

# M25 junction 10/A3 Wisley interchange

TR010030

## 10.6 Consultation Report Addendum

Regulation 5(2)(q)  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 (as amended)  
Planning Act 2008

Volume 10

February 2020

# Infrastructure Planning

## Planning Act 2008

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

M25 junction 10/A3 Wisley Interchange improvement

Development Consent Order 202x

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## 10.6 CONSULTATION REPORT ADDENDUM

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<b>Planning Inspectorate Scheme Reference</b>	TR010030
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<b>Author:</b>	M25 junction 10/A3 Wisley Interchange improvement Project Team, Highways England

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# 1. Introduction

## 1.1 Purpose of this document

1.1.1 This Consultation Statement has been prepared in respect of the M25 junction 10 / A3 Wisley interchange improvement (“the Scheme”).

1.1.2 The primary purpose of this statement is to provide evidence to the Planning Inspectorate that the Applicant has carried out proportionate further non-statutory consultation.

1.1.3 This statement sets out:

- A summary of the consultation context and why the process has been undertaken
- A general description of the consultation process undertaken
- The responses to the consultation, along with the Applicant’s reply.

## 1.2 Background

1.2.1 On 19 June 2019, Highways England (“the Applicant”) submitted an application under section 37 of the Planning Act 2008 for a development consent order in order to construct the Scheme. The application was accepted by the Planning Inspectorate for examination on 17 July 2019.

1.2.2 The Order, if granted, would authorise the Applicant to carry out the following works:

- alteration and upgrading of the existing M25 junction 10 roundabout
- provision of four new dedicated free-flow slip lanes at M25 junction 10, to enable all left-turning traffic to pass through the junction unimpeded by traffic signals
- conversion of the existing hard shoulders on the M25 through junction 10 to provide an additional running lane for traffic in both directions
- widening of the A3 to dual four lanes between the Ockham Park junction and the Painshill junction, except where the A3 crosses over M25 junction 10, which will remain as two lanes in each direction
- new sign gantries on the A3 to provide variable speed limits and lane control between Ockham Park and Painshill junctions
- widening of the A245 Byfleet Road to dual three lanes between the Painshill junction and the Seven Hills Road junction to the west
- provision of two new dedicated slip lanes at the Painshill junction, to enable traffic leaving the northbound A3 to join the westbound A245 and traffic leaving the eastbound A245 to join the northbound A3 to avoid having to use the roundabout
- improvement of the Ockham Park junction
- modification of A3 side road junctions

- closure of private accesses from the A3 carriageways and the provision of substitute local access arrangements
- provision of new and improved facilities for pedestrians, cyclists and horse riders
- provision of 39.8 hectares of replacement common land and open space in exchange for that needing to be acquired for the Scheme
- extensive areas of habitat creation and enhancement and other environmental mitigation.

### 1.3 Consultation context

- 1.3.1 Subsequently, the Applicant sought to make some changes to the submitted DCO application as a result of ongoing stakeholder engagement and further development of the Scheme.
- 1.3.2 Two of the proposed changes (the proposed extension of the green element of Cockcrow bridge and additional gas main crossing of the M25) engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (2010 Regulations), as they require minor amendments to the red line boundary of the Scheme to include the compulsory acquisition of land (or of rights in land). Highways England has sought to obtain the consent of the parties with an interest in land affected by the changes to the inclusion of the additional land within the red line boundary of the Scheme in accordance with regulation 4(b) of the 2010 Regulations.
- 1.3.3 The intention to make changes to the Scheme was first notified by the Applicant in a letter to the Examining Authority (ExA) dated 4 November 2019, followed by a subsequent letter on 3 December 2019 seeking feedback on the Applicant's consultation approach. The Applicant's subsequent approach to consultation took into account ExA's letter of response, dated 5 December 2019.
- 1.3.4 In notifying the ExA of their intention to make changes to the Scheme, the Applicant identified that this may include a request for a material change. In its response, the ExA stated there was insufficient information to make a definitive decision about materiality.
- 1.3.5 The ExA suggested that Change 3 - the removal of part of the proposed amendments to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange, and Change 4 - extending working hours on Saturdays, would be likely to constitute a material change. Furthermore, the ExA raised the possibility that the other proposed changes, either alone or when considered together, might also represent a material change.
- 1.3.6 Following correspondence with the ExA and further review of the proposed changes, the Applicant consulted on six changes, which aim to further reduce the impacts on the environment, the local community and landowners and enhance buildability, following consideration of representations made to the Planning Inspectorate.
- 1.3.7 The six proposed changes to the Scheme that the Applicant consulted on include:

- Extension of the proposed Cockcrow green bridge (Work No.35 (b))
  - Incorporation of two toad underpasses at Old Lane and other mitigation measures
  - Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and Painshill interchange (Work No. 47 (b) and (c))
  - Amendments to construction working hours specified in requirement 3 (Construction and handover environmental management plans) of the dDCO
  - Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic) (Schedule 3 to the dDCO)
  - Adjustments to the Order limits in the dDCO to accommodate the diversion of a gas main (Work No. 63 (e) and (f)).
- 1.3.8 In preparing the non-statutory targeted consultation, the Applicant considered the advice set out by the Planning Inspectorate: How to request a change which may be material (Advice Note 16). The Applicant set out its proposed approach to the ExA in a letter dated 3 December 2019, seeking its feedback and further advice. This letter is available in Appendix A.
- 1.3.9 The ExA responded to the Applicant's correspondence of 4 November and 3 December 2019 in a single letter, dated 5 December 2019, which addressed issues around materiality of the proposed changes and also provided a number of suggestions relating to the scope of the consultation. The ExA's letter of 5 December 2019 is available in Appendix A.
- 1.3.10 The Applicant responded to the ExA in a letter dated 18 December 2019 which confirmed that consultation would be expanded to additionally include Interested Parties who have registered with the Planning Inspectorate (for whom the Applicant had contact details) in relation to proposed changes to Saturday working hours. In the same letter, the Applicant also informed the ExA that it would only be consulting on six proposed changes (the seventh having been discounted following further consideration). The Applicant's letter dated 18 December is available in Appendix A.
- 1.3.11 In order to expedite the process for making a material change within the examination timetable, the Applicant commenced consultation on the proposed Scheme changes on 6 January 2020, in advance of submitting the request to the ExA on 11 February 2020. Planning Inspectorate Advice Note 16, paragraph 3.3 advises that early non-statutory consultation can be undertaken by the applicant.

## 2. Non-Statutory Targeted Consultation and Notification

### 2.1 Overview of non-statutory consultation and notification

- 2.1.1 The Applicant conducted a period of non-statutory targeted consultation and notification in relation to the six proposed changes it sought to make to the Scheme. This consultation ran from Monday 6 January to Tuesday 4 February 2020. The consultation closed on 4 February 2020 at 23.45.
- 2.1.2 The purpose of the consultation was to provide an opportunity for affected prescribed bodies, landowners and persons with interested in land, and Interested Parties registered with the Planning Inspectorate, to share their views on the proposed changes. The consultation was targeted at those parties considered to be potentially affected by the proposed changes.
- 2.1.3 The Applicant targeted the following consultees:
- affected prescribed bodies (as defined by the Planning Act 2008)
  - landowners and people with an interest in affected land
  - Interested Parties registered with the Planning Inspectorate (for whom the Applicant held contact details)
  - A full list of prescribed consultees can be found at Appendix D.
- 2.1.4 The Applicant sent affected prescribed bodies and Interested Parties the following:
- personalised letter inviting the consultee to respond to the consultation and set out how to respond
  - hardcopy consultation brochure (extract can be found at Appendix E) setting out the proposed Scheme changes and the environmental effects.
- 2.1.5 Land owners and persons with an interest in land were provided with:
- personalised letter with land impacts table detailing the changes and impacts on land and land rights
  - four Scheme drawings in relation to the proposed Scheme changes that contained plot numbers
  - hardcopy consultation brochure setting out the proposed Scheme changes and the environmental effects.
- 2.1.6 Consultees were also invited to view the consultation brochure online on the project website at [www.highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange](http://www.highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange).
- 2.1.7 A hard copy of the consultation brochure was available for viewing during business hours at the Applicant's office in Guildford.
- 2.1.8 Consultees were invited to respond to the targeted consultation by:
- Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- Post: FREEPOST M25 junction 10/A3 Wisley Interchange.

- 2.1.9 Responding to advice from the ExA to take steps to maximise responses from local people likely to be affected by the proposed changes, including the RHS and their visitors, the Applicant publicised the Scheme changes and invited responses to the consultation via notices published in newspapers. See 2.2 below.
- 2.1.10 The Applicant also published site notices in the vicinity of the Scheme, and areas affected by the proposed changes, with the same aim of publicising the consultation as widely as possible within the local community. See 2.3 below.
- 2.1.11 In addition, the Applicant invited Interested Parties registered with the Planning Inspectorate to respond to the consultation, by sending a letter to those Interested Parties for whom the Applicant held contact details.
- 2.1.12 Letters were sent to all Interested Parties with the exception of those for whom the Applicant did not have contact details and where these details were not available from publically available information. The Applicant also wrote to the ExA seeking advice and assistance with contacting the Interested Parties for whom it did not hold contact details.

## 2.2 Newspaper notices

- 2.2.1 The Applicant publicised the Scheme changes and invited responses to the consultation via notices published in a local newspaper as set out in Table 2.1.
- 2.2.2 The Applicant published notices for two consecutive weeks, in line with advice provided in Advice Note 16 (Fig 3 (f)).
- 2.2.3 Copies of the notices published in the local newspaper as part of this process are available at Appendix B.

**Table 2.1 – Newspaper notices published relating to Scheme changes**

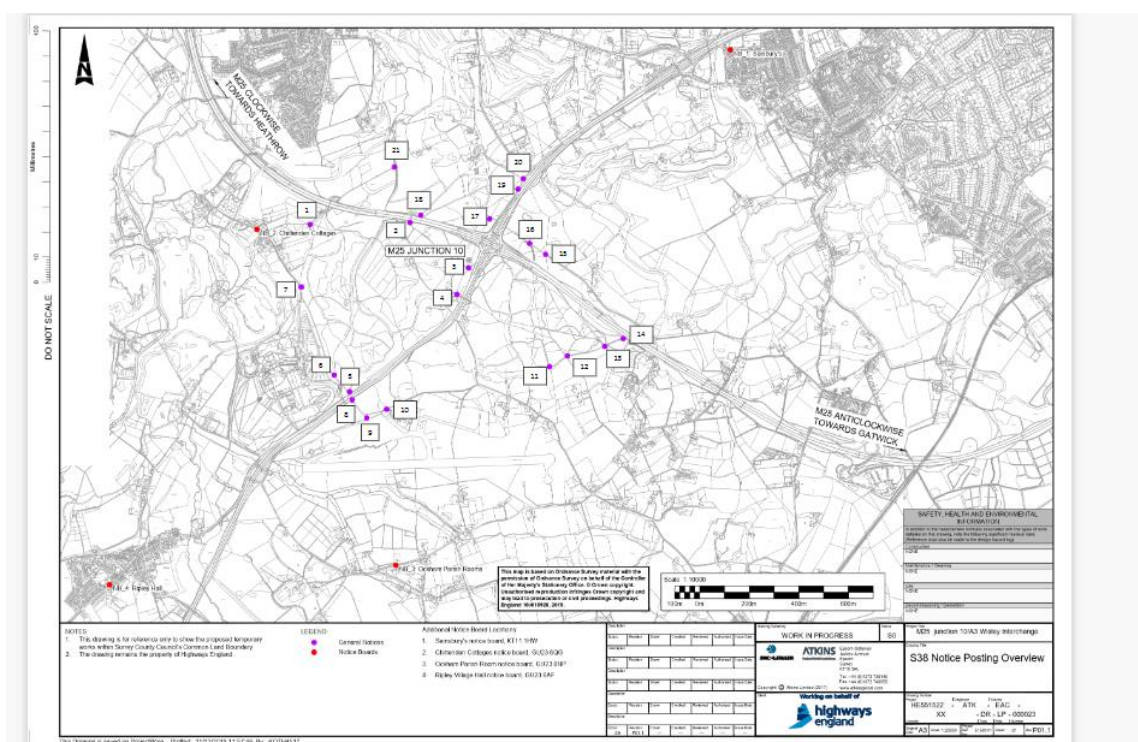
Local newspaper	Week 1	Week 2
Surrey Advertiser	Friday 27 December 2019	Friday 3 January 2020



## 2.3 Site notices

- 2.3.1 Site notices were published in the vicinity of the Scheme, and of the proposed changes, to publicise the consultation widely within the local area.
- 2.3.2 Copies of a notice publicising the Scheme changes and inviting representations were placed at 21 locations along the route of the Scheme/around the common land and displayed in varying locations from 2 January – 6 February 2020 inclusive. The locations are shown in Figure 2.1 below:

**Figure 2.1 – Plan showing location of site notices relating to Scheme changes**



2.3.3 The notices (available at Appendix B and Appendix C) set out that persons could make representations by writing to:

- Post: M25 junction 10/A3 Wisley interchange Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ
- Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

## **3. Response to Consultation**

### **3.1 Analysis of responses to the consultation**

- 3.1.1 This section provides an overview of responses received, in relation to the Scheme changes, to the consultation held from Monday 6 January to Tuesday 4 February 2020.
- 3.1.2 Any responses received after the closing date of 4 February 2020, have been considered as late responses and included in the analysis.
- 3.1.3 The Applicant received 18 responses to the consultation. Key issues raised in the responses are presented in Table 3.1 together with the Applicant's response.

**Table 3.1 – Key themes raised in consultation responses**

Proposed Change	Consultation response – key themes	Applicant’s response
Change 1 – Cockcrow Green Bridge	<p>Strong support for the widening of Cockcrow Green bridge, however the following comments were received:</p> <ul style="list-style-type: none"> <li>○ There is a need to ensure no materials drop onto the highway</li>   <li>○ crossing species are protected with fencing</li>   <li>○ archeological studies for any remains are undertaken before work commences</li>   <li>○ Effective management of green bridge would need to be agreed with Surrey County Council along with the appropriate commuted sum to cover maintenance.</li> </ul>	<p>The Applicant welcomes support for this proposed change.</p> <p>Requirement 3 of the draft DCO [APP-018] stipulates that no part of the authorised development is to commence until a Construction Environmental Management Plan (CEMP) has been approved by the Secretary of State in consultation with the relevant planning authority. The CEMP must include method statements and management plans for a number of aspects, including the management of materials and site waste.</p> <p>There will be a fence between the bridleway and the green element.</p> <p>Archaeological studies for any remains will be undertaken prior to works commencing.</p> <p>Requirement 14 of the draft DCO [APP-018] requires a written scheme for the investigation and mitigation of areas of archaeological interest to be approved in writing by the Secretary of State, following consultation with the relevant planning authority and the County Archaeologist. The written scheme of investigation must reflect the mitigation measures set out in the Environmental Statement and the Register of Environmental Actions and Commitments [APP-135].</p> <p>The Applicant is progressing terms for a separate legally binding agreement to address a number of issues raised relating to works affecting the local road network and other SCC assets, including maintenance and the long-term management of environmental mitigation works.</p>
	A call for three additional green bridges on the M25	It is not appropriate to use this Scheme to rectify any apparent issues

Proposed Change	Consultation response – key themes	Applicant’s response
	and A3, reconnecting the four quadrants of the Site of Special Scientific Interest (SSSI).	which occurred as a result of the implementation of previous projects, such as the M25 or the A3 widening.
Change 2 – Old Lane toad underpasses	Overall support for introduction of toad crossings.	The Applicant welcomes the support of consultees for the toad crossings.
	Request to relocate one of the two toad crossings on Old Lane (and its associated fencing).	The Applicant is content that the locations of the crossings as proposed will mitigate the effect on toad mortality satisfactorily, but would be happy to work with Surrey County Council (SCC) to provide them in an alternative location if SCC is willing to enter into an agreement in order to make the relevant land available to the Applicant (which the Applicant understands is within SCC’s ownership).
	Request for up to three additional toad crossings.	The Applicant is content that the proposed two toad crossings on Old Lane will mitigate the effect on toad mortality satisfactorily and accordingly there is no need for additional toad crossings to be provided.
	Satisfied that the inclusion of the amphibian mitigation measures will not have direct impacts on the Ockham or Wisley commons SSSI or the Thames Basin Heath Special Protection Area.	Noted.
Change 3 - A245 Eastbound improvements	Concern that proposals to remove part of A245 improvements will lead to increase in traffic levels.	The Applicant has undertaken additional modelling to assess the transport related impacts of the proposed changes to the Scheme. As evidenced in the addendum to the Transport Assessment Report, the proposed change is assessed to have minimal effect on traffic levels in the area.
	Satisfied the proposed improved to the A245 eastbound has no material effect on the sites of nature conservation interest affected by the scheme.	Noted.
	Concern that the short, three lane section of the A245 could cause driver conflict and delays.	The three-lane section of the eastbound carriageway has been designed in accordance with current standards incorporating a 100m merge taper to the east of the A245 / Seven Hills Road junction. The

Proposed Change	Consultation response – key themes	Applicant’s response
		<p>nearside merge option has been selected to reflect the split of traffic anticipated by traffic modelling to pass through the junction in the design year. This modelling suggests that 11% of the traffic entering the A245 eastbound from Byfleet Road will be in the inside lane, 32% in the middle lane and 57% in the outside lane. A nearside merge therefore would mean that less than half the number of vehicles are affected by the merge manoeuvre than would be the case with an offside merge. With differential speeds between lanes likely to be minimal, the nearside merge is therefore the safer layout in this location.</p> <p>Additional traffic modelling, as evidenced in the addendum to the Transport Assessment Report, indicates that the junction will still operate within capacity for the proposed layout and so additional delay is not anticipated as a result of the change.</p>
	<p>Concern over lack of detail regarding impact on roundabout usage from reducing three lanes to two on the A245.</p>	<p>The carriageway will be widened to three lanes on the approach to the roundabout so as to ensure that the effect on the roundabout usage is not significant.</p>
<p>Change 4 – Construction working hours</p>	<p>Support for change to Saturday working hours to mitigate environmental impact.</p> <p>Opposition to the change to Saturday working hours due to potential impact on local residents, businesses and impact on visitors to The Royal Horticultural Society.</p>	<p>Noted.</p> <p>The proposed change to Saturday working hours would allow a more efficient use of resources within the Scheme programme to meet key delivery dates and may provide opportunities to reduce the overall length of the construction programme. Whilst the flexibility to work longer hours on Saturday is required in order to achieve the construction programme for the Scheme, the Applicant will liaise with local businesses (including The Royal Horticultural Society) so that, where reasonably practicable, works on Saturdays will be scheduled to take account of particularly busy events.</p>
<p>Change 5 – Gas main diversion</p>	<p>Opposition to the proposed change to the order limits due to potential detrimental impact on vegetation and</p>	<p>The increase in loss of vegetation is minor and will be reinstated after construction.</p>

Proposed Change	Consultation response – key themes	Applicant’s response
	<p>woodland.</p> <p>Natural England have expressed support for this change.</p>	<p>Noted.</p>
<p>Change 6 – Elm Lane Speed limit</p>	<p>Broad support for the change in speed limit on Elm Lane as it will make the environment safer for people and fauna.</p>	<p>Noted.</p>
<p>Other comments</p>	<p>A concern over lack of details of future growth of the area and how this will feed into the emerging local plan.</p>	<p>Noted. This is not however a matter for the Applicant to address as part of the Scheme.</p>
	<p>Several land interests gave written permission for their land or land rights to be included within the order limits of the draft development consent order.</p>	<p>Noted.</p>
	<p>A request for provision to include south facing slip roads at the nearby Ockham roundabout in order to mitigate the anticipated increase in traffic through the village.</p>	<p>The Applicant does not consider there to be any justification for providing south-facing slips at the Ockham Park junction. The traffic modelling results presented in the Transport Assessment Report [APP-136] section 7.6 show that the Ockham Park junction will operate within capacity in the future, with the Scheme in place (also taking into account any forecast traffic likely to be generated by development that is planned on the adjacent former Wisley Airfield site and traffic growth in the area more generally).</p>
	<p>One comment regarding concern about the loss of access from Painshill Park onto the A3.</p>	<p>The Applicant will not be re-providing a means of access to Painshill Park from the A3 on the grounds of safety.</p>
	<p>One group have previously requested consideration by the Applicant to link Elm Corner to services such as gas mains, wastewater and high-speed internet as part of the works and made this point again during consultation.</p>	<p>Noted. However, this is not a matter for the Applicant to address as part of the Scheme.</p>

# Appendices



## Appendix A Correspondence with the Examining Authority regarding consultation

The Applicant's letter to the Examining Authority requesting a change to the DCO application, dated 4 November 2019.



The Planning Inspectorate  
National Infrastructure Planning  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
Surrey, GU1 4LZ

4 November 2019

And by email to:  
[m25junction10@planninginspectorate.gov.uk](mailto:m25junction10@planninginspectorate.gov.uk)

Dear Sirs,

### **M25 junction 10/A3 Wisley interchange scheme (the Scheme)**

**Planning Inspectorate reference: TR010030**

**Notification of intention to make a request for changes to the Scheme which may include a material change**

In advance of the preliminary meeting on 12 November 2019 I am writing to inform you that Highways England intends to submit a written request to the Examining Authority (ExA) seeking a number of changes to the Scheme which may include a request for a material change (the **Proposed Changes**). The Proposed Changes are described further below.

#### **Change 1 – Extension of the proposed Cockcrow green bridge (Work No. 35 (b))**

Following stakeholder engagement, Highways England proposes to increase the provision of a green bridge at Cockcrow from the 10 metre width provided for as part of Work No. 35 (b) Scheme to a 25 metre width. This change is supported by relevant stakeholders including Surrey County Council and Surrey Wildlife Trust.

The change will not involve any changes to the red line boundary however it will increase the footprint of the green bridge within the existing Scheme boundary on account of the wider approach ramps which will be necessary given the expanded width of the bridge.

#### **Change 2 – Incorporation of two toad underpasses at Old Lane and other mitigation measures**

In response to stakeholder representations, Highways England has identified mitigation for an increase in toad mortality which is likely to occur at Old Lane and Elm Lane as a result of the Scheme prior to mitigation.



Accordingly, Highways England proposes to develop mitigation measures to include two toad underpasses at a section of Old Lane together with wildlife fencing to direct the toads to the underpass crossing points and signage at Elm Lane.

This change will result in a minor amendment to the redline boundary at Old Lane affecting Surrey County Council as landowner.

Highways England proposes to submit an update to the environmental statement (**APP-047 to 131**) in respect of this change.

**Change 3 – Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange (Work No. 47 (b) and (c))**

Shortly before the submission of the application for development consent for the Scheme, Highways England incorporated, at the request of Surrey County Council, a banned right-turn at the junction between the A245 westbound and Seven Hills Road. Highways England has undertaken further traffic modelling of the traffic flows at this junction in consequence of the incorporation of a banned right-turn and in the light of that modelling it is no longer necessary to widen the entirety of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill interchange.

Accordingly it is no longer necessary to construct Work No. 47 (c), comprising the construction of a retaining wall at Manor Pond, which it is proposed will be removed from the draft development consent order (dDCO) (**APP-018**) in consequence of this change.

The principal benefit of this change is that would avoid the current impact on Manor Pond. The change will also reduce the extent of land needed from Burhill Developments Limited and CALP Angling Club.

**Change 4 – Amendments to construction working hours specified in requirement 3 (Construction and handover environmental management plans) of the dDCO**

Requirement 3 of the dDCO provides that construction working hours on Saturdays will be limited to 08:00 to 13:00 save where one of the exceptions specified in sub-paragraphs (i) to (viii) applies. Highways England proposes to amend the working hours provided for in Requirement 3 to allow for construction works to be carried out on Mondays to Saturdays between 07:00 to 19:00, subject to the same exceptions specified in sub-paragraphs (i) to (viii). This change would reflect the working hours which have been assessed in the environmental statement submitted with the application for development consent for the Scheme.

The proposed extended working hours would allow a more efficient use of resources within the Scheme programme to meet key delivery dates and may provide opportunities to shorten the overall length of the construction programme. The current restriction on working hours on Saturdays would unduly limit the extent of works which could be carried out on Saturdays (in cases where no exception under sub-paragraph (i) to (viii) applied), as the contractor must factor in mobilisation and demobilisation time into an already compressed working period.

**Change 5 – Adjustments to the Order limits in the dDCO to accommodate the diversion of a gas main (Work No. 63 (e) and (f))**

Following further discussions with Southern Gas Networks, Highways England has identified a need to extend the redline boundary of the Scheme at the western end of the M25 to accommodate a new gas main crossing of the M25.

The change would involve additional land from Surrey County Council and Surrey Wildlife Trust (as lessee of Surrey County Council).

As a result of this change, Work No. 63 (e) and (f) would be replaced by a new work to provide for a new gas main crossing of the M25 which would accommodate the widening of the M25 slip roads.

**Change 6 – Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic) (Schedule 3 to the dDCO)**

Shortly before submission of the application for development consent for the Scheme, Surrey County Council (being the local highway authority for this highway) notified Highways England that, notwithstanding its earlier support for a speed limit of 40 miles per hour in this location, it would prefer a speed limit of 20 miles per hour.

Highways England did not incorporate Surrey County Council's request in the version of the dDCO as applied for as there was insufficient time to consult with the residents of Elm Corner who would be affected by this change.

It is now intended to reduce the proposed speed limit for this section of Elm Lane from 40 miles per hour to 20 miles per hour in accordance with the wishes of Surrey County Council. The incorporation of this change would also mitigate the effect on toad mortality described under the heading Change 2 above.

**Change 7 – Adjustments to the vertical limits of deviation in the dDCO (article 7(b) of the dDCO)**

For completeness, Highways England wishes to clarify that the limits of deviation (LoD) specified at article 7(b) of the dDCO should provide for a maximum of a 1 metre upward and 3 metre downward vertical LoD, which reflects the LoD assessed in the environmental statement and which the Scheme has been designed within, as shown on the engineering drawings and sections (APP-014).

Accordingly this minor change to the dDCO is proposed to clarify the existing inconsistency between the application documents in this regard.

**Proposed timetable for requesting the Proposed Changes**

In assessing the Proposed Changes, Highways England has had regard to the advice contained in the Planning Inspectorate's Advice Note 16 (How to request a change which may be material). Having regard to the guidance, Highways England considers that the Proposed Changes do not alter the substance of the Scheme as applied for.



Of the Proposed Changes, Highways England considers that Change 3 may constitute a material change. Highways England considers that Changes 1, 2, 4, 5, 6 and 7 are non-material changes. Highways England recognises that the decision as to whether any of the Proposed Changes constitute material changes is a matter for the ExA to determine.

In any event, Highways England considers that it would be proportionate to carry out non-statutory consultation on the Proposed Changes with affected parties, including local authorities, other statutory consultees and persons with an interest in land affected by the proposed changes. It is intended that this non-statutory consultation will be carried out between December 2019 and January 2020.

As noted above, changes 2 and 5 will require minor adjustments to the red line boundary although it is not anticipated that they will involve any newly-affected parties. In accordance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (2010 Regulations) (to the extent that they may be engaged) Highways England will either seek the consent of the land interests to the inclusion of any additional land under regulation 4 of the 2010 Regulations or will follow the prescribed procedure contained in Regulations 5 to 19 of the 2010 Regulations if the consent of the land interests is not obtained.

It is proposed that, as part of the targeted consultation referred to above, consultees will be provided with a summary document explaining the Proposed Changes together with updated versions of the application documents (in both clean and tracked form). It is anticipated that the formal request to make the Proposed Changes described in this letter will be accompanied by a report concerning the non-statutory consultation.

Highways England intends to make a formal request to the ExA to accept the Proposed Changes at the beginning of February 2020.

Highways England would welcome the opportunity at the preliminary meeting to discuss the procedural matters which may arise from this notification.

I understand that a copy of this letter will be placed on the National Infrastructure Planning website and available for interested parties to view.

Yours faithfully,



Jonathan Wade

Project Manager, Regional Investment Programme (South East)  
Highways England

The Applicant's letter to the Examining Authority setting out its consultation approach and seeking advice, dated 3 December 2019.



Our ref: HE551522-ATK-GEN-J10-RP-ZM-000011

Eleanor Church,  
Case Manager,  
National Infrastructure Planning,  
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Jonathan Wade  
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1 Walnut Tree Close  
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3 December 2019

**By email to:**  
**M25Junction10@planninginspectorate.gov.uk**  
Dear Eleanor,

**M25 junction 10 / A3 Wisley interchange scheme (the Scheme)**

**Planning Inspectorate reference: TR010030**

**Targeted consultation on proposed changes to the Scheme**

Further to my letter of 4 November 2019, I am writing to confirm that Highways England intends to hold a targeted consultation on seven proposed Scheme changes from 6 January to 4 February 2020.

**Consultation approach**

The non-statutory targeted consultation will be aimed at affected statutory bodies and persons with interest in land affected by the proposed changes.

The consultation has been designed to reflect the requirements of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Accordingly, the consultation will run for 30 days commencing 6 January until 4 February 2020. Consistent with this approach, Highways England proposes to publish a notice of the targeted consultation in a local newspaper for two consecutive weeks.

With regard to the requirements of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 in relation to the changes which involve minor adjustments to the Scheme boundary, as explained in the letter of 4 November 2019, Highways England will seek to obtain the consent of persons with an interest in land (PILs) to the inclusion of additional land within the Scheme boundary. A very small number of PILs are affected by those changes. In the event that consent is not obtained, Highways England will comply with the prescribed procedure in the Compulsory Acquisition Regulations as regards publicity and notification.

Consultees will be invited to respond to the consultation by letter, email or phone call to Highways England by 11.45pm on 4 February 2020.

#### **Consultation materials**

Consultees will be sent a letter setting out the consultation scope, dates and how to participate in the consultation and will be provided with relevant webpage links to a summary of the scheme changes and relevant land plans, as well as information on how to respond to the consultation.

A hard copy of the consultation documents will be available to view by appointment during business hours at Highways England, Bridge House, Walnut Tree Close, Guildford for the duration of the consultation.

#### **Proposed consultees**

The following consultees will be invited by letter to respond to the consultation:

- The following s42 prescribed bodies affected by proposed changes:
  - Elmbridge Borough Council
  - Environment Agency
  - Guildford Borough Council
  - Health and Safety Executive Head Office
  - Historic England South East
  - Natural England
  - Ockham Parish Council
  - Office of the Police and Crime Commissioner for Surrey
  - Parish of Wisley with Pyrford
  - Ripley Parish Council
  - Surrey County Council
  - Surrey Fire and Rescue Service
  - Woking Borough Council
  - Statutory undertakers affected by the changes
- PILs affected by changes (including those PILs with a changed impact or who are no longer impacted including the residents of Elm Corner who may be affected by the proposed change to a speed limit on Elm Lane)

#### **Consultation analysis and reporting**

All responses to the consultation (including those received from parties who have not been written to specifically) will be analysed and considered by Highways England. The results of the consultation will be reported in a Consultation Statement, which will be submitted to the Examining Authority as part of the formal request for material changes, to be submitted in February 2020.

**Advice**

Highways England would welcome the Planning Inspectorate's advice as to the approach to the targeted consultation on proposed changes to the Scheme set out in this letter, including whether the Inspectorate has any recommendations or as to either the scope or format of the consultation.

As there is a need to finalise the consultation materials and make arrangements for newspaper notices to be placed, I would appreciate a reply by Friday 6 December. I would be happy to discuss these matters by telephone if more convenient.

Yours sincerely,



Jonathan Wade  
Project Manager, Regional Investment Programme (South East)  
Highways England

Examining Authority letter to the Applicant offering advice for consultation, dated 5 December 2019.



National Infrastructure  
Planning  
Temple Quay House  
2 The Square  
Bristol, BS1 6PN

Customer  
Services: 0303 444 5000  
e-mail: M25Junction10@planninginspectorate.gov.uk

Jonathan Wade  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
Surrey  
GU1 4LZ

Your Ref: HE551522-ATK-GEN-J10-RP-ZM-000011

Our Ref: TR010030

Date: 5 December 2019

Dear Sir

#### **Planning Act 2008 – Section 89**

#### **Application by Highways England for an Order Granting Development Consent for the M25 junction 10/A3 Wisley interchange**

#### **Notice by Applicant of intention to submit a request to make changes to the application**

Thank you for your letters dated 4 November 2019 and 3 December 2019 giving notice of Highways England's intention to submit a request to make changes to the application. These have been published on the National Infrastructure Planning website here:

<http://infrastructure.planninginspectorate.gov.uk/document/TR010030-000345>

<http://infrastructure.planninginspectorate.gov.uk/document/TR010030-000455>

Your letter of 4 November 2019 states that its purpose is to inform the Examining Authority (ExA) of the Applicant's intention to request "a number of proposed changes to the scheme which may include a request for a material change (the Proposed Changes)". This satisfies Step 1 of the recommended procedure in the Planning Inspectorate's 'Advice Note 16: How to request a change that might be material' (AN16).

You have outlined seven proposed changes to the application and these are described in your letter of 4 November 2019. You go on to state that "non-statutory consultation will be carried out between December 2019 and January 2020" and that it is your intention to make a formal request to the Examining Authority (ExA) to accept the Proposed Changes at the beginning of February 2020.

<https://infrastructure.planninginspectorate.gov.uk>





### Materiality of the Proposed Changes and Information required

As set out in the letter of 4 November 2019, the Applicant considers that Changes 1, 2, 4, 5, 6 and 7 are non-material changes, and that Change 3 may constitute a material change. Based on your initial assessment and the summary information you have provided, the ExA is minded to concur that Change 3 would potentially be material.

The ExA notes your view in regard to Change 4 (amendments to construction working hours specified in Requirement 3) that you consider the working hours for the longer period on Saturdays has been assessed in the Environmental Statement (ES). The Applicant will need to provide evidence to confirm that this has been fully assessed in its submission. That is because in the noise chapter of the ES [APP-051] very few references have been made to working on Saturdays and it is unclear whether the assessment that has been made for 'typical working day' includes Saturdays. On the basis of the evidence currently available to the ExA it appears that Change 4 is capable of being material, and so would benefit from any consultation undertaken by the Applicant proceeding on the basis that it is.

The ExA also notes that Changes 2 and 5 will require "*minor adjustments to the red line boundary although it is not anticipated that they will involve any newly-affected parties*". If the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations) are engaged or new likely significant effects are identified then that may lead the ExA to conclude that the changes when taken together would be material. Furthermore, if landowner consent is not received and the CA Regulations are engaged then the ExA will need to have the information prescribed by Regulation 5 of the CA Regulations and confirmation that the procedural requirements of the CA Regulations can be met within the remainder of the statutory six month Examination timetable.

The Applicant indicates that a formalised change request will be submitted in February 2020. If the ExA decides to accept the Proposed Changes into the Examination (irrespective of whether or not they are material) all Interested Parties will have an opportunity to make representations on the changed application in writing or orally at hearings as the Examination progresses. The Examination timetable has been set out in Annex A of the ExA's Rule 8 letter, dated 20 November 2019 (as amended on 5 December 2019). It is therefore imperative that the Applicant has regard to the published Examination timetable and formally submits its Proposed Changes, and any associated amendments/updates to plans or other Examination documents such as the ES, to allow sufficient time for all parties to properly consider the Proposed Changes and make representations concerning them.

It is ultimately for the ExA to decide whether a proposed change is material and the ExA does not at this stage have sufficient information to reach a conclusive view as to materiality. However, from the information that you have presented thus far, the ExA is minded to be of the view that your proposed Change 3 (removal of part of the proposed amendments to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange) and Change 4 (extended working hours on Saturdays) would be likely to constitute a material change. Furthermore, it is possible that the other Proposed Changes, either alone or when considered together, might also represent a material change.

The Applicant should have regard to Figures 1 and 3 of AN16 which set out how to make a request to make a material change to an accepted application and the

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information to include in a request to make a material change to an application after it has been accepted for examination.

### Consultation

The ExA is aware of your stated intention to carry out non-statutory consultation on the Proposed Changes with affected parties, including local authorities, other statutory consultees and persons with an interest in the land affected by the Proposed Changes. In your letter of 4 November 2019, you state that this non-statutory consultation will be carried out between December 2019 and January 2020. In addition, in your letter of 3 December 2019 you subsequently refer to a targeted consultation from 6 January to 4 February 2020. Given the potential effects of Change 4 (extended working hours on Saturdays) on both local residents and visitors to the area (for example at RHS Wisley and Painshill Park), the ExA suggests that the Applicant may wish to consider how appropriate consultation on this matter would be covered by the targeted consultation approach as set out in your letter of 3 December 2019.

The ExA considers that your consultation must engage all persons identified in the Planning Act under sections 42(a) to (d) who would be affected by the Proposed Changes. This should include any 'section 42' persons not originally consulted on the application but who may now be affected by the Proposed Changes. You should give a minimum of 28 days for responses to your consultation, and newspaper and site notices should be posted.

When submitting the change request, it is recommended that you submit a statement encompassing a non-statutory consultation report setting out the detail and methodology of the undertaken consultation.

### Next steps

The Applicant is asked to ensure that the change request that is intended to be submitted in February 2020, by Deadline 4 (**11 February 2020**) at the latest, responds fully to the points made above and contains sufficient information to enable the ExA to prepare further questions, if necessary.

If you have any questions about any of the matters raised in this correspondence, please contact the Case Team using the details provided in this letter.

Yours faithfully

*Gavin Jones*

**Gavin Jones**  
**Lead Member of the Examining Authority**

This communication does not constitute legal advice.  
Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

<https://infrastructure.planninginspectorate.gov.uk>



The Applicant's letter to the Examining Authority, confirming wider consultation scope and removal of Change 7, dated 18 December 2019.



Planning Inspectorate  
National Infrastructure Planning  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
Surrey, GU1 4LZ

18 December 2019

By email to:  
[m25junction10@planninginspectorate.gov](mailto:m25junction10@planninginspectorate.gov)

For the attention of: Mr Gavin Jones, Lead Member of  
the Examining Authority

Dear Sirs,

**M25 junction 10/A3 Wisley interchange scheme (the Scheme)**

**Planning Inspectorate reference: TR010030**

Thank you for your letter dated 5 December 2019 in reply to the letters sent by Highways England dated 4 November and 3 December 2019 regarding proposed changes to the Scheme.

I write to clarify certain matters in respect of two of the changes identified in our letter of 4 November 2019.

**Change 4 – Proposed extension to working hours on Saturdays**

I am grateful for the Examining Authority's comments regarding the scope of the proposed targeted consultation as regards this change.

I can confirm that, in order to ensure that due consideration is given to the effect of the proposed change on local residents and visitors to RHS Wisley and Painshill Park, the targeted consultation will additionally include interested parties who have registered with the Planning Inspectorate.

Separately, in order to provide additional assurance on this point, I can confirm that Highways England has undertaken a further assessment of the likely significant environmental effects of this change. The assessment has demonstrated that the change would not give rise to any materially new or materially different significant effects which had not been reported in the environmental statement.

Further information will be provided in the documents which will accompany the proposed targeted consultation in January 2020.

#### **Change 7 – Modifications to the Limits of Deviation**


As a result of further engagement with the proposed principal contractor for the Scheme, I can confirm that Highways England will not be taking forward proposed change 7 identified in its letter dated 3 November 2019.

Highways England is content that the vertical limits of deviation for the Scheme can remain within the parameters of article 7 of the existing draft development consent order, subject to the flexibility permitted within the article.

Lastly, I can confirm that the formal request to introduce the six remaining proposed changes to the Scheme will be submitted to the Examining Authority by Deadline 4, 11 February 2020 at the latest.

I understand that a copy of this letter may be placed on the National Infrastructure Planning website and available for interested parties to view.

Yours faithfully,



Jonathan Wade

Project Manager, Regional Investment Programme (South East)  
Highways England

## Appendix B Appendix B: Newspaper notices

Newspaper notice published in the Surrey Advertiser on 27 December 2019 and 3 January 2020.

Public Notices					
	<p>of discussions with stakeholders during the course of examination and ongoing design refinement.</p> <ul style="list-style-type: none"> <li><b>Change 1: Extension of the proposed Cockrow green bridge (Work No. 35(b))</b> Following stakeholder engagement, Highways England proposes to increase the provision of a green bridge at Cockrow from a 10 metre to a 25 metre width, subject to funding from the Highways England Environmental Designated funds programme.</li> <li><b>Change 2: Incorporation of two toad underpasses at Old Lane and other mitigation measures</b> In response to stakeholder representations, Highways England has identified two toad underpasses and wildlife fencing to direct the toads to the underpass crossing points and signage at Elm Lane, as mitigation for an increase in toad mortality which is likely to occur at Old Lane and Elm Lane as a result of the Scheme prior to mitigation.</li> <li><b>Change 3: Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange (Work No. 47(b) and (c))</b> Following further traffic modelling, Highways England has concluded that it is no longer necessary to widen the entirety of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill interchange, and accordingly, it is no longer necessary to construct Work No. 47(c).</li> <li><b>Change 4: Amendments to construction working hours specified in requirement 3 (Construction and handover environmental management plans) of the dDCO</b> Highways England proposes to amend the working hours to allow for construction works to be carried out on Mondays to Saturdays between 07:00 to 19:00, subject to the same exceptions specified in the draft DCO (dDCO), to reflect the working hours that have been assessed in the environmental statement.</li> <li><b>Change 5: Adjustments to the Order limits in the dDCO to accommodate the diversion of a gas main (Work No. 63(e) and (f))</b> Highways England has identified a need to extend the redline boundary of the Scheme at the western end of the M25 to accommodate a new gas main crossing of the M25. This would involve additional land from Surrey County Council and Surrey Wildlife Trust (as lessee of Surrey County Council). As a result, Work No. 63(e) and (f) would be replaced by a new work to provide for a new gas main crossing of the M25 which would accommodate the widening of the M25 slip roads.</li> <li><b>Change 6: Amendment to the speed limit at Elm Lane (and including Byway 525 - Byway Open to All Traffic) (Schedule 3 to the dDCO)</b> Highways England intends to reduce the proposed speed limit for this section of Elm Lane from 40 to 20 miles per hour, following a request from Surrey County Council.</li> </ul> <p>Having considered the proposed changes both individually and collectively, in light of the guidance set out in section 2 of <i>Advice Note 16: How to request a change which may be material</i>, Highways England considers that the Proposed Changes do not alter the substance of the Scheme as applied for.</p> <p>Further details of the above proposed changes are set out in more detail in the Proposed Changes document as set out below.</p> <p><b>How to view the Proposed Changes document</b> Copies of the Proposed Changes document are available for inspection free of charge from 6 January 2020 until 4 February 2020, at the times and location set out in the table below:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Opening Hours</th> </tr> </thead> <tbody> <tr> <td>Highways England Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ</td> <td>Mondays to Fridays: 09:00-17:00</td> </tr> </tbody> </table> <p>The opening hours are correct at the time of publication.</p> <p>The Proposed Changes document can also be viewed online through the Highways England website: <a href="https://highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange/">https://highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange/</a></p> <p>Alternatively, if you would like to receive a hard copy of the Proposed Changes through the post, please contact the M25 junction 10/A3 Wisley interchange scheme project team on 0300 123 3000, or via the contact details below.</p> <p><b>Making representations about the Proposed Changes to the Application</b> Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes) must be made in writing, with the reference "M25 junction 10/A3 Wisley interchange - Proposed Changes", and sent to Highways England via either of the contact details below, by 11:45pm on 4 February 2020:</p> <ul style="list-style-type: none"> <li><b>Post:</b> M25 junction 10/A3 Wisley interchange Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ</li> <li><b>Email:</b> <a href="mailto:info@highwaysengland.co.uk">info@highwaysengland.co.uk</a></li> <li><b>Please quote:</b> "M25 junction 10/A3 Wisley interchange - Proposed Changes" in all correspondence</li> </ul> <p>Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate's website.</p> <p>Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:45pm on 4 February 2020.</p> <p>27 December 2019</p>	Location	Opening Hours	Highways England Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ	Mondays to Fridays: 09:00-17:00
Location	Opening Hours				
Highways England Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ	Mondays to Fridays: 09:00-17:00				
<p><b>HIGHWAYS ENGLAND</b> <b>M25 JUNCTION 10/A3 WISLEY INTERCHANGE IMPROVEMENT SCHEME</b> <b>NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER</b> <b>PLANNING INSPECTORATE REFERENCE: TR010030</b></p> <p>On 17 July 2019, the Secretary of State accepted an application by Highways England Company Limited ("Highways England") of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order ("DCO") under sections 14, 22 and 37 of the Planning Act 2008 ("the DCO Application") for the M25 junction 10/A3 Wisley interchange improvement scheme ("the Scheme").</p> <p>The DCO Application is currently being examined by a panel of independent examiners appointed by the Planning Inspectorate ("the Examining Authority") on behalf of the Secretary of State. If the Secretary of State decides to grant development consent for the Scheme, the DCO would authorise Highways England to construct, operate and maintain the Scheme, to acquire compulsorily interests in and rights over land, including the power to create and acquire new rights over land, and to take possession of and to use land temporarily.</p> <p>The DCO would also make provision for development, which would constitute associated development together with other ancillary matters including those related to the temporary and permanent stopping up of highways in the vicinity of the Scheme; and the temporary and permanent stopping up of private means of access in the vicinity of the Scheme.</p> <p>The main aspects of the Scheme comprise the following:</p> <ol style="list-style-type: none"> <li>alteration and upgrading of the existing M25 junction 10 roundabout, including: elongation and widening of the circularity carriageway to increase capacity for right-turning traffic; realignment, lengthening and widening of the junction entry and exit slip roads; and demolition of redundant bridge structures;</li> <li>provision of four new dedicated free-flow slip lanes at M25 junction 10, to enable all left-turning traffic to pass through the junction unimpeded by traffic signals;</li> <li>conversion of the existing hard shoulders on the M25 through junction 10 to provide an additional running lane for traffic in both directions, including emergency refuge areas and associated modifications to M25 gantries, signage and road markings;</li> <li>widening of the A3 to dual four lanes between the Ockham Park junction and the Painshill junction, except where the A3 crosses over M25 junction 10, which will remain as two lanes in each direction;</li> <li>new sign gantries on the A3 to provide variable speed limits and lane control between Ockham Park and Painshill junctions;</li> <li>widening of the A245 Byfleet Road to dual three lanes between the Painshill junction and the Seven Hills Road junction to the west;</li> <li>provision of two new dedicated slip lanes at the Painshill junction, to enable traffic leaving the northbound A3 to join the westbound A245 and traffic leaving the eastbound A245 to join the northbound A3 to avoid having to use the roundabout;</li> <li>improvement of the Ockham Park junction, including installation of traffic signals at the entries to the roundabout and for new crossing facilities for pedestrians and cyclists;</li> <li>modification of A3 side road junctions, including: improvement of the Old Lane junction; closure of the Wisley Lane junction and construction of a new road bridging over the A3 to connect Wisley Lane directly with the A3 at Ockham Park junction, and closure of the Elm Lane junction and provision of an alternative access to Elm Corner via Old Lane and an improved section of Byway Open to All Traffic;</li> <li>closure of private accesses from the A3 carriageways and the provision of substitute local access arrangements, including a substitute access for properties between Redhill Road and Seven Hills Road (South) via a new highway running alongside the A3 northbound carriageway; a substitute access for properties at Wisley Common from Old Lane and crossing the A3 via the replacement Cockrow overbridge;</li> <li>provision of new and improved facilities for pedestrians, cyclists and horse riders, including: a new 6.3km long route along the A3 corridor between the Ockham Park and Painshill junctions; new and replacement bridges for the benefit of non-motorised users to cross both the M25 and the A3; and new and upgraded public rights of way in the area around M25 junction 10;</li> <li>provision of 39.8 hectares of replacement common land and open space in exchange for that needing to be acquired for the Scheme; and</li> <li>extensive areas of habitat creation and enhancement and other environmental mitigation work including: measures to compensate for the impacts of the Scheme on the Thames Basin Heaths Special Protection Area and on Bolder Mead; the provision of a new wildlife crossing over the A3 as part of a replacement Cockrow overbridge; and the reinstatement of landscape and habitats on land used temporarily for Scheme construction.</li> </ol> <p>Notice is hereby given that Highways England is proposing to incorporate the following design changes within the Scheme, as a result</p>					



## **Public Notices**

### **HIGHWAYS ENGLAND**

#### **M25 JUNCTION 10/A3 WISLEY INTERCHANGE IMPROVEMENT SCHEME**

#### **NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER**

#### **PLANNING INSPECTORATE REFERENCE: TR010030**

On 17 July 2019, the Secretary of State accepted an application by Highways England Company Limited (“Highways England”), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order (“DCO”) under sections 14, 22 and 37 of the Planning Act 2008 (“the DCO Application”) for the M25 junction 10/A3 Wisley interchange improvement scheme (“the Scheme”).

The DCO Application is currently being examined by a panel of independent examiners appointed by the Planning Inspectorate (“the Examining Authority”) on behalf of the Secretary of State. If the Secretary of State decides to grant development consent for the Scheme, the DCO would authorise Highways England to construct, operate and maintain the Scheme, to acquire compulsorily interests in and rights over land, including the power to create and acquire new rights overland, and to take possession of and to use land temporarily.

The DCO would also make provision for development, which would constitute associated development together with other ancillary matters, including those related to the temporary and permanent stopping up of highways in the vicinity of the Scheme; and the temporary and permanent stopping up of private means of access in the vicinity of the Scheme.

The main aspects of the Scheme comprise the following:

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

8. improvement of the Ockham Park junction, including installation of traffic signals at the entries to the roundabout and for new crossing facilities for pedestrians and cyclists;

9. modification of A3 side road junctions, including: improvement of the Old Lane junction; closure of the Wisley Lane junction and construction of a new road bridging over the A3 to connect Wisley Lane directly with the A3 at Ockham Park junction; and closure of the Elm Lane junction and provision of an alternative access to Elm Corner via Old Lane and an improved section of Byway Open to All Traffic;

10. closure of private accesses from the A3 carriageways and the provision of substitute local access arrangements, including a substitute access for properties between Redhill Road and Seven Hills Road (South) via a new highway running alongside the A3 northbound carriageway; a substitute access for properties at Wisley Common from Old Lane and crossing the A3 via the replacement Cockcrow overbridge;

11. provision of new and improved facilities for pedestrians, cyclists and horse riders, including: a new 6.3km long route along the A3 corridor between the Ockham Park and Painshill junctions; new and replacement bridges for the benefit of non-motorised users to cross both the M25 and the A3; and new and upgraded public rights of way in the area around M25 junction 10;

12. provision of 39.8 hectares of replacement common land and open space in exchange for that needing to be acquired for the Scheme; and

13. extensive areas of habitat creation and enhancement and other environmental mitigation work including: measures to compensate for the impacts of the Scheme on the Thames Basin Heaths Special Protection Area and on Bolder Mere; the provision of a new wildlife crossing over the A3 as part of a replacement Cockcrow overbridge; and the reinstatement of landscape and habitats on land used temporarily for Scheme construction.

Notice is hereby given that Highways England is proposing to incorporate the following design changes within the Scheme, as a result of discussions with stakeholders during the course of examination and ongoing design refinement:

- Change 1: Extension of the proposed Cockcrow green bridge (Work No. 35(b)) Following stakeholder engagement, Highways England proposes to increase the provision of a green bridge at Cockcrow from a 10 metre to a 25 metre width, subject to funding from the Highways England Environmental Designated Funds programme.
- Change 2: Incorporation of two toad underpasses at Old Lane and other mitigation measures In response to stakeholder representations, Highways England has identified two toad underpasses and wildlife fencing to direct the toads to the underpass crossing points and signage at Elm Lane, as mitigation for an increase in toad mortality which is likely to occur at Old Lane and Elm Lane as a result of the Scheme prior to mitigation.
- Change 3: Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange (Work No. 47(b) and (c)) Following further traffic modelling, Highways England has concluded that it is no longer necessary to widen the entirety of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill interchange, and accordingly, it is no longer necessary to construct Work No. 47(c).
- Change 4: Amendments to construction working hours specified in requirement 3 (Construction

and handover environmental management plans) of the dDCO Highways England proposes to amend the working hours to allow for construction works to be carried out on Mondays to Saturdays between 07:00 to 19:00, subject to the same exceptions specified in the draft DCO (“dDCO”), to reflect the working hours that have been assessed in the environmental statement.

- **Change 5:** Adjustments to the Order limits in the dDCO to accommodate the diversion of a gas main (Work No. 63(e) and (f)) Highways England has identified a need to extend the redline boundary of the Scheme at the western end of the M25 to accommodate a new gas main crossing of the M25. This would involve additional land from Surrey County Council and Surrey Wildlife Trust (as lessee of Surrey County Council). As a result, Work No. 63(e) and (f) would be replaced by a new work to provide for a new gas main crossing of the M25 which would accommodate the widening of the M25 slip roads.
- **Change 6:** Amendment to the speed limit at Elm Lane (and including Byway 525 - Byway Open to All Traffic) (Schedule 3 to the dDCO) Highways England intends to reduce the proposed speed limit for this section of Elm Lane from 40 to 20 miles per hour, following a request from Surrey County Council.

Having considered the proposed changes both individually and collectively, in light of the guidance set out in section 2 of Advice Note 16: How to request a change which may be material, Highways England considers that the Proposed Changes do not alter the substance of the Scheme as applied for.

Further details of the above proposed changes are set out in more detail in the Proposed Changes document as set out below.

### **How to view the Proposed Changes document**

Copies of the Proposed Changes document are available for inspection free of charge from 6 January 2020 until 4 February 2020, at the times and location set out in the table below:

Location	Opening hours
Highways England Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ	Mondays to Fridays: 09:00–17:00

The opening hours are correct at the time of publication. The Proposed Changes document can also be viewed online through the Highways England website:

<https://highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisleyinterchange/>

Alternatively, if you would like to receive a hard copy of the Proposed Changes through the post, please contact the M25 junction 10/A3 Wisley interchange scheme project team on 0300 123 5000, or via the contact details below.

### **Making representations about the Proposed Changes to the Application**

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes) must be made in writing, with the reference “M25 junction 10/A3 Wisley interchange – Proposed Changes”, and sent to Highways England via either of the contact details below, by 11:45pm on 4 February 2020:

- **Post:** M25 junction 10/A3 Wisley interchange Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

- Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- Please quote: “M25 junction 10/A3 Wisley interchange – Proposed Changes” in all correspondence

Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate’s website.

Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:45pm on 4 February 2020.

27 December 2019



## Appendix C Site notices





## HIGHWAYS ENGLAND

### M25 JUNCTION 10/A3 WISLEY INTERCHANGE IMPROVEMENT SCHEME

#### NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER

##### PLANNING INSPECTORATE REFERENCE: TR010030

On 17 July 2019, the Secretary of State accepted an application by Highways England Company Limited (“Highways England”), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order (“DCO”) under sections 14, 22 and 37 of the Planning Act 2008 (“the DCO Application”) for the M25 junction 10/A3 Wisley interchange improvement scheme (“the Scheme”).

The DCO Application is currently being examined by a panel of independent examiners appointed by the Planning Inspectorate (“the Examining Authority”) on behalf of the Secretary of State. If the Secretary of State decides to grant development consent for the Scheme, the DCO would authorise Highways England to construct, operate and maintain the Scheme, to acquire compulsorily interests in and rights over land, including the power to create and acquire new rights over land, and to take possession of and to use land temporarily.

The DCO would also make provision for development, which would constitute associated development together with other ancillary matters, including those related to the temporary and permanent stopping up of highways in the vicinity of the Scheme; and the temporary and permanent stopping up of private means of access in the vicinity of the Scheme.

The main aspects of the Scheme comprise the following:

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

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

Notice is hereby given that Highways England is proposing to incorporate the following design changes within the Scheme, as a result of discussions with stakeholders during the course of examination and ongoing design refinement:

- **Change 1: Extension of the proposed Cockcrow green bridge (Work No. 35(b))**  
Following stakeholder engagement, Highways England proposes to increase the provision of a green bridge at Cockcrow from a 10 metre to a 25 metre width, subject to funding from the Highways England Environmental Designated Funds programme.
- **Change 2: Incorporation of two toad underpasses at Old Lane and other mitigation measures**  
In response to stakeholder representations, Highways England has identified two toad underpasses and wildlife fencing to direct the toads to the underpass crossing points and signage at Elm Lane, as mitigation for an increase in toad mortality which is likely to occur at Old Lane and Elm Lane as a result of the Scheme prior to mitigation.
- **Change 3: Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange (Work No. 47(b) and (c))**  
Following further traffic modelling, Highways England has concluded that it is no longer necessary to widen the entirety of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill interchange, and accordingly, it is no longer necessary to construct Work No. 47(c).

- **Change 4: Amendments to construction working hours specified in requirement 3 (Construction and handover environmental management plans) of the dDCO** Highways England proposes to amend the working hours to allow for construction works to be carried out on Mondays to Saturdays between 07:00 to 19:00, subject to the same exceptions specified in the draft DCO (“dDCO”), to reflect the working hours that have been assessed in the environmental statement.
- **Change 5: Adjustments to the Order limits in the dDCO to accommodate the diversion of a gas main (Work No. 63(e) and (f))** Highways England has identified a need to extend the redline boundary of the Scheme at the western end of the M25 to accommodate a new gas main crossing of the M25. This would involve additional land from Surrey County Council and Surrey Wildlife Trust (as lessee of Surrey County Council). As a result, Work No. 63(e) and (f) would be replaced by a new work to provide for a new gas main crossing of the M25 which would accommodate the widening of the M25 slip roads.
- **Change 6: Amendment to the speed limit at Elm Lane (and including Byway 525 - Byway Open to All Traffic) (Schedule 3 to the dDCO)** Highways England intends to reduce the proposed speed limit for this section of Elm Lane from 40 to 20 miles per hour, following a request from Surrey County Council.

Having considered the proposed changes both individually and collectively, in light of the guidance set out in section 2 of *Advice Note 16: How to request a change which may be material*, Highways England considers that the Proposed Changes do not alter the substance of the Scheme as applied for.

Further details of the above proposed changes are set out in more detail in the Proposed Changes document as set out below.

### How to view the Proposed Changes document

Copies of the Proposed Changes document are available for inspection free of charge from 6 January 2020 until 4 February 2020, at the times and location set out in the table below:

Location	Opening Hours
<b>Highways England</b> Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ	Mondays to Fridays: 09:00–17:00

The opening hours are correct at the time of publication.

The Proposed Changes document can also be viewed online through the Highways England website:

<https://highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange/>

Alternatively, if you would like to receive a hard copy of the Proposed Changes through the post, please contact the M25 junction 10/A3 Wisley interchange scheme project team on 0300 123 5000, or via the contact details below.

### **Making representations about the Proposed Changes to the Application**

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes) must be made in writing, with the reference “**M25 junction 10/A3 Wisley interchange – Proposed Changes**”, and sent to Highways England via either of the contact details below, **by 11:45pm on 4 February 2020**:

- **Post:** M25 junction 10/A3 Wisley interchange Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ
- **Email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **Please quote:** “M25 junction 10/A3 Wisley interchange – Proposed Changes” in all correspondence

Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate’s website.

**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:45pm on 4 February 2020.**

## Appendix D List of statutory consultees compared to PINS Scoping list and schedule 1 of the (APFP Regs) and List of prescribed consultees

The table below reflects the information included in schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended). It sets out prescribed consultees, whether they have been consulted, and the reasons for consulting or not consulting with them. This takes into account advice offered by PINs under section 51 of the Planning Act 2008.

	<b>Description:</b>	<b>Prescribed consultee:</b>	<b>Circumstances when that person must be consulted about the proposed application:</b>	<b>Consulted (Y/N)</b>	<b>Reason for inclusion/exclusion:</b>	<b>Prescribed consultee contact details:</b>
1	<i>The Health and Safety Executive</i>	<i>Health and Safety Executive Head Office</i>	<i>All proposed applications likely to affect land in England</i>	Y	The proposed scheme changes are likely to affect land in England	<i>Health and Safety Executive Building 2.2 Redgrave Court Merton Road Bootle Merseyside L20 7HS</i>
2	<i>National Health Service Commissioning Board</i>	<i>NHS England</i>	<i>All proposed applications likely to affect land in England and Wales</i>	N	The proposed scheme changes are not likely to affect land in England	N/A
3	<i>The relevant clinical commissioning group</i>	<i>North West Surrey Clinical Commissioning Group</i>	<i>All proposed applications likely to affect land in England and Wales</i>	N	The proposed scheme changes are not likely to affect land in England	N/A
4		<i>Surrey Downs Clinical Commissioning Group</i>	<i>All proposed applications likely to affect land in England and Wales</i>	N	The proposed scheme changes are not likely to affect land in England	N/A
5		<i>Guildford and Waverley Clinical Commissioning Group</i>	<i>All proposed applications likely to affect land in England and Wales</i>	N	The proposed scheme changes are not likely to affect land in England	N/A
6	<i>Natural</i>	<i>Natural England</i>	<i>All proposed</i>	Y	The proposed scheme	<i>Natural England</i>

	<i>England</i>		<i>applications likely to affect land in England</i>		changes are likely to affect land in England	<i>Cromwell House, 15 Andover Road, Winchester SO23 7BT</i>  <i>Natural England Consultation Service Hornbeam House Electra Way, Crewe Business Park Crewe, Cheshire CW1 6GJ</i>
7	<i>The Historic Buildings and Monuments Commission for England</i>	<i>Historic England South East</i>	<i>All proposed applications likely to affect land in England</i>	Y	The proposed scheme changes are likely to affect land in England	<i>Historic England Eastgate Court, 195-205 High Street Guildford, GU1 3EH</i>
8	<i>The relevant fire and rescue authority</i>	<i>Surrey Fire and Rescue Service Headquarters</i>	All proposed applications likely to affect land in England	Y	<i>The proposed scheme changes are not likely to affect land or operations.</i>	<i>Surrey Fire and Rescue Service Headquarters Croydon Road, Reigate, Surrey RH20EJ</i>
9	<i>The relevant police and crime commissioner</i>	<i>Office of the Police and Crime Commissioner for Surrey</i>	All cases	Y	<i>Office of the Police and Crime Commissioner for Surrey were consulted as the relevant fire and rescue authority.</i>	<i>Office of the Police and Crime Commissioner for Surrey Police and Crime Commissioner for Surrey PO Box 412, Guildford Surrey GU31YJ</i>
10	<i>The relevant parish council</i>	<i>Ripley Parish Council</i>	All cases	Y	<i>Ripley Parish Council was consulted as a relevant parish council.</i>	<i>Ripley Parish Council 4 Rio House High Street Ripley Surrey GU23 6AE</i>
11		<i>Parish of Wisley with Pyrford</i>	All cases	Y	<i>Parish of Wisley with Pyrford was consulted as a relevant parish council.</i>	<i>Church of Good Shepherd Coldharbour Road, Woking GU22 8SP</i>



12		<i>Ockham Parish Council</i>	<i>All cases</i>	Y	<i>Ockham Parish Council was consulted as a relevant parish council.</i>	<i>Ockham Parish Council Ockham Parish Room, Ockham Lane, Surrey, GU23 6NP</i>
13	<i>The Environment Agency</i>	<i>Environment Agency</i>	<i>All proposed applications likely to affect land in England</i>	Y	<i>The proposed scheme changes is likely to affect land in England.</i>	<i>Environment Agency Red Kite House, Howberry Park, Wallingford, Oxon OX10 8B</i>
14	<i>Relevant AONB conservation board</i>	<i>Surrey Hills AONB Board</i>	<i>All proposed applications likely to affect an AONB that is managed by a Conservation Board</i>	N	<i>The scheme changes are not likely to affect the AONB that is managed by the Surrey Hills AONB Board.</i>	<i>Surrey Hills AONB Board Warren Farm Barns, Headley Lane, Mickleham, Dorking Surrey RH5 6DG</i>
15	<i>The Joint Nature Conservation Committee</i>	N/A	<i>All proposed applications likely to affect the marine environment</i>	N	<i>The scheme changes are not likely to affect the maritime or coastal environment, or the shipping industry.</i>	N/A
16	<i>The Maritime and Coastguard Agency</i>	N/A	<i>All proposed applications likely to affect the maritime or coastal environment, or the shipping industry</i>	N	<i>The scheme changes are not likely to affect the maritime or coastal environment, or the shipping industry.</i>	N/A
17	<i>The Marine management Organisation</i>	N/A	<i>All proposed applications likely to affect the marine area in England and Wales.</i>	N	<i>The scheme changes are not likely to affect the maritime or coastal environment, or the shipping industry.</i>	N/A
18	<i>The Civil Aviation Authority</i>	<i>The Civil Aviation Authority</i>	<i>All proposed applications relating to airports or which are likely to affect an airport</i>	N	<i>The scheme changes are not likely to affect an airport or its current or future operation.</i>	N/A



			<i>or its current or future operation.</i>			
19	<i>The Secretary of State for Transport</i>	<i>Department for Transport</i>	<i>All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority</i>	N	The Department for Transport was consulted with directly.	N/A
20	<i>Integrated Transport Authority and Passenger Transport Executive (PTE)</i>	<i>Transport for London</i>	<i>All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE</i>	N	The scheme changes are not likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE.	N/A
21	<i>The relevant Highways Authority</i>	<i>Surrey County Council</i>	<i>All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal</i>	Y	The proposed scheme is likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the Highways Authority.	<i>Surrey County Council Contact Centre, Room 296-298, County Hall, Penrhyn Road, Kingston upon Thames KT1 2DN</i>
22	<i>The relevant strategic highways company</i>	<i>Highways England – South East</i>	<i>All proposed applications likely to affect road or transport operation and/or planning on roads for which the strategic highways company is the highway authority</i>	Y	The proposed scheme is likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the Highways Authority.	<i>Highways England Bridge House 1 Walnut Tree Close Guildford GU1 4LZ</i>
23	<i>Transport for London</i>	<i>Transport for London</i>	<i>All proposed applications likely to affect transport within, to or from Greater</i>	N	The scheme changes are not likely to affect transport within, to or from the relevant	N/A

			<i>London</i>		integrated transport area of the ITA or PTE.	
24	<i>The Coal Authority</i>	<i>N/A</i>	<i>All proposed applications that lie within areas of past, present or future coal mining</i>	<i>N</i>	The scheme does not lie within an area of past, present, or future coal mining (though no direct evidence of this has been identified).	<i>N/A</i>
25	<i>The relevant internal drainage board</i>	<i>Surrey County Council</i>	<i>All proposed applications likely to increase the risk of flooding in that area of where the proposals relate to an area known to be an area of flood risk</i>	<i>Y</i>	The proposed scheme changes will require an update to the Flood Risk Assessment.	<i>Sustainable Drainage and Consenting Team Surrey County Council Merrow Depot Merrow Lane Guildford GU4 7BQ</i>
26	<i>The Canal and River Trust</i>	<i>Canal and River Trust</i>	<i>All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways</i>	<i>N</i>	The scheme changes are not likely to have an impact on inland waterways of land adjacent to inland waterways.	<i>N/A</i>
27	<i>Trinity House</i>	<i>N/A</i>	<i>All proposed applications likely to affect the navigation in tidal waters</i>	<i>N</i>	The scheme changes are not likely to affect navigation in tidal waters.	<i>N/A</i>
28	<i>Public Health England, an executive agency of the Department of Health</i>	<i>Public Health England (South East Office)</i>	<i>All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect</i>	<i>N</i>	The scheme changes to not affect the responsibility of Public Health England.	<i>N/A</i>

			<i>significantly public health</i>			
29	<i>Relevant Statutory Undertakers</i>	<i>The Crown Estate</i>	<i>All proposed applications likely to impact on the Crown Estate</i>	<i>N</i>	The scheme changes may have an impact on the Crown Estate, although no directly affected land has been identified.	<i>N/A</i>
30	<i>Relevant Statutory Undertakers</i>	<i>The Forestry Commission (National Office)</i>	<i>All proposed applications likely to affect the protection or expansion of forests and woodlands in England or Scotland</i>	<i>Y</i>	The scheme changes may affect the protection or expansion of forests and woodlands in England or Scotland.	<i>The Forestry Commission Bucks Horn Oak, Farnham, Surrey GU10 4LS</i>
31	<i>Relevant Statutory Undertakers</i>	<i>The Secretary of State for Defence</i>	<i>All proposed applications likely to affect the current or future operation of a site identified in a safeguarding map and all development in the marine area</i>	<i>N</i>	The scheme changes do not have an impact on the Ministry of Defence.	<i>N/A</i>
32	<i>Relevant Statutory Undertakers</i>	<i>The Office for Nuclear Regulation</i>	All proposed applications likely to affect the matters relevant to the ONR's purposes within the meaning of Part 3 of Energy Act 2013	<i>N</i>	The application is not likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013.	<i>N/A</i>
33	<i>Relevant Statutory Undertakers</i>	<i>Network Rail Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>

34	<i>Relevant Statutory Undertakers</i>	<i>HS1 Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
35	<i>Relevant Statutory Undertakers</i>	<i>Network Rail (High Speed) Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
36	<i>Relevant Statutory Undertakers</i>	<i>Highways England Historical Rail Estate</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
37	<i>Relevant Statutory Undertakers</i>	<i>London and Continental Railways Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
38	<i>Relevant Statutory Undertakers</i>	<i>Rail Safety and Standards Board</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
39	<i>Statutory road toll undertakers</i>	<i>Connect Plus Services</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	The scheme changes are not likely to have an impact on assets in the area.	<i>N/A</i>
40	<i>Canal or inland navigation authorities</i>	<i>River Wey and Godalming Navigations (National Trust)</i>	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	<i>N</i>	The scheme changes are not likely to have an impact on inland waterways of land adjacent to inland waterways.	<i>N/A</i>

41		<i>The Canal and River Trust</i>	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	N	The scheme changes are not likely to have an impact on inland waterways of land adjacent to inland waterways.	N/A
42		<i>Association of Inland Navigation Authorities</i>	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	N	The scheme changes are not likely to have an impact on inland waterways of land adjacent to inland waterways.	N/A
43	<i>Dock and Harbour Authority</i>	N/A	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	N	The scheme changes are not likely to have an impact on inland waterways of land adjacent to inland waterways.	N/A
44	<i>Trinity House</i>	N/A	All proposed applications likely to affect navigation in tidal waters	N	The scheme changes are not likely to affect navigation in tidal waters.	N/A
45	<i>Civil Aviation Authority</i>	<i>NATS Ltd Head Office</i>	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	N	The scheme changes are not likely to affect an airport or its current or future operation.	N/A
46	<i>Universal Service Provider</i>	<i>Royal Mail</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Universal service provider for post.	<i>Royal Mail Group 100 Victoria Embankment, London EC4Y 0HQ</i>
47	<i>The relevant Homes and</i>	<i>Homes and Communities</i>	All proposed applications likely to	N	The proposed scheme changes are not likely to	N/A



	<i>Communities Agency</i>	<i>Agency</i>	have an effect on its areas of responsibility		have an effect on its areas of responsibility.	
48	<i>The relevant water and sewage undertakers</i>	<i>Affinity Water Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area	<i>Affinity Water Tamblin Way, Hatfield, Hertfordshire AL10 9EZ</i>
49		<i>Sutton and East Surrey Water Plc</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area	<i>Sutton and East Surrey Water Plc London Road Redhill Surrey RH1 1LJ</i>
50		<i>Thames Water Utilities Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area	<i>Thames Water Utilities Ltd Clearwater Court Vastern Road Reading RG1 8DB</i>
51		<i>South East Water Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area	<i>South East Water Ltd Rocfort Road Snodland Kent ME6 5AH</i>
52	<i>The relevant public gas transporter</i>	<i>British Gas Pipelines Ltd</i>	All proposed applications likely to affect gas and electricity responsibilities	N	Assets not likely to be affected by the proposed changes to the scheme. <i>Not consulting as no successor body identified.</i>	N/A
53		<i>SGN (Southern Gas Network)</i>	All proposed applications likely to affect their functions as	Y	Assets which may be affected by the proposed changes to the scheme	<i>SGN (Southern Gas Network) Castle Malwood,</i>

			statutory undertakers		are confirmed in the area.	<i>Minstead, Lyndhurst, Hampshire S043 7PE</i>
54		<i>Southern Gas Networks plc</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area.	<i>Southern Gas Networks Plc S. Lawrence House, Station Approach, Horley, RH6 9HJ</i>
55		<i>National Grid Gas Plc</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area.	<i>National Grid Gas Plc 1-3 Strand, London WC2N 5EH</i>
56		<i>Cadent Gas Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
57		<i>Energetics Gas Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
58		<i>Energy Assets Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
59		<i>ES Pipelines Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
60		<i>ESP Connections Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
61		<i>ESP Networks</i>	All proposed	N	Assets not likely to be	N/A

		<i>Ltd</i>	applications likely to affect their functions as statutory undertakers		affected by the proposed changes to the scheme.	
62		<i>ESP Pipelines Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
63		<i>Fulcrum Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
64		<i>GTC Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
65		<i>Independent Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
66		<i>Indigo Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
67		<i>Quadrant Pipelines Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
68		<i>Scotland Gas Networks plc</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
69		<i>Wales and West Utilities Ltd</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>

70	<i>The relevant electricity licence holder with CPO powers</i>	<i>National Grid Electricity Transmission plc</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area.	<i>National Grid Electricity Transmission plc Grand Buildings 1-3 Strand, London WC2N 5EH</i>
71		<i>UK Power Networks</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area.	<i>UK Power Networks Newington House, 237 Southwark Bridge Road, London SE1 6NP</i>
72		<i>South Eastern Power Networks plc</i>	All proposed applications likely to affect their functions as statutory undertakers	Y	Assets which may be affected by the proposed changes to the scheme are confirmed in the area.	<i>Newington House, 237 Southwark Bridge Road, London SE1 6NP</i>
73		<i>Energetics Electricity Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
74		<i>Energy Assets Power Networks</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
75		<i>ESP Electricity Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
76		<i>G2 Energy IDNO Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	N	Assets not likely to be affected by the proposed changes to the scheme.	N/A
77		<i>Harlaxton Energy Networks Limited</i>	All proposed applications likely to	N	Assets not likely to be affected by the proposed	N/A

			affect their functions as statutory undertakers		changes to the scheme.	
78		<i>Independent Power Networks Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
79		<i>Leep Electricity Networks Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
80		<i>The Electricity Network Company</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
81		<i>UK Power Distribution Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
82		<i>Utility Assets Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
83		<i>Utility Distribution Networks Limited</i>	All proposed applications likely to affect their functions as statutory undertakers	<i>N</i>	Assets not likely to be affected by the proposed changes to the scheme.	<i>N/A</i>
84	<i>Special Health Authorities</i>	<i>NHS Digital</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
85		<i>Health Education England</i>	All proposed applications likely to involve chemicals, poisons or radiation which could potentially	<i>N</i>	<i>The scheme changes are unlikely to involve chemicals, poisons or radiation which could potentially cause harm to</i>	<i>N/A</i>



			cause harm to people and likely to affect significantly public health		<i>people and likely to affect significantly public health.</i>	
86		<i>Health Research Authority</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
87		<i>National Institute for Health and Clinical Excellence</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
88		<i>National Patient Safety Agency</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
89		<i>National Treatment Agency</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
90		<i>NHS Blood and Transplant</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
91		<i>NHS Business Services Authority</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
92		<i>NHS Commissioning Board Authority (NHS England)</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
93		<i>NHS Resolution</i>	All proposed applications likely to	<i>N</i>	<i>The scheme changes are not likely to affect</i>	<i>N/A</i>

			affect their functions		<i>their function.</i>	
94		<i>NHS Improvement</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
95		<i>NHS England South East Area Team</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
96	<i>The relevant NHS trusts (except Foundation Trusts)</i>	<i>London Ambulance Service</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
97		<i>South East Coast Ambulance Service NHS Foundation Trust Surrey Office</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
98		<i>Kent, Surrey &amp; Sussex Air Ambulance Service</i>	All proposed applications likely to affect their functions	<i>N</i>	<i>The scheme changes are not likely to affect their function.</i>	<i>N/A</i>
99	<i>Mental Health Trusts</i>	<i>Dorking Healthcare Limited</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
100		<i>Surrey and Borders Partnership NHS Foundation Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
101		<i>South East</i>	All proposed	<i>N</i>	The proposed scheme	<i>N/A</i>

		<i>Clinical Senate</i>	applications likely to affect land in England and Wales		changes are not likely to affect land in England and Wales.	
102		<i>Relevant strategic clinical networks and Operational Delivery Networks</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
103	<i>The relevant NHS Foundation Trusts</i>	<i>Epsom &amp; St. Helier University Hospitals Foundation Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
104		<i>Kingston Hospital Foundation Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
105		<i>Royal Surrey County Hospital NHS Foundation Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
106		<i>Surrey and Sussex NHS Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
107		<i>Frimley Health NHS Foundation Trust</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
108		<i>Ashford and St</i>	All proposed	<i>N</i>	The proposed scheme	<i>N/A</i>

		<i>Peter's Hospitals NHS Foundation Trust</i>	applications likely to affect land in England and Wales		changes are not likely to affect land in England and Wales.	
109	<i>Lower Tier Neighbouring authorities</i>	<i>Mole Valley District Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales.	<i>N/A</i>
110		<i>Waverley Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
111		<i>Surrey Heath Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
112		<i>Woking Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>Y</i>	The proposed scheme changes are likely to affect land in England and Wales	<i>Woking Borough Council Civic Offices Gloucester Square Woking Surrey GU21 6YL</i>
113		<i>Runnymede Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
114		<i>Spelthorne Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>

115		<i>Rushmoor Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
116	<i>Unitary or lower tier Host authorities</i>	<i>Elmbridge Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>Y</i>	The proposed scheme changes are likely to affect land in England and Wales	<i>Elmbridge Borough Council Civic Centre, High Street, Esher, Surrey KT10 9SD</i>
117		<i>Guildford Borough Council</i>	All proposed applications likely to affect land in England and Wales	<i>Y</i>	The proposed scheme changes are likely to affect land in England and Wales	<i>Guildford Borough Council Millmead House, Millmead, Guildford, Surrey GU2 4BB</i>
118	<i>Host Authorities</i>	<i>Surrey County Council</i>	All proposed applications likely to affect land in England and Wales	<i>Y</i>	The proposed scheme changes are likely to affect land in England and Wales	<i>Surrey Count Council County Hall Penrhyn Road Kingston upon Thames KT12DN</i>
119	<i>Neighbouring authorities</i>	<i>Greater London Authority</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
120		<i>London Borough of Richmond upon Thames Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>



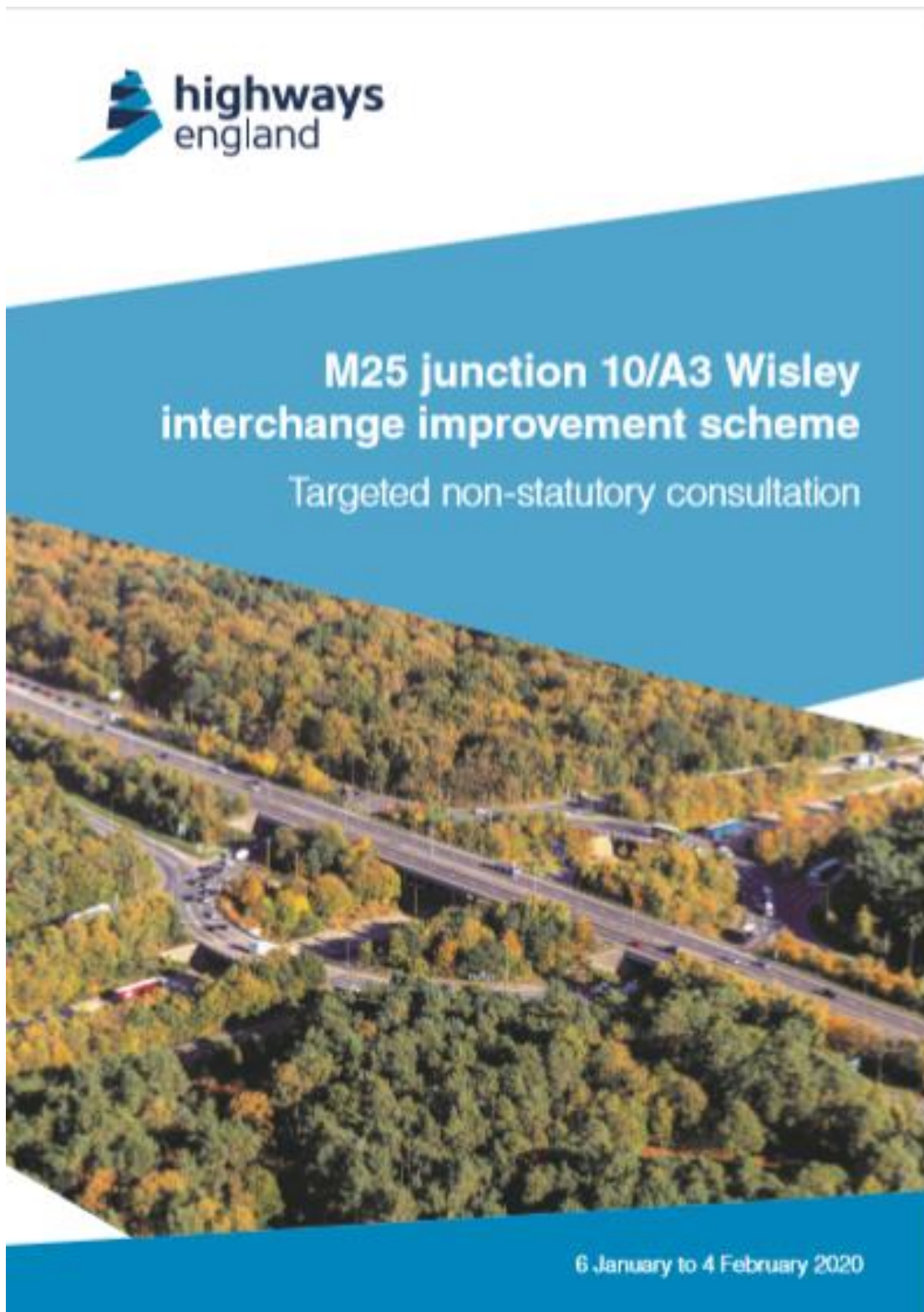
121		<i>Royal Borough of Kingston upon Thames Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
122		<i>London Borough of Sutton</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
123		<i>London Borough of Croydon</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
124		<i>London Borough of Bromley</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
125		<i>London Borough of Hounslow</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
126		<i>London Borough of Hillingdon</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
127		<i>Kent County Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>

128		<i>East Sussex County Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
129		<i>West Sussex County Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
130		<i>Hampshire County Council</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
131		<i>Bracknell Forest Borough Council (unitary)</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
132		<i>Royal Borough of Windsor &amp; Maidenhead Council (unitary)</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
133		<i>Slough Borough Council (unitary)</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>
134		<i>South Downs National Park Authority</i>	All proposed applications likely to affect land in England and Wales	<i>N</i>	The proposed scheme changes are not likely to affect land in England and Wales	<i>N/A</i>

135	<i>Category 1 Land Interests</i>		<i>Owner, lessee, tenant or occupier of the land affected</i>	Y	The proposed scheme changes are likely to affect land in England and Wales.	N/A
136	<i>Category 2 Land Interests</i>		<i>Persons with an interest in the land or power to sell/convey or release the land</i>	Y	The proposed scheme changes are likely to affect land in England and Wales.	N/A
137	<i>Category 3 Land Interests</i>		<i>Persons entitled to make a relevant claim under S.10 of the Compulsory Purchase Act 1965 for the taking or injurious affection of land subject to CA, or entitled to make a claim under Part 1 of the Land Compensation Act 1973, for depreciation in value by physical factors caused by use of public works.</i>	Y	The proposed scheme changes are likely to affect land in England and Wales.	N/A

## Appendix E Extract from the targeted non-statutory consultation brochure, published January 2020

The front cover of the consultation brochure



## Extract of Scheme changes page from targeted non-statutory consultation brochure, published January 2020

### Scheme changes

The six changes listed below have been made following engagement and feedback from key stakeholders – including local authorities, statutory environmental bodies and landowners – and as a result of ongoing design refinement.

- Change 1** Extension of the proposed green element on Cockcrow Bridge
- Change 2** Incorporation of two toad underpasses at Old Lane and other mitigation measures
- Change 3** Removal of part of the proposed improvements to the A245 eastbound between the Seven Hills Road and Painshill junctions
- Change 4** Amendments to Saturday construction working hours
- Change 5** Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic)
- Change 6** Adjustments to the Order limits in the draft development consent order to accommodate the diversion of a gas main



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