be diverted along existing tracks across Wisley Common to join the proposed bridleway from Footpath 11, described above, to access Red Hill bridleway bridge as a replacement for the current connection to Bridleway 12 across the junction 10 signals (see Scheme Layout Plans sheets 6, 12 and 28). This diversion will also provide connection to the bridleway link to Redhill Road (see Work No. 38). No clearance or construction works are required, apart from new or amended signposts, hence this diversion is not identified as a Work.

## **18.10 Proposed public right of way network**

**18.10.1** The resultant network of PRoW and local road connections provided by the Scheme will achieve the Scheme objective to: “Support walking and cycling by incorporating safe, convenient, accessible and attractive routes for pedestrians, cyclists and equestrians and improving crossing facilities” by providing:

- a discrete route usable by pedestrians, equestrians and cyclists along the A3 corridor between Ockham Park and Painshill junctions that will be set away from the A3 carriageways, be easier, safer and more attractive to use than the existing roadside shared-surface paths and be maintained to a standard suitable for all NMUs, including road cyclists.
- four new or replacement bridges usable by pedestrians, equestrians and cyclists to cross all four arms of the A3 and M25 near to junction 10 – Cockcrow, Sandpit Hill, Red Hill and Clearmount bridges – connected by a network of bridleways, which will remove the severance caused by the existing crossings of these roads at M25 junction 10 and the existing inadequate connection of PRoW to bridges.
- a connected PRoW network that provides a right of access from roads or bridleways into and, usually, across all the existing and proposed areas of common land.
- a connected PRoW network that provides a right of access from roads, bridleways or footpaths into and, usually, across all the existing and proposed areas of public open space.
- a connected PRoW network that supports the equality of advantage provided by the replacement land proposals and that facilitates the management of visitor pressure on the SPA bird species by encouraging access to the replacement land areas and the less-used areas outside the SPA.

- a bridleway crossing of the A3 at Wisley Lane, which will remove the partial severance caused by the existing sub-standard footbridge.
- improved facilities usable by pedestrians and cyclists to cross under the A3 at Ockham Park junction, which will remove the partial severance caused by the existing arrangements.

## 19. Gantry signs and signals

### 19.1 General

- 19.1.1 Gantry signs will provide a minimum of 5.7m clearance above the M25 and A3 carriageways.

### 19.2 On the A3

See Scheme Layout Plans sheets 1 to 8.

- 19.2.1 The A3 is currently signed in the road verges and does not have any gantry signs. Because the road will be widened to dual-four lanes between the three junctions and because there will be lane drops and gains at the junctions, the A3 will need to have gantry signs provided between Ockham Park and Painshill junctions. The gantries will, as needed, carry advance directional signs (ADS), advance motorway indicators (AMI) (the lane control signals) and enhanced message signs (EMS), which are known as MS3s if just providing text or MS4s if providing graphic images also.
- 19.2.2 Work No. 23 will provide super span gantries (i.e. crossing both carriageways without a support being needed in the central reserve) at, from the south:
- Chainage 1309, approximately 90m south of the proposed Wisley Lane overbridge – northbound AMI, MS4 and  $\frac{3}{4}$  mile ADS (see sheet 2).
  - Chainage 1403, approximately 40m north of the proposed Wisley Lane overbridge – southbound AMI, MS4 and  $\frac{1}{4}$  mile ADS (see sheet 2).
  - Chainage 1872, approximately 380m south of the junction between A3 and Old Lane – northbound AMI, MS4 and  $\frac{1}{3}$  mile ADS – southbound AMI, MS4 and  $\frac{1}{2}$  mile ADS (see sheet 3).
  - Chainage 2492, approximately 40m north of the junction between A3 and Old Lane, also extending over the junction 10 A3 southbound on-slip – northbound AMI and final ADS (see sheet 4).
  - Chainage 2730, at the diverge of the A3 northbound off-slip to M25 junction 10, also extending over both carriageways and slip roads – northbound AMI, MS4 and confirmatory ADS – southbound main carriageway AMI and MS4 (see sheet 4).
  - Chainage 3415, at the diverge of the A3 southbound off-slip to M25 junction 10, also extending over both the off-slip and the on-slip – northbound main carriageway AMI and MS4 – southbound AMI, MS4 and confirmatory ADS (see sheet 5).
  - Chainage 3665, approximately 60m north of Red Hill bridleway overbridge – southbound AMI and final ADS (see sheet 6).
  - Chainage 3908, approximately 300m north of Red Hill bridleway overbridge – northbound AMI, MS4 and ADS – southbound MS3 (see sheet 6).
  - Chainage 4185, approximately 320m south of the proposed northbound off-slip diverge to Painshill junction – northbound AMI and final ADS – southbound AMI, MS4 and ADS (see sheet 7).

- Chainage 4864, at the diverge for the A3 northbound off-slip to the A3 Painshill junction, also extending over both the off-slip and the on-slip – northbound AMI, MS4 and confirmatory ADS – southbound main carriageway AMI (see sheet 8).
- 19.2.3 Work No. 22 will provide a new single span gantry over the southbound carriageway at chainage 1006, approximately 150m north of the southbound off-slip diverge to Ockham Park junction, carrying southbound AMI and final ADS (see sheet 2).
- 19.2.4 Work No. 21 will provide a new ADS in the verge of the A3 southbound off-slip, approximately 40m south of the diverge from the A3 southbound carriageway to Ockham Park junction (see sheet 2).
- 19.2.5 Work No. 20 will provide a new MS4 cantilever gantry for the A3 southbound carriageway, at chainage 594, approximately 265m south of the southbound off-slip diverge to Ockham Park junction (see sheet 1).
- 19.2.6 The existing MS3 cantilever gantries at chainage 666 and 1569 on the northbound carriageway (approximately 200m north of Ockham Park north underbridge; and 150m north of Wisley Lane) and 5447 on the southbound carriageway (approximately 140m north of Painshill junction east overbridge) will be upgraded or replaced with a new MS3. The existing MS3 cantilever gantry at chainage 4175 on the southbound carriageway will be removed (approximately 230m south of the proposed on-slip merge from Painshill junction).

### 19.3 On the M25

See Scheme Layout Plans sheets 5 and 11 to 14.

- 19.3.1 The M25 is currently a dual-four lane controlled motorway and has gantries to provide direction, lane control and information signs. Because the scheme will extend the slip roads to junction 10 and provide some new bridges over the motorway, some gantries will need to have a wider span and the spacing of gantries will need to be amended. The new gantries will be suitable for future work to upgrade to smart motorway between junctions 10 and 16.
- 19.3.2 Work No. 30 will provide new super span gantries across both carriageways at, from the west:
- Chainage 12582, approximately 280m west of the proposed Clearmount bridge – eastbound AMI and final ADS (see sheet 11).
  - Chainage 12373, approximately 70m west of the proposed Clearmount bridge – eastbound supplementary confirmatory ADS (see sheet 12).
  - Chainage 12041, at the diverge of the M25 eastbound off-slip to junction 10, also extending over both the off-slip and the on-slip - eastbound AMI, MS3 (2-line) and confirmatory ADS (see sheet 12).
  - Chainage 11466, approximately 25m west of the proposed M25 junction 10 east bridge – eastbound AMI and MS4 (see sheet 5).
  - Chainage 11056, at the diverge of the M25 westbound off-slip to junction 10, also extending over both the off-slip and the on-slip – westbound AMI, MS4 and confirmatory ADS (see sheet 13).

- Chainage 10625, approximately 310m east of the proposed diverge for the westbound off-slip to junction 10 – westbound AMI and final ADS (see sheet 14).

19.3.3 Existing gantries will be removed at, from the west:

- Chainage 12545, approximately 240m west of the proposed Clearmount bridge (see sheet 11).
- Chainage 11871, approximately 170m west of the proposed M25 junction 10 east bridge (see sheet 12).
- Chainage 11380, approximately 110m east of the existing junction 10 east overbridge (see sheet 5).
- Chainage 11200, approximately 390m east of the existing junction 10 east overbridge (see sheet 13).
- Chainage 10863, approximately 640m west of Hatchford Park bridge (see sheet 13).
- Chainage 9883, approximately 340m east of Hatchford Park bridge (see sheet 15).

19.3.4 There will be corresponding changes to some of the signs and/or signals mounted on three existing gantries to the west of the highways works at chainages 14800, 14030 and 13290, as shown on Scheme Layout Plans sheet 10, and on five existing gantries to the east of the highways works at chainages 10386, 9707, 9175, 8817 and 8155, as shown on Scheme Layout Plans sheets 14 to 18.

## 20. Fencing and environmental barriers

- 20.1.1 The highway boundary fences along the A3 and M25 that need to be removed to enable the improvement works will be replaced with new 1.4m high highway fences to suit the enlarged highway footprint. These will usually be of timber post and rail construction, except where the boundary fence role will be played by the environmental barrier. The highway fences along the A3 will run between the road and any adjacent side road or PRoW, so that pedestrians and cyclists are segregated from the strategic road carriageways but still have access to adjacent common land, public open space or properties.
- 20.1.2 There will be additional safety fences provided where necessary, such as along the top of retaining walls above 1.5m high, which comply with BS7818 to ensure that inspection and maintenance works can be carried out safely. These will usually be tubular metal post and rail construction, with or without mesh depending on the level of safety restraint needed or hazard perceived, unless the location justifies a higher aesthetic standard. Where the NMU route runs close to the top of a retaining wall, the safety fence will be designed according to parapet requirements as well as BS7818.
- 20.1.3 Environmental barrier fences will be re-provided along all the widened length of the M25, connecting in to the existing environmental barrier fences where the widening works end. These environmental barrier fences will be continued past the free-flow left turn lanes and along the widened A3 from junction 10 as far as the nearest overbridge crossing. These environmental barrier fences will be 2.5m high, of close-boarded, double-skinned construction in accordance with the Manual for the Construction of Highway Works (MCHW) 2504 and, where relevant, BS 14388. They are Work No. 61 and are shown on Scheme Layout Plans sheet 4, 5, 6, 11, 12 and 13.
- 20.1.4 Anti-dazzle fences will be provided between the northbound A3 and the private means of access south of Seven Hills Road South (approximate chainage 4000 to 4700, see Scheme Layout Plans sheets 6 and 7); and between the southbound A3 and the access to Court Close Farm (approximate chainage 4250 to 4130, see Scheme Layout Plans sheets 6 and 7). These will be 2m high in accordance with TD 19/06).
- 20.1.5 Road restraint systems (crash barriers) will be provided along the new and amended highways wherever there is perceived to be a hazard to vehicle users in or beyond the highway verge, or a need to prevent damage to highways structures or assets from vehicle impact.

## 21. Drainage proposals

### 21.1 Drainage design

- 21.1.1 The lengths of existing M25 and A3 that will be amended by the Scheme are kerbed and drained via gullies at the verges. Where the carriageways also fall towards the central reserve, they are drained using concrete channels and gullies in the central reserve. Ditches in the central reserve exist on the A3 north of Ockham Park junction, along with a combination of surface water channels and combined surface and sub-surface filter drains at intervals along the A3. All slip roads to the three junctions are drained using the kerb and gully arrangement.
- 21.1.2 The existing surface water drainage facilities on the A3 and M25 in the Scheme are 35-45 years old and do not comply fully with current design standards, or with Environment Agency requirements in terms of attenuation of flow rates into receiving watercourses or ability to close off outfalls to prevent a pollution incident (such as a fuel spill) reaching the receiving watercourse.
- 21.1.3 There are no known drainage attenuation ponds along the A3 between Ockham Park and Painshill junctions and only one on the M25 between Buxton Wood and Hatchford Park bridges, which is by the eastbound carriageway near Buxton Wood bridge. There is an oil interceptor installed near A3 Ockham Park junction discharging to the Stratford Brook and one near Buxton Wood bridge; both discharging into tributaries of the River Wey. The side roads and accommodation tracks only have drainage into the adjacent ground, sometimes via a small ditch.
- 21.1.4 The general approach to the drainage design has been to:
- minimise the land required for drainage facilities, where practicable, in locations with environmental designations by using: filter drains instead of open ditches; soakways to allow pond sizes to be reduced; steeper side slopes to reduce pond footprints; and narrow linear ponds or enlarged swales.
  - drain the widened and amended carriageways of the M25 and A3 and the new side roads using kerbs and gullies feeding into new carrier pipes, with outfalls at or near the low points of the highway catchments.
  - use the existing outfalls, or new outfalls to the same watercourses, where identifiable and close to these proposed low points, or provide a soakaway.
  - provide attenuation capacity and pollution control facilities prior to the outfalls, in line with current design standards and Environment Agency requirements.
- 21.1.5 Surface water runoff from the widened and/or new highways will be directed towards drains or ditches that convey the flow to drainage balancing ponds or swales, to ensure that the current peak rates of runoff into receiving watercourses are not exceeded for 1 in 1, 1 in 5 and 1 in 100-year return periods. Maintenance access will be provided to ditches that are not maintainable from the highways or other tracks and to balancing ponds. Where surface flow is expected towards the new highways from the adjacent ground, cut-off ditches will be provided to capture and convey this flow towards soakaways or infiltration ditches.

## 21.2 Balancing ponds

- 21.2.1 Most of the new balancing ponds have been designed to provide double the calculated capacity, at this preliminary stage of design; the pond sizes will be refined later in the design process. At some of the more constrained locations, a smaller size pond plus online attenuation is proposed.
- 21.2.2 There will be 14 new balancing ponds provided, as Work No. 52:
- between Stratford Brook and Mill Lane, just west of the A3 northbound on-slip from Ockham Park junction, accessed from Mill Lane (see sheet 1).
  - two ponds alongside the A3 southbound, one to the south of Wisley Lane overbridge and one to the north, accessed via Elm Lane (see sheet 2).
  - alongside the A3 northbound, south of Hut Hill, accessed from the proposed bridleway (see sheet 3).
  - alongside the A3 northbound off-slip to M25 junction 10, north of Cockcrow overbridge, accessed from the proposed bridleway/PMA (see sheet 4).
  - alongside the A3 southbound on-slip from M25 junction 10, north of Cockcrow overbridge, accessed from the proposed bridleway (see sheet 4).
  - adjacent to the A3 northbound off-slip to Painshill junction, beside Seven Hills Road (South), accessed from Seven Hills Road (South) (see sheet 7).
  - adjacent to the A3 southbound on-slip from Painshill junction, north of the gas valve compound, accessed from the proposed PMA (see sheet 7).
  - adjacent to the M25 westbound on-slip from M25 junction 10, west of Clearmount overbridge, accessed via the realigned Bridleway 8 (see sheets 11 and 12).
  - adjacent to the M25 eastbound off-slip to M25 junction 10, accessed via Clearmount overbridge (see sheet 12).
  - two ponds adjacent to the M25 eastbound on-slip from M25 junction 10, accessed from Pointers Road and the proposed bridleway (see sheet 13).
  - adjacent to the M25 westbound off-slip to M25 junction 10, accessed from the proposed bridleway (see sheets 5 and 13).
  - adjacent to the eastbound A245 at Manor Farm, accessed from the A245 eastbound (see sheet 9).

## 21.3 Watercourse diversions and realignments

- 21.3.1 There will be localised diversions and realignments of unnamed ordinary watercourses in several locations to accommodate the proposed highways works, mostly where these watercourses presently run alongside the roads, as Work No. 53:
- in the verge of the A3 southbound carriageway, to the south of Elm Lane (see Scheme Layout Plans sheet 2).
  - in the verge of the A3 southbound carriageway to the west of Bolder Mere (see Scheme Layout Plans sheets 2 and 3).

- connecting to the verge of the M25 westbound off-slip to junction 10 (see Scheme Layout Plans sheet 5).
- in the verge of the M25 westbound on-slip from junction 10 (see Scheme Layout Plans sheets 5 and 12).
- connecting to the A3 southbound off-slip to junction 10 (see Scheme Layout Plans sheet 5).
- in the verge of the M25 eastbound on-slip from junction 10 (see Scheme Layout Plans sheets 5 and 13).
- in the verge of the M25 off-slip to junction 10 (see Scheme Layout Plans sheet 13).

## 22. Replacement land proposals

### 22.1 The need for replacement land

- 22.1.1 Replacement land is a component of the process for compulsory acquisition of title for or rights over land in a DCO under the Planning Act 2008 (sections 122, 131 and 132). If any of the land to be compulsorily acquired is classed as 'special category land', which includes common land, open space, village greens, burial grounds and statutory allotments, then the scheme must provide suitable replacement land in exchange if the DCO is not to be subject to special parliamentary procedure.
- 22.1.2 M25 junction 10 is set within an area of special category land and there are four elements of special category land that will be affected by the Scheme:
- Wisley Common is common land and extends across much of the southwestern quadrant and part of the northwestern quadrant, plus small areas in the other two quadrants.
  - Chatley Heath is common land and extends from Red Hill in the northeastern quadrant southwards onto Telegraph hill in the southeastern quadrant.
  - Ockham Common extends across much of the southeastern quadrant with small areas in the other three quadrants, but, despite its name, it is open space and not common land.
  - other areas of land owned by SCC that have open public access.
- 22.1.3 Most of the special category land required for the Scheme is woodland alongside the strategic roads, with some areas of grazing meadow. Most of this woodland is Scots pine plantation, with some small areas of mixed or deciduous woodland.
- 22.1.4 Because areas of replacement land are not always as well suited to the purposes of public access and recreation as the special category land they replace, or are not as well connected to the main areas of remaining special category land, this equality of advantage is usually achieved by providing a greater area of replacement land. Precedent from previous projects provides some guidance as to what may be appropriate, including the original M25 scheme through the Wisley Common area. Broad ratios have been derived for the Scheme from these precedents of approximately 2.5:1 for replacement of common land acquired, 2:1 for replacement of open space acquired and 1:1 for acquisition of permanent rights where the right can be said to be a burden on the land. Locations for replacement land have been sought that have some similarity with the special category land affected by the Scheme and will be contiguous with the remaining areas of special category land, if possible.

### 22.2 Proposed replacement land locations

- 22.2.1 On the above basis, areas of replacement land have been included in the Scheme in three locations:
- in the northwestern quadrant at Park Barn Farm (see Scheme Layout Plans sheets 11, 12, 27, 28 and 29)
  - in the northeastern quadrant in the former Chatley Farm land (see Scheme Layout Plans sheets 13, 14 and 30)

- in the southeastern quadrant near Hatchford End (see Scheme Layout Plans sheet 26).
- 22.2.2 The Park Barn Farm replacement land includes three parcels in exchange for common land at Wisley Common and some open space:
- a damp meadow and small area of woodland to the west of the farm, close to the River Wey, which will provide connection through to adjacent open space beside the river and have new interest provided by areas of woodland planting.
  - a large dry meadow to the south of the farm, sloping up towards woodland – some limited woodland planting will define the space and provide visual and habitat connectivity to and between adjacent wooded common land, along with a new bridleway.
  - an area of deciduous woodland (including some ancient woodland) east of the above meadow – the parcel is covered by the Foxwarren Park TPO, but some selective thinning of a dense stand of birch may be undertaken (subject to consent) to improve access and biodiversity and link up the clearings to improve connection to adjacent common land.
- 22.2.3 The Chatley Farm replacement land includes four parcels in exchange for open space (mostly at Ockham Common) and common land at Chatley Heath:
- Chatley Wood – mature Scots pine plantation and some birch woodland on the slopes of Red Hill above a remnant pond area, which will have access improved by considerable selective thinning and clearance of rhododendron, a new bridleway and connection to adjacent common land and open space.
  - Breach Hill Wood - mature Scots pine plantation woodland on the slopes of the remains of Breach Hill alongside the M25, which will have access improved by considerable selective thinning and connection to adjacent common land.
  - north of Pointers Road (The Bogs) – an area of damp deciduous ancient woodland and a small area of meadow, needing clearance of non-native species (especially rhododendron) to improve access and woodland condition.
  - south of Pointers Road - mature mixed woodland alongside the M25, which will have access improved by selective thinning, clearance of non-native species and connection to adjacent common land.
- 22.2.4 The Hatchford End replacement land includes two parcels in exchange for open space at Ockham Common:
- an overgrown meadow with dense hedgerows, which will have access improved by selective thinning and connection to adjacent open space with a new footpath.
  - a grazing field alongside Old Lane, which will have new interest provided by areas of woodland planting and connection to the meadow parcel by a new footpath.
- 22.2.5 More detail on the replacement land process, the special category land to be acquired and the replacement land areas proposed can be found in the

---

Replacement Land Appendix to the Statement of Reasons (application document  
TR010030/APP/4.1 Appendix C).

## 23. Environmental proposals

### 23.1 Introduction

- 23.1.1 Specific environmental works have been incorporated in the Scheme in various ways:
- Proposals for control of traffic noise
  - Environmental proposals in highway land
  - Environmental proposals in land used for construction
  - Environmental proposals in replacement land
  - Environmental proposals in SPA compensation land
  - Environmental proposals in SPA enhancement areas.
  - Environmental proposals for watercourses and water bodies

- 23.1.2 These proposals are indicated in broad terms on the Scheme Layout Plans; these proposals will be refined during detailed design and, where necessary, refined again during construction to accommodate site conditions.

### 23.2 Proposals for control of traffic noise

- 23.2.1 To limit the potential for increases in traffic noise arising from the Scheme, most of the new and amended sections of highway will be finished with a Thin Surface Course System (TSCS), to achieve road/tyre noise performance level 3 in accordance with the Manual for the Construction of Highway Works (MCHW), Volume 1: Clause 942.34 and table 9/17; and Volume 2: Clause NG 942.36 and NG 942.37. This means that the noise level emanating from tyres should be 3.5 db(A) less than that for a traditional hot-rolled asphalt surface, which is the approach to be used in very noise-sensitive locations.
- 23.2.2 The road surfaces that will not be finished with a TSCS are:
- the road carriageways on the decks of Wisley Lane overbridge, Cockcrow overbridge and Clearmount overbridge;
  - the new PMA to New Farm, Heyswood Guides campsite and Court Close Farm;
  - Painshill junction circulatory carriageway;
  - the B2215 Portsmouth Road;
  - the B2039 Ockham Road North;
  - the gyratory carriageway on the M25 junction 10 east and west bridges;
  - widening of the M25 existing concrete carriageway for the extended merges and diverges to the east-facing and west-facing slip roads for junction 10; and
  - the amended access into RHS Garden Wisley car park.
- 23.2.3 Environmental barrier fences are also proposed to limit the impact of traffic noise as Work No. 61, as described in chapter 20.

## 23.3 Environmental proposals in highway land

- 23.3.1 The existing M25 and A3 highway land within the Scheme includes native species tree and shrub planting where space allows, creating a visual screen to the movement of traffic and integrating the highway earthworks into the largely wooded context of the adjacent land. Along the M25, the lower parts of cutting slopes are usually retaining walls or steepened earthworks resulting from previous carriageway widening work; these steep slopes do not have woody vegetation and, therefore, long stretches of the motorway, particularly west of junction 10, have little or no woody vegetation between the carriageway and the environmental barrier fence.
- 23.3.2 Where the existing highway planting will be lost during construction of the changes to the M25 and A3, the intention is to reinstate native tree and shrub species planting on the new highway earthworks, where practicable within the constraints imposed by current maintenance requirements and subject to any applicable detailed approvals under DCO requirements. This will, in time, restore the character of the roadside vegetation and should reduce the extent of environmental barrier fence that remains open to view from the carriageways.
- 23.3.3 The new highway verges will be seeded to grass; during detailed design, consideration will be given to which of the larger areas of verge could have some wild flower species included within the grass seed mix, where this would be compatible with the sightline requirements and the maintenance regime.
- 23.3.4 Steepened earthworks slopes will be seeded to grass, plus other wild flower species compatible with the difficult growing conditions presented by the construction method and the aspect.
- 23.3.5 The drainage balancing ponds and associated facilities that remain within the highway land will have their earthworks grassed and/or planted to integrate with their surroundings, plus aquatic marginal planting as appropriate within the constraints imposed by current maintenance requirements.
- 23.3.6 Further detail is provided in the Landscape and Ecology Management Plan provided as Appendix 7.20 of the ES and see Scheme Layout Plans (application document TR010030/APP/2.8).

## 23.4 Environmental proposals for land used during construction

- 23.4.1 It is anticipated that the existing vegetation within the areas indicated for temporary possession and temporary possession plus permanent rights will need to be cleared of woody vegetation, except for locations specifically indicated for retention as shown on the Scheme Layout Plans (application document TR010030/APP/2.8). Within the SPA and SSSI, the vegetation to be cleared is mostly coniferous plantation woodland. Detailed design and construction planning will aim to reduce the extents of land needed and vegetation clearance where practicable, particularly within the designated habitats and special category land.
- 23.4.2 Once the engineering construction works are complete, there will be substantial areas of the site that will have their soil conditions restored and become available for environmental reinstatement, subject to the DCO requirements. These areas include compounds, soil and materials storage areas, haul roads,

temporary slip roads, space for construction activities (including utilities diversions and PRoW) and sites of demolished overbridges.

23.4.3 Where these areas fall within the extents of special category land and environmental designations, the intention is that these areas will have public access reinstated and will, in due course, become an effective part of the adjacent habitats. To achieve this, the environmental proposals include:

- Native tree and shrub planting to create a wooded screen to the highways and traffic beyond; this will be entirely or largely deciduous species, with a high proportion of species that will maintain an effective screen at eye level and without the high proportion of Scots pine seen in the existing woodland close to the M25 and A3.
- Larger blocks of tree and shrub planting will include areas of grassland and species-rich grassland with a proportion of native tree and shrub species, to create glades within the woodland and to provide a graduation between woodland and open heathland or grassland areas.
- Species-rich grassland as appropriate for the ground conditions, with suitable areas managed to encourage heathland species to establish.
- Sandy banks and other open soil areas within the glades and grassland to provide habitats for reptiles and invertebrate species.

23.4.4 The triangular field to the southeast of Buxton Wood will be planted as wood pasture once the land has been reinstated following removal of the proposed temporary use for storage of excavated material; this is Work No. 60. It is referred to in the Development Consent Order as the Buxton Wood Environmental Mitigation Area.

23.4.5 For the private properties beside the A3 that will be affected by temporary possession of land, including Painshill Park, the areas of land to be handed back will have ground conditions reinstated and planting provided, reflecting landowners' wishes and subject to any applicable detailed approvals under DCO requirements.

23.4.6 Further detail is provided in the SPA Management Plan provided as Appendix 7.19 of the ES (for locations within the SPA) and the Landscape and Ecology Management Plan provided as Appendix 7.20 of the ES (for other locations).

## 23.5 Environmental proposals for replacement land

23.5.1 The environmental proposals within the replacement land areas vary according to the level of work needed to facilitate public access, the existing vegetation types and the underlying ground conditions. Native tree and shrub planting in these land parcels will also provide compensation for the small loss of existing ancient woodland required for the construction of the Scheme and will be a major contributor to the overall outcome of woodland loss versus gain for the Scheme.

23.5.2 For the three parcels at Park Barn Farm (see Scheme Layout Plans sheets 11, 12 and 27 to 29):

- the damp meadow west of the farm and close to the River Wey will be developed into an informal pattern of native species woodland planting and glades, to enhance the visual interest and variety within the parcel and create habitat links with the adjacent Buxton Wood.

- the large dry meadow to the south of the farm will have some native species tree and shrub planting to create visual and habitat connection to and between the adjacent areas of wooded common land, to the planting in the above meadow parcel to the west and to the ancient woodland in the parcel to the east. The grassland will be managed to reduce the nutrient levels in the soil and encourage dry grassland and, in time, heathland species to become established. There may be opportunity to develop a pond or ponds to increase the range of habitats provided and add visual interest, as the ground conditions already support ponds in adjacent land.
- the deciduous woodland in the parcel east of the farm is covered by a TPO but will have some selective thinning of a dense stand of birch in the southern part to create openings and grassland glades (subject to consent from Elmbridge BC) and scope for inclusion of other tree species. There is some ancient woodland and a small pond in the northern part of the parcel that will be managed carefully to enhance their biodiversity. There will be some native species tree and shrub planting in the grassy area within the parcel to enhance habitat and visual links and the remainder of the grassland will be managed as in the above dry meadow parcel.

23.5.3 For the four parcels at Chatley Farm (see Scheme Layout Plans sheets 13, 14 and 30):

- Chatley Wood Scots pine plantation will have considerable selective tree thinning, removal of rhododendron and some replanting with deciduous woodland species, to create an informal patchwork of woodland with dry and damp glades, whilst being mindful to maintain the remnants of the former dam within the wood. Vegetation will be cleared around the remaining part of the pond and there may be opportunity to enlarge the extent of open water habitat. Openings will be created to allow views out across the Mole valley from the higher parts of the wood.
- the Breach Hill Wood parcel will be completely cleared in its western part as it is needed for a construction compound; considerable selective tree thinning is proposed in the remaining area. The whole parcel will have some replanting with deciduous woodland species, to create an informal patchwork of woodland with glades and restore a visual screen alongside the M25.
- the parcel north of Pointers Road ('The Bogs') will be managed to enhance the condition of the ancient woodland that occupies most of the parcel; this will include substantial clearance of rhododendron and other non-native species. Some deciduous tree and shrub planting may be needed to maintain the health of the woodland and some planting will be provided in the adjacent field corner and poplar plantation.
- the parcel south of Pointers Road will have considerable selective thinning of the mature mixed woodland alongside the M25, including removal of rhododendron and other non-native species and some replanting with deciduous woodland species, to create an informal patchwork of woodland with glades.

23.5.4 For the two parcels at Hatchford End (see Scheme Layout Plans sheet 26):

- the overgrown meadow with dense hedgerows will have selective thinning of the overgrown areas to create habitat variety and connections to the adjacent Hatchford Wood, along with some native species woodland or wood pasture planting.
  - the grazing field alongside Old Lane will have new interest provided by areas of native species woodland planting to define the boundary and create glades with a range of habitat types.
- 23.5.5 Environmental proposals in the replacement land areas are included in Work No. 59. Further detail is provided in the Landscape and Ecology Management Plan provided as Appendix 7.20 of the Environmental Statement.

## 23.6 Environmental proposals for SPA compensation land

23.6.1 There are two locations identified as providing new SPA land as compensation for land that will be permanently lost from the SPA, within which enhancement will be undertaken as Work No. 57. These locations have been chosen on the basis that they are contiguous with the existing SPA, would contribute to the habitat and/or food sources supporting the SPA qualifying bird species and would not extend the restriction on potential development created by the SPA buffer zone:

- a field near Old Lane opposite Hatchford End, which will be planted with a low density of native tree species to create a wood pasture habitat managed by grazing, to provide a rich invertebrate resource for the SPA (see Scheme Layout Plans sheet 26). Some of the scrub and young trees in the adjacent edge of the SPA may be thinned to improve habitat connectivity to the heathland beyond.
  - near Wisley, beside M25 Buxton Wood overbridge (see Scheme Layout Plans sheet 11). This includes grazed meadow, scrub and the southern remnant of Buxton Wood. The meadow will continue to be managed by grazing, adjusted to optimise the conditions for insects that provide food sources for the SPA bird species. Much of the field will be planted with a low density of native tree species to create a wood pasture habitat managed by grazing, to provide a rich invertebrate resource for the SPA. A hedgerow will be planted to connect the woodland with the larger wooded area to the south. SPA enhancement works in adjacent woodland (see Pond Farm West below) will improve connectivity between the open grassland habitat of the meadow and open heathland to the south. Two of the qualifying features of the SPA (nightjar and woodlark) are known to forage in open areas with short swards, and this improvement in connectivity will enhance the potential for these species to utilise these grazed grass areas.
- 23.6.2 More detail on the SPA compensation land and the design process can be found in the M25 junction 10 Habitats Regulations Assessment Report (TR010030/APP/5.3). Further detail on the proposals is provided in the SPA Management Plan provided as Appendix 7.19 of the ES (application document TR010030/APP/6.5).

## 23.7 Environmental proposals for SPA enhancement areas

23.7.1 There are eight locations identified for enhancement work within the SPA as part of the compensation for impacts on the SPA, as Work No. 58:

- Elm Lane (see Scheme Layout Plans sheets 3, 4 and 24). This area will entail about 4.0 ha of woodland clearance to open up parts of the plantation woodland to the south and west of Bolder Mere and enable heathland to re-establish, plus about 7.3ha of intense selective thinning of mostly Scots pine and birch to create a network of glades and rides in a more open woodland that supports SPA species better. There may be opportunity to develop a pond or ponds within the clearings.
- Old Lane (see Scheme Layout Plans sheet 25). This area will entail about 3.8 ha of woodland clearance to extend the main heathland of Ockham Common, plus about 1.0 ha of selective thinning of mostly Scots pine and birch to create a network of glades in a more open woodland around Pond car park that supports SPA species better.
- Sandpit Hill (see Scheme Layout Plans sheets 4, 5, 13 and 25). This area will entail about 10 ha of woodland clearance to extend the main heathland of Ockham Common northwards and provide connection to the green habitat link across Cockcrow bridge (see 17.4), plus about 7.3 ha of intense selective thinning of mostly Scots pine, sycamore and birch to create a network of glades and rides in a more open woodland around Curries Clump and near the M25 that supports SPA species better.
- Cockcrow Hill (see Scheme Layout Plans sheets 4, 5 and 21). This area will entail about 1.9 ha of woodland clearance to extend the main heathland of Wisley Common southwards and provide connection to the green habitat link across Cockcrow bridge (see 17.4).
- Wisley Common (see Scheme Layout Plans sheet 21). This area will entail about 1.2 ha of woodland clearance (mostly young birch) to extend the main heathland of Wisley Common.
- Hut Hill South (see Scheme Layout Plans sheets 3 and 20). This area will entail about 4.5 ha of woodland clearance (mostly Scots pine) to extend the main heathland of Wisley Common.
- Pond Farm South (see Scheme Layout Plans sheets 20, 21 and 22). This area will entail about 2.4 ha of intense selective thinning of mostly Scots pine, sycamore and birch to create a network of glades and rides in a more open woodland to improve linkage between two areas of open heathland habitat and support SPA species better.
- Pond Farm West (see Scheme Layout Plans sheets 11 and 22). This area will entail about 2.1 ha of intense selective thinning of mostly young Scots pine, sycamore and birch to create a network of glades and rides in a more open woodland to improve linkage between an area of open heathland habitat and a meadow in the SPA compensation land and support SPA species better.

23.7.2 These enhancement works will be phased over 4-5 years, so that:

- the adverse effect of the Scheme's construction activities on the amenity of Wisley and Ockham Commons is not substantially increased.
- woodland clearance adjacent to areas of engineering construction does not take place until that construction work is complete.
- reinstatement of vegetation of areas of temporary possession can have some time to get established before adjacent woodland is removed or thinned.

23.7.3 More detail on the SPA enhancement areas and the design process can be found in the M25 junction 10 Habitats Regulations Assessment Report (TR010030/APP/5.3). Further detail on the proposals is provided in the SPA Management and Monitoring Plan provided as Appendix 7.19 of the ES.

## 23.8 Environmental proposals for watercourses and waterbodies

23.8.1 The Wisley Lane diversion includes a new bridge over the Stamford Brook and, therefore, environmental mitigation works are proposed to the brook and its riparian habitat to the south (upstream) of the bridge, as Work No. 54, to compensate for the increased shading of the open water habitat. These works will entail selective tree felling, coppicing and clearance of scrub vegetation, creation of backwater habitats and other associated measures to improve the hydromorphological condition of the water channel (see Scheme Layout Plans sheet 1). The environmental works (Work No. 54) are referred to in the DCO as the Stratford Brook Environmental Mitigation Area.

23.8.2 The widening works for the A3 southbound carriageway will require construction extending into the north-western edge of Bolder Mere and the removal of the existing wet woodland and marginal reed bed habitats along that edge of the mere (see Scheme Layout Plans sheets 3, 4 and 24). As part of the environmental design and to comply with the requirements of the Water Framework Directive (WFD), two activities are proposed as Work No. 55:

- substantial thinning of the dense Scots pine plantation around the southern and eastern edges of the mere, followed by management of the scrub layer and tree regrowth to enhance the biodiversity of the ground flora and to encourage heathland re-establishment and a more diverse marginal aquatic habitat. This will be coordinated with the detail of the SPA enhancement proposals in the adjacent Elm Lane enhancement area (see 23.7).
- placement of suitable fill in the new north-western edge of the mere alongside the new retaining structure to create a sloping margin to the water on which the marginal reed bed and woodland carr habitats can be re-provided.

23.8.3 Further detail is provided in the SPA Management and Monitoring Plan provided as Appendix 7.19 of the ES (for locations within the SPA, including Bolder Mere) and the Landscape and Ecology Management Plan provided as Appendix 7.20 of the ES (for other locations).

## 24. Proposed utility diversions

### 24.1 Introduction

- 24.1.1 Most of these main utilities diversions will be undertaken during the enabling works phase of construction, so that the new utilities can be commissioned and the redundant utilities taken out of use before the main highways construction works begin. This is described in detail in the Scheme Construction section of the Environmental Statement and this approach has influenced the alignments chosen for the diversions, particularly those of the gas mains that follow the A3 corridor, which will be aligned to run under the soft surface or verge of the bridleway from the A3 gas main crossing north of Wisley Lane overbridge through to Painshill junction.
- 24.1.2 More detail on the utilities proposals can be found in the listing of individual elements in Schedule 1 of the DCO.

### 24.2 Electricity Mains

- 24.2.1 There are mains electricity cables managed by UK Power Networks (UKPN) in both the northbound and southbound verges of the A3 that will be diverted to allow for the carriageway and slip road widening, new and amended PMAs, the footings for new gantries and overbridges, the free-flow left turn lanes and the new bridges across the M25. UKPN cables will also have to be diverted to allow for the left turn lanes at Painshill junction, widening of the eastbound carriageway of the A245, works around the A245 Byfleet Road / B365 Seven Hills Road junction and the provision and relocation of various sub-stations and post-mounted transformers.
- 24.2.2 These diversions and provisions are Work No. 62.

### 24.3 Gas mains

- 24.3.1 There is a gas valve compound managed by Southern Gas Networks (SGN) adjacent to the A3 southbound carriageway between Painshill junction and Heyswood Guide camp site. Several medium, intermediate and high pressure gas mains radiate from the compound, including some that run alongside and/or cross the A3. The Scheme will require various amendments to this network of gas mains:
- the medium-pressure main that crosses the A3 north of Cockcrow overbridge and follows the southbound verge to Ockham Park junction will be diverted along the soft surface of the proposed bridleway alongside A3 northbound, until just north of the Wisley Lane overbridge, where it will cross under the A3 and run to the south of Wisley Lane diversion to re-join the existing main near Ockham Park junction.
  - part of the same main that passes under the M25 west of junction 10 will have short diversions at either end of this culvert to allow for the widening on the M25 westbound on-slip and eastbound off-slip.
  - part of the same main that runs across the north-western part of Wisley Common to the end of Redhill Road will be diverted to allow for the footings and earthworks for the Red Hill bridleway overbridge.

- part of the same main that runs along the southern verge of the A3 southbound will be diverted to follow the verge of the proposed bridleway as far as the connection into the gas valve compound.
- the medium pressure main that runs along the verge of the A3 northbound carriageway will be diverted to allow for the widening between the access to Long Orchard and Seven Hills Road (South).
- the medium pressure main that runs along the verge of the A3 on-slip from Painshill junction will be diverted to follow the verge of the proposed bridleway from the connection into the gas valve compound to Painshill junction.

24.3.2 The above diversions are Work No. 63.

24.3.3 The proposed widening of the A3 southbound on-slip past the compound will include a short length of retaining wall to avoid encroachment into the functional area of the compound, so that the arrangement and continued function of the compound are not affected. Access will be provided into the compound from the proposed PMA that will run from the A3 southbound on-slip. The existing direct access into the compound from the on-slip will be connected to the widened on-slip, for use when major maintenance work is needed, with traffic management applied to lane 1 of the on-slip, or for emergency access. However, if suitable access for such work can be provided from the PMA, then this route will be preferred.

## 24.4 Water Mains

24.4.1 There are water mains managed by Affinity Water in the verges of the A3 that will be diverted along most of the length of the Scheme on the northbound side to allow for the widening of the A3 and the new bridge over the M25, at several locations along the southbound side between Painshill junction and M25 junction 10, and past Feltonfleet School for Painshill junction. Several existing water hydrants will need to be relocated.

24.4.2 These diversions are Work No. 64.

## 24.5 Telecommunication and Media Cables

24.5.1 There are cables and equipment managed by BT Openreach in both the northbound and southbound verges of the A3 that will be diverted to allow for the carriageway and slip road widening, the new bridges across the M25, the new and amended PMAs, the free-flow left turn lanes at Painshill junction and the widening of the A245. There are cables managed by Virgin Media and Sky UK in both verges of the A245 that will be diverted to allow for the A245 widening.

24.5.2 These diversions are Work No. 65.

## 25. Temporary Works

### 25.1 Introduction

- 25.1.1 The Temporary Works Plans (application document reference TR010030/APP/2.10) show the locations proposed for construction compounds, working sites, topsoil and materials storage areas, temporary road alignments and construction access routes. These Plans should be read in conjunction with the Land Plans (application document reference TR010030/APP/2.2) which show the extent of land of which temporary possession may be taken and Schedule 7 of the Draft DCO (application document reference TR010030/APP/3.1) which identifies the plots of land that are required for the purpose of undertaking temporary works and for providing construction working space.
- 25.1.2 Further information about the construction programme and the sequencing of the works is provided in Chapter 2 of the Environmental Statement (application document reference TR010030/APP/6.3).

### 25.2 Construction Compounds

- 25.2.1 It is anticipated that several compounds will be required during construction of the Scheme, these will provide space for offices, welfare facilities and the storage of materials and plant and equipment.

#### Main Construction Compound

- 25.2.2 The main compound for the Scheme will be located on land at Nutberry Farm, on the west side of the A3, adjacent to the A3 Ockham Park junction. The site has good access from the strategic road network and is not constrained by environmental designations in the same way as other land in the vicinity of M25 junction 10. The compound will occupy approximately 5.5ha of land that is currently used as a fruit farm and for occasional car boot sales. The boundary of the compound will be set back from Stratford Brook by approximately 10m to limit potential impacts on the watercourse. The boundary of the compound area specifically excludes a number of veteran trees close to the Mill Tail at the western most end of the Nutberry Farm site.
- 25.2.3 The main compound will be required for the full duration of the works. It will provide space for site offices, parking for construction staff/workers, facilities for vehicle recovery and customer care, staff welfare facilities and storage for plant, equipment and materials. With the exception of facilities for the 24 hour vehicle recovery operations, no overnight accommodation for construction workers will be provided at the main compound site.
- 25.2.4 Works to establish the compound will involve some vegetation clearance and stripping of topsoil and the creation of areas of suitable hardstanding and associated drainage, security fencing and lighting.

#### Other Construction Site Compounds

- 25.2.5 Three additional satellite construction compounds will be required to serve key areas of the works as follows:

- on land at Cockcrow Hill, to be accessed via the A3 northbound off-slip at M25 junction 10;
- on land south of Pointers Road, to be accessed from the M25 eastbound carriageway; and
- on land on the site of the former San Domenico Hotel and partly occupied by the Starbucks Drive Thru Cafe, to be accessed directly from the A3 northbound carriageway.

- 25.2.6 The site at the former San Domenico Hotel site contains an extensive area of hardstanding which provides a suitable location for the parking of vehicles. The redundant hotel buildings will need to be demolished and the Starbucks Drive Thru Café will be closed for the duration of the works and may be used by the Contractor if deemed suitable. This site will be required for the duration of the construction works.
- 25.2.7 Each satellite compound will provide a base for offices and staff welfare facilities to minimise the distances workers need to travel around the overall Scheme worksite and the locations for these sites have been chosen on the basis of their proximity to the key working areas and because they can be accessed easily from the strategic road network.

### Structures Worksites

- 25.2.8 A series of smaller structure work sites will be required during the construction works to facilitate the assembly of structure components prior to them being lifted in to position. The pre-assembly of single span bridge structures off-line will enable closures on the M25 and A3 to be limited to overnight closures. Each structure work site will include enough space for the assembly of the structure components and space for cranes, the laydown of materials and local welfare facilities.
- 25.2.9 As shown on the Temporary Works Plans (application document reference TR010030/APP/2.10) four structure worksites are proposed as follows:
- on land off Elm Lane at the former Wisley Airfield site, to be accessed via the A3 and Elm Lane initially and then via the Wisley Lane diversion alignment;
  - on land at Cockcrow Hill, to be accessed via the A3 northbound off-slip at M25 junction 10;
  - on land south of Redhill Road, to be accessed via the A3 northbound carriageway; and
  - on land north of the M25 adjacent to the proposed Clearmount Overbridge, to be accessed from the M25 eastbound carriageway.

### Topsoil and materials storage

- 25.2.10 Six locations are proposed for the temporary storage of topsoil stripped from working areas and for the storage of imported materials:
- on land comprising part of the former Wisley Airfield site, initially to be accessed via the A3 and Elm Lane and then via the Wisley Lane Diversion alignment;

- on land at Sandpit Hill to the south-east of M25 junction 10, to be accessed via the M25 westbound carriageway;
- on land north of New Farm on the edge of Painshill Park, to be accessed from the A3 southbound on-slip at the A3 Painshill junction;
- on land west of Seven Hills Road, to be accessed via the A245 Byfleet Road and Seven Hills Road (south);
- on land north of the M25 adjacent to Buxton Wood, to be accessed via the M25 eastbound carriageway; and
- on land to the south of the M25 and west of the Clearmount overbridge, to be accessed via the M25 westbound carriageway.

25.2.11 The topsoil storage would be at a maximum height of 3m and the locations have been selected because they would not require significant vegetation clearance.

### **25.3 Temporary Slip Roads and Construction Haul and Access Routes**

#### **Temporary Slip Roads at M25 junction 10**

- 25.3.1 During the construction works traffic management will be used to ensure a safe environment for the workforce and minimise the effects of construction on the journey times for road users. Most significantly, to maintain traffic flows at the M25 junction 10/A3 Wisley interchange, provision will be made for the construction of temporary slip roads, as shown on the Temporary Works Plans (application document reference TR010030/APP/2.10).
- 25.3.2 The alignment of the temporary slip roads has been designed to reduce landtake as far as practicable, having regard to the sensitivity and importance of the environmental designations applicable to surrounding land. On the east side of M25 junction 10, the temporary slip road alignments will follow the alignment proposed for the new bridleway or other highway works. As they can be built and operated on a phased basis, it has been possible to limit the extent of additional land required temporarily. On the west side of M25 junction 10, as is evident on sheet 5 of the Land Plans (application document reference TR010030/APP/2.2), additional areas of land are required temporarily to accommodate the temporary slip road alignments. The temporarily slip road alignments are routed as close as possible to the permanent works to reduce as far as practicable the impact on land at Wisley Common.

#### **Construction Access and Haul Routes**

- 25.3.3 Construction haul routes for materials would as far as possible use the existing A3 and M25. Where widening will create an extra lane or extended slip road the contractor will use this area and the adjacent working space included in the DCO boundary as a haul route. This will be protected from traffic by a temporary crash barrier whilst the passing traffic on the A3 and M25 would run in narrow lanes and under a reduced speed limit for safety reasons. On the A245 Byfleet Road the speed limit would be 30mph. This traffic management would extend over the length of the areas where works were taking place and would be removed as soon as it would be safe and practicable to do so.

25.3.4 Construction traffic access routes are shown on the Temporary Works Plans (application document reference TR010030/APP/2.10). As noted above, construction traffic will be routed via the strategic road network as far as possible. The Temporary Works Plans also show the following routes being used for early enabling and environmental works:

- Pointers Road, for the works associated with the establishment of replacement land at Chatley Wood and Breach Hill Wood; and
- Footpath 10 (to be upgraded to bridleway by the Scheme) between Cockcrow Hill and Clearmount Bridge, for works associated with the establishment of replacement land at Park Barn Farm and for the carrying out of environmental compensation measures on land south of the M25 at Wisley Common.

## 25.4 Restoration of land used temporarily

25.4.1 Schedule 2 of the Draft DCO (application document reference TR010030/APP/3.1) includes a requirement that the Undertaker must obtain approval for a scheme for the restoration and/or landscaping of land used temporarily for construction. The Scheme Layout Plans (application document reference TR010030/APP/2.8) include details of the preliminary design for the restoration of these areas.

© Crown copyright (2017).

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)  
write to the Information Policy Team, The National Archives, Kew, London TW9 4DU,  
or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363