

M25 junction 10/A3 Wisley interchange

TR010030

9.37 Statement of Common Ground with Surrey County Council

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M25 junction 10/A3 Wisley interchange

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

9.37 STATEMENT OF COMMON GROUND WITH SURREY COUNTY COUNCIL AS AT DEADLINE 3

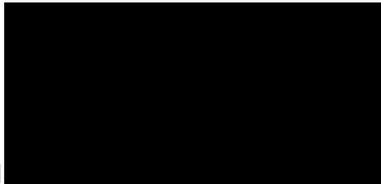
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Surrey County Council.

Signed



Jonathan Wade

Project Manager

on behalf of Highways England

Date: 28 January 2020

This statement has been approved by the Officers of Surrey County Council.

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1. Introduction

1.1. Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed M25 junction 10/A3 Wisley interchange improvement scheme ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.
- 1.1.3 The SoCG covers the position as agreed with Surrey County Council (SCC) up to 28th January 2020. It will be subject to further updates and revisions as a result of further discussion with Surrey County Council during the DCO examination process. Although the SoCG relates to the DCO examination period only, it is acknowledged that there will be a need for further agreement between the parties during detailed design and the execution of works.

1.2. Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Surrey County Council.

1.3. Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Surrey County Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Surrey County Council.

2. Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Surrey County Council in relation to the Application is outlined in table 2.1.

Table 2.1: Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
Local Authority Liaison Meetings		
27.07.2018	Meeting	This was the first Local Authority (LA) Liaison Meeting, where all 3 LAs attended together. The DCO process and a list of DCO deliverables were discussed, with an action to send a comprehensive list to each LA. The LA responses to Statutory Consultation were discussed and it was agreed that Highways England would send Surrey County Council (SCC) and Guildford Borough Council (GBC) response letters. Speed limits and bus stop designs were discussed, with the action on SCC to provide written comments. SCC comments on the PIER were acknowledged by Highways England, with an action on Highways England to provide a response to Elmbridge Borough Council (EBC)'s PIER comments.
27.09.2018	Meeting	A scheme and programme update were provided. Drawings of replacement land would be shared with the LAs once available. It was agreed that once the PCF Modelling report was drafted, a modelling meeting would take place prior to Feltonfleet School liaison. Side road agreements were discussed, with the action on Highways England to provide further information to SCC. The proposed Targeted Consultation dates and content were discussed. Highways England agreed to share the consultation summary report which includes the regards table with all 3 LAs. The requirement for Planning Performance Agreement was discussed, with an action on all 3 LAs to respond to Highways England with a preferred option and business case.
16.11.2018	Meeting	A high-level overview of the scheme changes was provided, outlining the new alignment of the Wisley Lane overbridge through the airfield and summarising the conversations with RHS Wisley for changing the bus route to utilise the existing infrastructure. The moving of the NMU route from the south to the north side of the A3, the widening of the Old Lane left in/out and NMU route changes were justifiable in order to follow land contours. Changes to the M25 northbound slip lane, and the reduced J10 roundabout elongation were discussed. Noting that Redhill bridge was now an NMU access only and there was the potential for a small amount of land for an NMU route near to Feltonfleet school. The small changes to obtain the

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>correct amount of replacement land were discussed.</p> <p>GBC queried a section of SPA replacement land believed to be within the 400m buffer zone for Wisley Airfield. Noting that the airfield development programme is advanced and may take precedence over the M25 J10/A3 scheme. There was an action for Highways England to share CAD file of Red Line Boundary with GBC for further assessment to be undertaken.</p>
22.01.2019	Meeting	<p>A scheme update and revised programme was provided, with an expected DCO submission date of Spring 2019. A summary of the targeted consultation responses was presented, with 85% of the responses received from members and supporters of The Girl Guide Association.</p> <p>GBC expressed the desire to seek legal advice on adequacy of consultation, due to the small changes that had been made to the scheme that were not present in the targeted consultation materials.</p>
15.03.2019	Meeting	<p>An update of Design Fix 3.1 was presented, specifically: Heyswood Campsite NMU (route moved to the north side of the A3), Seven Hills road south, at the junction all movements are permitted from Seven Hills Road South, left turn only from Seven Hills Road and right turns are banned from the A245 Eastbound. This design improves the junction but does move some traffic to the Painshill roundabout. There are no additional noise/air quality impacts, thus the proposal is being taken forward. In addition, it was explained that the SPA replacement land field, near to Wisley Airfield, had been replaced by a field currently owned by RHS Wisley. RHS Wisley are willing to sell this land and discussions over acquisition will take place. This parcel gives the scheme enough land to meet the SPA compensation and mitigation land requirements.</p> <p>It was noted there was concern about the EBC emerging local plan, this parcel of land will be checked to ensure it is not within 400m of any proposed developments. An action for Highways England was set to check the land parcel is not within 400m of any proposed developments in the emerging EBC local plan.</p>
23.04.2019	Meeting	<p>The consultation changes at Seven Hills junction were discussed. Feltonfleet School (FFS) are keen to extinguish highway rights on Old Byfleet Road, which has been discussed and agreed by SCC, FFS and Highways England. Banning the right and straight-ahead movements from Seven Hills Road (North) allows a traffic signal stage to be removed, reducing congestion on the A245. The forecasting shows that removing these movements does not</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>displace a significant number of vehicles, though it may have more of an impact on those living at the base of Seven Hills Road. Each of the Local Authorities received an issues log specific to their correspondence prior to this meeting. For the majority of points raised Highways England have provided a response, with the remaining responses being “in progress”. These logs show high level information which will provide the basis for the statements of common ground (SoCG).</p> <p>Highways England wish to hold a meeting with SCC to present a draft paper which concerns various scheme land parcels and their future maintenance. If possible, the paper will be released in draft for SCC to have early sighting. It was suggested that Surrey Wildlife Trust be invited as they are land managers for SCC.</p> <p>SCC asked if a councillor briefing wood be held post DCO submission. Highways England agreed that 3 separate presentations could take place.</p>
21.05.2019	Meeting	<p>A land management update and overview was provided, outlining Highways England’s approach to the environmental issues that need to be addressed. In view of the need to acquire and/or use land within the SPA for the purposes of the Scheme it is necessary, in order to protect its integrity as a SPA to enhance some land already in the SPA and also provide additional land to (in effect) form part of the SPA by way of compensation for that to be used. As the Scheme also includes land that is designated as common land and open space, replacement for this land also has to be provided. The ratios of land take and replacement were explained and that the ratios are based on discussions with key stakeholders (NE, RSPB, SWT) (for the SPA land) and precedent established on other schemes including the M25 in this location when it was built in the late 1970s/early 1980s (for the common land/open space).</p> <p>EBC raised concern over the proposed cyclists’ route alongside the A245 in terms of safety and segregation between motorists and cyclists. Highways England explained that this route was selected due to safeguarding issues at Feltonfleet School and to provide cyclists with a clear route and avoidance of steps, he acknowledges this did make the route slightly longer.</p> <p>It was agreed that all three LAs are to provide JW with some available dates to hold a presentation at an existing council planning meeting. GB suggested once the DCO submission has occurred he could schedule a Q and A session with councillors.</p>
24.07.2019	Meeting	<p>An update was provided on: the DCO application, the Project, commuted sums, PPA, land</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		management workshop & councillor presentation. SCC stated that they had concerns regarding the lack of detail in the Road Safety Audit and agreed to provide feedback in due course.
26.09.2019	Meeting	SCC were the only LA in attendance; however, the minutes were sent to all LAs. Topics covered included <ul style="list-style-type: none"> • Way forward with SCC SoCG and the inclusion of the Relevant Representations. • Commuted Sums update. • Land Management update, and agreement for SCC to share existing management contract with HE Legal. • Common Land, history and way forward.
29.10.2019	Meeting	All 3 LAs were in attendance. Topics covered included: <ul style="list-style-type: none"> • Way forward with SoCG approach for all 3 LAs, using headings from Rule 6 Letter. • Design changes under BBA. • Arranging further meetings with each LA to review draft SoCGs.
19.07.2019	Briefing Pack for Wider SCC Councillors & Woking Councillors	Scheme & DCO Update for those who could not attend the Councillor Presentation session on 23.07.2019
23.07.2019	Presentation and Q&A	Scheme & DCO Update with Q&A session.
03.12.2019	Meeting	Sent apologies and received the minutes. Key topics covered included: <ul style="list-style-type: none"> • Painshill Park and Surrey Fire and Rescue – Engagement • Green Bridge Update • Side agreement update • HE and SCC collaboration on ExA written questions • SoCG approach and programme
Technical Meetings		
28.06.2018	Meeting	Local Road Interaction & Modelling.
01.11.2018	Workshop	Seven Hills Road Workshop.
01.11.2018	Meeting	Land Acquisition.
01.11.2018	Meeting	Traffic Modelling.
01.02.2019	Meeting	Replacement and SPA compensation land.
15.02.2019	Meeting	Traffic Modelling.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
25.02.2019	Meeting	Highways classification.
12.03.2019	Meeting	M25J10 Scheme Structures.
20.03.2019	Meeting	Drainage consent.
09.05.2019	Workshop	Traffic Management Plan.
08.07.2019	Workshop	SPA & Replacement Land Management 1.
19.08.2019	Workshop	SPA & Replacement Land Management & review of issue logs 2.
15.10.2019	Meeting	Land Acquisition
10.10.2019	Meeting	Cultural Heritage Impacts
29.10.2019	Meeting	SCC SoCG Devised a way forward on content and layout. It was agreed that SCC would send their key issues to HE, and the SoCG would use the same headings as used in the Rule 6 Letter.
29.10.2019	Workshop	SPA & Replacement Land Management & review of issue logs 3. Mostly a discussion regarding legal agreements between HE and SCC, and cost and responsibilities of future ecological maintenance.
11.12.2019	Workshop	Traffic Management Plan & Traffic Modelling
17.01.2020	Meeting	SCC SoCG Discussed the draft propositions, confirmed areas of agreement, disagreement and under discussion, progress of the side agreement
24.01.2020	Meeting	SCC SoCG Discussed the draft propositions, confirmed areas of agreement, disagreement and under discussion.
Shared Documentation (not including Consultation materials, listed above)		
09.10.2017	Email	Informal information on the SOCC approach.
25.01.2018	Email	Letter informing of the inclusion of J10-16 smart motorways programme.
02.02.2018	Email	Statement of Community Consultation.
04.10.2018	Email & Post	Highways England response to the public consultation on the M25 junction 10 /A3 Wisley interchange scheme dated 23 March 2018.
25.10.2018	Email	Results from the surveys of HGV layby usage, this is part of the scheme design.
12.10.2018	Email	Highways England response to SCC/GBC/EBC statutory consultation submissions.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
25.10.2018	Email	An advance draft of the Highways England traffic forecasting report. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
25.10.2018	Email	An advance draft of the Highways England Operational Report was shared. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
31.10.2019	Email	A document showing links and nodes (peak flows), including vehicle and PCU flows with all scenarios shown was shared. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
12.11.2018	Email	The notification of development safeguarding letter and PDF was shared. Drawings are to include the land acquisition requirements of the scheme and the area to be safeguarded ahead of development. Feedback was not required. Planning authorities are required to include the detail in planning searches.
15.11.2018	Email	Red line boundary comparison drawings of design fix 3 vs design fix 2. This was for information only.
16.11.2018	Email	Strategic transport model package.
16.11.2018	Email	DCO works plans.
16.11.2018	Email	DCO draft work and requirements schedules 1- 4.
29.11.2018	Email	DWG of Route protection plan.
20.12.2018	Email	A draft DCO Statutory Document was issued for SCC review and comments.
20.12.2018	Email	Response to SCC modelling questions.
25.01.2019	Email	Scheme papers for the 4 NMU routes near J10.
05.02.2019	Email	A1 scheme plans.
15.02.2019	Email	SCC cut of BoR, SoR and acquisition/temporary possession schedules
15.02.2019	Email	Full suite of land and works plans.
21.02.2019	Email	Speed limit, rights or way and scheme layout plans.
11.03.2019	Email	Road Safety Audit and designer's response.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
26.03.2019	Email	Drainage DIS Appendix.pdf and Drainage Strategy Report.pdf and the M25 J10 - Drainage Design.pdf
26.03.2019	Email	Flood Risk Assessment.pdf.
26.03.2019	Email	Green Bridge Feasibility Report 1.pdf, Green Bridge Feasibility Report 2.pdf, Green Bridge Feasibility Report 3.pdf, Green Bridge Feasibility Report 4.pdf, and M25 J10 Green Bridge Feasibility Study.pdf.
26.03.2019	Email	Speed Limits and Traffic Regulations Plan-Wisley Lane.pdf.
27.03.2019	Email	GIS files in relation to traffic modelling.
12.03.2019	Email	Road Safety Audit.
01.04.2019	Email	Draft of Structures Schedule
03.04.2019	Email	General Arrangement Drawings.
16.04.2019	Email	Draft DF3.0 Transport Assessment.
08.05.2019	Email	Draft DCO Schedule 3.
16.05.2018	Email	Traffic Management Plan workshop presentation (alongside minutes).
17.05.2019	Email	Draft of Issues Log.
24.05.2019	Email	Draft DCO Schedules and suite of work plans (Work Plans, Streets, Right of ways, Access plans, Traffic speeds, Traffic regulations plans, Scheme layout plans and Temporary works plans.
28.05.2019	Email	Response letter to SCC's comments on the Road Safety Audit.
05.06.2019	Email	Draft Transport Assessment with Highways England letter responding to SCC's comments on a previous draft of the Transport Assessment.
13.06.2019	Email	Land Plans and response to SCC's comments on the draft DCO Schedules sent previously.
23.07.2019	Email	A briefing (based on the councillor presentations 23 July 2019) on the scheme update, to be shared amongst Woking and Surrey Councillors who could not attend the presentations.
30.07.2019	Email	A selection of DCO hard copy drawings. Drawings only, and not the entire documents of 2.1 – 1 page of drawings

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		2.3 – 32 pages of drawings 2.4 – 32 pages of drawings 2.5 – 33 pages of drawings 2.7 – 10 pages of drawings 2.8 – 35 pages of drawings
27.11.2019	Email	Early oversight of the documentation that HE submitted to PINS
10.12.2019	Email	Draft Statement of Common Ground (First Draft)
17.12.2019	Email	RHS Wisley Data
19.12.2019	Email	Documentation submitted to PINS for Deadline 2.
08.01.2020	Email	Consultation Land Plans
10.01.2020	Email	Traffic technical note of A245 Eastbound Changes
22.01.2020	Email	Draft Statement of Common Ground (Second Draft)

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Surrey County Council in relation to the issues addressed in this SoCG.

3. Table of issues and matters to be agreed

3.1.1 The list below states the relevant examination documents used in Table 3.2.

Table 3.1: Examination Documents

Examination Reference	Document Title
APP-043	Highways England 5.3 Habitats Regulations Assessment Stage 30-5
APP-050	Highways England 6.3 Environmental Statement Chapter 5: Air Quality
APP-136	Highways England 7.4 Transport Assessment Report
RR-004	Surrey County Council Relevant Representations
REP1-010	Highways England Deadline 1 Submission – 9.13 Traffic Forecasting Report
REP1-020	Surrey County Council Deadline 1 Submission – Written Representation
REP2-011	Highways England Deadline 2 Submission – 9.16 Transport Assessment Supplementary Information Report
REP2-014	Highways England Deadline 2 Submission – 9.19 Applicant’s Comments on Written Representations
REP2-023	Highways England Deadline 2 Submission- 9.28 Revised draft Development Consent Order Deadline 2 (Tracked Changes)
REP2-047	Surrey County Council, Elmbridge Borough Council and Guildford Borough Council Deadline 2 Submission – Joint Council Local Impact Report

Table 3.2 Statement of Common Ground (SoCG) Between Highways England and Surrey County Council (SCC) Table of Issues/Matters to be Agreed -Version as at 28 January 2020

3.1.2 Table 3.2 has been discussed with the SCC and this Interim Statement is Revision 4 at 28 January 2020.

SoCG Reference Number	Relevant examination document	Relevant Issue	Current position as regards agreement between Highways England and Surrey County Council and reasons for any difference in views	Highways England's response or further actions being taken to address outstanding matters
1.0 DRAFT DEVELOPMENT CONSENT ORDER (dDCO)				
1.1 dDCO articles & associated schedules				
1.1.1	REP2-047 (paras DCO3 and DCO6)	Article 2 of the dDCO. The definitions and interpretation provided within article 2 of the dDCO is appropriate for the Scheme.	Under discussion. SCC has asked that a definition of open for traffic be provided in the dDCO. SCC has also commented that the definition of 'maintain' is too broad. However, Highways England considers that the inclusion of the reference to materially new or materially different significant environmental effects provides sufficient qualification and limitation as to the powers being sought.	Highways England is seeking clarification from SCC as to the basis for the most recent request about the term 'open for traffic' as such a definition has not been necessary in other made DCOs for highway schemes.
1.1.2	RR-004 (para 2.5.1)	Article 3 of the dDCO. The disapplication of s.23 of the Land Drainage Act 1991 and any byelaws made under s66 of the Lane Drainage Act 1991 is appropriate.	Under discussion. Agreement with SCC would be subject to the wording of the protective provisions contained in Part 4 of Schedule 9 of the dDCO being agreed. (see 1.3 below).	Highways England is engaging in discussions with SCC regarding the wording of the drainage protective provisions and the position as regards agreement on these will be set in in an update to this SoCG at Deadline 5.
1.1.3	N/A	Article 6 of the dDCO. The provisions of article 6 which relate to the maintenance of drainage works are appropriate.	Under discussion. SCC query maintenance responsibilities for land in temporary possession of Highways England. Highways England is willing to discuss any concerns that SCC may have regarding the operation of this power but is not aware of SCC having raised any specific concerns to date.	
1.1.4	REP2-047 (para DCO4)	Article 9 of the dDCO. The provisions of article 9 which relate to consent to transfer benefit of order are appropriate.	Agreed.	
1.1.5	REP1-020 (paras 5.1.4.2 and 10.1) and REP2-047 (paras 7.11.4 and 7.11.5 and DCO5)	Article 11 of the dDCO. The provisions of article 11 as regards streets and the application of the New Roads and Street Works Act 1991 are appropriate.	Not agreed. SCC considers that the Scheme should be subject to the South East Permit Scheme, which changes the notification system under the New Roads and Street Works Act 1991. See paragraph 10.1 of SCC's written representation REP1-020. As set out in REP2-014 (comment on REP1-020-89 on page 52) Highways England is concerned that the incorporation of the South East Permit Scheme into the DCO would have the effect of introducing a further consenting process that could create procedural obstacles or delay the implementation of two nationally significant infrastructure projects. Highways England considers that a side agreement would provide for a more proportionate arrangement for the Scheme. SCC's written representation (see REP1-020, paragraph 5.1.4.2) requests that provision is made within the DCO for an article based on article 13 of the model provisions – agreements with street authorities. This reaffirms SCC's response provided in REP1-019.	Highways England is in discussions with SCC on the terms of a separate side agreement intended to address a number of SCC's concerns, including the matter of the SE Permit Scheme and mechanisms to ensure that works on the highway are suitably co-ordinated with SCC. The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.

SoCG Reference Number	Relevant examination document	Relevant Issue	Current position as regards agreement between Highways England and Surrey County Council and reasons for any difference in views	Highways England's response or further actions being taken to address outstanding matters
			<p>As set out in REP2-014 (comment on REP1-020-85 on page 51) Highways England does not consider that there would be any benefit in including a provision based on article 13 of the model provisions. This provision is in effect a permissive power, which enables DCO promoters to enter into agreements with a street authority. However, as Highways England is the highway authority for the strategic road network, this power is unnecessary.</p> <p>Paragraph 7.11.5 of the Local Impact Report [REP2-047] also refers to the inclusion of a lane rental scheme within the DCO. Highways England is concerned about the implications of this and considers that bespoke side agreement would provide a more effective mechanism for agreeing how works should be co-ordinated.</p>	
1.1.6	RR-004 (Paras:1.3 2.3.4.2 2.5.3 2.5.4 2.6.1 2.6.2 2.6.4 2.6.5 2.8.2 3.1.1 3.1.2 3.1.3 3.1.4 4.1.1.2 5.1.1.1 5.1.1.2 5.1.1.6 5.1.2.1 5.1.2.2 5.1.2.3 5.1.2.4 5.1.2.5 5.1.2.6 5.1.2.7 5.1.3.1 5.1.3.2 5.1.3.3 5.1.3.4 7.4 7.7)	Article 12 of the dDCO. The provisions of article 12 are appropriate for providing for the future maintenance of streets forming part of the local highway network.	<p>Under discussion.</p> <p>SCC is concerned about the lack of clarity as regards elements that it would be expected to maintain. SCC also considers that provision should be made either within the wording of the dDCO as protective provisions for the Highway Authority or in a separate side agreement to address the following:</p> <ul style="list-style-type: none"> ▪ The arrangements for SCC's involvement in the finalisation of the detailed designs or other technical matters relating to proposed highway works and associated drainage or other works affecting SCC assets, ▪ The agreement of road safety audits; ▪ the reimbursement of SCC's reasonable costs in this regard; ▪ Clarity on the meaning of 'unless otherwise agreed' as used in article 11(1) and a requirement to include a similar provision within article 11(3); ▪ indemnifying SCC against certain claims which may be made against it during the construction works; ▪ provision for the operation of the South East Permit Scheme; ▪ protective provisions for the benefit of SCC relating to works affecting SCC assets and making good any damage/defects; ▪ the mechanism for agreeing which elements of the works are to be maintained by SCC in the future; ▪ the inclusion of provisions reflecting article 13 of the General Model Provisions, which allow for the Undertaker to enter into agreements with the street authority; ▪ Asset handover arrangements, including the inspection and testing of the works and making good defects; and ▪ Provisions to address the additional financial maintenance burden on SCC that would result through the payment of a commuted maintenance sum and the timing of those payments, having regard to precedent. <p>SCC has reiterated its concerns about the need for protective provisions in its written representation (REP1-020) and in (REP1-019) requests that the words 'unless otherwise agreed with the local street authority' be added into article 11(3). Highways England has made these amendments to the draft DCO [REP2-023].</p>	Highways England is discussing the terms of a separate side agreement with SCC to address these matters, including the future maintenance of the Scheme and funding for SCC to carry out some of the long-term management of environmental mitigation and compensation works on its behalf. The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.

SoCG Reference Number	Relevant examination document	Relevant Issue	Current position as regards agreement between Highways England and Surrey County Council and reasons for any difference in views	Highways England's response or further actions being taken to address outstanding matters
	and REP2-047 (paras 7.11.1 to 7.11.6 and SCC2 and DCO6)		Highways England does not consider it necessary to include protective provisions for the benefit of SCC as local highway authority because other statutory provisions exist for a relevant highway authority to recover costs for repairing damage or for the recovery of expenses if it can be demonstrated that the Scheme would give rise to extraordinary traffic flows, which Highways England does not consider would be the case (see also REP2-14 – comment on REP1-020-6 on page 23). SCC has also requested that the title of this article be expanded to cover 'and other structures'. The matter of commuted sums is addressed at 1.5.3 below.	
1.1.7	RR-004 (para 2.3.8.2)	Article 12 of the dDCO and Work No. 18(a). As Highways England maintains the existing signals at the Painshill junction, Highways England will accept responsibility for the future maintenance of the new signalised crossing on the A3 southbound on-slip at the A3/A245 Painshill junction (work no. 18(a)). This will be confirmed in a side agreement between Highways England and SCC.	Agreed. SCC's agreement is subject to confirmation of this being included with the side agreement. SCC has requested that Highways England adopt a Collaborative Traffic Management approach with the County Council.	Highways England is compiling a plan and schedule detailing the maintenance responsibilities for the different elements of the Scheme. This could be attached to the Side Agreement as confirmation. The position as regards the side agreement will be set out in an update to this SoCG at Deadline 5.
1.1.8	RR-004 (para 2.3.3.3)	Article 12 of the dDCO and Work No. 31. Under article 12, SCC will retain responsibility for the future maintenance of the improved A3 Ockham Park junction, and the B2215 and B2039 where they tie into the improved junction, including all associated new signals and signage, drainage and landscaping.	Not agreed. SCC consider that the new traffic signals, should be maintained at the expense of Highways England, reflecting the approach currently adopted for the signals at the A3/A245 Painshill junction and other M25 junctions such as Junction 8. Highways England considers that as this junction forms part of the local road network, its future maintenance should remain the responsibility of SCC as local highway authority in its entirety and that there is no reasonable justification as to why Highways England should be responsible for the future operation and maintenance of the new traffic signals. These exclusions are not agreed. See comments at item 1.5.3 below for Highways England's position as regards the payment of commuted maintenance sums.	
1.1.9	RR-004 (paras 2.3.4.2, 5.1.1.4, 5.1.1.5, 2.6.1)	Article 12 of the dDCO and Work No. 33. Under article 12, SCC will become responsible for the future maintenance of the Wisley Lane Diversion (Work No. 33) including its tie-in with the existing Wisley Lane carriageway, together with associated earthworks, the Stratford Brook underbridge, the highway surface on the Wisley Lane overbridge structure and all associated drainage, landscaping and fencing.	Not Agreed. SCC consider that this work should be subject to the payment of a commuted maintenance sum for the works and excluding the highway surface on the Wisley Lane Overbridge, which SCC considers should be maintained by Highways England as part of the overall structure. SCC has requested further clarification as regards the future maintenance of the Stratford Brook underbridge and culvert. Highways England considers that the drafting of article 12(3) as regards the maintenance of any new overbridge and its associated highway surface is appropriate and is consistent with other made DCOs for Highways England schemes. This exclusion is not agreed. See comments at item 1.5.3 below for Highways England's position as regards the payment of commuted maintenance sums.	
1.1.10	RR-004 (paras 3.1.2 and 5.1.1.2)	Article 12 of the dDCO and Work No. 35. Under article 12, SCC will become responsible for the future maintenance of the proposed new bridleway between Wisley Lane and Seven Hills Road (Work No. 35), including the highway surface on the replacement Cockcrow Bridleway Overbridge (excluding the green verge), the highway surface on the new	Not agreed. SCC considers that this work should be maintained by Highways England as it considers it a replacement facility for the closure of the existing cyclepath/footpath that runs alongside the A3 and which is currently maintained by Highways England. In SCC's view, the rights	

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		Sandpit Hill Bridleway Overbridge and the highway surface on the new Redhill Bridleway 12 Overbridge.	of way network have never, and should not in the future, include strategic routes such as Trunk Roads and their associated infrastructure. SCC consider that the infrastructure necessary to carry non-motorised users along the A3 corridor has to be defined as being part of the A3 Trunk Road network, not part of SCC's public rights of way network. SCC considers that there is no justification to pass the future permanent maintenance of this element of the HE network onto the local highway authority. Highways England considers that responsibility for the maintenance of this route, as with other public rights of way should fall with the relevant local highway authority.	
1.1.11	RR-004 (para 7.7) and REP1-047 para 4.4.12	Article 12 of the dDCO and Work No. 35(b). As a 'non-standard' highway feature, it is appropriate that Highways England should be responsible for the maintenance and long term management of the green verge proposed on the replacement Cockcrow Overbridge, should designated funds be secured for this element of the works.	Agreed. Subject to confirmation of this in the side agreement, SCC agree that HE should be responsible for the maintenance and long term management of the green verge.	Highways England is in discussion with SCC on the terms of a side agreement, which will address this matter. The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.
1.1.12	RR-004 (para 3.1.5)	Article 13 and Parts 3,4 and 8 of Schedule 3 of the dDCO. The classification of highways/roads (as shown on the Streets, Rights of Way and Access Plans (APP-008) and as described in Schedule 3 (Parts 3 and 4) of the dDCO) is appropriate.	Agreed.	
1.1.13	RR-004 (paras 2.3.7.1 4.1.1.1 4.1.1.2) REP1-020 (paras: 2.3.7.1 and 4.1.1.1)	Article 13(2) and Part 5 of Schedule 3 of the dDCO. The speed limits as shown on the Speed Limits and Traffic Regulations Plans (APP-011) and set out in Part 5 of Schedule 3 of the dDCO are appropriate.	Agreed. SCC agreement is subject to the speed limit at Elm Lane being reduced from 40 mph to 20 mph and provision being made within a side agreement regarding replacement of relevant speed limit signs. The dDCO makes provision for the replacement of the relevant speed limit signs within the description of the authorised works in Schedule 1, however acceptance of the proposed change to the speed limit at Elm Lane is at the discretion of the ExA.	Highways England intends to bring forward a change to the DCO to address this point as confirmed in document (AS-023). SCC has confirmed its support for this change in its written representation (REP1-020) see paragraphs 2.3.7.1 and 4.1.1.1.
1.1.14	RR-004 (paras 4.1.1.2 4.1.3.1)	Article 13 and Parts 6 and 7 of Schedule 3 of the dDCO. The provisions of article 13 as regards traffic regulation matters are appropriate.	Agreed.	
1.1.15	REP2-047 (DCO1 and DCO8)	Article 14 of the dDCO. The provisions of article 14 as regards the temporary stopping up and restriction of use of streets are appropriate.	Under discussion. SCC require greater clarity of the definition 'reasonable' in relation to time and access. Highways England considers that the term 'unreasonably withheld' is well-precedented in other made DCOs and given that reasonableness is likely to vary in any given situation It would not be appropriate to adopt a single universal definition.	Highways England is responding to this point as part of its comments on the Local Impact Report [REP2-047], to be submitted at Deadline 3. No further action is proposed.
1.1.16	N/A	Article 15 of the dDCO. The provisions of article 15 as regards the permanent stopping up and restriction of use of streets and private means of access are appropriate.	Under discussion. SCC's comments in relation to the South East Permit Scheme referenced at SOCG ref 1.1.5 also apply to this article.	

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1.1.17	REP2-047 (DCO9)	Article 16 of the dDCO. The provisions of article 16 as regards access to works are appropriate.	Not agreed. SCC has expressed concern that the wording of article 16 does not stipulate that the consent of the relevant authority must be obtained. Highways England does not agree that the formation and laying out of access within the Order limits should be subject to the prior consent. This approach is well precedented.	No further action proposed.
1.1.18	REP2-047 (DCO10)	Article 18 of the dDCO. The provisions of article 18 as regards traffic regulations are appropriate.	Agreed.	
1.1.19	REP2-047 (DCO12)	Article 21 of the dDCO. The provisions of article 21 as regards authority to survey and investigate the land are appropriate.	Under discussion. SCC has suggested that the article be amended to require the undertaker to restore the land to the condition and level it was in on the date on which the survey or investigation began or other such condition as may be agreed with the owner of the land. SCC also highlights that this article authorises the entering on to of any land within the Order limits or which may be affected by the authorised development. Clarification of the term 'may be affected by the authorised development' is required. This appears to be a very broad power to enter land. SCC has also questioned the applicability of s.13 of the 1965 Act.	Article 21(7) was included in error and will be removed from the next revision of the dDCO. Highways England is continuing to engage with SCC to address any specific concerns it may have regarding the operation of this power in respect of land within its ownership and which is affected by the Scheme.
1.1.20	N/A	Article 26 of the dDCO. The provisions of article 26 as regards the extinguishment of public rights of way are appropriate.	Agreed.	
1.1.21	RR-004 para 10.9 And REP2-047 DCO14	Article 32 of the dDCO. The use of temporary possession powers for carrying out the Scheme as identified in Schedule 7 of the dDCO is appropriate as regards land owned by SCC and that the article in combination with Requirement 17 of the dDCO provides sufficient assurance as regards the restoration of any SCC land used temporarily.	Not agreed. SCC has raised that the provision of means of access should be subject to highway authority approval. Highways England does not agree that the prior consent of the highway authority should be required. The provision in article 32 in this regard is well precedented in other made DCOs. SCC has also raised that there may be considerable time between taking of possession and up to two years after completion of authorised development. This may have potential wide ranging consequences. The dDCO makes provision for a two year period to ensure that sufficient time is allowed for suitable reinstatement of land designated as SPA or SSSI, including the carrying out of planting within the correct planting season.	No further action is proposed.
1.1.22	REP2-047 (DCO15)	Article 33 of the dDCO. The provisions of article 33 as regards the temporary use of land for maintaining the authorised development are appropriate.	Not agreed. SCC has asked for a definition of the maintenance period to be provided. Highways England confirms that this is provided in article 33(11). SCC also suggest that the provision of means of access should be subject to the approval of the highway authority. Highways England does not agree that the provision of means of access should be the subject of prior consent, as the provision is well precedented in other made DCOs for Highways England. SCC highlight that this could be considered more akin to acquisition of a right to enter into land over a long period or an intermittent period of time, rather than temporary possession.	No further action is proposed.

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1.1.23	RR-004 para: 7.3	Article 38 of the dDCO. The provisions of article 38 as regards the compulsory acquisition of special category land or rights over special category land owned by SCC are appropriate and that the dDCO makes suitable provision for replacement land. (see also items 9.2.1 and 9.2.2 below).	Under discussion. There have been revisions to the dDCO which SCC is currently reviewing Highways England has worked closely with SCC to discuss requirements and proposed locations/extents of replacement land and is not aware of any difference of view on this aspect of the Scheme.	
1.1.24	REP2-047 (DCO17) and REP1-019 item 7	Article 48 of the dDCO. The provisions in article 48 as regards arbitration are appropriate.	Not agreed. SCC considers that there is a lack of clarity in this article, particularly as regards which party is responsible for meeting the costs of the arbitration process— see REP1-019. Highways England has responded to this point in REP2-014 (see comment made on issue REP1-019-4 on page 52) and considers that it would not be appropriate for the article to make specific provisions as to the award of costs as that is a matter that would need to be settled as part of any arbitration.	No further action is proposed.
1.1.25	N/A	Schedule 4 of the dDCO. The provisions in Schedule 4 as regards the permanent stopping up of highways and private means of access and the provision of new highways and private means of access are appropriate.	Agreed.	
1.1.26		Schedule 9 of the dDCO. See 1.3.1 and 1.3.2 below.		
1.2 DCO Requirements				
1.2.1	N/A	Schedule 2 Requirements. The requirements as set out in Part 1 of Schedule 2 of the dDCO are appropriate.	Under discussion. See 1.2.3 to 1.2.5 below.	
1.2.2	REP2-047 (DCO1)	Schedule 2 Requirements. The procedures for discharging requirements and SCC's role as a requirement consultee as set out in Part 2 of Schedule 2 of the dDCO are appropriate.	Under discussion. SCC queries where the responsibility lies for assessing whether there is a materially new or materially different environmental effect in comparison with the authorised development as approved. SCC also has concerns at the presumption of deemed consent at 19 (2). Highways England confirms that the deemed approval provisions are well-precedented in Highways England made DCOs. The dDCO for the Scheme does not apply to an application made under requirement 8 or requirement 17, which means that the dDCO is more restrictive than other DCOs.	
1.2.3	N/A	Schedule 2 Requirement 3 – extended working hours to allow construction works to be carried out between the hours of 07:00 and 19:00 Monday to Saturday are appropriate and will help facilitate early completion of the Scheme.	Agreed. SCC's agreement is subject to consultation on proposed DCO changes. SCC support the principle of reducing the overall time period for construction of the project.	Highways England intends to bring forward an application to change the DCO to make provision for the construction works to be carried out between the hours of 07:00 and 19:00 Mondays to Saturdays and between extended working hours, this is set out in document AS-023.
1.2.4	REP2-047 (DCO18)	Schedule 2 Requirement 3 – the wording as regards the preparation and approval of a Handover Environmental Management Plan are appropriate.	Under discussion.	Highways England will review the wording of Requirement 3 to consider if greater clarity as to the timing can be provided.

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			SCC considers that the wording should be amended to confirm that the CEMP must be converted to a HEMP upon completion of the authorised development.	
1.2.5	REP2-047 (DCO19)	Schedule 2 Requirement 23 – the wording as regards anticipatory steps towards compliance with any requirement is appropriate.	Agreed	
1.3 Protective Provisions				
1.3.1	RR-004 (paras: 2.5.1, 2.5.2, 2.5.3, 2.5.4, 2.5.5, 8.1) and REP2-047 (paras DCO6 and DCO21)	Schedule 9. The provisions as set out in Part 4 of Schedule 9 of the dDCO are appropriate as regards the protection of ordinary watercourses.	Under discussion. SCC considers that the DCO should make provision for SCC as consenting authority to approve any works affecting ordinary watercourses and that the DCO should make provision for commuted maintenance sums to cover the future maintenance liabilities of any drainage features.	Highways England is engaged in discussions with SCC regarding the content of the protective provisions. The position as regards this agreement will be set out in an update to this SoCG at Deadline 5 and the agreed wording incorporated within an updated dDCO.
1.3.2	RR-004 paras: 2.8.2, 10.4 and REP2-047 (DCO6 and DCO20)	It is not appropriate for the dDCO to contain protective provisions for the benefit of SCC as local highway authority.	Not agreed. SCC considers that provision should be made either within the DCO or in a separate side agreement for the protection of SCC highway assets, following the example in the dDCO for the A303 Sparkford to Ilchester Scheme. SCC has reiterated its view that protective provisions are needed for the benefit of the highway authority (see REP1-020 paragraphs 5.1.4.1 and 5.1.4.2). Highways England does not consider it necessary to include protective provisions for the benefit of SCC as local highway authority because other statutory provisions exist for a relevant highway authority to recover costs for repairing damage or for the recovery of expenses if it can be demonstrated that the Scheme would give rise to extraordinary traffic flows, which Highways England does not consider would be the case.	Highways England is discussing the terms of a separate side agreement with SCC which is intended to provide suitable provisions on these matters. The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.
1.4 Other DCO matters				
1.4.1	RR-004 paras: 2.5.4, 2.6.1	The DCO makes appropriate provision for maintenance access to the works that are intended to become the responsibility of SCC in the future.	Under discussion SCC is concerned that adequate provision for maintenance access should be secured through the DCO, including for ponds and structures and ideally not over 3 rd party land. Highways England has provided SCC with a plan identifying the different elements of the Scheme it would be expected to maintain under the DCO. A full schedule of the works that are expected to become the responsibility of SCC in the future now needs to be provided and agreed.	SCC and Highways England are in discussions to agree on a level of detail necessary for the maintenance schedule. Progress on this will be set out in an updated version of this SoCG to be provided at Deadline 5.

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1.5 Side agreements and commuted sums				
1.5.1	REP1-020 paragraphs 5.1.4.1 and 5.1.4.2	SCC and Highways England to agree the terms of a legally binding side agreement as regards highway matters.	Under discussion A draft side agreement has been prepared by Highways England and SCC and Highways England are currently in discussions on the relevant terms.	The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.
1.5.2	REP1-020 paragraphs 5.1.4.1 and 5.1.4.2 REP2-047 SCC3 and B1	SCC and Highways England to agree the terms of a side agreement as regards arrangements for the maintenance, management and monitoring of environmental mitigation and compensation measures on land within SCC's countryside estate.	Under discussion Highways England is currently preparing a draft agreement to discuss with SCC. The Scheme is not dependent upon this agreement as the DCO will provide for the relevant powers for Highways England to carry out all necessary maintenance, management and monitoring activities itself. However, it is recognised by both parties that there will be benefit in integrating the Scheme management plans within the wider management arrangements for SCC's estate at the Ockham and Wisley Commons. The agreement will also provide further assurance on the delivery of the relevant measures.	The position as regards this agreement will be set out in an update to this SoCG at Deadline 5.
1.5.3	RR-004 para s 2.8.2, 5.1.1.6 and 5.1.2.1 to 5.1.2.7	SCC has requested commuted sums to cover the maintenance burden that would fall on SCC for additional infrastructure that Highways England is proposing to pass to SCC.	Not agreed SCC emphasises that the requests relate to the additional infrastructure that SCC is being asked to maintain without the associated funds. The County Council's position on commuted sums is clearly set out within the Local Impact Report [REP2-047], para 7.11. SCC raises the matter of commuted sums as a significant issue and is concerned that no agreement has been reached with Highways England as to arrangements for reimbursing the Council for the additional financial burden it will incur as a result of the Scheme and the maintenance obligations that will be imposed by the DCO. However, as set out in REP2-014 (comment on REP1-020-60 on page 43) Highways England does not consider it appropriate for the DCO to make provision for the payment of commuted maintenance sums for local highway works or for new public rights of way as other mechanisms exist for SCC to secure the necessary funding for this additional responsibility from central Government.	As 1.1.6 above.
2.0 TRAFFIC AND TRANSPORT, INCLUDING TRAFFIC MODELLING AND ASSESSMENT OF ALTERNATIVES				
2.1 Need for the Scheme				
2.1.1	RR-004 (para 1.2)	There is a compelling case for the Scheme to: (a) address the current congestion and safety issues at the M25 junction 10/A3 Wisley interchange and on the relevant parts of the A3, (b) address congestion at the Painshill junction; and (c) provide sufficient capacity for the traffic likely to be generated by planned growth in this part of Surrey, together with general background traffic growth.	Agreed. SCC wishes to ensure that the development does not however result in unacceptable impacts on the residents, businesses or the environment.	
2.2 Scheme Objectives				
2.2.1	RR-004 (para 2.1.1)	The Scheme objectives, as set out in Table 2.1 in APP-002 are appropriate as regards the need for the Scheme and the nature of the environment in which it is situated.	Agreed. SCC was involved in the setting of the Scheme objectives at the pre-application stage, including the objective to minimise impacts on the surrounding local road network.	

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2.3 Alternatives				
2.3.1	N/A	All other strategic scheme options considered (and described in chapter 3 of the Environmental Statement (APP-049) would result in a greater loss of land from the Thames Basin Heaths Special Protection Area and the Ockham and Wisley Commons Site of Special Scientific Interest and/or land which is special category land.	Agreed.	
2.4 Relevant highway design standards				
2.4.1	N/A	The local road network and public rights of way elements of the Scheme have been appropriately designed to the relevant standards (The Department for Transport's Manual for Streets Two, Design Manual for Roads and Bridges and SCC's Standard Details).	<p>Under discussion.</p> <p>SCC wish to see a more detailed Road Safety Audit and detailed design drawings to assess design standards/geometry designs included in the scheme.</p> <p>As detailed in ISH2 action point 5, SCC require to see drawings showing visibility splays for:</p> <ul style="list-style-type: none"> • Ockham Rbt sightlines/design speed • Wisley Lane road widths/radii (esp approaching the bridge) and forward visibility • Wisley Lane – sightlines from new bus turnaround • Wisley Lane – sightlines/ design parameters for construction access serving Wisley Airfield Construction compound (It's up to WPIL to secure a longer term fit for purpose access serving their eventual site) • Elm Lane junction design with Old Lane – Sight lines and forward visibility • A3 northbound off slip to A245 forward visibility • Seven Hills Road south/Felton fleet new access sight lines • A245 n/bound – sight lines to new drainage pond access • A245 n/bound to A3 n/bound jet lane forward visibility. <p>As set out in para 4.1.2.2 of REP1-020, SCC also require the Road Safety Audit to consider the locations detailed.</p>	
2.4.2	See Examining Authority's Action Points for ISH2	The design of the proposed substitute private means of access to serve New Farm, the Gas Valve Compound, the Heyswood Camp Site and Court Close Farm is appropriately designed for its intended purpose.	<p>Under discussion.</p> <p>SCC is providing advice at deadline 3 that in its view a 3m width would be sufficient for the substitute access route serving only Court Close Farm lest it be routed along the eastern and northern boundaries of Heyswood. SCC consider that the proposed substitute private means of access to serve the Gas Valve Compound and Heyswood from the A3 southbound Painshill on-slip is fit for purpose as currently designed. SCC encourages Highways England to work with the Heyswood Camp Site to agree a suitable design for this element to include how their internal access road is upgraded from their eastern boundary to their existing car park area and whether their current access road coming in from the west is broken up and landscaped.</p>	Highways England is considering whether an 'alternative option' for the design of this access may be possible specifically in the area of the Heyswood Camp Site in response to the Examining Authority's action point No. 4 and will respond on this matter (including whether a 3m width would be appropriate).

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2.4.3	RR-004 para 2.5.3	In relation to structures there are a number of areas where approval of the Highway Authority will be required, including approval of the design (loading, dimensions etc of the structure)	Under discussion.	Highways England and SCC are in discussions as to whether suitable provisions can be made within a separate side agreement.
2.5 Traffic Modelling and Transport Assessment Approach				
2.5.1	RR-004 Paras: 2.2.1 2.3.2.3 2.3.2.5 2.3.6.2 REP2-047 paras 7.1 to 7.1.1, 7.1.2	The methodology and scope of the traffic modelling carried out for the Scheme is robust and appropriate as regards: <ul style="list-style-type: none"> • baseline modelling; • demand forecasting • future year modelling. 	Under discussion. SCC's relevant representation/written representation (REP1-020) highlights its request for further technical information on the traffic modelling and assessment work for the Scheme (see paragraph 2.2.1). It also requests sight of modelling regarding any changes being made to proposals for the A245 Byfleet Road eastbound carriageway (see paragraph 2.3.8.6). Highways England has provided further information in its Traffic Forecasting Report [REP1-010] and in its Transport Assessment Supplementary Information Report [REP2-011]. SCC made it clear in the Issue Specific Hearing 2 that the Do-Minimum 2037 scenario should have included the Burnt Common slip roads and Old Lane southbound closed between Ockham Bites and Elm Lane. Highways England considers that the modelling of the Burntcommon slips is a matter for the developer of the former Wisley Airfield site to address.	Highways England is continuing to engage with SCC on the transport assessment and modelling. The outcome of these discussions will be included in an updated version of this SoCG to be submitted at Deadline 5.
2.5.2	N/A	The 2015 base flows used in the traffic modelling and reported in the Transport Assessment Report (APP-136) are robust and appropriate and are derived from reliable sources.	Agreed	
2.5.3	N/A	The list of proposed developments contained in Tables 3.1 and 3.2 and shown on Figure 3.7 of the Transport Assessment Report (APP-136) correctly reflect the scale, type and location of planned growth within the modelled network area and are suitable for use in the traffic modelling/transport assessment.	Agreed.	
2.5.4	N/A	The level of detail contained in the Transport Assessment Report (APP-136) and in the Transport Assessment Supplementary Information Report (REP2-011) are appropriate and reflect the principles contained in Surrey County Council's Transport Planning Good Practice Guide 2017.	Agreed. However, SCC does not agree on Highways England's position as regards mitigation arising from this assessment.	
2.6 Ockham Park junction – Design and assessment				
2.6.1	RR-004 paras: 2.3.3.1 2.3.2.5	The traffic modelling shows that the Ockham Park junction, when fully signalised as part of the Scheme, will provide sufficient capacity to accommodate predicted traffic flows in both the 2022 opening and the 2037 design year do-something scenarios, including accommodating the traffic likely to be generated by the development of the Wisley Airfield site or any other development, without the need for south-facing slips.	Under discussion. However, SCC note that the Transport Assessment Report for the Scheme (APP-136) predicts that minor delays are still likely to occur in the evening peak.	As 2.5.1 above.
2.6.2	RR-004 para 2.3.2.5	There is no planning policy requirement for south-facing slips to be provided at the Ockham Park junction to accommodate the traffic likely to be generated by development at the former Wisley Airfield site or any other planned development.	Agreed. However, SCC considers that Highways England should model south-facing slips at the Ockham Park junction (both with and without north-facing slips at Burnt Common) to establish whether they would help alleviate traffic impacts on Ripley.	
2.6.3	RR-004 para 2.2.5	The Scheme does not preclude the provision of south-facing slips at the Ockham Park junction at a later date.	Agreed.	

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2.7 Closure of the A3/Wisley Lane junction – design and assessment				
2.7.1	RR-004 para 2.2.5(c)	It would be unacceptable for the Scheme to retain a direct connection between the A3 and Wisley Lane on grounds of safety and design standards.	<p>Under discussion.</p> <p>SCC has requested that Highways England provide a detailed technical/feasibility assessment for separate component of the scheme setting out the basis for their decision. This includes the option of retaining a left-turn out of Wisley Lane on to the A3</p> <p>Highways England considers that a left turn would present an unacceptable safety risk that would contravene the relevant standards in the Design Manual for Roads and Bridges. It would also increase habitat loss from the Thames Basin Heaths Special Protection Area.</p>	Highways England is required to submit at Deadline 3 (as action point 17 from ISH2) the relevant extracts from the Design Manual for Roads and Bridges to evidence that a left-out cannot be accommodated within the Scheme. This information should address SCC's comments.
2.7.2	REP2-047 para 4.9.12	The Scheme will provide a safer access arrangement for traffic using the A3/Wisley Lane junction.	<p>Agreed.</p> <p>SCC's agreement is subject to Safety Audit</p>	
2.7.3	RR-004 paras 2.3.2.2 2.3.2.4	An effective signage strategy can be implemented that would reduce the proportion of Wisley Lane traffic likely to route through Ripley as a result of the closure of the A3/Wisley Lane junction.	<p>Not agreed</p> <p>SCC does not agree that signage in isolation will prevent most Wisley Lane traffic from using the B2215 through Ripley due to the complexity of the necessary movements.</p>	As 2.5.1 above.
2.8 Effects on Ripley				
2.8.1	REP2-047 section 7	The predicted changes in do-minimum traffic flows through Ripley as set out in the Transport Assessment Report APP-136 are robust and provide a sound basis for assessing the effects of the Scheme as regards Ripley.	<p>Under discussion.</p> <p>SCC considers that Highways England should have also included the Burnt Common slips within its 2037 do-minimum modelling (as well as both with and without south-facing slips at the Ockham Park junction).</p> <p>Highways England is encouraging the promoter of the Burntcommon slips to progress their assessments so that the feasibility of the north-facing slips can be demonstrated, having regard to their impact on both the local and trunk road network.</p>	See 2.5.1 above.
2.8.2	REP2-047 paras 7.2.1.4 and 7.2.1.8 to 7.2.1.9	The north-facing slips at the A3 Burntcommon junction, which are to be secured as mitigation specifically for the development of the Wisley Airfield site, could have the effect of reducing traffic flows through Ripley in comparison with those assessed which means the modelling and assessment have appropriately considered a reasonable worst case in this regard.	<p>Under discussion.</p> <p>However, SCC consider that the mitigation in Ripley is required in part for the interim period until the Burnt Common slips are built. SCC also considers that the mitigation would then still serve a purpose if the slips are constructed to provide a disincentive for traffic to use the B2215 route. The combination of the requested mitigation in Ripley and the Burnt Common slips and their impacts on traffic flows in Ripley are set out in the Surrey County Council Strategic Highways Assessment Report 2016 prepared as an evidence base for the Guildford Local Plan.</p>	See Highways England's comment at item 2.5.1 above.
2.8.3	RR-004 paras 2.2.2 2.2.3 2.3.2.1	The Scheme will have a limited effect on overall traffic flows and the operation of the local road network at Ripley, including due to the routing of traffic through Ripley on account of the closure of the A3/Wisley Lane junction.	<p>Not agreed.</p> <p>SCC has expressed strong concerns as regards the effects of the Scheme on the local road network at Ripley, including the potential impact of RHS Wisley Garden trips routing through Ripley village in the PM peak. The full detail of comments made is available within the LIR, para 7.2 [REP2-047].</p>	As 2.5.1 above.

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	2.3.2.2 2.3.2.3 2.3.2.4 2.3.2.5 2.6.6 and REP2-047 paras 7.1 to 7.2.1.20 and para 4.9.12		<p>Highways England notes that as set out in the Transport Assessment Report (APP-136), in the am peak time, the Scheme is predicted to increase overall traffic flows through the High Street/Newark Lane/Rose Lane junction by no more than 2% (in both 2022 and 2037 do-something scenarios). In the pm peak, when flows are lower than those in the morning, the Scheme is predicted to increase overall traffic flows at this junction by 7% in 2022 and by 2% in 2037. Highways England considers that the effects on the operational performance of the junction will be limited.</p> <p>As set out in REP1-010, in terms of average daily traffic flows (AADT) the Scheme is not expected to increase overall traffic flows at the High Street/Newark Lane/Rose Lane junction by more than 4%, both in the 2022 and 2037 do-something scenarios and by more than 5% on the section of the B2215 between Newark Lane and the Ockham Park junction.</p> <p>The predicted increase in traffic through Ripley during the inter-peak period on account of the Scheme is expected to be higher (approximately 10%) but the network is less busy during this time and no loss of operational performance is expected.</p>	
2.8.4	REP2-047 paras 7.2.1.10 and 7.2.1.11	Highways England has assessed a reasonable likely worst case as regards the effects of RHS Wisley traffic on Ripley, by assessing traffic flows consistent with an event day and by assuming that all of the affected traffic will route through Ripley rather than follow the signposted u-turn via M25 junction 10.	<p>Under discussion.</p> <p>SCC await the agreed traffic flow figures for RHS Wisley.</p> <p>Highways England observes that paragraphs 7.2.1.10 and 7.2.1.11 of the Local Impact Report [APP-047] refer to a worst case of approximately 1200 to 1500 vehicles per day. Highways England confirms in REP2-014 (comments on issue REP1-020-09 on page 25) that it has modelled the effects adding approximately 1900 vehicles per day (two-way) in the 2037 do-something scenario.</p>	As 2.5.1 above.
2.8.5	RR-004 para 2.3.2.5	The Scheme is not expected to give rise to a severance effect at Ripley.	<p>Not agreed.</p> <p>SCC has requested that a comprehensive package of mitigation measures be provided in Ripley as part of the DCO. SCC has confirmed that the requested elements are mitigation against severance due to unbalanced flows on particular arms in additional directions. SCC consider that this severance is predominantly an inter-peak issue for Ripley justifying the mitigation measures set out above.</p> <p>SCC has advised that the speed reduction measures requested are also intended to slow traffic speeds through the village of Ripley to encourage more RHS Ripley and general Wisley Lane traffic to use Highway England's signed 'u' turn route through the M25 J10 roundabout.</p> <p>Highways England does not consider that the Scheme would cause severance. Do-something traffic flows on the B2215 Ripley High Street (between the Newark Lane junction and the Ockham Park junction) would not increase by more than 12% in any hour in both the 2022 and 2037 do-something scenarios, which is well below the 30% threshold for a severance effect as identified in Institute of Environmental Assessment's Guidelines for the Environmental Assessment of Road Traffic</p>	
2.8.6	RR-004 paras: 2.3.2.5(3)	The operation of the Scheme is not expected to lead to a significant increase HGV traffic flows through Ripley.	Agreed.	

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	2.4.3			
2.8.7	RR-004 paras: 2.2.5 2.3.2.3 2.3.2.5 REP2-047 (para 7.2.1.20)	There is no need for any mitigation measures to be provided at Ripley on account of the Scheme.	Not agreed. SCC considers that the Scheme should include a comprehensive mitigation package for Ripley as detailed in paragraph 2.3.2.5 of SCC's relevant representation RR-004. Highways England does not accept that there is a need for the Scheme to provide mitigation at Ripley. The Scheme would have a limited effect on overall traffic flows and the operation of the local road network at Ripley, it would not cause severance and would not give rise to any significant noise or air quality effects on receptors at Ripley.	See 2.5.1 above.
2.8.8	RR-004 para 2.3.2.5 and REP2-047 (para 6.13).	The Guildford Local Plan Policy A35 provides for the highway improvement measures that are necessary in Ripley and its surrounds to address the increase in future traffic flows in the do-minimum scenarios, including measures required for accommodating planned growth and traffic likely to be generated by the development of the Wisley Airfield site.	Agreed.	
2.9 Old Lane – design and assessment				
2.9.1	RR-004 paras: 2.3.5.2 2.3.5.3 REP2-047 paras 6.12-6.15	There is no planning policy commitment which specifically requires the closure of any part of Old Lane to southbound traffic and on this basis, there is insufficient certainty to assume this within the traffic modelling for the Scheme.	Agreed. However, SCC is concerned about any increase in vehicular traffic south of the airfield as it considers that Old Lane will need to become an important non-motorised user route between the Wisley Airfield development and Effingham Junction station. SCC wish to record that the scheme considered at appeal as regards proposed development on the former Wisley Airfield site (planning application 15/P/00012) included a proposal to close Old Lane between the Ockham Bites and the Pond car parks for southbound traffic. This means that whilst traffic could egress the former airfield site both left to the A3 and right to Martyr's Green, ingress off Old Lane would only be via the Black Swan / Mucky Duck crossroads: there would be no access into the site from Old Lane (including from the A3). Paragraph 20.64 of the Inspector's Report on the appeal for the former Wisley Airfield development records that both Surrey County Council and Highways England were satisfied with this proposal. Highways England considers that as that closure was brought forward specifically in relation to a planning application/appeal rather than being a matter stipulated within the policy itself, its merits and modelling thereof should be a matter for consideration in the light of any further planning application for the development of the Wisley Airfield site. Such a closure could have wider implications for other parts of the local road network which would not relate directly to the purpose or effects of the Scheme and Highways England understands that some members of the local community expressed concerns about its implications.	
2.9.2	RR-004 paras: 2.2.4 2.3.5.1	The improvement of the A3/Old Lane junction to be carried out as part of the Scheme will allow more traffic from the Wisley Airfield development to access the A3 at this point thereby reducing the amount of development traffic that would otherwise have to route through Ripley were the Scheme not to be built.	Under discussion. SCC is considering its position further as regards this matter.	

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	REP2-047 paras 7.2.1.16 to 7.2.1.19			
2.9.3	RR-004 paras: 2.2.4 2.3.5.1 REP1-020 (para 2.3.5.1)	The improved A3/Old Lane junction will provide sufficient capacity to accommodate the predicted traffic flows without loss of operational performance.	Agreed.	
2.9.4	RR-004 paras: 2.3.5.2 2.3.5.3 REP2-047 paras 7.2.1.14 (2 nd para of this no.) and 7.2.4.3 and 7.2.4.4	The increase in traffic on Old Lane to the east of its junction with Ockham Lane that is predicted to result in the 2037 do-something scenario is likely to be attributable to traffic from Effingham reassigning to avoid congestion elsewhere on the local road network and accessing the A3 at the improved A3/Old Lane junction instead.	Under discussion. As set out in REP2-014 (see Highways England's comments on issue REP1-020-12 on page 30) the Scheme is not expected to result in a significant change in traffic flows on this route in 2022. However, traffic modelling indicates that flows would increase by approximately 30% in the 2037 do-something scenario and without the Scheme are predicted to increase by 50% between 2022 and 2037.	As 2.5.1 above.
2.10 Ockham Lane at Bridge End and Martyr's Green – assessment of effects				
2.10.1	RR-004 paras: 2.3.6.1 2.3.6.2	The resulting traffic flows on Ockham Lane will be less than those predicted in the model were the Wisley Airfield development to incorporate a design which encourages non-airfield traffic to route directly through the development site.	Under discussion. SCC has expressed concern about the Scheme significantly increasing traffic on Ockham Lane and considers that the traffic model should have assumed that a through vehicular link would be provided as part of the Wisley Airfield development. Highways England considers that until design details for this link are known (once a planning application is submitted) it is not possible to model this with sufficient confidence. The traffic impacts of the Scheme are therefore likely to be overstated in this regard, which Highways England considers is a more robust and appropriate approach in the circumstances. In any event, whilst the percentage increases in flows are large, in absolute terms the numbers are modest and will not give rise to any significant noise effects on nearby receptors. The increase in flows will be below the threshold necessary for an air quality assessment.	As 2.5.1 above.
2.10.2	RR-004 para 2.2.4	The predicted increase in traffic flows on Ockham Lane north of the junction with Old Lane in the do-something scenarios is likely to be attributable to traffic from Cobham rerouting to avoid congestion at the A245/A307 junction and join the A3 at the improved Old Lane junction instead of at Painshill.	Under discussion. SCC has expressed concern about the projected increase in trips on Ockham Lane. Highways England is of the view that the additional numbers are relatively low, (approximately one additional vehicle per minute), which is unlikely to affect the performance of the local road network. No significant noise effects on receptors along this route are predicted as a result of the Scheme and the predicted increase in	

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			traffic flows falls below the threshold for carrying out an air quality assessment.	
2.10.3	RR-004 para 2.2.4	The predicted increase in traffic using Ockham Lane to the south of the junction with Old Lane in the 2022 do-something scenario is small and is not significant.	Agreed.	
2.10.4	RR-004 paras 2.3.6.1 and 2.3.6.2 and REP2-047 para 7.2.5	The Guildford Local Plan proposes mitigation to Ockham Lane as part of Policy A35: Former Wisley airfield, Ockham through the provision of Requirement (2) "A through vehicular link is required between the A3 Ockham interchange and Old Lane". Once the provision of the link is obtained, traffic management would be required on Ockham Lane to downgrade its current level of usage and encourage traffic to use the through vehicular link through the Wisley Airfield site.	<p>Agreed (as a matter of fact).</p> <p>However, the County Council is concerned that the Guildford Local Plan Policy A35 Requirement (2) (the through vehicular link) has not been modelled in the assessment despite the fact that the site allocation has been assessed in terms of the increased development traffic flows. SCC emphasises that modelling Requirement (2), which Highways England was aware of at the time of developing the transport evidence base for the DCO, would likely significantly reduce the amount of traffic using Ockham Lane, Old Lane and indeed the Old Lane junction with A3 which experiences a significant increase in traffic flows. However, SCC considers that this could also have implications for Ripley High Street as more traffic could continue to use this route in the Do-Something scenario. (as discussed at DCO ISH).</p> <p>Highways England will continue to engage in discussions with SCC as regards the traffic modelling results and implications for local roads, however at this stage makes two observations:</p> <ul style="list-style-type: none"> The through vehicular link would be likely to reduce the amount of traffic on Ockham Lane, which means that its assessment represents a reasonable worst case in this regard; and The through vehicular link will be unlikely to reduce the amount of Wisley Airfield traffic accessing the A3 via Old Lane and Highways England's as the model shows this to be the shortest/quickest route for traffic. 	As 2.5.1 above.
2.11 Elm Lane design				
2.11.1	RR-004 para 2.3.7.2	The character and width of Elm Lane and the environment through which it passes make it unsuitable for use as 'through route' for traffic.	Agreed.	
2.12 Painshill – design and assessment				
2.12.1	RR-004 para 2.3.8.5 and REP2-047 para 4.9.7	The design of the A245 Byfleet Road/Seven Hills Road junction satisfactorily incorporates the amendments discussed between Highways England and SCC during the November 2018 targeted non-statutory consultation.	<p>Under discussion.</p> <p>SCC considers that the design should be further modified to incorporate a number of additional changes as set out in paragraph 2.3.8.5 of SCC's relevant representation.</p>	
2.12.2	RR-004 para 2.3.8.5 and REP1-020 para 2.3.8.7	The stopping up of Old Byfleet Road has no direct relationship with the banning of right turning and straight on movements from Seven Hills Road (north).	Agreed.	
2.12.3	RR-004 para 2.3.8.5 REP1-020 para 2.3.8.6	Traffic modelling for the Seven Hills Road junction shows that the Scheme will provide sufficient capacity to accommodate forecast traffic growth.	Agreed.	

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2.12.4	RR-004 para 2.3.8.5	The condition of the highway surface on that part of Seven Hills Road (south) between the entrance to the Hilton Hotel and the A245 Byfleet Road remains adequate for its current and future level of traffic usage.	<p>Under discussion.</p> <p>SCC considers that Seven Hills Road (south) will require resurfacing along its whole length. As this road is currently closed, will be reopened and SCC do not know the future use of San Domenico at this stage. Cyclists will also use this section.</p> <p>Highways England confirms that the section of road that is currently closed will be resurfaced. There will be no substitute public highway access to the San Domenico/Starbucks Café site under the DCO as access is to be via a new bridleway and thus potential vehicular use of this route will be limited (to private access rights).</p>	
2.13 Other traffic/transport issues				
2.13.1	N/A	The additional capacity that the Scheme will deliver at the M25 junction 10/A3 Wisley interchange will reduce the volume of traffic on local roads overall as set out in the Transport Assessment [APP-136] paras 7.2.7, 7.4.12 and 7.4.14 and Figures 7.3 and 7.4.	Under discussion.	
2.14 Private access arrangements				
2.14.1	RR-004 para: 2.3.8.4 and REP2-047 para 4.9.11 And REP2-047 paras 4.9.10 and 4.9.11	The provision of a safer purpose-built substitute access to the Gothic Tower from the A3 for use in emergencies would offer little public benefit, as high level fire fighting equipment would still be unable to gain access to the Tower from this direction due to topographical conditions and would have to route through Painshill Park, as would be the case if a fire were to occur under the present arrangements.	Under discussion.	
2.15 Lorry lay-bys				
2.15.1	RR-004 paras: 2.4.1 2.4.2 2.4.3 REP2-047 paras 7.3.1 and 7.3.3	It would be inappropriate for the Scheme to retain the lorry layby on the A3 on the grounds of highway safety and design standards.	Agreed.	
2.15.2	RR-004 paras: 2.4.1 2.4.2 2.4.3	There is sufficient layby capacity on the A3 to the south of Ockham to accommodate any displaced demand for lorry drivers on the A3. For lorry drivers travelling on the M25, the nearest alternative lorry parking facilities are at Cobham services approximately 2 miles to the east of M25 junction 10. There are no locations in the vicinity of the M25 junction 10/A3 Wisley interchange that would be suitable for the provision of replacement HGV parking as part of the Scheme.	<p>Agreed.</p> <p>Whilst SCC is concerned about the loss of lorry parking, it acknowledges that given the sensitive nature of the environment surrounding the M25 junction 10/A3 Wisley interchange there are no suitable locations where replacement spaces could be provided as part of the Scheme. SCC looks to Highways England to address the need for HGV parking/spaces as part of its wider remit in managing the Strategic Road Network.</p>	

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	REP2-047 paras 7.3.1 and 7.3.3			
2.16 Road safety				
2.16.1	RR-004 paras: 2.3.3.2 2.3.8.1 2.3.8.3 2.5.5 3.1.3 4.1.2.1 4.1.2.2 4.1.2.3	The Stage 1 Road Safety Audit (RSA) which has been carried out provides an appropriate level of assurance commensurate with the preliminary design status of the Scheme.	Under discussion. SCC is concerned that the RSA is not detailed enough or addresses all aspects of the Scheme and has asked for more details as set out in paragraph 4.1.2.2 of SCC's relevant representation. SCC is concerned that there could potentially be impacts on the red line boundary.	Highways England confirms that a detailed stage 2 RSA will be carried out at the detailed design stage and SCC will be consulted appropriately. An interim RSA has been undertaken and is to be shared with SCC.
2.16.2	RR-004 paras: 2.3.4.1 4.1.1.3 REP2-047 para 7.2.3	It is appropriate for details of design features to discourage speeding on the Wisley Lane diversion to be agreed at the detailed design stage under requirement 5 of the dDCO.	Under discussion. SCC has requested that the Scheme incorporates certain design features (gateway features) to reduce the risk of speeding. Highways England considers that this is a matter that can be agreed at the detailed design stage.	
2.16.3	RR-004 para: 3.1.7	It is appropriate for details of vehicle restraint systems to be agreed at the detailed design stage under requirement 5 of the dDCO.	Under discussion. SCC has asked for clarification on proposals and risk assessment for vehicle restraint systems in relation to the proposed footway/cycle track route adjacent to the A245 westbound carriageway, between Seven Hills Road junction and Painshill junction.	
2.16.4	RR-004 para: 4.1.2.4	The proposals for anti-dazzle fencing, as shown on the Scheme Layout Plans (APP-012) adequately address potential hazards associated with glare from headlights.	Agreed SCC has asked if consideration has been given to an effective method of screening headlights between the new service roads and the A3. The antidazzle fencing is shown on the Scheme Layout Plans.	
2.17 Road signage				
2.17.1	RR-004 paras: 2.7.1 2.7.2 2.7.3	Replacement variable message signs (VMS) on the A245 near Painshill will be secured through designated funds and need not be provided as part of the Scheme.	Not Agreed. SCC consider that the Scheme should provide for the two additional new VMS signs at the Painshill junction as the designated funding bid has not been successful. Highways England is supporting SCC in resubmitting a bid for funds in RIS2 – April 2020.	
2.17.2	RR-004 paras: 2.7.2 2.7.3	Additional variable message signs on the local road network are not directly necessary for the purposes of the Scheme.	Not agreed. SCC considers that the Scheme should make provision for new VMS on the local road network including on the approaches to the Ockham Park junction.	Highways England considers that the provision of additional VMS signage on the local road network should be a matter for the local highway authority and that such

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			SCC consider these to be essential in relation to Emergency Diversion Routes.	signage is not required directly as a result of the Scheme.
2.17.3	RR-004 para 2.3.8.5	There is unlikely to be any operational benefit in linking the signals at the A3 Painshill junction with the signals at the A245 Byfleet Road/Seven Hills Road junction.	Under discussion. SCC have requested that Highways England adopt a Collaborative Traffic Management approach with the County Council	
2.18 Traffic management and construction phase traffic impacts				
2.18.1	RR-004 paras: 10.1 10.2	The Scheme description in APP-002 makes appropriate provision for maintaining traffic flows on the strategic road network during construction and for the agreement of a traffic management plan for the construction phase.	Not agreed. SCC requires sign off on the Traffic Management Plan before being able to confirm agreement. SCC's relevant representation notes that it has concerns on a draft Traffic Management Plan shared with SCC during the pre-application stage. Highways England considers that the approval of the Traffic Management Plan is a matter that should be addressed under requirement 4 of the DCO.	Highways England and SCC are arranging a workshop to discuss matters of traffic diversions during the construction period to consider SCC concerns further.
2.18.2	RR-004 para: 3.2.1	It is appropriate that measures to maintain bus services/bus stop access during construction are agreed under Requirement 4 of the dDCO.	Under discussion. SCC considers that provision should be made for a shuttle bus replacement service between Ripley and Wisley Lane.	See 2.18.1 above.
2.18.3	RR-004 paras: 10.3 10.5 10.6	The REAC (APP-135) contains sufficient assurance that roads and other public rights of way (including Wisley Lane) will be kept open for traffic during the works, with the exception of any overnight closures that may be reasonably required during works to tie-in the new and existing carriageways, demolish or install structures etc.	Under discussion. SCC is concerned that a continuous direct access from the A3 to Wisley Lane is maintained during the works and that the works should be programmed to avoid temporary closures of PROW routes that would compromise accessibility for NMUs.	See 2.18.1 above.
2.18.4	RR-004 para: 10.7	The construction traffic routes, as shown on the Temporary Works Plans (APP-015) are appropriate for the Scheme.	Under discussion.	See 2.18.1 above.
2.18.5	RR-004 para: 10.7	The assumption in the Transport Assessment Report (APP-136) that construction workforce traffic would be split evenly across the four approaches to M25 junction 10, is reasonable and appropriate.	Not agreed. SCC considers that a greater proportion of the workforce would originate from the north.	Highways England notes that the assessment is based on the busiest period of construction activity and for the rest of the construction period, the volumes of construction traffic will be significantly less.
2.18.6	RR-004 paras: 10.1 10.7 REP2-047 paras 4.8.3-4.8.6	The construction phase of the Scheme will not give rise to significant adverse effects on the local road network, as reported in the Transport Assessment Report (APP-136) and in the Transport Assessment Supplementary Information Report (REP2-011).	Not agreed. SCC considers that the Transport Assessment does not fully assess the effects and is concerned that the Scheme could have a major impact on the local road network during construction, including the view that a 6% increase in flows on the mainline carriageway could result in a severe impact. More specifically SCC suggests that provision is made for a communications plan and a mitigation plan to address the routing of HGVs from the Woking railhead.	Highways England's Transport Assessment Supplementary Information Report [REP2-011] contains further information to show how the measures proposed will maintain traffic flows on the strategic road network during construction.
2.18.7	RR-004 para:	It is appropriate that the proposed construction compound on the site of the former San Domenico Hotel is accessed from the A3, provided that suitable traffic management measures are implemented to enable this to be achieved	Under discussion.	See 2.18.1 above.

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	10.8	without compromising the safety of construction workers or the travelling public.	SCC is concerned that access from the A3 could be hazardous and whether as a result of this the site is suitable for use as a compound. Highways England has responded to this point in REP2-014 (see comment on REP1-020-82 on page 50) and confirms that suitable traffic management measures will be put in place during construction to ensure that the compound can be accessed safely.	
2.18.8	REP2-047 para 7.9.2	SCC wish to understand the diversion routes required during construction of the Scheme and the associated traffic impacts.	Under discussion.	Highways England and SCC are arranging a workshop to discuss these matters further.
2.19 Public transport				
2.19.1	RR-004 paras: 3.2.1(i) 3.2.1 (ii) REP2-047 (paras 7.6.1 to 7.6.9)	The Scheme makes appropriate provision for the replacement of affected bus stops.	Under discussion. However, SCC considers that the Scheme should provide for upgraded facilities, including the installation of 'real-time' information and upgraded bus stops at the Ockham Park junction. Highways England considers that the Scheme should provide replacement bus stops to a comparable standard as existing. As real-time information is not currently provided at the existing bus stops and given this information is readily available via mobile applications, Highways England considers that these upgrades are not directly necessary for the Scheme.	
2.19.2	RR-004 paras: 3.2.1(ii) 3.2.1 (iii) REP2-047 (paras 7.6.1 to 7.6.9)	Retaining the two existing bus stops on the A3 near Wisley Lane would be unsafe and a position at the entrance to RHS Wisley Garden offers the best possible option for their relocation.	Agreed. See 2.19.3 below.	
2.19.3	RR-004 para: 3.2.1 REP2-047 (paras 7.6.1 to 7.6.9)	The Scheme will require buses to divert off the A3 to pick up and set down passengers at Wisley Lane, which will add up to approximately three minutes to journeys, as set out in the Transport Assessment Supplementary Information Report [REP2-011].	Under discussion. SCC is concerned that the additional time will adversely affect the viability of the service and seeks pump-priming from HE to fund this diversion. Highways England has responded further on this matter in REP2-014 (see comment on issue REP1-020-33 on page 37) and in its Transport Assessment Supplementary Information Report [REP2-011]	
2.19.4	RR-004 para: 3.2.1(iii) REP2-047 (paras 7.6.1 to 7.6.9)	The relocation of the Wisley Lane bus stops to the entrance to RHS Wisley Gardens offers a more convenient solution for passengers than an alternative solution involving the provision of a new footpath link from the bus stop at Ockham Park, which would need to be routed through RHS Wisley Garden land.	Under discussion. See also comments relating to SOCG 2.19.3. It has not been determined that all timetabled services will access RHS Wisley via the realigned Wisley Lane. SCC consider that suitable pedestrian access for bus passengers must be secured if this cannot be achieved.	
2.19.5	RR-004 para:3.2.1(v)	The proposed location for the re-siting of the existing bus stop on the A3 southbound on-slip at the Painshill junction is appropriate.	Under discussion. SCC is concerned that the location proposed may not be the optimum location.	Highways England considers that the position of the bus stop can be amended and agreed under requirement 5 of the

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	REP2-047 (paras 7.6.1 to 7.6.9)			dDCO should development consent be granted.
3.0 EFFECTS ON THE PUBLIC RIGHTS OF WAY NETWORK AND ON CYCLISTS, PEDESTRIANS AND HORSE RIDERS				
3.1 Design and surfacing of non-motorised user (NMU) routes				
3.1.1	RR-004 para: 3.1.3	The width and surface treatment for the proposed NMU routes to be provided as part of Work No. 31 (improvement of the Ockham Park junction) are appropriate for their likely future usage.	Under discussion. SCC has asked for a road safety audit for this element of the Scheme to provide greater assurance that the design allows for sufficient width.	
3.1.2	RR-004 para: 3.1.6	The width and surface treatment proposed for Work No. 33 (a new bridleway along the Wisley Lane Diversion) is appropriate for its intended purpose and usage.	Not Agreed. SCC requires details of proposed design and surfacing to assess suitability.	
3.1.3	N/A	The proposed upgrading of existing permissive routes to public footpaths or bridleways will not necessitate any works along their route.	Under discussion. SCC requires details of proposed design and surfacing to assess suitability of the existing routes for their intended classification as no works are proposed.	
3.2 Alignment of Work No. 35 – proposed new bridleway between Wisley Lane and Seven Hills Road (south)				
3.2.1	RR-004 paras: 5.1.1.3 6.2	The alignment of Work No. 35, by following existing tracks or the route required for a gas main diversion, will help reduce the extent of habitat loss from the Thames Basin Heaths Special Protection Area (SPA) and reduce the need for more engineered retaining solutions.	Agreed. However, SCC is concerned that the alignment of Work No. 35 will create enclaves of land between the A3 and the NMU route. SCC comment that appropriate compensation should be provided for this orphaned land.	
3.3 NMU provision on Seven Hills Road (south)				
3.3.1	RR-004 para: 2.3.8.5	There is insufficient space within the existing highway boundary to accommodate a separate cycle facility along that part of Seven Hills Road (south) between the Hilton Hotel entrance and the A245 Byfleet Road.	Under discussion. SCC has requested that a cycle facility be provided along the eastern side of Seven Hills Road (south) as it considers that there is sufficient space to accommodate it within the existing highway boundary. SCC has also requested that a Road Safety Audit be provided to show how cyclists will get safely from the end of the NMU route to the signals. Highways England considers that there is insufficient space within the highway nor sufficient justification on safety or traffic flow grounds to acquire land from third parties for the purpose of constructing a new cycle facility on the short-length of Seven Hills Road in question.	
3.4 NMU provision on A245 Byfleet Road				
3.4.1	N/A	The alignment and classification for the new cycletrack/footway proposed alongside the A245 Byfleet Road westbound carriageway is appropriate.	Agreed.	
3.4.2	RR-004 para: 2.3.8.5	A new signal-controlled pedestrian crossing over the A245 Byfleet Road at the Seven Hills Road junction and provision is being secured through designated funds and need not be provided as part of the Scheme.	Under discussion. The RIS1 designated funding has been deferred to RIS 2. Highways England is supporting SCC in its bid to secure funding for this under RIS2 – from April 2020.	

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3.4.3	RR-004 para: 2.5.5(iv)	The Scheme makes suitable provision to replace an existing footway alongside the A245 Byfleet Road eastbound carriageway.	Agreed. However, SCC is seeking confirmation that there is sufficient space to enable a maintenance vehicle accessing the pond to be able to manoeuvre safely.	
3.5 Effects on NMUs during the construction phase of the Scheme				
3.5.1	RR-004 paras: 10.5 10.6	The measures described in section 2.7 (paragraphs 2.7.15 – 2.7.25) of the Environmental Statement (APP-049) will provide for NMU access to the Ockham and Wisley Commons and along public rights of way as far as reasonably practicable during construction of the Scheme.	Under discussion. SCC has emphasised that safe access to the Wisley and Ockham Commons will need to be provided both during and after construction.	
4.0 ECONOMIC AND SOCIAL IMPACTS				
4.1 Economy and facilitating planned growth				
4.1.1	N/A	The Scheme objectives give appropriate weight to supporting the projected population and economic growth.	Agreed.	
4.2 Social, Health and well-being				
4.2.1	N/A	The upgrading of NMU routes around the M25 junction 10/A3 Wisley interchange will improve recreational opportunities, reduce severance and bring health and well-being benefits.	Agreed.	
5.0 ENVIRONMENTAL IMPACT ASSESSMENT INCLUDING ISSUES RELATING TO CUMULATIVE EFFECTS				
5.1 Methodology				
5.1.1	N/A	The methodology for the environmental assessment is robust, as regards the topics of particular relevance to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste).	Under discussion.	
5.2 Baseline				
5.2.1	N/A	The baseline information presented in the Environmental Statement as regards the topics of particular interest to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste) is appropriate.	Under discussion.	
5.3 Assessment of effects				
5.3.1	RR-004 paras: 6,2 7.2	The significance of the effects identified in the Environmental Statement appropriately reflects the likely magnitude of impact and sensitivity of the resources affected, as regards the topics of particular interest to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste).	Under discussion.	
5.4 Cumulative effects				
5.4.1	N/A	The Environmental Statement (APP-048-APP-131), the Habitats Regulations Assessment (APP-039-APP-044), the Water Framework Directive Assessment (APP-045), the Flood Risk Assessment (APP-046) appropriately assess the effects of the Scheme in combination with other developments likely to take place in the study area and makes suitable provision to mitigate the Scheme's likely significant effects.	SCC has no comments to make on this matter.	
5.5 Adequacy of mitigation and compensation				

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5.5.1	RR-004 paras: 7.2 7.3 8.2 10.9	The package of environmental mitigation and compensation measures for the Scheme have been the subject of extensive discussions between Highways England and a number of parties including SCC and appropriately address the Scheme's likely significant effects.	Agreed.	Highways England is in discussions with SCC on the terms of a side agreement concerning arrangements for the future maintenance, management and monitoring of the environmental mitigation and compensation areas.
5.5.2	RR-004 paras: 7.2 7.3 7.4 REP2-047 (para 4.4.10)	The proposed environmental measures to be carried out on the proposed SPA compensation land together with the SPA enhancement works on SCC's estate will provide suitable and adequate mitigation and/or compensation for the Scheme's effects on the Thames Basin Heaths Special Protection Area.	Agreed.	
5.5.3	REP1-020 para: 2.3.5.1	The Scheme makes suitable and adequate provision to mitigate the environmental effects associated with increased traffic on Old Lane.	Agreed. SCC agree subject to Highways England incorporating proposals for mitigating the County registered toad crossing, as confirmed by SCC in its written representation (REP1-020 paragraph 2.3.5.1 SCC will make representation on the proposed DCO modifications by the due date.	Highways England intends to make the change to the DCO to incorporate toad crossing facilities at Old Lane as confirmed in AS-031.
5.6 Management and Monitoring of mitigation/compensation measures				
5.6.1	RR-004 paras: 7.1 7.3 and REP2-047 para 4.4.8	The measures set out in the SPA Management and Monitoring Plan and the Landscape and Ecology Management and Monitoring Plan reflect those discussed with SCC at the pre-application stage and provide a suitable framework for the future maintenance, management and monitoring of the environmental mitigation and compensation measures as they relate to SCC's land interests and as regards the nature of future monitoring activities and durations.	Agreed. SCC has raised some additional points as regards the management plans and is looking for further clarification to be provided in relation to: badger sett monitoring, ancient woodland soil translocation monitoring and botanical monitoring. These matters will be addressed at the discharging requirements stage when detailed management proposals for the various elements of environmental mitigation measures have to be agreed. SCC has been added as a requirement consultee for requirements 8, 9 and 10 to provide further assurance. However, with regard to ancient woodland soil translocation, Highways England considers the 25 year monitoring period to be sufficient in which to determine whether plant species have appropriately established.	
6.0 NOISE, AIR QUALITY AND DISTURBANCE				
6.1 Noise and vibration				
6.1.1	RR-004 para: 7.3	The conclusion that the felling of trees proposed within the SPA enhancement works to be undertaken as part of the Scheme will not give rise to significant noise impacts is robust.	Agreed	
6.2 Emissions/air quality				

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6.2.1	RR-004 para: 2.3.5.1 7.3	The conclusions in the Environmental Statement that the operation of the Scheme is not expected to have a significant adverse air quality effect on designated ecological sites at the Ockham and Wisley Commons are robust.	Under discussion. SCC to consider the matter further, including the conclusions in paragraphs 7.2.41 to 7.2.52 of the Habitats Regulations Assessment [APP-043] and in paragraphs 5.8.21 to 5.8.32 of the Environmental Statement [APP-050].	
7.0 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)				
7.1 Scope of CEMP				
7.1.1	RR-004 paras: 1.6 (6) 7.1	The commitments made in the oCEMP (AS-016) and REAC (APP-135) as regards the preparation of a full CEMP and its constituent environmental control plans, method statements and risk assessments etc., together with the requirement 3 of the dDCO will ensure that appropriate environmental safeguards and controls are put in place prior to the commencement of the construction works.	Under discussion. SCC considers that commitments made to date give sufficient safeguards as long as all protective measures are taken forward as a thread from the original surveys, recommended measures then included in the CEMP.	
8.0 ANY OTHER POTENTIAL EFFECTS INCLUDING ON HERITAGE ASSETS, BIODIVERSITY, LANDSCAPE AND VISUAL IMPACT, FLOOD RISK AND CONTAMINATION				
8.1 Heritage assets and historic environment/cultural heritage				
8.1.1	RR-004 paras: 7.8 and 7.9	Requirement 14 of the dDCO provides a suitable mechanism for a written scheme of archaeological investigation to be agreed and implemented as part of the Scheme.	Under discussion. SCC has not yet seen the detail of a written scheme for the investigation and mitigation of areas of archaeological interest and request confirmation of the timescales for finalisation of this material. This should be a certified document. Highways England considers that adequate provision is made to address this matter in requirement 14 of the DCO.	
8.2 Biodiversity/ecology/natural environment				
8.2.1	RR-004 paras: 7.5 7.6 7.7 REP1-020 (para 7.6) REP2-047 para 4.4.12	The position and width of the green verge on the replacement Cockcrow overbridge is appropriate for the purpose of addressing the historic severance of ecological habitats caused by construction of the A3.	Agreed. This is subject to a 25m wide green verge being incorporated within the Scheme design. SCC is also concerned that appropriate measures are put in place to secure its management. SCC's written representation (REP1-020) confirms its support for proposals to widen the green verge but reaffirms its concerns regarding arrangements for its maintenance. SCC is supportive of the proposed change to the DCO	Highways England is intending to make a change to the DCO (see AS-023) to widen the green verge to 25m and has confirmed in REP2-014 (see comment on REP1-020-57 on page 42) that it will accept responsibility for the future maintenance of the green verge.
8.3 Landscape, arboriculture and visual impact (including lighting)				
8.3.1	RR-004 para: 7.3	The existing woodland surrounding much of the scheme and which will be retained provides good levels of tree screening. It will be supplemented by new planting and environmental barriers to minimise the visual impact of the scheme. The location of the scheme in the SPA/SSSI limits the scope for screening by earth bunding.	Agreed.	
8.4 Road Drainage Flood Risk				

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8.4.1	RR-004 paras: 2.5.2 8.2	The proposed new drainage measures incorporated within the Scheme will provide sufficient attenuation to address existing flooding on the relevant parts of the local road network and sufficient attenuation for increased surface water run-off from new, widened or improved carriageways to be provided as part of the Scheme.	Under discussion. SCC state that they would need to approve/agree the design criteria for drainage provision in terms of asset design and attenuation principles on the local roads. Any assets for adoption within SCC Highway network, for SCC adoption or on SCC owned land would need to meet operational and maintenance criteria. In addition SCC would also need to agree the design of any assets (or those in 3 rd party control) with runoff discharge to local watercourses, ditches or ponds (with regard pollution control/rates of discharge etc) to ensure that WFD responsibilities are met and flood risk is not increased.	
8.5 Contamination				
8.5.1	RR-004 para: 9.2	The risk of contamination being encountered during construction of the Scheme is low and appropriate safeguards are provided in the DCO through requirements 3 and 13 and the commitments in the REAC and oCEMP to deal with any uncertainty and the steps to be taken should the need arise.	Under discussion. SCC to consider the matter further in the light of Highways England's responses in REP2-014 (see comments on issues REP1-020-72 to REP1-020-74 on page 47).	
8.6 Materials, Minerals and Waste/Impact on SCC as Minerals and Waste Planning Authority				
8.6.1	RR-004 para: 9.1	The assumptions and assessment as regards materials and waste as set out in chapter 12 – Materials and Waste (APP-057) are appropriate and robust.	Not agreed. SCC has queries regarding the robustness of assumptions as regards the likely demand for materials for the Scheme and the availability of material sources. Impact is quantified over a regional geographic area, as material will be sourced from both within and outside of Surrey. SCC query whether Surrey will be disproportionately affected as it is the host authority.	
8.6.2	RR-004 paras: 9.1 9.2 9.3	The Scheme will not give rise to any significant adverse implications for the January 2019 Draft Surrey Waste Local Plan, as the total waste arising from the Scheme is likely to equate with 1% of the total waste arisings in Surrey.	Agreed. Further information has been presented providing the source of the data assumption.	
8.6.3	RR-004 para: 9.2	The DCO appropriately provides for the management of topsoil to be approved under DCO requirement 3.	Agreed, subject to consultation on the Soil Handling and Management Plan	A Soil Handling and Management Plan will be prepared which will explain the arrangements for handling and storing soils.
9.0 COMPUSLORY ACQUISITION				
9.1 Need to acquire or use SCC land				
9.1.1	RR-004 paras: 6.1 6.2 6.3 2.3.8.5	The SCC land that is intended to be subject to compulsory acquisition of title, rights or subject to temporary possession is no more than reasonably required for the purposes of constructing, operating and maintaining the Scheme or providing for the long term mitigation/compensation of its environmental effects.	Under discussion. SCC is also concerned that the Scheme will isolate strips of land between the NMU route and the A3 carriageway adversely affecting the value of the estate.	
9.2 Implications for common land/countryside estate due to permanent acquisition and temporary possession				
9.2.1	RR-004 para: 7.3	The extent and location of proposed replacement land is suitable and appropriate and will be no less advantageous to the public.	Agreed.	See also 1.1.22 above.

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9.2.2	RR-004 para:6.3 and REP1-020 paras 6.4 and 6.5	The Scheme makes appropriate allowance for the replacement of any land affected by the Scheme and which is intended to become common land in the future (under any existing/extant agreement), regardless of whether the relevant formal registration processes have been concluded or not.	Agreed. Highways England and SCC are working to achieve the relevant transfers and registration processes and an update on progress can be provided at deadline 5.	Highways England has provided funding to SCC to enable the necessary transfers and registration processes to be concluded.
9.3 Implications for other SCC assets				
9.3.1	REP1-020 paras: 6.6 and 6.7 and REP2-047 para 8.3	Works to reconfigure car parking at the café are not directly necessary for the purposes of the Scheme and it is appropriate for this matter to be addressed as part of any compensation settlement.	Under discussion. Proposals show a loss in Ockham Bites car park capacity of approximately one third. SCC consider that the scheme should fund and incorporate suitable accommodation works to remodel the car park to create replacement parking. SCC considers that the proposed access track will also create a visual and physical barrier from the car park to the common. SCC also asks that the height of the embankment for work No.35 be lowered to reduce its severance effects or realigned to the rear of the Ockham Bites Cafe.	Highways England is willing to discuss whether this matter can be included within the scope of a separate side agreement with SCC otherwise this is a matter for the compensation settlement enabling SCC to determine for itself how best any configuration of the car park should be carried out.
9.3.2	REP1-020 para 6.6.	It is appropriate that the replacement Cockcrow overbridge be designed so as to permit its use by vehicles used in connection with the management of the Ockham and Wisley Commons and to comply with relevant design standards as regards the maximum suitable gradient for NMUs.	Under discussion.	
9.3.3	REP1-020 para 6.8	The areas of additional land that would be required as regards change no.5 (described in AS-031) is unlikely to materially change the Scheme's effects on SCC's estate.	Under discussion.	Highways England intends to apply to change the DCO to include additional areas of land within SCC's estate to the west of M25 junction 10.
10.0 OTHER MATTERS				
10.1 Landscaping proposals				
10.1.1	N/A	The proposed level of landscape planting is appropriate to adequately mitigate the effects of the scheme, as it affects SCC's managed estate.	Under discussion.	
10.2 Lighting design				
10.2.1	N/A	The lighting proposals for the Scheme as regards the local road network are appropriate.	Under discussion.	
10.3 Community involvement				
10.3.1	2.8.1	The Scheme makes appropriate provision for a community liaison strategy to be implemented during the construction works.	Agreed. Details within community liaison strategy subject to agreement under DCO requirement 3.	
10.4 Effects on non-motorised users				
10.4.1	REP2-047 (para 4.9.1)	Conditions for non-motorised users will improve with the scheme.	Agreed.	
10.5 Planning performance agreement (PPA)				
10.5.1	RR-004 paras:	Highways England and SCC are in discussions on the terms of a planning performance agreement to address issues raised in paragraph 1.4 of the Local Impact Report and in RR-004.	Under discussion. SCC asks that Highways England provides funding (under a PPA) to cover its costs for staff time in providing technical input to date and	

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	5.1.3.1 5.1.3.2 5.1.3.3 5.1.3.4 REP2-047 (para 1.4)		the Joint Council's have expressed disappointment in the Local Impact Report [REP2-047] that no agreement has been reached on this matter.	

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