

**M25 Junction 10/A3 Wisley Interchange
TR010030
10.12 Report on Proposed Scheme
Changes 7 to 9**

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M25 junction 10/A3 Wisley interchange

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

10.12 Report on Proposed Scheme Changes 7 to 9

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1. Introduction

1.1 Background

- 1.1.1 Highways England made an application under section 37 of the Planning Act 2008 for an order granting development consent (DCO) for the proposed M25 junction 10/A3 Wisley interchange project ('the Scheme'). This application was submitted on 19 June 2019 and was accepted for examination on 17 July 2019. The application is being considered by an examining authority (ExA) appointed by the Secretary of State.
- 1.1.2 Since the application was made, and following consideration of the representations which have been made by interested parties, Highways England identified six changes to the Scheme. These were submitted at Deadline 4, with 5 of the 6 changes being accepted on 14 February 2020 [PD-009]. Change 1 has not (at the time of writing) been accepted for examination.
- 1.1.3 Since then, Highways England has been developing three further changes (referred to in the remainder of this document as Change 7, Change 8 and Change 9 respectively).
- 1.1.4 Change 7 comprises an optional alternative private means of access (PMA) to Court Close Farm following an alignment towards the perimeter of the Heyswood Campsite. The alternative alignment (which requires a modest amount of additional land outside the current red line boundary of the Scheme) was discussed at Issue Specific Hearing 2 (ISH2) [REP3-009] and has subsequently been developed following discussions with a number of stakeholders. Updates on the development of the proposal were provided by Highways England at Deadline 4 [REP4-010] and Deadline 5 [REP5-020].
- 1.1.5 Change 8 has arisen following ongoing discussions with Surrey County Council, and comprises the provision of a suitable visibility splay at Old Lane, where it forms a junction with Elm Lane (see 2.4.1 of the - Statement of Common Ground with Surrey County Council [REP5-009] for further background information).
- 1.1.6 Change 9 relates to the Wisley Airfield construction compound, and comprises a change to the proposed use of part of the site in response to buildability and construction concerns.
- 1.1.7 Highways England considers all changes to be non-material amendments and has engaged with those parties affected by the Proposed Changes.
- 1.1.8 In relation to Change 7, letters were sent out to the affected land interests on 3rd March 2020. Further information is provided in section 3.3, below. Discussions have also taken place with statutory and non-statutory bodies, including Natural England, the Woodland Trust and the Forestry Commission. The affected land interests have been asked to give consent for the inclusion of further land within the Order limits for the Scheme for the purposes of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations).
- 1.1.9 Discussions have taken place with land owners, land interests, and various other stakeholders with regard to Changes 8 and 9.
- 1.1.10 Appendix A details the responses received to engagement that Highways England carried out with key stakeholders to Change 7. These are provided to the ExA in unredacted form to ensure that it has all relevant information for consideration.

Certain information may therefore need to be redacted prior to making this document available to the public, in accordance with current data protection legislation.

1.2 Purpose

1.2.1 This document sets out the background to the Proposed Changes, including the amendments to the draft development consent order (dDCO) which are necessary to give effect to them, together with an assessment of the environmental effect of each change. It also includes commentary on land take implications and stakeholder engagement.

1.2.2 This document explains the amendments to the documents submitted with the application which are necessary in consequence of the Proposed Changes. This document also contains, at Section 8, a schedule of all of the application documents which are affected by the Proposed Changes together with other documents which have been prepared in support of them.

2. Description of Proposed Changes

2.1 Scheme changes

2.1.1 The Proposed Changes are summarised below and have been made following ongoing design refinement, engagement and feedback from key stakeholders, including the local authorities, statutory environmental bodies, Scheme contractor and affected landowners.

- **Change 7- Optional alternative Private Means of Access to Court Close Farm through Heyswood Campsite**

An alternative option to the private means of access currently proposed as part of the Scheme, re-routing the access road to the north, to run along the periphery of Heyswood campsite parallel to the A3 Portsmouth Road.

- **Change 8 - Old Lane and Elm Lane Visibility Splays**

Vegetation removal works on the inside of the corner of Old Lane where it forms a junction with Elm Lane, to maintain a forward visibility splay of 70m in both directions, including the widening of Elm Lane to 5.5m, for 20m from the junction with Old Lane and associated traffic management measures.

- **Change 9 – Wisley Airfield Construction Worksite**

Alteration to the scope of temporary works to be undertaken at the Wisley Airfield construction worksite to incorporate a materials processing area with ancillary traffic management area and welfare facilities.

2.1.2 Details of the proposed changes are included in Sections 3 to 5 below with a schedule of all the current Application documents updated as a result of the changes included in Section 8.

3. Change 7 – Optional alternative Private Means of Access through Heyswood Campsite

3.1 Description of Proposed Change

3.1.1 Following stakeholder engagement, Highways England has developed an optional alternative access arrangement for the private means of access (PMA) through Heyswood Campsite and serving Court Close Farm.

3.1.2 As indicated on behalf of Highways England at Issue Specific Hearing 2 [REP3-009 at 2.1.31 and 2.1.32] and as set out in Highways England's update provided in Update on Discussions around the Girlguiding Greater London West Alternative Access (Response to ExA Question 2.12.8) [REP5-020] at deadline 5, Change 7 has been developed for the ExA to consider as an alternative to the current alignment (Work No. 40). The alternative is referred to as Work No. 40 (Option A) in the Land Plans and Book of Reference addendum which accompany this application for clarity.

3.1.3 Were the ExA to recommend Change 7 to the Secretary of State in preference to Work No. 40 as contained in the Scheme as submitted, and the Secretary of State to decide to adopt the ExA's recommendations, various amendments to the dDCO will be necessary. The amendments are explained in section 3.7 below. Conversely, were either the ExA not to recommend Change 7 to the Secretary of State, or the Secretary decided otherwise to make the dDCO without Change 7 (i.e. Work No. 40 would remain as originally applied for) no amendments to the dDCO would be necessary.

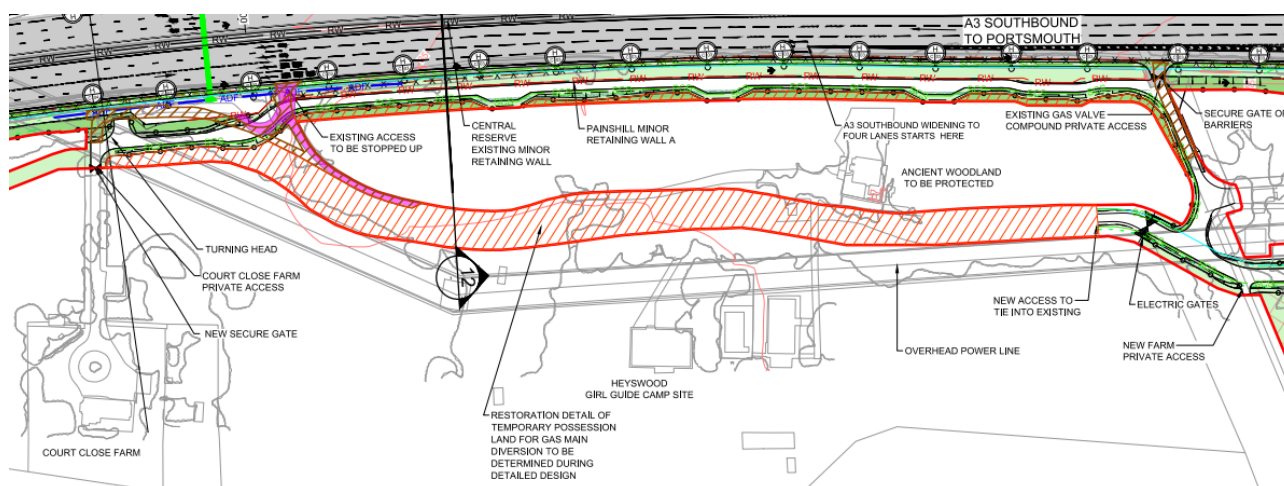
3.1.4 The optional alternative access design consists of:

- The provision of a road forming a private means of access, which would run along the periphery of Heyswood Campsite, past the SGN gas compound, then parallel to the A3 before terminating at Court Close Farm. The road would be 3m in width for the majority of its length and would incorporate five passing places or areas, a turning head at Court Close Farm, and allow access to the SGN gas compound and for other land interests. The road would consist of a paved carriageway with kerbing and drainage.
- A 3m wide buffer of land (temporary working area) to the south of the proposed existing red line boundary, to allow the facilitation of construction works.
- The removal of a number of trees and other vegetation along the northern and eastern fringes of the ancient woodland.
- Provision of a secure boundary fence alongside the proposed boundary of the PMA with Heyswood Campsite and Court Close Farm, and provision of an electric security gate at the entrance to Heyswood Campsite.

3.1.5 Change 7 would also necessitate retaining the diversion of a gas main (Work No. 63(c)) along its current alignment.

3.1.6 Change 7 would not present any material changes to the effects already assessed in the Environmental Statement, nor would it engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations). The change is therefore considered to be non-material.

Figure 3.1: Plan showing Alternate PMA Route forming Change 7



3.2 Reason for Change

- 3.2.1 As explained above, Highways England has developed Change 7 following engagement with statutory bodies and the relevant land interests, principally Girlguiding Greater London West (GGLW) and the owner of Court Close Farm.
- 3.2.2 Change 7 has been developed to reduce the effects of the proposed PMA on Heyswood Campsite as a community asset and on its occupiers GGLW. The optional alternative design would avoid the bisection of the campsite by the proposed access road, lessening the impacts on the functionality of the site, and lessening the need for fencing and security measures to address safeguarding concerns. The optional alternative design, would, however result in a greater irreversible effect on designated ancient woodland.

3.3 Engagement

- 3.3.1 Consent has been obtained from all landowners and land interests affected by Change 7 to include the relevant land within the Order limits, as set out in more detail in the covering letter which accompanies this application.
- 3.3.2 Highways England has also engaged with Natural England and the Forestry Commission on the proposals, as statutory bodies with an interest in proposals affecting designated ancient woodland, and with the Woodland Trust in its capacity as an Interested Party. Responses were received from all three parties and are summarised below. Full responses from these parties are given in Appendix A.
- 3.3.3 Natural England's response reiterated its standing advice, that planning permission should not be granted if development will result in the loss or deterioration of ancient woodland unless there are wholly exceptional reasons and there is a suitable compensation strategy in place, regardless of the current condition of the ancient woodland.
- 3.3.4 The Forestry Commission response also reiterated standing advice against the loss of irreplaceable ancient woodland and the Forestry Commission's standing hierarchy that works should avoid impacts where possible to ancient woodland, and then mitigate and finally compensate. It also stated "*as this is an additional loss from the original proposals we would therefore expect to see additional*

appropriate compensation within the project. I would welcome sight of the proposed compensation". Discussions are ongoing around proposed compensation measures.

- 3.3.5 The Woodland Trust's position is that "*while the situation with the Girl Guides camp is regrettable, it must be taken into account that ancient woodland is an irreplaceable habitat*" and that "*the Trust suggests that an option that avoids loss of ancient woodland is the one to be taken forward*".

3.4 Effect of Change 7

- 3.4.1 As noted above, Change 7 requires minor changes to the red line boundary alongside the A3 and alongside the SGN gas compound at Heyswood Campsite, where the rerouted access road would be diverted along the periphery of the campsite. The changes to the land-take required for this alternative access are shown on the Land Plans submitted in support of the Proposed Changes (please refer to TR010030/EXAM/10.13 DCO Change Drawings – Changes 7-9).

- 3.4.2 This design option would reroute the access road through an area which would involve a slightly greater effect upon an area of ancient woodland. However, no significant changes are anticipated in terms of environmental effects, and compensation measures are proposed in regard to ancient woodland soils.

- 3.4.3 The following paragraphs discuss the environmental effects presented by Change 7, in comparison to those already assessed in the Environmental Statement.

Air quality

- 3.4.4 No/negligible change in effect.

Noise and vibration

- 3.4.5 No/negligible change in effect.

Biodiversity

- 3.4.6 Work No. 40 as proposed utilises the existing track and lies outside the boundary of the ancient woodland. Change 7 would encroach further into the ancient woodland adjacent to the A3 and result in an additional loss of 0.11 ha (as a result of additional permanent land take and temporary possession) of irreplaceable habitat. This change would result in an increase in the total ancient woodland loss as a result of the Scheme from approximately 0.4 ha to 0.5 ha.

- 3.4.7 This would result in an increased adverse effect. However, the overall residual significance of effects as outlined in Table 7.8 of the Biodiversity chapter of the Environmental Statement [REP4-023] will remain the same (permanent negative effect of moderate significance).

- 3.4.8 Initial surveys undertaken at Heyswood Campsite did not identify any veteran trees or trees with roosting potential for bats within or adjacent to the footprint of the proposed change. Further surveys will be undertaken as soon as circumstances allow. In the unlikely event that bats are present, Requirement 15 of the dDCO [REP6-003] requires a final pre-construction survey to be carried out to establish whether any European or nationally protected species is present on any land affected or likely to be affected by the Scheme.

- 3.4.9 Change 7 is outside of the Thames Basin Heaths Special Protection Area (SPA) and therefore there is no effect on the Habitats Regulation Assessment (HRA) for the Scheme [APP-044 5.3 Habitats Regulations Assessment Stage 3-5].

Road drainage and the water environment

- 3.4.10 No/negligible change in effect.

Geology and Soils

- 3.4.11 Work No. 40 as proposed as part of the Scheme is outside the boundary of the ancient woodland and would not entail the loss of any ancient woodland soils. Change 7 requires land-take (both permanent and temporary) within the boundary of the ancient woodland and therefore approximately 1115m² of additional woodland would be directly affected requiring approximately 334.5m³ of soils to be lost. This would result in an additional adverse effect of the Scheme which would be worse than the existing proposal.
- 3.4.12 The Scheme includes the translocation of ancient woodland soils that would be removed as part of the A3 widening to a receptor site within the Park Barn Farm Replacement Land area. The additional soil from the optional alternative access proposal would either be translocated to Park Barn Farm or within the Heyswood Campsite subject to agreement with the landowner. Translocation within Heyswood Campsite has the benefit of maintaining continuity with the existing ancient woodland and having greater likelihood of successful re-establishment through having similar subsoil conditions to the area lost. GGLW have indicated that they would offer areas within their site for the translocated soils.. Reusing the soils within the Heyswood Campsite would help to compensate for additional adverse effects of this proposed change.

Landscape

- 3.4.13 There are several substantial trees that stand close to, but just outside, the Scheme boundary through the ancient woodland; these include oak, beech, sycamore and sweet chestnut. Some of these are likely to be affected by the excavations needed to construct the lengths of retaining wall needed to enable the additional lane to be added to the A3 southbound carriageway, plus the associated utilities diversions. The assessment in the Environmental Statement included the assumption that these trees are at risk of needing to be felled, depending upon the detailed design of the retaining walls.
- 3.4.14 The effect of Change 7 is that it would be more likely that these additional trees would need to be felled, whatever retaining wall design were chosen. This would be because of the level of damage anticipated to their structural roots and/or the need to create space to allow construction vehicles to pass each other whilst the PMA road surface is being installed. The design incorporates temporary working space as a constant width along the length of the PMA through the woodland, which will require the loss of the trees indicated on the drawing that fall within the purple coloured area in the drawing within Appendix A of Update on Discussions around the Girlguiding Greater London West Alternative Access (Response to ExA Question 2.12.8) [REP5-020], but this will be considered carefully during the detailed design to see whether the construction vehicle passing places can be confined to areas that are between trees capable of otherwise being retained.

- 3.4.15 The need for all such works to and/or removal of trees will be determined after detailed topographical survey to provide accurate locations for the trees, plus specialised survey to determine the extent of the structural root plates for those trees then identified as being at risk of removal. This will inform the detailed design so that the necessary measures can be incorporated to ensure the continued health of those trees that can be retained.
- 3.4.16 Therefore, the general nature of the effects of the Scheme on the relationship of the Heyswood Campsite to the A3 will be little different than assessed in the Environmental Statement, as this tree loss had already been assumed as a possibility, and as there will still be a substantial belt of woodland remaining between the spaces and facilities of the camp site and the A3 corridor, the edge of which will still be demarcated by a close-boarded boundary fence. However, the residual visual impact within the camp site will be improved by not having a fenced PMA running all the way through the site to Court Close Farm, along with the associated vehicle movements. On balance, Change 7 will result in a reduction in visual impact for the users of Heyswood Campsite.

Cultural heritage

- 3.4.17 No/negligible change in effect.

Materials and Waste

- 3.4.18 No/negligible change in effect.

People and Communities

- 3.4.19 Work No. 40 as currently shown as part of the Scheme, would be used by residents of Court Close Farm as well as visitors, service vehicles and deliveries. This is likely to make the site less secure for GGLW with the main site and the ancient woodland being severed by this access and the necessary security fencing. This may have an adverse effect on the operation of the site as a community asset, resulting in loss of functionality of the site.
- 3.4.20 Change 7 would reduce these effects and the functionality of the Heyswood Campsite would be essentially the same as it is at present, though with some additional land take within the ancient woodland part of the site. Any safeguarding or security concerns would be addressed with the provision of security fencing and an electric gate around the boundaries of the Heyswood Campsite. There would be, as a result of this option, less permanent land take at Heyswood Campsite, however there would still be temporary disruption to install the gas main diversion along the existing alignment, and permanent rights would need to be acquired for ongoing maintenance of the main.
- 3.4.21 Change 7 would result in a reduction in permanent land take and an increase in temporary land take as compared with Work No. 40 as proposed as part of the Scheme. The occupier of Court Close Farm would also be affected by the acquisition of permanent rights for the gas main diversion. There would be no changes to the severance or functionality of the property, nor to residential amenity, in comparison to the current Scheme design.

Climate

- 3.4.22 No/negligible change in effect.

Health

- 3.4.23 No/negligible change in effect.

3.5 Mitigation and Compensation

- 3.5.1 To help compensate for the negative effect as a result of additional loss of ancient woodland in consequence of Change 7, the additional ancient woodland soils to be lost would be translocated, either within Heyswood Campsite itself or at Park Barn Farm thus providing additional suitable soils and a seed bank for ancient woodland ground flora to establish within habitat reinstatement or habitat creation areas. See paragraph 3.4.12 above for more details. Works would be secured through the Soil Handling and Management Plan which will form part of the construction and environmental management plan (CEMP) to be approved by the Secretary of State under requirement 3 of the dDCO.

3.6 Additional Land

- 3.6.1 Of land that was not previously within the dDCO boundary, Change 7 would result in an additional 513m² of permanent land take (of which 410m² is ancient woodland) and 705m² of temporary land take (all of which is ancient woodland).
- 3.6.2 Overall the proposals would result in a reduction by 4904m² of permanent land take. There would be 4706m² of temporary land take with permanent rights, which is changed from permanent land take. Finally, there would be 705m² of additional temporary land take.
- 3.6.3 All affected land interests have consented to the inclusion of the land in which they have an interest, which is affected by Change 7, within the revised Order limits. Copies of the consents have been made available to the ExA as Appendix A to the cover letter submitted with this request for change.
- 3.6.4 As the consent of all affected land interests in relation to Change 7 has been obtained this change does not invoke the prescribed procedure under the CA Regulations.
- 3.6.5 Further details of the additional and amended land parcels pertaining to this change are given in the Land Plans within document TR010030/EXAM/10.13 DCO Change Drawings – Changes 7-9.

3.7 Table of potential dDCO Changes

- 3.7.1 The table below details the amendments which would be required to the text of the dDCO [REP6-003], were Change 7 to be accepted.
- 3.7.2 As explained at 3.1.3 above, Change 7 is promoted as an optional alternative in order that the ExA may consider whether to recommend (and, ultimately, the Secretary of State may choose) either the existing substitute PMA to Court Close Farm within the dDCO (Work No. 40) or the alternative alignment of the PMA comprised within Change 7.

Article/ Schedule reference (dDCO version 3.1 (3) [REP6- 003])	Current dDCO drafting [REP6-003]			Proposed amendments were Change 7 to be accepted																		
Schedule 1 (Authorised development)	<p><i>“Work No. 40 – A new private access road to serve New Farm, the Gas Valve Compound, the Heyswood Girl Guide Camp Site and Court Close Farm, commencing at the A3 southbound on-slip at the A3 Painshill junction and terminating with a new turning head at Court Close Farm, in total approximately 965 metres in length, as shown on Sheets 6, 7 and 8 of the Works Plans.”</i></p>			<p>Either: No change, if the ExA <u>is not</u> minded to recommend the alternative option in Change 7. Or, if the ExA <u>is</u> minded to recommend the alternative option in Change 7:</p> <p><i>“Work No. 40 [Option A] – A new private access road to serve New Farm, the Gas Valve Compound, the Heyswood Girl Guide Camp Site and Court Close Farm, commencing at the A3 southbound on-slip at the A3 Painshill junction and terminating with a new turning head at Court Close Farm, in total approximately <u>1045</u> metres in length, as shown on Sheets 6, 7 and 8 of the Works Plans.”</i></p>																		
Schedule 5 (Land in which only new rights etc. may be acquired)	(1) <i>Plot Reference Number shown on Land Plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>	(3) <i>Relevant part of the authorised development</i>	<p>Either: No change, if the ExA <u>is not</u> minded to recommend the alternative option in Change 7 Or, if the ExA <u>is</u> minded to recommend the alternative option in Change 7:</p> <table border="1" data-bbox="906 1373 1425 1615"> <thead> <tr> <th data-bbox="912 1382 1058 1610">(1) <i>Plot Reference Number shown on Land Plans</i></th> <th data-bbox="1058 1382 1243 1610">(2) <i>Purpose for which rights over land may be acquired</i></th> <th data-bbox="1243 1382 1425 1610">(3) <i>Relevant part of the authorised development</i></th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="906 1615 1425 1659">Land Plans – Sheet 7</td> </tr> <tr> <td data-bbox="912 1659 1058 1704">7/9, 7/10</td> <td data-bbox="1058 1659 1243 1704">To construct, operate, access and maintain modifications to access to gas valve compound</td> <td data-bbox="1243 1659 1425 1704">Work No. 17(c) Work No. 40</td> </tr> <tr> <td colspan="3" data-bbox="906 1704 1425 1749">Land Plans – Sheet 6</td> </tr> <tr> <td data-bbox="912 1749 1058 1794">6/23b</td> <td data-bbox="1058 1749 1243 1794">To construct, operate, <u>access and maintain a diversion to an existing gas pipeline and associated equipment.</u></td> <td data-bbox="1243 1749 1425 1794">Work No. 63(c)</td> </tr> <tr> <td colspan="3" data-bbox="906 1794 1425 1839">Land Plans – Sheet 7</td> </tr> </tbody> </table>	(1) <i>Plot Reference Number shown on Land Plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>	(3) <i>Relevant part of the authorised development</i>	Land Plans – Sheet 7			7/9, 7/10	To construct, operate, access and maintain modifications to access to gas valve compound	Work No. 17(c) Work No. 40	Land Plans – Sheet 6			6/23b	To construct, operate, <u>access and maintain a diversion to an existing gas pipeline and associated equipment.</u>	Work No. 63(c)	Land Plans – Sheet 7		
(1) <i>Plot Reference Number shown on Land Plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>	(3) <i>Relevant part of the authorised development</i>																				
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Land Plans – Sheet 7																						

Article/ Schedule reference (dDCO version 3.1 (3) [REP6- 003])	Current dDCO drafting [REP6-003]	Proposed amendments were Change 7 to be accepted		
		<u>7/1a</u>	<u>To construct, operate, access and maintain a diversion to an existing gas pipeline and associated equipment.</u>	<u>Work No. 63(c)</u>
		<u>7/9, 7/10</u>	<u>To construct, operate, access and maintain modifications to access to gas valve compound</u>	<u>Work No. 17(c)</u> <u>Work No. 40</u>
Schedule 7 (Land of which temporary possession may be taken)		If the ExA is minded to recommend the alternative option in Change 7, the following additions to Schedule 7 will be necessary:		
		<u>(1)</u> <u>Plot Reference Number shown on Land Plans</u>	<u>(2)</u> <u>Purpose for which temporary possession may be taken</u>	<u>(3)</u> <u>Relevant part of the authorised development</u>
		<u>Land Plans – Sheet 7</u>		
		<u>7/2a, 7/2b, 7/2c, 7/2e, 7/2f, 7/7a</u>	<u>To provide working space for the substitute access to Court Close Farm.</u>	<u>Work No. 40 [Option A]</u>

4. Change 8 – Old Lane and Elm Lane Visibility Splay

4.1 Description of Proposed Change

4.1.1 Further to discussions with Surrey County Council, Highways England has identified a need to improve the forward visibility splay at Old Lane, on the inside of the corner where it meets Elm Lane. Highways England proposes to take temporary possession of a small area of land outside of the existing red line boundary, to carry out the works needed to provide a suitable visibility splay.

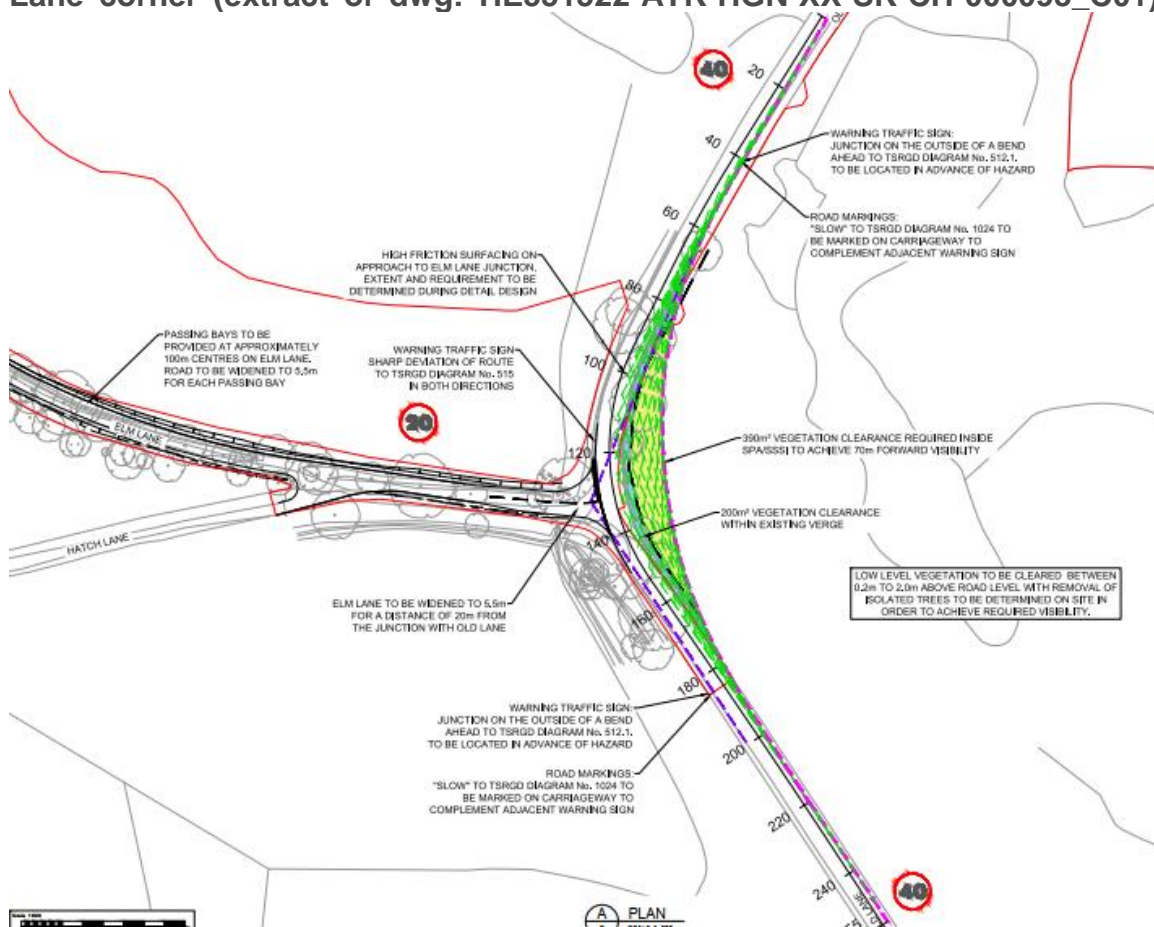
4.1.2 Change 8 consists of:

- Removal and partial removal of trees and other vegetation on the north-eastern side of the curve of Old Lane, where it forms a junction with Elm Lane, to maintain a forward visibility of 70m for traffic travelling in both directions along Old Lane. Vegetation clearance would be undertaken between 0.2 to 2.0 metres above road level and maintained regularly. Some isolated trees would be retained within the visibility splay.
- Widening of Elm Lane to a width of 5.5m, for a distance of 20m from the junction with Old Lane, to allow vehicles to pass one another without causing disturbance to traffic on Old Lane. In addition, widening of Elm Lane to a width of 5.5m for passing places at 100m centres for the length of the works on Elm Lane. This would be achieved within the existing Scheme red line boundary.
- Road traffic mitigation measures, to include:
 - Road markings: 'SLOW' on approaches to the bend
 - Warning traffic signs: Junction on outside of bend
 - Warning traffic signs: Sharp deviation of route (chevron)
 - Other works to include high friction surfacing on approach to Elm Lane junction

4.1.3 The revised layout of the road has been developed through ongoing consultation with Surrey County Council, who raised the issue of sight lines and forward visibility at this location in the SCC's Deadline 3 submission [REP3-036] The amended design has been produced to conform with the design standards of the local highway authority at this junction, which would experience an increase in traffic as a result of the Scheme.

4.1.4 Change 8 would not result in any new or different material changes to the effects already assessed in the Environmental Statement, nor would it invoke the CA Regulations as it includes temporary possession powers only which do not amount to compulsory acquisition of land. The change is therefore considered to be non-material.

Figure 4.1 – Proposed amendments to the visibility splay on Old Lane/Elm Lane corner (extract of dwg: HE551522-ATK-HGN-XX-SK-CH-000093_C01)



4.2 Reason for Change

- 4.2.1 Highways England has amended the design of the Scheme in this location to address any road safety issues presented by a lack of sufficient forward visibility at this location.
- 4.2.2 In order to comply with the relevant standards, it is necessary to remove the lower branches of existing trees and vegetation on the inside (eastern) side of the bend of Old Lane. The land in which vegetation removal is required is outside of the current red line boundary, and the Change requires minor additional temporary land take.
- 4.2.3 The provision of adequate forward visibility has been informed by safety considerations. However, given that the junction of Old Lane and Elm Lane is located within the SPA and is special category land, Highways England has sought to limit encroachment to the minimum necessary to achieve a suitable and safe solution. A 120m forward visibility would ordinarily be required, which would necessitate a more extensive area of clearance than that shown on the attached drawing, but having discussed the matter with SCC, a solution to provide a 70m splay supplemented by other on-highway complementary measures has been agreed.

4.3 Engagement

- 4.3.1 As noted above, Change 8 has been developed following discussions with Surrey County Council (SCC) as recorded in the Statement of Common Ground (SoCG) with SCC [REP5-009]. These discussions have taken place through both written correspondence and meetings as detailed in the SoCG. Whilst Surrey Wildlife Trust (SWT), as the tenant of the land in question, has not been formally consulted on the change, representatives of the organisation have been present and involved in meetings pertaining to the issue.
- 4.3.2 At a meeting with SCC and SWT on 9 March 2020, and in subsequent email correspondence, Highways England presented several design options for consideration by the council. SCC responded on 24 March 2020, recommending that *“provision for a 70m stopping sight distance around the bend, not just to the point where stationary vehicles will be waiting to turn into Elm Lane, would seem appropriate, both in terms of the fact that there will be increased vehicle flows along Old Lane and taking into account the ecological issues”*. SCC also made several recommendations as to speed surveys, tree surveys and site visits (subject to timing and Coronavirus restrictions), as well as traffic and ecological mitigation measures and road safety audits. Highways England has taken appropriate consideration of these comments into account in the development of the design solution for Change 8 as submitted. Any outstanding matters will be progressed for the final revision of the SoCG to be submitted at Deadline 8.
- 4.3.3 Further to this, Natural England was contacted on 27 March 2020, and has confirmed that it is satisfied that the Change 8 proposal is not likely to result in significant adverse effects on features of interest with regards to the Thames Basin Heaths SPA or the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) as detailed below¹:
- “In relation to Thames Basin Heaths SPA, I am satisfied that the proposal is not likely to result in significant adverse effects on the features of interest, particularly if it is planned to retain some of the tree cover and to allow some low scrub re-growth, so that there will be something of a structured edge to the heathland which may be utilised by nightjar for feeding.”*
- ‘In relation to the SSSI, I am satisfied that the proposed change is not likely to result in significant adverse effects on any of the features for which the site is designated as SSSI.’*
- 4.3.4 Highways England has also informed the residents of Elm Corner of the proposed change, via a letter dated 30 March 2020, which invited their comment and discussed the matter via a conference call on 2 April 2020.
- 4.3.5 A written response was received on 1 April 2020 from Ockham Parish Council (OPC) with regard to proposed Changes 8 and 9. On Change 8, OPC agreed with the widening of Elm Lane to 5.5m as a sensible safety strategy. OPC believe that the proposed traffic management measures would not be sufficient to adequately slow traffic at this corner and suggested measures to run all the way from the A3 turnoff. OPC appreciated that the measures of vegetation removal would improve the visibility in this location but expressed concern that this would offer a false

¹ Correspondence by email on the 30 March 2020 from Natural England with regards to Old Lane forward visibility proposals.

sense of security to speeding drivers. Clarification on who would undertake maintenance of vegetation clearance was requested. This correspondence was submitted to the Examining Authority by Ockham Parish Council at Deadline 6 [REP6-018].

- 4.3.6 A written response was also received on 1 April 2020 from Elm Corner Residents Group (ECRG), reflecting a similar position to that of Ockham Parish Council above. Further to the points raised by OPC, ECRG also questioned the implications of added traffic on Old Lane from the Wisley Airfield development, and suggested the installation of a mini roundabout and rumble strips on Old Lane. This correspondence was submitted to the Examining Authority by Elm Corner Residents Group at Deadline 6 [REP6-020].

4.4 Effect of Change 8

- 4.4.1 This change will result in a minor amendment to the redline boundary at the junction of Old Lane and Elm Lane, requiring temporary land take on the inside of the corner of Old Lane to undertake vegetation removal, which would maintain the appropriate visibility splay on this road. The changes to the land take required for this change are shown on the Land Plans submitted in support of the Proposed Changes (please refer to TR010030/EXAM/10.13 DCO Change Drawings – Changes 7-9).
- 4.4.2 Change 8 requires the removal of a small number of trees to facilitate the need for a larger visibility splay, however this will have a minimal effect on the landscape, including views from Ockham Common, and a minimal effect on biodiversity assets in the area (including the SPA). Therefore, it is not expected that Change 8 would result in any material change to the conclusions of the Environmental Statement or Habitats Regulations Assessment as previously assessed.
- 4.4.3 The following paragraphs discuss the environmental effects associated with Change 8, in comparison to those already assessed in the Environmental Statement and Habitats Regulations Assessment.

Air quality

- 4.4.4 No/negligible change in effect.

Noise and vibration

- 4.4.5 No/negligible change in effect.

Biodiversity

- 4.4.6 The proposed change will affect an area of approximately 590 m² (0.06 ha) of the Thames Basin Heaths SPA and Ockham and Wisley Commons SSSI and Ockham and Wisley Local Nature Reserve (LNR) along the edge of Old Lane, including land along the Old Lane verge, already located within the red line boundary for the Scheme.
- 4.4.7 This area mainly consists of trees including oak, sycamore and Scots pine, with a sparse understory. A number of these trees will be cleared. However, some trees will be retained, such as those which are considered to have moderate or high bat roost potential, but with pruned branches at a height of between approximately 0.2m and 2m above the road, in order to allow visibility. Within this area, vegetation

will be cut and regularly maintained at a height of approximately 0.2m, allowing low-level scrub to establish (and retaining suitable terrestrial habitat for amphibians (including great crested newts) and reptiles).

- 4.4.8 The proposed management changes under Change 8 are to take place approximately 25m west of a great crested newt breeding pond. The works will not affect the pond itself, and the habitat management will encourage low level growth providing increased low-level vegetation for foraging and sheltering great crested newts. Therefore, providing that the works are undertaken following a precautionary method of working (PMW) in relation to great crested newts and that those mitigation measures detailed within paragraph 7.10.37 to 7.10.40 of the Environmental Statement [REP4-023], this proposed change will have no negative impact on great crested newts.
- 4.4.9 It is considered that the proposed management changes under Change 8 on this small area will increase the structural diversity of the woodland at this location, and therefore be of benefit with regards to the invertebrate resource that the woodland provides.
- 4.4.10 Due to the proposed area being only approximately 0.06 ha in size, and leading to increased structural diversity within the woodland, this change will not have any negative impacts on the SPA, SSSI or LNR and the residual effects, as identified in Table 7.8 of the Biodiversity chapter of the Environmental Statement [REP4-023] will remain the same (Thames Basin Heaths SPA, Ockham and Wisley Commons SSSI and Ockham and Wisley LNR will all have a permanent positive residual effect).
- 4.4.11 In addition, due to the retention of ground vegetation and avoidance of removing any trees with moderate or high bat roost potential, this proposed change will have no negative impacts on any protected species.
- 4.4.12 This proposed change will not alter the conclusion of the HRA Statement to inform Appropriate Assessment (SIAA) [REP4-018] that it is not possible to conclude no adverse effect to the integrity of the Thames Basin Heaths SPA as a result of land take by the Scheme. The SIAA follows a precautionary approach and is based the potential for the woodland being lost to contribute to an invertebrate resource, even though it does not physically support the SPA qualifying species. The woodland area to undergo management changes as a result of Change 8 also does not physically support the SPA qualifying species.
- 4.4.13 The increase in temporary land take by 0.06 ha within the SPA as a result of Change 8, results in an increase from 8.68 to 8.74 ha and therefore which would remain rounded to 8.7 ha, as identified in HRA Stage 3-5: Assessment of alternatives, consideration of imperative reasons of overriding public interest (IROPI) and compensatory measures Report Rev 1 - changes to application [REP4-014]. The overall permanent land take will also remain at 5.9 ha.
- 4.4.14 It is important to note, therefore, that the overall ratios for the SPA suite of compensatory measures will still be comfortably achieved (8.1 ha of SPA compensation land to provide 1:1 compensation for the permanent loss of 5.9 ha of SPA land, and 46.5 ha of SPA enhancement areas to provide 3:1 compensation for the permanent loss of 5.9 ha of SPA land and the temporary loss of 8.7 ha of SPA land).
- 4.4.15 Natural England was contacted on 27 March 2020 and has confirmed that it are satisfied that the Change 8 proposal is not likely to result in significant adverse

effects on features of interest with regards to the Thames Basin Heaths SPA or the Ockham and Wisley Commons SSSI2 . See section 4.3 for further detail.

Road drainage and the water environment

- 4.4.16 No/negligible change in effect.

Geology and Soils

- 4.4.17 No/negligible change in effect.

Landscape

- 4.4.18 The removal of trees will be largely confined to the area immediately alongside the road, even though the required sightline extends back some distance. This is because the road at this point passes a substantial pond to the east, which extends as a seasonally inundated area down to the junction with Elm Lane. There are some trees within the pond area, but not many, and more trees within the seasonally wet area. The roadside trees are mostly of small girth, apart from a more substantial oak near the junction, which is now largely dead.

- 4.4.19 The tree removal will not have much effect on the views from those using the open space of Ockham Common to the east of the road, as the informal paths through this area pass through the woodland east of the pond, which is here set some distance away from the road. The Scheme will involve some woodland clearance nearby as part of the SPA enhancement works, which could provide some views south-westwards towards the traffic on Old Lane visible beyond the pond, but the area of woodland around the east side of the pond and across to the junction with Elm Lane will remain.

- 4.4.20 Therefore, the visual changes caused by the clearance needed for the road sightline will be mainly apparent to road users. Although it will make the road less closely enclosed by woodland at this point than it is at present, the general character of a road through woodland will remain, but the woodland edge will be set further back. The opening out of views across the pond may be seen as a visual benefit by some users, creating more variety and sense of place in the journey along Old Lane, as well as improving safety.

Cultural heritage

- 4.4.21 No/negligible change in effect.

Materials and Waste

- 4.4.22 No/negligible change in effect.

People and Communities

- 4.4.23 No effect/negligible effect.

2 Correspondence by email on the 30th March 2020 from G Steven at Natural England with regards to Old Lane forward visibility proposals.

Climate

4.4.24 No/negligible change in effect.

Health

4.4.25 No/negligible change in effect.

4.5 Additional Mitigation

4.5.1 No mitigation is required for the environmental effects of Change 8.

4.5.2 A suite of traffic mitigation measures is proposed to be implemented in this location.

4.5.3 Mitigation measures agreed with SCC include additional road markings “SLOW”, junction warning signs such as bend with distance plate and chevron signs, and also high friction surfacing on the eastbound approach to Elm Lane. These will be further developed in detailed design.

4.6 Land

4.6.1 Change 8 would result in an additional 553m² of temporary land take and no additional permanent land take. The affected land owners and interests are as follows:

- Surrey County Council (as landowner of all additional land)
- Surrey Wildlife Trust (as tenant of all additional land)

4.6.2 As the works propose only temporary possession of the land in question, this change would not invoke the CA Regulations. Nonetheless, SCC and SWT have been engaged with in the development of the Change and have raised no objection.

4.6.3 Full details of the additional and amended land parcels pertaining to this change are given in the Land Plans within document TR010030/EXAM/10.13 DCO Change Drawings – Changes 7-9.

4.7 Table of potential dDCO Changes

4.7.1 The table below details the amendments which would be required to the text of the draft Development Consent Order (the latest revision of which has been submitted alongside this document at Deadline 6 as document TR010030/APP/3.1 (3)), were Change 8 to be accepted.

Article/Schedule reference (dDCO version 3.1 (3) (REP6-003))	Current dDCO drafting [REP6-003]	Proposed amendments were Change 8 to be accepted
Schedule 1 (Authorised development)	<p><i>“Work No.50 — Improvement of Byway 525 (Byway Open to All Traffic), between Elm Corner and Old Lane, to include—</i></p> <p><i>(a) tarmacadam resurfacing of the Byway and works to tie-in</i></p>	<p><i>“Work No.50 — Improvement of <u>Old Lane and Byway 525 (Byway Open to All Traffic)</u>, between Elm Corner and Old Lane, to include—</i></p> <p><i>(a) tarmacadam resurfacing of the Byway and works to tie-in to Hatch Lane and Old Lane, in total approximately 710 metres in length, and <u>clearance of trees and other vegetation to provide a visibility</u></i></p>

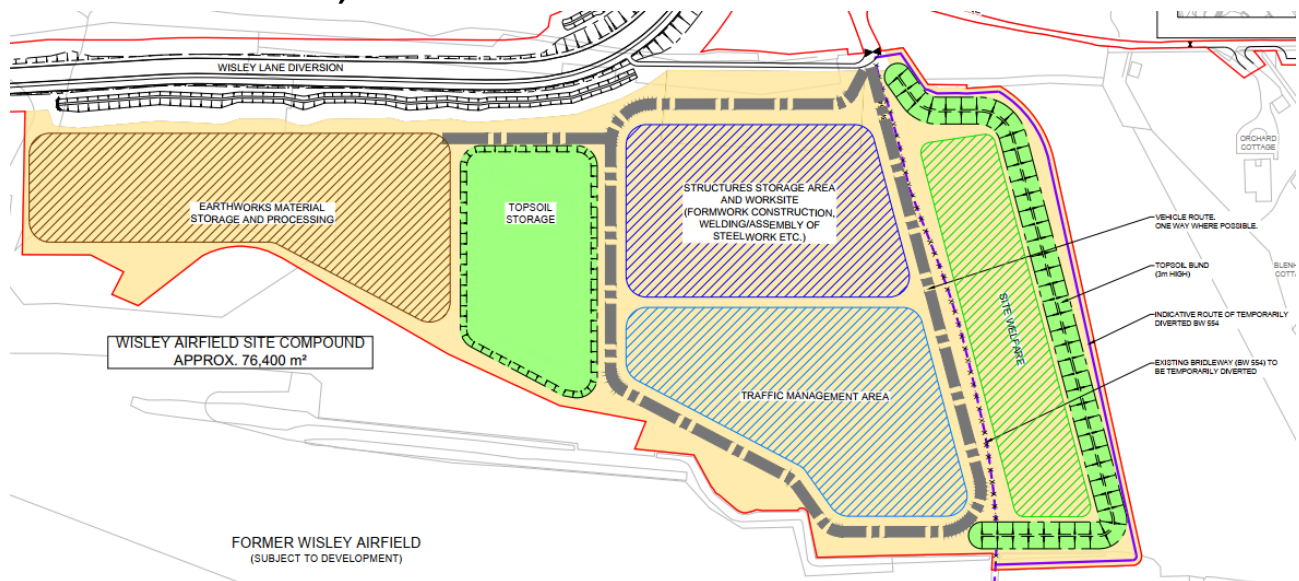
Article/Schedule reference (dDCO version 3.1 (3) (REP6-003))	Current dDCO drafting [REP6-003]	Proposed amendments were Change 8 to be accepted									
	<p>to Hatch Lane and Old Lane, in total approximately 710 metres in length, as shown on Sheet 24 of the Works Plans; and</p> <p>(b) inclusion of two number toad crossings and associated reptilian fencing approximately 150 metres in length at the back of each verge of Old Lane as shown on Sheet 24 of the Works Plans.”</p>	<p><u>splay, including associated road traffic mitigation measures</u>, as shown on Sheet 24 of the Works Plans</p> <p>(b) inclusion of two number toad crossings and associated reptilian fencing approximately 150 metres in length at the back of each verge of Old Lane as shown on Sheet 24 of the Works Plans.</p>									
Schedule 7 (Land of which temporary possession may be taken)		<p>The following amendments will be necessary:</p> <table border="1" data-bbox="810 786 1425 1816"> <thead> <tr> <th data-bbox="815 792 1003 992">(1) Plot Reference Number shown on Land Plans</th> <th data-bbox="1007 792 1214 992">(2) Purpose for which temporary possession may be taken</th> <th data-bbox="1217 792 1420 992">(3) Relevant part of the authorised development</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="815 996 1420 1041">Land Plans – Sheet 24</td> </tr> <tr> <td data-bbox="815 1046 1003 1809">24/4, <u>24/4a</u>, 24/4b</td> <td data-bbox="1007 1046 1214 1809"> <p>To provide working space to tie-in Elm Lane to Old Lane and to install two toad underpasses and associated reptilian fencing along Old Lane.</p> <p><u>To provide working space to clear trees and other vegetation to create a visibility splay including road traffic mitigation measures.</u></p> </td> <td data-bbox="1217 1046 1420 1809"> <p>Work No. 50(a) Work No. 50(b)</p> </td> </tr> </tbody> </table>	(1) Plot Reference Number shown on Land Plans	(2) Purpose for which temporary possession may be taken	(3) Relevant part of the authorised development	Land Plans – Sheet 24			24/4, <u>24/4a</u> , 24/4b	<p>To provide working space to tie-in Elm Lane to Old Lane and to install two toad underpasses and associated reptilian fencing along Old Lane.</p> <p><u>To provide working space to clear trees and other vegetation to create a visibility splay including road traffic mitigation measures.</u></p>	<p>Work No. 50(a) Work No. 50(b)</p>
(1) Plot Reference Number shown on Land Plans	(2) Purpose for which temporary possession may be taken	(3) Relevant part of the authorised development									
Land Plans – Sheet 24											
24/4, <u>24/4a</u> , 24/4b	<p>To provide working space to tie-in Elm Lane to Old Lane and to install two toad underpasses and associated reptilian fencing along Old Lane.</p> <p><u>To provide working space to clear trees and other vegetation to create a visibility splay including road traffic mitigation measures.</u></p>	<p>Work No. 50(a) Work No. 50(b)</p>									

5. Change 9 – Wisley Airfield Construction Worksite

5.1 Description of Proposed Change

- 5.1.1 The DCO application documents identify part of the former Wisley Airfield as the Wisley Lane structure worksite, immediately adjacent to the Wisley Lane diversion, with a wider area around this worksite identified for topsoil and materials storage. Following the appointment of a contractor for the Scheme, a review has been undertaken of the Scheme's constructability. As a result of that review, Highways England proposes to use the former Wisley Airfield for materials processing activities, with a traffic management area and welfare facilities as shown in figure 5.1 below.
- 5.1.2 As set out in the Applicant's Response to Examining Authority's Second Written Questions [REP5-014], question 2.5.2 (a), the Scheme contractor proposes that a materials processing plant will be located adjacent to southern stock piles to grade and mix earthworks materials for reuse on site. This processing plant would be placed to the southern extent of the site to minimise disruption to the residents of Elm Lane.
- 5.1.3 As a result of a constructability review, it is proposed that material processing activities currently proposed at the Nutberry Farm compound will be incorporated into the worksite at the former Wisley Airfield. It is anticipated that materials processing activity is likely to be carried out intermittently for periods of around two to three weeks every few months during the construction period.
- 5.1.4 Topsoil will be placed in a bund at least 3 m in height along the north-eastern boundary of the site. In addition, there will be a small area for temporary welfare facilities related to the use of this site. These will comprise a small number of temporary cabins and containers located to the north east of the site. There will be no accommodation for workers on site. Workers will access the site via the A3 or, when possible, via the Wisley Lane diversion. Construction working hours will be as set out for all works in Requirement 3(2)(b) of the dDCO [REP6-003], save where one of the exceptions specified in sub-paragraphs (i) to (viii) applies, i.e. 07:30 to 18:00 on Mondays to Fridays and 08:00 to 19:00 on Saturdays.
- 5.1.5 Change 9 would not present any material changes to the effects already assessed in the Environmental Statement, nor would it engage the CA Regulations. The change is therefore considered to be non-material.

Figure 5.1 – Proposed revised layout of Wisley Airfield construction compound following Change 9 (extract of dwg: HE551522-ATK-LDC-A3_L1-DR-ZL-096502)



5.2 Reason for Change

- 5.2.1 The change is required to accommodate an area for the purposes of grading and mixing earthworks materials. The Nutberry Fruit Farm site will accommodate predominantly storage of construction components and the main project offices, and an associated car park. For safety reasons, it is not considered appropriate for transportation, grading and mixing of earthworks materials for reuse on site to be undertaken alongside and using the same access as the main project office and car park. Therefore, it has been necessary to incorporate this use at another compound.
- 5.2.2 Due to the environmental designations surrounding junction 10, including a special protection area, site of special scientific interest, common land and open space land, other construction worksites are very constrained and thus limited in their footprint. Additionally the area of the Wisley Airfield site which has been identified for the worksite is existing concrete hardstanding, thus negating the need for further earthworks to accommodate the materials processing. This location therefore provides a suitable site which avoids additional land take from the environmental designations.

5.3 Engagement

- 5.3.1 Highways England has discussed the potential change in the use of the land with the owner of the land, Wisley Property Investments Limited. Highways England has also informed the residents of Elm Corner of the proposed change, via a letter dated 30 March 2020, which invited their comment and discussed the matter via a conference call on 2 April 2020.
- 5.3.2 A written response was received on 1 April 2020 from Ockham Parish Council (OPC) with regard to proposed Changes 8 and 9. In relation to Change 9, Ockham Parish Council supported the provision of the proposed bund, but disagreed that the environmental effects of the proposed additional activities would not have any material change to the effects already assessed and requested further information

on the assessment (this is addressed in Section 5.4 below). OPC also expressed concern over the impacts of the structures storage area and worksite located closer to Elm Corner. OPC requested clarification as to the nature and frequency of materials processing activities, the temporary worker welfare facilities, worker access to the compound site, and working hours, which have been provided in Section 5.1 above. This correspondence was submitted to the Examining Authority by Ockham Parish Council at Deadline 6 [REP6-018].

- 5.3.3 A written response was also received on 1 April 2020 from Elm Corner Residents Group (ECRG). The ECRG letter stated a similar position to that of OPC. Further to those points raised in the letter from OPC, ECRG also raised concern over the siting of the expanded structures worksite and the impacts of dust, dirt and odour given the prevailing south-westerly wind. ECRG argued that the structures worksite should be sited further from the residential properties of Elm Corner, and that materials processing should not be carried out at the Wisley Airfield site. This correspondence was submitted to the Examining Authority by Elm Corner Residents Group at Deadline 6 [REP6-020].

5.4 Effect of Change 9

- 5.4.1 Change 9 would not result in any alteration to the proposed land take in accordance with the Scheme, but instead would increase the scope of activities which may be carried out in the Wisley Airfield construction worksite.
- 5.4.2 The change would have a non-material effect on the noise generated at the site, however with suitable mitigation measures in place, and the location of the materials processing plant within the compound, it is not considered that there would be any change in effect with regard to noise and vibration. Landscape impacts and People and Communities impacts would also not be significant enough to result in any changes in impact compared to those observed in the Environmental Statement.
- 5.4.3 The following paragraphs discuss the environmental effects presented by Change 9, in comparison to those already assessed in the Environmental Statement.

Air quality

- 5.4.4 No/negligible change in effect.

Noise and vibration

- 5.4.5 The construction noise calculations provided in Chapter 6 Noise and vibration in the Environmental Statement [REP4-022] included noise contributions from the compound at Wisley Airfield, however, these noise contributions did not include emissions from a materials processing plant. Without noise mitigation measures, adverse effects were predicted at Elm Corner [Table 6.22 in REP4-022] and no adverse or significant effects were predicted with mitigation measures (secured by the Outline Construction Environmental Management Plan (oCEMP)) in place [Table 6.27 in REP4-022].
- 5.4.6 The construction noise levels at Elm Corner have been recalculated to determine the noise effects of the proposed change. The revised calculations assume that the plant described in Table 5.1 will be active at the Wisley Airfield construction compound to undertake materials processing activities, in addition to items already included in the previous calculations.

Table 5.1: Expected plant for materials processing at the Wisley Airfield construction compound

Item	BS reference	5228	Sound level at 10m (L_{Aeq} , dB)	Quantity	On-time	Activity noise level at 10m (L_{Aeq} , dB)
Mobile aggregates equipment	Table C1.15		84	1	30%	86.9
Front loader	Table C2.27		80	1	50%	
360 excavator	Table C1.13		86	1	80%	
Dump truck	Table C1.11		80	1	50%	

5.4.7 At Elm Corner, the predicted noise level from the materials processing plant was 54.9 dB L_{Aeq} without mitigation or the proposed topsoil bund at the boundary of the compound. The noise contribution from the materials processing plant is therefore below the daytime threshold level for the lowest observed adverse effect level for construction noise at this location [as shown in Table 6.26 of REP4-022].

5.4.8 Taking into account the noise attenuation offered by the proposed 3m high topsoil bund and the cumulative effect of construction noise from other activities being undertaken for the Scheme (such as works at the widening of the A3), the predicted highest construction noise levels at Elm Corner with the materials processing plant were predicted to be between 0dB and 0.3dB higher than the unmitigated construction noise levels shown in the ES. The lowest unmitigated construction noise levels would increase at Reynards and 1 Fellside Cottages to 49.9dB (44.1dB and 43.9dB respectively in Table 6.11 of the ES, [REP4-022]). No new adverse or significant adverse effects were predicted to occur with the materials processing plant in operation.

5.4.9 No new residual effects were predicted with the materials processing plant operational, where noise reductions from applying the mitigation measures described in Section 6.9 of the ES [REP4-022] were included. On this basis, the proposed change is considered to result in a negligible effect.

Biodiversity

5.4.10 No/negligible change in effect.

5.4.11 Change 9 is outside of the Thames Basin Heaths (Special Protection Area) SPA and therefore there is no effect on the Scheme Habitats Regulation Assessment (HRA) for the SPA.

Road drainage and the water environment

5.4.12 No/negligible change in effect.

Geology and Soils

5.4.13 No/negligible change in effect.

Landscape

- 5.4.14 The area occupied by the compound would be unchanged with the alterations proposed and there would be no change in the vegetation loss and no alteration to the ground form from the application scheme. Within the compound the elements within would be changed but these would not exceed the height of the existing proposal. The site itself is well screened by existing vegetation. There is a deep belt of trees which varies between 20m and 50m wide between the site and the hamlet of Elm Corner to the north of the compound. To the west is the Elm Corner woods which screen views from the A3 and to the east is a belt of trees on the boundary of the compound. Because of this screening and the height of the proposed elements within the compound there would be no change in visual impact on residential properties Elm Corner and rights of way crossing the airfield associated with this change. Similarly, there would be no alteration in impacts on the character of the local landscape with this change.

Cultural heritage

- 5.4.15 No/negligible change in effect.

Materials and Waste

- 5.4.16 No/negligible change in effect.
- 5.4.17 Although the nature of the materials storage and operations within the compound would change this would have no impact on the overall assessment of effects on Materials and Waste for the project.

People and Communities

- 5.4.18 The Wisley Airfield worksite is located in fairly close proximity to the properties at Elm Corner, with the closest dwelling, Orchard Cottage, approximately 87m from the eastern boundary of the compound site.
- 5.4.19 The People and Communities chapter of the Environmental Statement [REP4-028] in Tables 13.28 and 13.29, notes slight adverse effects on the properties of Elm Corner during construction, due to both severance and amenity impacts. No impacts are noted during operation, as the construction worksite will be removed and therefore any effects as a result will be negated.
- 5.4.20 As set out in the preceding sections, with regard to Elm Corner, Change 9 would not result in any alterations to the measured effect in the Environmental Statement with regard to air quality, noise and vibration or landscape (with the appropriate mitigation of the topsoil bund along the eastern boundary of the compound site). The change would not result in any alterations to land take.
- 5.4.21 Therefore, there would not be any differences between the effects observed in the existing People & Communities chapter, and the effects which would be observed as a result of the Change, with regard to both amenity and severance of residential dwellings.
- 5.4.22 No receptors under any other assessments within the chapter would see any change in effect.

Climate

5.4.23 No/negligible change in effect.

Health

5.4.24 No/negligible change in effect.

5.5 Mitigation

5.5.1 Topsoil will be placed in a 3 m high stockpile adjacent to the materials processing plant and in a bund at least 3m in height along north eastern boundary of the airfield site, as shown in Figure 5.1 above, having the effect to mitigate any additional noise and/or visual impacts arising from the change, such that there would be no difference from those environmental effects observed in the Environmental Statement. The grading and mixing of earthworks materials for reuse on site will be located as far as reasonably practicable from residential receptors located in Elm Corner, to minimise noise impacts, as shown in the Temporary Works Plans in TR010030/EXAM/10/13 DCO Change Drawings – Changes 7-9.

5.5.2 The provision of a topsoil bund is secured in the register of environmental actions and commitments (REAC) which will form part of the construction environmental management plan (CEMP) approved by the Secretary of State under Requirement 3 of the dDCO.

5.6 Land

5.6.1 Change 9 would not result in any alterations to the Order limits, nor would it result in any changes to the existing temporary or permanent land take in accordance with the Scheme. Therefore, the CA Regulations would not be engaged.

5.7 Schedule of potential DCO Changes

5.7.1 The below table details the amendments which would be required to the text of the draft Development Consent Order (the latest revision of which has been submitted alongside this document at Deadline 6 as document TR010030/APP/3.1 (3)), were Change 9 to be accepted.

Article/ Schedule reference (dDCO version 3.1 (3) (REP6- 003))	Current dDCO drafting [REP6-003]			Proposed amendments were Change 9 to be accepted		
	(1) <i>Plot Reference Number shown on Land Plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>	(1) <i>Plot Reference Number shown on Land Plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>
Schedule 7 (Land of which temporary possession may be taken)						
	Land Plans – Sheet 2			Land Plans – Sheet 2		

Article/ Schedule reference (dDCO version 3.1 (3) (REP6- 003))	Current dDCO drafting [REP6-003]			Proposed amendments were Change 9 to be accepted		
	2/1	For the provision of a topsoil and materials storage and structures worksite and for the construction of a bridleway.	All Works Work No. 34	2/1	For the provision of a topsoil and materials storage and <u>processing area</u> , structures worksite, <u>traffic management area</u> , <u>welfare facilities</u> and for the construction of a bridleway.	All Works Work No. 34
	2/2, 2/4	For the provision of a topsoil and materials storage and a structures worksite.	All Works	2/2, 2/4	For the provision of a topsoil and materials storage, structures worksite, <u>traffic management area</u> and <u>welfare facilities</u> .	All Works
	2/3	For the provision of a topsoil and materials storage and a structures worksite and for the construction of a bridleway.	All Works Work No. 34	2/3	For the provision of a topsoil and materials storage, structures worksite, <u>traffic management area</u> , <u>welfare facilities</u> and for the construction of a bridleway.	All Works Work No. 34
	2/6	For the construction of a bridleway.	Work No. 34	2/6	For the <u>provision of a topsoil and materials storage, structures worksite, traffic</u>	All Works Work No. 34

Article/ Schedule reference (dDCO version 3.1 (3) (REP6- 003))	Current dDCO drafting [REP6-003]	Proposed amendments were Change 9 to be accepted		
			<u>management area, welfare facilities and</u> for the construction of a bridleway.	

6. Implications for the Funding Statement

6.1 Introduction

6.1.1 The proposed changes do not have any material implications for the Funding Statement [APP-024]. The clarifications below should be read in conjunction with the submission version of the Funding Statement [APP-024] and the Addendum to the Funding Statement Rev 1 [REP4a-007].

6.2 The revised Scheme

6.2.1 The land required for these changes is as follows:

Change 7 – Optional alternative Private Means of Access through Heyswood Campsite

6.2.2 Overall the proposals would result in a reduction by 4904m² of permanent land take. There would be 4706m² of temporary land take with permanent rights, which is changed from permanent land take. Finally there would be 705m² of additional temporary land take. All plots related to Change 7 are in the ownership of either The Guide Association Trust Corporation or Agnes Engelen.

Change 8 - Old Lane and Elm Lane Visibility Splays

6.2.3 Extension of plot 24/4a by 553m² for temporary possession, the additional plot being in the ownership of Surrey County Council.

Change 9 – Wisley Airfield Construction Worksite.

6.2.4 This change does not alter the area of land to be affected.

6.3 Sources of Funding

6.3.1 Funding is available for the additional compulsory acquisition necessitated by Changes 7 (in the event that the optional alternative is recommended) and 8.

6.3.2 In addition to the information related to sources of funding described in the original DCO submission Funding Statement [APP-024] and the Addendum to the Funding Statement Rev 1 [REP4a-007], the Department for Transport's Road Investment Strategy 2 Overview document, published in March 2020 - Investment Plan, section d. Enhancements, The South and West (pages 103 and 104) contains a restated commitment to the Scheme.

6.4 Blight

6.4.1 Matters related to blight remain as set out in the submission version of the Funding Statement [APP-024].

7. Implications for the Statement of Reasons

7.1 Introduction

- 7.1.1 The proposed Scheme changes require changes to the compulsory acquisition and temporary possession powers in respect of the additional land needed in relation to Changes 7 and 8, but the overall scope and nature of the rights and powers sought remains as set out in the Statement of Reasons submitted with the application [APP-022] and the Addendum [REP4a-006].
- 7.1.2 The extent and nature of the change in the land interests affected by the compulsory acquisition and temporary possession powers sought by Highways England is described in Appendices B and C.
- 7.1.3 Highways England has carried out diligent inquiry to identify all persons with an interest in the Additional Land. Additional Land in this instance is defined as the plots associated with proposed changes to the DCO which are subject to permanent acquisition or the acquisition of permanent rights as set out in Appendix B.
- 7.1.4 As set out in earlier sections of this report Highways England has engaged all persons affected by the revised compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the proposed changes to the Scheme. The status of negotiations with affected landowners for the acquisition of their land interest is set out in Appendix C.

7.2 Crown land, National Trust land and Statutory undertaker land

- 7.2.1 Matters related to Crown land, National Trust land and Statutory undertaker land remain as set out in the submission version of the Statement of Reasons [APP-022].

7.3 Other consents

- 7.3.1 Matters related to other consents remain as set out in the submission version of the Statement of Reasons [APP-022] and the submitted Consents and Agreements Position Statement [APP-020].

7.4 Special Category Land Required

- 7.4.1 The changes will affect approximately 553m² (0.06 ha) of additional special category land, all of which is open space. This will be a minimal change in the context of the overall effect on special category land for the Scheme as applied for and will not have an appreciable effect on the ratio of provision of replacement land. All of the affected special category land is identified as temporary possession and thus no replacement land has been provided in compensation for its acquisition. The tables included in the Appendix C to the Statement of Reasons: Common Land and Open Space report [AS-005] and the Addendum to the Statement of Reasons Rev 1 [REP4a-006] remain unchanged.

8. Amendments or addenda to current Application documents

8.1.1 The proposed changes have resulted in amendments and/or addenda to a number of the current application documents as set out below.

Table 8.1: Application documents in response to Changes 7-9

DCO Change Request Document			Current Application/ Examination Document		
Title	Volume Number	Rev	PINS Ref	HE Vol	Doc Title
Report on proposed Scheme changes 7-9	10.12	0	-	-	-
DCO Change Drawings – Changes 7-9	10.13	0	-	-	-
Book of Reference Addendum – Changes 7-9	10.14	1	APP-025	4.3	Book of Reference
			REP4-039	10.5	Book of Reference Addendum
Schedule of Change to Book of Reference – Changes 7-9	10.15	1	REP2-015	9.2	Schedule of Change to the Book of Reference
			REP4-042	10.8	Schedule of Change to the Book of Reference – Changes to the Application
Outline Construction Environmental Management Plan	7.2	2	APP-134	7.2	Outline Construction Environmental Management Plan
Register of Environmental Actions and Commitments	7.3	2	APP-135	7.3	Register of Environmental Actions and Commitments

9. Summary of effects of Changes 7-9

- 9.1.1 Change 7 proposes an alternative option to the Scheme design, to provide a Private Means of Access running along the periphery of Heyswood Campsite, terminating at Court Close Farm. This change would see additional land take, including to Ancient Woodland, which would be compensated by translocation of soils. This alternate design would remove severance effects on Heyswood campsite and alleviate safeguarding and security issues for occupiers.
- 9.1.2 Change 8 proposes the removal of vegetation on the inside corner of Old Lane, where it forms a junction with Elm Lane, to maintain an appropriate forward visibility splay. The width of Elm Lane would also be increased to 5.5m within 20m of the junction. This change would result in an increase in temporary land take within the SPA. There would be no changes in environmental effects as a result of Change 8, nor for the HRA. The design has been agreed with SCC, based on a slightly below-standard visibility splay mitigated by additional traffic management measures on and approaching the corner.
- 9.1.3 Change 9 proposes the alteration of use of Wisley Airfield construction compound, to incorporate a materials processing area. No changes to land take would be required. Any noise or landscape impacts would be suitably mitigated as to not result in any alterations to the conclusions of the Environmental Statement based on the current scheme.
- 9.1.4 A cumulative environmental assessment for the Scheme would not change from that described in the Environmental Statement. There would be no alteration in the significant environmental effects identified as arising from the overall Scheme as a result of the Proposed Changes. There would also be no alteration in significant effects upon the Habitats Regulations Assessment as a result of the Proposed Changes.
- 9.1.5 Consent has been received from all landowners/land interests affected by alterations to land take by Change 7. Change 8 requires only temporary land take and Change 9 would result in no alterations to land take. The proposed Changes would therefore not invoke the CA Regulations.
- 9.1.6 This report also outlines the changes to the dDCO, which would be necessary, were the changes to be accepted.

Appendices

Appendix A. Engagement in relation to Change 7

A.1.1 Responses are provided to engagement with relevant stakeholders in regard to Change 7, in the following order:

- The Forestry Commission;
- Natural England; and
- The Woodland Trust.

Paul Watts CEcol, MCIEEM
Principal Ecologist, Infrastructure
UK & Europe
Ecology
Atkins Global

South East & London Area Office
Bucks Horn Oak
Farnham
Surry
GU10 4LS

Area Director
Craig Harrison

VIA EMAIL ONLY

Our Ref: 23 PLANNING\NSIP M25 Jct 10
Date: 13th March 2020

Dear Paul

M25 JUNCTION 10/A3 INTERCHANGE IMPROVEMENT

Thank you for your email of the 4th March regarding alterations to the M25 Junction 10/A3 interchange.

The Forestry Commission is the Government department with statutory responsibility for woodland. It is a statutory consultee on all National Strategic Infrastructure Projects. As a Non Ministerial Government Department, we provide no opinion supporting or objecting to an application; rather we are including information relating to woodland.

As previously discussed ancient woodland are irreplaceable. As highlighted in the National Planning Policy Framework revised July 2018: Irreplaceable habitats include ancient woodland, ancient trees and veteran trees:

Paragraph 175c – “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists”. They have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies both to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS).

Development can affect ancient woodland, ancient and veteran trees, and the wildlife they support on the site or nearby.

Direct impacts of development on ancient woodland or ancient and veteran trees include:

- damaging or destroying all or part of them (including their soils, ground flora or fungi)
- damaging roots and understorey (all the vegetation under the taller trees)

- damaging or compacting soil around the tree roots
- polluting the ground around them
- changing the water table or drainage of woodland or individual trees
- damaging archaeological features or heritage assets

I could not see within the document details of the assessment of the existing ancient woodland, potential impact to roots of remaining trees etc. I would welcome sight of that assessment.

The standing advice hierarchy for ancient woodlands is: Avoid, Mitigate and then compensate. Compensation measures are always a last resort as they can only partially compensate for loss or damage.

I could not see within the documents any proposals for compensation for the loss of this additional ancient woodland. As this is an additional loss from the original proposals we would therefore expect to see additional appropriate compensation within the project. I would welcome sight of the proposed compensation.

Please do not hesitate to contact me to discuss this letter.

Yours sincerely,



Richard Pearce

Partnership and Expertise Manager
London, Thames and Chilterns

CC Planning Inspectorate case team M25Junction10@planninginspectorate.gov.uk

Date: 05 March 2020



Paul Watts
Atkins
acting for Highways England

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

Dear Paul

M25 Junction 10 Improvement Scheme – Natural England response to proposals for alternative access routes to Heyswood Campsite and Court Close Farm

Thank you for consulting Natural England over the possible alternative access routes which Highways England has been asked to consider by the Examining Authority.

It is clear that both options will result in an increase in the extent of Ancient Woodland which will be lost as a result of the Scheme.

National Planning Policy is very clear with regard to the protection of all areas of Ancient Woodland:

'if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists'. [National Planning Policy Framework para 175 (a), (c) February 2019]

The proposed alternative options fail to meet these two tests given that the originally proposed alignment is less damaging in relation to loss of Ancient Woodland.

Standing Advice provided by the Forestry Commission and Natural England says:

The presence of Ancient Woodland is a 'material consideration'.

Ancient Woodland is regarded as an irreplaceable habitat.

The current condition of Ancient Woodland is not relevant when considering the merits of a development proposal.

Planning permission should not be granted if development will result in the loss or deterioration of ancient woodland unless there are wholly exceptional reasons and there is a suitable compensation strategy in place.

Planning applications with the potential to have adverse impacts on Ancient Woodland should identify ways to avoid negative effects.

I trust that this advice is helpful.

Yours sincerely,



Graham Steven
Lead Adviser
Thames Solent Team

Subject: RE: M25 JUNCTION 10/A3 INTERCHANGE IMPROVEMENT: feedback request on potential alternative access route and implications for ancient woodland

From: Jack Taylor <JackTaylor@woodlandtrust.org.uk>

Sent: 04 March 2020 10:25

To: Watts, Paul <Paul.Watts@atkinglobal.com>

Cc: Bown, Graham <Graham.Bown@atkinglobal.com>; Bradley, Ruth <Ruth.Bradley@atkinglobal.com>; Desai, Viral <Viral.Desai@atkinglobal.com>; Barker, Jon <Jon.Barker@atkinglobal.com>; Wade, Jonathan <Jonathan.Wade@highwaysengland.co.uk>; Savannah Saunders <ssaunders@cjassociates.co.uk>; 'M25 J10 Improvements' <M25j10@highwaysengland.co.uk>

Subject: RE: M25 JUNCTION 10/A3 INTERCHANGE IMPROVEMENT: feedback request on potential alternative access route and implications for ancient woodland

Morning Paul,

Thanks for contacting us about this, it's a tricky one to start the day.

In short, our feedback is that we would not want to see any further losses of ancient woodland on top of the 0.4ha that is scheduled to be lost in the area.

While the situation with the Girl Guides camp is regrettable, it must be taken into account that ancient woodland is an irreplaceable habitat – once gone, it's gone for good and its loss can't be mitigated by compensatory planting or soil translocation.

It's also of concern that the Examining Authority would suggest that alternative routes should be explored in an area where it is known that ancient woodland is present. Ideally, there should be a solution to avoid both the loss of ancient woodland and impacts on the Girls Guide camp. However, it must be noted that ancient woodland is protected under national planning policy, which dictates that the loss of ancient woodland should only be under wholly exceptional circumstances. It is questionable whether this particular circumstance could be considered a wholly exceptional reason to allow for further losses to ancient woodland.

In summary, the Trust suggests that an option that avoids loss of ancient woodland is the one to be taken forward.

I hope these comments are of use to you Paul.

Would you be able to provide me with a link to or copy of the document containing the ExA's Further Written Question 2.12.8? Presumably our comments to the ExA should be sent to M25Junction10@planninginspectorate.gov.uk and include a reference to the question we are responding to?

Best,
Jack

Jack Taylor
Lead Campaigner - Ancient Woodland

Telephone: 0343 770 5627

Email: JackTaylor@woodlandtrust.org.uk

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL

0330 333 3300

www.woodlandtrust.org.uk

From: Watts, Paul [<mailto:Paul.Watts@atkinglobal.com>]

Sent: 04 March 2020 06:20

To: Jack Taylor

Cc: Bown, Graham; Bradley, Ruth; Desai, Viral; Barker, Jon; Wade, Jonathan; Savannah Saunders; M25 J10 Improvements

Subject: M25 JUNCTION 10/A3 INTERCHANGE IMPROVEMENT: feedback request on potential alternative access route and implications for ancient woodland

Dear Jack,

I hope you are well.

As you are aware, the M25 junction 10/A3 interchange improvement scheme as submitted for the DCO includes the loss of approximately 0.4 ha of ancient woodland. Approximately 0.2 ha of this ancient woodland loss falls with Heyswood, which forms part of a Girl Guides camp. The current Scheme proposals include an access route through the camp to an adjacent property. The Girl Guides have raised concerns about having an access route through their camp.

The Examining Authority appointed by the Secretary of State have instructed Highways England to consider an alternative access route that runs along the edge of the A3, rather than passing through the Girl Guides camp.

Attached is a document showing this potential alternative access route. There are two options being considered (one with traffic signals and one with passing bays), and both would require an additional 0.11 ha of ancient woodland on top of the 0.4 ha of ancient woodland loss in the current proposed Scheme. This document is being submitted to the Examining Authority at Deadline 5 (03/03/20).

We would welcome any feedback that you may have on the alternative access route with regards to ancient woodland loss, ideally before 20/03/20. Should you wish to make formal comments to the Examining Authority, there is an additional deadline on 15/03/20, at which these may be submitted, although the acceptance of any submission would be at the discretion of the Examining Authority.

Thanks

Paul Watts *CEcol, MCIEEM*
Principal Ecologist, Infrastructure
UK & Europe
Ecology

Appendix B. Details of the purpose for which compulsory acquisition and temporary possession powers are sought

Table B.1: Acquisition of Land

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
6/23	Work No. 17(a)	Decrease in size of plot (-1153m ²) (Option A)	For the improvement of the A3 southbound carriageway including carriageway resurfacing and modifications to existing infrastructure	For the improvement of the A3 southbound carriageway including carriageway resurfacing and modifications to existing infrastructure
	Work No. 17(b)		For the improvement and widening of the A3 southbound	For the improvement and widening of the A3 southbound
	Work No. 40		For the construction of a new private access	For the construction of a new private access (under Option A Work No. 40 would not be constructed within plot 6/23)
	Work No. 62(h)		To divert, use and maintain utility connections and equipment including high or low voltage electricity cables, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including high or low voltage electricity cables, equipment and apparatus including access with or without vehicles
	Work No. 63(c)		To divert, use and maintain utility connections and equipment including gas pipelines, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including gas pipelines, equipment and apparatus including access with or without vehicles
	Work No. 64(g)		To divert, use and maintain utility connections and equipment including water pipelines, equipment and	To divert, use and maintain utility connections and equipment including water pipelines, equipment and

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
			apparatus including access with or without vehicles	apparatus including access with or without vehicles
	Work No. 65(a)		To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles
7/1	Work No. 23(i)	Decrease in size of plot (-4098m2) (Option A)	For the construction of super span portal gantry or similar signage	For the construction of super span portal gantry or similar signage -(under Option A Work No. 23(i) would not be constructed within plot 7/1)
	Work No. 40		For the construction of a new private access	For the construction of a new private access -(under Option A Work No. 40 would not be constructed within plot 7/1)
	Work No. 63(c)		To divert, use and maintain utility connections and equipment including gas pipelines, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including gas pipelines, equipment and apparatus including access with or without vehicles
7/1b	Work No. 23(i)	New plot (Option A)		For the construction of super span portal gantry or similar signage
	Work No. 40			For the construction of a new private access (Option A)
	Work No. 63(c)			To divert, use and maintain utility connections and equipment including gas pipelines, equipment and

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
				apparatus including access with or without vehicles
7/2	Work No. 17(a)	Increase in size of plot (+144m2) (Option A)	For the improvement of the A3 southbound carriageway including carriageway resurfacing and modifications to existing infrastructure	For the improvement of the A3 southbound carriageway including carriageway resurfacing and modifications to existing infrastructure
	Work No. 17(b)		For the improvement and widening of the A3 southbound	For the improvement and widening of the A3 southbound
	Work No. 17(d)		For works associated with stopping up access	For works associated with stopping up access
	Work No. 18		For the improvement and widening of the A3 southbound on-slip at the A3 Painshill junction	For the improvement and widening of the A3 southbound on-slip at the A3 Painshill junction
	Work No. 23(i)		For the construction of super span portal gantry or similar signage	For the construction of super span portal gantry or similar signage
	Work No. 40 (Option A)			For the construction of a substitute private access (Option A)
	Work No. 64(g)		To divert, use and maintain utility connections and equipment including water pipelines, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including water pipelines, equipment and apparatus including access with or without vehicles
	Work No. 65(a)		To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
7/2d	Work No. 40 (Option A)	New plot (Option A)		For the construction of a substitute private access (Option A)
7/7	Work No. 17(c)	Increase in size of plot (+353m ²) (Option A)	For works associated with modification of access and installation of barrier gate	For works associated with modification of access and installation of barrier gate
	Work No. 18		For the improvement and widening of the A3 southbound on-slip at the A3 Painshill junction	For the improvement and widening of the A3 southbound on-slip at the A3 Painshill junction
	Work No. 40 (Option A)			For the construction of a substitute private access (Option A)
	Work No. 64(h)		To divert, use and maintain utility connections and equipment including water pipelines, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including water pipelines, equipment and apparatus including access with or without vehicles
	Work No. 65(a)		To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles	To divert, use and maintain utility connections and equipment including telecommunication cables, equipment and apparatus including access with or without vehicles
7/8	Work No. 17(c)	Change of reason for acquisition (Option A)	For works associated with modification of access and installation of barrier gate	For works associated with modification of access and installation of barrier gate
	Work No. 40 (Option A)			For the construction of an substitute private access (Option A)
	Work No. 65(a)		To divert, use and maintain utility connections and equipment including telecommunication cables, equipment	To divert, use and maintain utility connections and equipment including telecommunication cables, equipment

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
			and apparatus including access with or without vehicles	and apparatus including access with or without vehicles

Table B.2: Acquisition of Rights

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
6/23b (Temporary with Permanent Rights)		To provide substitute access to Court Close Farm (Option A) New plot		To construct, operate, access and maintain a diversion to an existing gas pipeline and associated equipment.
7/1a (Temporary with Permanent Rights)		To provide substitute access to Court Close Farm (Option A) New plot		To construct, operate, access and maintain a diversion to an existing gas pipeline and associated equipment.
7/9	Work No. 17(c) Work No. 40 Work No. 40 (Option A)	To provide substitute access to Court Close Farm (Option A)	To construct, operate, access and maintain modifications to the access to the Gas Valve Compound.	To construct, operate, access and maintain modifications to the access to the Gas Valve Compound. To construct, operate and maintain an substitute private means of access

Table B.3: Temporary Possession of Land

Plot Number	DCO Work No.	Nature of change	Purpose for which land is required – DCO submission	Purpose for which land is required – proposed changes to the DCO
2/1	All works	Amendments to use of temporary work site	For the provision of a topsoil and materials storage and structures worksite and for the construction of a bridleway.	For the provision of a topsoil and materials storage, materials processing , structures worksite, traffic management area with welfare facilities , and for the construction of a bridleway.
2/2	All works		For the provision of a topsoil and materials storage and a structures worksite.	For the provision of a topsoil and materials storage, structures worksite traffic management area and welfare facilities .
2/3	All works Work No. 34		For the provision of a topsoil and materials storage and a structures worksite and for the construction of a bridleway.	For the provision of a topsoil and materials storage, structures worksite traffic management area, welfare facilities and for the construction of a bridleway.
2/4	All works		For the provision of a topsoil and materials storage and a structures worksite.	For the provision of a topsoil and materials storage, structures worksite traffic management area and welfare facilities .
2/6	All works Work No. 34			For the provision of a topsoil and materials storage, traffic management area with welfare facilities and a structures worksite and for

				the construction of a bridleway.
7/2a (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).
7/2b (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).
7/2c (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).
7/2e (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).
7/2f (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).
7/7a (Temporary Possession)	Work No. 40 (Option A)	Amendments for substitute access to Court Close Farm (Option A) New plot		To provide working space for the substitute access to Court Close Farm (Option A).

<p>24/4a (Temporary Possession)</p>	<p>Work No. 50(a) Work No. 50(b)</p>	<p>Incorporation of visibility splay Increase in size of plot (+553m²)</p>	<p>To provide working space to tie-in Elm Lane to Old Lane and to install two toad underpasses and associated reptilian fencing along Old Lane.</p>	<p>To provide working space to tie-in Elm Lane to Old Lane and to install two toad underpasses and associated reptilian fencing along Old Lane. To provide working space to clear trees and other vegetation to create a visibility splay</p>
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Appendix C. Schedule of interests in the land and progress of negotiations with persons subject to compulsory acquisition and temporary possession powers

Landowner Name	Type of Interest	Permanent/Temporary	Plot refs (original DCO)	Plot Refs (proposed DCO change in red)	Status of Negotiation with Land Interest
Agnes Patricia Engelen	CAT 1	Permanent Rights with Temporary Possession	6/23a	6/23a, 6/23b	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 5 March 2020.
		Title Acquisition	6/23	6/23	
Andrew Neal Macateer	CAT 1	Permanent Rights with Temporary Possession	7/9, 7/10, 7/15, 7/15a, 7/17	7/9, 7/10, 7/15, 7/15a, 7/17	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 20 March 2020.
		Temporary Possession	7/12, 7/13, 7/13a	7/12, 7/13, 7/13a	
		Title Acquisition	7/8, 7/11, 7/11a, 7/11b	7/8, 7/11, 7/11a, 7/11b	
Elmbridge Borough Council <i>[Affected interests are CAT 2 and thus not</i>	CAT 1	Permanent Rights with Temporary Possession	8/5c	8/5c	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation

<u><i>captured in this table or the original SOR table</i></u>					was received from the interested party on 3 April 2020.
		Temporary Possession	6/18, 6/21a, 6/21b	6/18, 6/21a, 6/21b	
		Title Acquisition	6/18a, 6/21, 7/29	6/18a, 6/21, 7/29	
Painshill Park Trust Limited <u><i>[Affected interests are CAT 2 and thus not captured in this table or the original SOR table]</i></u>	CAT 1	Permanent Rights with Temporary Possession	8/5c	8/5c	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 20 March 2020.
		Temporary Possession	6/18, 6/21a, 6/21b	6/18, 6/21a, 6/21b	
		Title Acquisition	6/18a, 6/21, 7/29	6/18a, 6/21, 7/29	
Robert David Macateer	CAT 1	Permanent Rights with Temporary Possession	7/9, 7/10, 7/15, 7/15a, 7/17	7/9, 7/10, 7/15, 7/15a, 7/17	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 20 March 2020.
		Temporary Possession	7/12, 7/13, 7/13a	7/12, 7/13, 7/13a	
		Title Acquisition	7/8, 7/11, 7/11a, 7/11b	7/8, 7/11, 7/11a, 7/11b	
South Eastern Power Networks plc	CAT 1	Permanent Rights with Temporary Possession	N/A	N/A	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation

<u>[Affected interests are CAT 2 and thus not captured in this table or the original SOR table]</u>					was received from the interested party on 20 March 2020
		Temporary Possession	23/7	23/7	
		Title Acquisition	8/8, 9/5b	8/8, 9/5b	
Southern Gas Networks plc <u>[Affected interests are CAT 2 and thus not captured in this table or the original SOR table]</u>	CAT 1	Permanent Rights with Temporary Possession	7/16	7/16	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 6 April 2020.
		Temporary Possession	7/14	7/14	
		Title Acquisition	7/18	7/18	
Surrey County Council	CAT 1	Permanent Rights with Temporary Possession	11/19, 11/19a, 11/20, 11/21, 11/23, 11/25, 11/25a, 11/29, 12/11, 12/17, 12/1c, 12/23, 12/25, 12/25b, 12/25c, 12/31, 12/34, 12/34a, 12/34b, 12/34c, 12/4, 12/4a, 12/5a, 12/5b, 12/5c, 12/5d, 12/5e, 12/7, 13/10, 13/11, 13/11a, 13/14, 13/15, 13/2, 13/2d, 13/2e, 13/4c, 13/4d, 13/4e, 13/4f, 13/4g, 2/10, 2/12,	11/19, 11/19a, 11/20, 11/21, 11/23, 11/25, 11/25a, 11/29, 12/11, 12/17, 12/1c, 12/23, 12/25, 12/25b, 12/25c, 12/31, 12/34, 12/34a, 12/34b, 12/34c, 12/4, 12/4a, 12/5a, 12/5b, 12/5c, 12/5d, 12/5e, 12/7, 13/10, 13/11, 13/11a, 13/14, 13/15, 13/2, 13/2d, 13/2e, 13/4c, 13/4d, 13/4e, 13/4f, 13/4g, 2/10, 2/12,	SCC confirmed acceptance at meeting 9 March 2020.

			<p>2/12a, 2/13a, 2/14, 2/14a, 2/14b, 2/36, 2/8, 2/9, 20/2, 20/3, 20/4, 21/1, 21/1a, 21/2, 23/1, 25/1, 26/1, 26/2, 3/13, 3/16, 3/19, 3/19a, 3/26a, 3/31, 3/32, 3/37, 3/3a, 3/3b, 3/3d, 3/9, 4/1, 4/10, 4/15a, 4/20, 4/21, 4/22b, 4/23, 4/31, 4/38, 4/3c, 4/3d, 4/30, 4/4, 4/41, 4/43, 4/43a, 4/43b, 4/43c, 4/43d, , 4/47, 4/47a, 4/47b, 4/47d, 4/48a, 4/49a, 4/4a, 4/4b, 4/51, 4/51a, 4/52, 4/54, 4/61, 4/63, 4/72, 4/79a, 5/12a, 5/12b, 5/12c, 5/13a, 5/13b, 5/13c, 5/1c, 5/1d, 5/21, 5/21a, 5/24, 5/24a, 5/30, 5/7, 5/7a, 5/7c, 5/7d, 5/7e, 5/8, 5/8a, 5/8b, 6/1b, 6/2, 6/2b, 6/3a, 6/9, 7/23, 8/11, 8/12</p>	<p>2/12a, 2/13a, 2/14, 2/14a, 2/14b, 2/36, 2/8, 2/9, 20/2, 20/3, 20/4, 21/1, 21/1a, 21/2, 23/1, 25/1, 26/1, 26/2, 3/13, 3/16, 3/19, 3/19a, 3/26a, 3/31, 3/32, 3/37, 3/3a, 3/3b, 3/3d, 3/9, 4/1, 4/10, 4/15a, 4/20, 4/21, 4/22b, 4/23, 4/31, 4/38, 4/3c, 4/3d, 4/30, 4/4, 4/41, 4/43, 4/43a, 4/43b, 4/43c, 4/43d, , 4/47, 4/47a, 4/47b, 4/47d, 4/48a, 4/49a, 4/4a, 4/4b, 4/51, 4/51a, 4/52, 4/54, 4/61, 4/63, 4/72, 4/79a, 5/12a, 5/12b, 5/12c, 5/13a, 5/13b, 5/13c, 5/1c, 5/1d, 5/21, 5/21a, 5/24, 5/24a, 5/30, 5/7, 5/7a, 5/7c, 5/7d, 5/7e, 5/8, 5/8a, 5/8b, 6/1b, 6/2, 6/2b, 6/3a, 6/9, 7/23, 8/11, 8/12</p>	
		Temporary Possession	<p>1/14, 1/30, 11/11, 11/26, 12/1d, 12/25a, 12/25d, 12/5, 13/1, 13/1a, 2/11, 2/13, 2/26, 2/30, 2/31, 2/32, 2/33, 20/1a, 23/5, 23/6, 23/7, 24/1, 24/2, 24/4, 24/4b, 24/4c, 26/2a, 3/13a, 3/19b, 3/24, 3/3, 3/33, 3/34, 3/37a, 3/3c, 3/7, 4/15b, 4/19, 4/22, 4/22a, 4/24, 4/25, 4/27, 4/3, 4/30a, 4/32, 4/3a, 4/3b, 4/40, 4/40a, 4/42, 4/45, 4/46a,</p>	<p>1/14, 1/30, 11/11, 11/26, 12/1d, 12/25a, 12/25d, 12/5, 13/1, 13/1a, 2/11, 2/13, 2/26, 2/30, 2/31, 2/32, 2/33, 20/1a, 23/5, 23/6, 23/7, 24/1, 24/2, 24/4, 24/4b, 24/4c, 26/2a, 3/13a, 3/19b, 3/24, 3/3, 3/33, 3/34, 3/37a, 3/3c, 3/7, 4/15b, 4/19, 4/22, 4/22a, 4/24, 4/25, 4/27, 4/3, 4/30a, 4/32, 4/3a, 4/3b, 4/40, 4/40a, 4/42, 4/45, 4/46a,</p>	

			4/46b, 4/48, 4/48b, 4/49, 4/49b, 4/4c, 4/52a, 4/57, 4/58, 4/62, 4/64, 4/65, 4/66a, 4/69, 4/74, 4/80, 4/88, 5/1, 5/11, 5/12, 5/13, 5/2, 5/22, 5/23, 5/2a, 5/31, 5/7b, 5/9, 6/13a, 6/2a, 6/5, 6/5a, 8/27, 8/28, 8/29, 8/30, 9/10, 9/4, 9/7, 9/8, 9/9	4/46b, 4/48, 4/48b, 4/49, 4/49b, 4/4c, 4/52a, 4/57, 4/58, 4/62, 4/64, 4/65, 4/66a, 4/69, 4/74, 4/80, 4/88, 5/1, 5/11, 5/12, 5/13, 5/2, 5/22, 5/23, 5/2a, 5/31, 5/7b, 5/9, 6/13a, 6/2a, 6/5, 6/5a, 8/27, 8/28, 8/29, 8/30, 9/10, 9/4, 9/7, 9/8, 9/9	
		Title Acquisition	1/10, 1/16, 1/17, 1/19, 1/20, 1/23, 1/24, 1/29, 1/41, 1/5, 1/7, 1/8, 10/1a, 11/27, 11/27a, 11/28, 12/1, 12/14, 12/16, 12/1a, 12/1b, 12/3, 12/32, 13/1b, 13/2a, 13/2b, 13/2c, 13/4, 13/4a, 15/4, 17/1, 18/1, 2/16, 2/17, 2/17a, 2/17b, 2/20, 2/20a, 2/29, 2/30a, 3/12, 3/17, 3/21, 3/23, 3/8, 4/15, 4/17, 4/18, 4/18a, 4/26, 4/39, 4/5, 4/59, 4/5a, 4/8, 4/85, 4/87, 4/9, 5/10, 5/14, 5/19, 5/1a, 5/20, 5/5, 6/3, 6/7, 6/8, 8/10, 8/14, 8/9, 8/9a	1/10, 1/16, 1/17, 1/19, 1/20, 1/23, 1/24, 1/29, 1/41, 1/5, 1/7, 1/8, 10/1a, 11/27, 11/27a, 11/28, 12/1, 12/14, 12/16, 12/1a, 12/1b, 12/3, 12/32, 13/1b, 13/2a, 13/2b, 13/2c, 13/4, 13/4a, 15/4, 17/1, 18/1, 2/16, 2/17, 2/17a, 2/17b, 2/20, 2/20a, 2/29, 2/30a, 3/12, 3/17, 3/21, 3/23, 3/8, 4/15, 4/17, 4/18, 4/18a, 4/26, 4/39, 4/5, 4/59, 4/5a, 4/8, 4/85, 4/87, 4/9, 5/10, 5/14, 5/19, 5/1a, 5/20, 5/5, 6/3, 6/7, 6/8, 8/10, 8/14, 8/9, 8/9a	
Surrey Wildlife Trust <i>[Affected interests are CAT 2 and thus not captured in this table or the original SOR table]</i>	CAT 1	Permanent Rights with Temporary Possession	11/23, 11/25, 11/25a, 11/29, 12/11, 12/1c, 12/23, 12/25, 12/25b, 12/25c, 12/34, 12/34a, 12/34b, 12/34c, 12/4, 12/4a, 12/5a, 12/5b, 12/5c, 12/5d, 12/5e, 12/7, 13/11, 13/11a,	11/23, 11/25, 11/25a, 11/29, 12/11, 12/1c, 12/23, 12/25, 12/25b, 12/25c, 12/34, 12/34a, 12/34b, 12/34c, 12/4, 12/4a, 12/5a, 12/5b, 12/5c, 12/5d, 12/5e, 12/7, 13/11, 13/11a,	SWT, who maintain the land on behalf of SCC, were in attendance at the meeting 9 March 2020 at which SCC confirmed acceptance. The change, including the need for additional temporary possession, is being discussed with SWT as part of

			13/14, 13/15, 13/2, 13/2d, 13/2e, 13/4c, 13/4d, 13/4e, 13/4f, 13/4g, 2/12, 2/12a, 2/13a, 2/36, 2/8, 20/2, 20/3, 20/4, 21/1, 21/1a, 21/2, 25/1, 26/1, 26/2, 3/13, 3/16, 3/19, 3/19a, 3/26a, 3/31, 3/3a, 3/3b, 3/3d, 3/9, 4/1, 4/10, 4/15a, 4/21, 4/22b, 4/23, 4/30, 4/31, 4/38, 4/4, 4/41, 4/43, 4/43a, 4/43b, 4/43c, 4/43d, 4/47, 4/47a, 4/47b, 4/47d, 4/48a, 4/49a, 4/4a, 4/51, 4/51a, 4/52, 4/54, 4/61, 4/72, 5/12a, 5/12b, 5/12c, 5/13a, 5/13b, 5/13c, 5/1c, 5/1d, 5/21, 5/21a, 5/24, 5/24a, 5/30, 5/7, 5/7a, 5/7c, 5/7d, 5/7e, 5/8, 5/8a, 5/8b, 6/1b, 6/2, 6/2b, 6/3a, 6/9	13/14, 13/15, 13/2, 13/2d, 13/2e, 13/4c, 13/4d, 13/4e, 13/4f, 13/4g, 2/12, 2/12a, 2/13a, 2/36, 2/8, 20/2, 20/3, 20/4, 21/1, 21/1a, 21/2, 25/1, 26/1, 26/2, 3/13, 3/16, 3/19, 3/19a, 3/26a, 3/31, 3/3a, 3/3b, 3/3d, 3/9, 4/1, 4/10, 4/15a, 4/21, 4/22b, 4/23, 4/30, 4/31, 4/38, 4/4, 4/41, 4/43, 4/43a, 4/43b, 4/43c, 4/43d, 4/47, 4/47a, 4/47b, 4/47d, 4/48a, 4/49a, 4/4a, 4/51, 4/51a, 4/52, 4/54, 4/61, 4/72, 5/12a, 5/12b, 5/12c, 5/13a, 5/13b, 5/13c, 5/1c, 5/1d, 5/21, 5/21a, 5/24, 5/24a, 5/30, 5/7, 5/7a, 5/7c, 5/7d, 5/7e, 5/8, 5/8a, 5/8b, 6/1b, 6/2, 6/2b, 6/3a, 6/9	ongoing land acquisition negotiations.
		Temporary Possession	11/11, 11/26, 12/1d, 12/25a, 12/25d, 12/5, 13/1, 13/1a, 2/11, 2/13, 2/33, 20/1a, 23/5, 23/6, 24/4, 24/4a, 24/4b, 24/4c, 26/2a, 3/13a, 3/19b, 3/24, 3/3, 3/3c, 3/7, 4/15b, 4/22, 4/24, 4/25, 4/27, 4/3, 4/30a, 4/32, 4/3a, 4/3b, 4/40, 4/40a, 4/42, 4/45, 4/45a, 4/46a, 4/46b, 4/48, 4/48b, 4/49, 4/49b, 4/52a, 4/57, 4/58, 4/65, 4/69, 4/74, 4/88, 5/1,	11/11, 11/26, 12/1d, 12/25a, 12/25d, 12/5, 13/1, 13/1a, 2/11, 2/13, 2/33, 20/1a, 23/5, 23/6, 24/4, 24/4a, 24/4b, 24/4c, 26/2a, 3/13a, 3/19b, 3/24, 3/3, 3/3c, 3/7, 4/15b, 4/22, 4/24, 4/25, 4/27, 4/3, 4/30a, 4/32, 4/3a, 4/3b, 4/40, 4/40a, 4/42, 4/45, 4/45a, 4/46a, 4/46b, 4/48, 4/48b, 4/49, 4/49b, 4/52a, 4/57, 4/58, 4/65, 4/69, 4/74, 4/88, 5/1,	

			5/11, 5/12, 5/13, 5/2, 5/22, 5/23, 5/2a, 5/31, 5/7b, 5/9, 6/13a, 6/2a, 6/5, 6/5a	5/11, 5/12, 5/13, 5/2, 5/22, 5/23, 5/2a, 5/31, 5/7b, 5/9, 6/13a, 6/2a, 6/5, 6/5a	
		Title Acquisition	1/25, 1/41, 11/27, 11/27a, 11/28, 12/1, 12/14, 12/16, 12/1a, 12/1b, 12/3, 13/1b, 13/2a, 13/2b, 13/2c, 13/4, 13/4a, 2/17, 2/17a, 2/17b, 2/20, 2/20a, 2/29, 3/12, 3/17, 3/21, 3/8, 4/15, 4/17, 4/18, 4/26, 4/39, 4/5, 4/59, 4/5a, 4/8, 4/87, 4/9, 5/10, 5/14, 5/19, 5/1a, 5/20, 5/26a, 5/5, 6/3, 6/7, 6/8	1/25, 1/41, 11/27, 11/27a, 11/28, 12/1, 12/14, 12/16, 12/1a, 12/1b, 12/3, 13/1b, 13/2a, 13/2b, 13/2c, 13/4, 13/4a, 2/17, 2/17a, 2/17b, 2/20, 2/20a, 2/29, 3/12, 3/17, 3/21, 3/8, 4/15, 4/17, 4/18, 4/26, 4/39, 4/5, 4/59, 4/5a, 4/8, 4/87, 4/9, 5/10, 5/14, 5/19, 5/1a, 5/20, 5/26a, 5/5, 6/3, 6/7, 6/8	
The Guide Association Trust Corporation	CAT 1	Permanent Rights with Temporary Possession	-	7/1a,	Letter was sent on 03/03/2020 to inviting confirmation from landowner they were happy to include this land as part of Option A. Confirmation was received from the interested party on 24 March 2020.
		Temporary Possession		7/2a, 7/2b, 7/2c, , 7/2e, 7/2f, 7/7a	
		Title Acquisition	7/1, 7/2, 7/7	7/1, 7/1b, 7/2, 7/2d, 7/7	

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