

M25 junction 10/A3 Wisley interchange TR010030

5.1 Consultation Report Main report

Section 37(3) and Regulation 5(2)(q) Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

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

M25 junction 10/A3 Wisley interchange

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

5.1 CONSULTATION REPORT

Regulation Number:	Section 37(3)(c) Planning Act 2008 Section 37 (7) Planning Act 2008 Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010030
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EXECUTIVE SUMMARY

Highways England, also referred to as “the Applicant”, proposes to make improvements to the M25 junction 10/A3 Wisley interchange and upgrade the A3 between Ockham Park Junction and Painshill Junction in order to:

- Improve journey time reliability and reduce delay;
- Improve safety and reduce both collision frequency and severity;
- Improve crossing facilities for pedestrians, cyclists and horse riders and incorporate safe, convenient, accessible and attractive routes;
- Minimise impacts on the surrounding local road network; and
- Support projected population and economic growth in the area.

This Scheme is part of the Government’s Roads Investment Strategy (RIS), which will ensure key corridors of the strategic road network can be upgraded and delivered in a way which minimises disruption and keeps road users moving.

The preferred route announcement for the Scheme was made on 29 November 2017. This followed a 9-week consultation (between 5 December 2016 and 6 February 2017) on two proposed options, Option 9 and Option 14. The public were also asked to consider whether Highways England had taken the right decision to reject a further option, Option 16. The consultation found an overall preference for Option 9. This consultation was not a statutory consultation under the Act.

The Scheme has since evolved. Although there was strong support for Option 9, there were a number of significant concerns about its environmental impact. As such, a design solution was developed (based on Option 14) that meets the Scheme transport and safety objectives, but with significantly less environmental impact than Option 9. This was the Scheme presented in the preferred route announcement.

Design changes enabled the elongated roundabout to improve safety by removing the need for traffic lights on the left turn slip roads. The Scheme also provided improved crossing points for pedestrians, cyclists and horse riders on dedicated bridges, separated from the traffic, minimising the risk of collisions. In addition, side road options and land requirements were further defined.

In October 2017 the Government announced the results of its review of the RIS to ensure key corridors of the network can be delivered in a way to minimise disruption and keep road users moving. As a result, this Scheme must also incorporate works to increase the number of lanes running through M25 junction 10, by utilising the hard shoulder (this Scheme is known as the M25 junction 10 to junction 16 smart motorway Project).

Consultation requirements

The Planning Act 2008 (the Act) ,Part 5 Chapter 2 *Pre-application Procedure* lays out a number of consultation requirements for Nationally Significant Infrastructure Projects (NSIPs), including the duty to consult with the local community, statutory consultees, landowners, local authorities and other non-statutory consultees on the proposed development.

Section 49 of the Act requires the Applicant to have regard to responses received as a result of statutory consultation. Section 37(3)(c) requires that an application for a

Development Consent Order (DCO) must be accompanied by a consultation report. Section 50 of the Act requires the applicant to have regard to any guidance issued by the Secretary of State about pre-application procedure.

Guidance is provided by the Planning Inspectorate's Advice note 14: Compiling the consultation report (April 2012), and Department for Communities and Local Government's (MHCLG) Pre-application process guidance (March 2015) ("MHCLG guidance").

Programme of engagement and consultation

From the start of pre-application stage in April 2016, the Applicant undertook a 22-month programme of non-statutory engagement, including the non-statutory consultation and preferred route announcement (November 2017). This programme was designed to meet the needs of people and groups with either technical or non-technical knowledge, as well as those with or without experience of the planning process.

The statutory consultation took place between 12 February and 26 March 2018 for Section 42, 47 and 48 consultees and one period in 16 March and 19 April 2018 for eight additional land interests. A further period of targeted consultation was undertaken between 14 November and 14 December 2018, followed by a second additional targeted consultation from 3 April to 3 May 2019.

Table E. 1: Summary of Consultation Activities

Non-Statutory Consultation – 2017	
Consultation Activity Undertaken:	Date:
Meetings with statutory and non-statutory stakeholders	April 2016 to November 2017
Non-statutory public consultation	5 December 2016 to 6 February 2017
Preferred Route Announcement	29 November 2017
Statutory Consultation – 2018	
Meetings with statutory stakeholders and landowners	December 2018 to February 2018
Statutory public consultation	12 February 2018 to 26 March 2018
Meetings and ongoing engagement with statutory stakeholders and landowners	March 2018 to May 2019
Non-statutory consultation 2018 & 2019	Date:
Targeted consultation	14 November to 14 December 2018
Additional targeted consultation	3 April to 3 May 2019

Statement of Community Consultation

As required under Section 47 of the Act, the Applicant drafted a Statement of Community Consultation (SoCC) setting out how formal consultation would be carried out with the local community, residents, businesses and visitors in the Scheme's vicinity.

Elmbridge Borough Council, Guildford Borough Council and Surrey County Council were consulted on the draft SoCC in December 2017 and January 2018. Highways England also provided the Inspectorate with a draft copy.

Highways England carefully considered the comments received from Elmbridge Borough Council, Guildford Borough Council and Surrey County Council in response to the draft SoCC and where applicable incorporated their recommendations. These comments are available in Chapter 5. The Inspectorate advised of no changes required to the SoCC. The revised final SoCC was published on the Highways England website in full and an advert notification advising the community of the SoCC was published in the local press in compliance with Section 47(6) of the Act.

Consultation with statutory consultees (Section 42)

Section 42 of the Act requires the applicant to consult with the prescribed consultees (Section 42 (1)(a)), landowners, those with an interest in the land and those who would or might be entitled to make a relevant claim under Section (42 (1)(d)) and relevant local authorities (Section 42 (1)(b)).

Highways England undertook formal, statutory, consultation with the Section 42 consultees for a period of 6 weeks from 12 February 2018 to 26 March 2018. Highways England received a total of 18 responses to the Section 42 consultation from Prescribed Bodies.

An additional four-week consultation was conducted under Section 42 of the Act, between 16 March 2018 and 19 April 2018. This related specifically to new land interests related to the Red Line Boundary following identification of additional parties with land interests resulting from further title investigation work.

A period of targeted consultation was undertaken between 14 November 2018 and 14 December 2018. The statutory element of consultation was targeted towards affected landowners under Section 44 of the Act, and Prescribed Bodies under Section 42(1)(a) of the Act whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design changes – either where new land parcels came within the revised Red Line Boundary or where previously identified land take requirements changed.

The non-statutory activity applied to those parties whose land now falls outside the Red Line Boundary altogether as a result of Scheme design changes.

Statutory undertakers, prescribed under Section 42 (1)(a) of the Act who are responsible for services, equipment or apparatus likely to be affected by any of the design changes, were also informed of the consultation in a non-statutory basis.

Prescribed Bodies were also contacted by letter to inform them of design changes which may or may not affect the issues which they have a statutory responsibility to consider and respond on. This was a non-statutory activity.

Consultation with local community (Section 47)

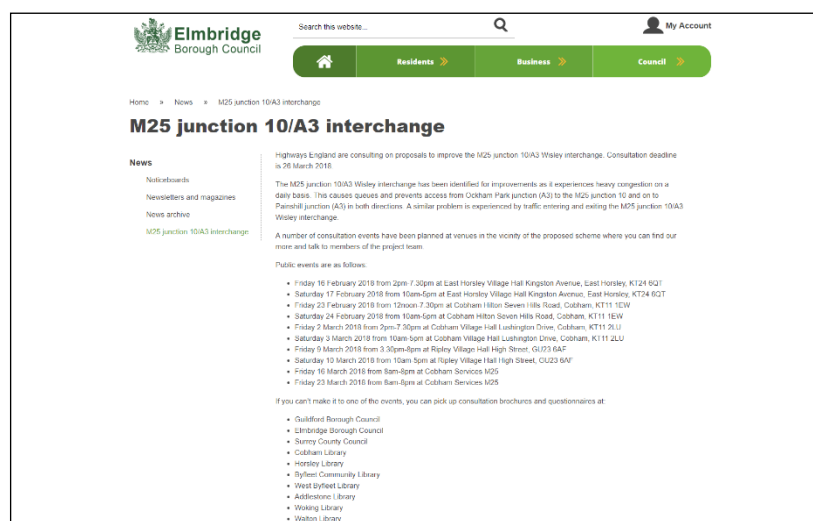
Section 47 of the Act requires the applicant to consult the local community, defined as 'those living in the vicinity of the land'. For the purposes of the M25 junction 10/A3 Wisley interchange Scheme statutory consultation this included the wider communities in and around Wisley, Ockham, Horsley, Ripley, Painshill and Cobham.

Highways England undertook a statutory consultation on the Scheme for six weeks from 12 February 2018 to 26 March 2018. The consultation was carried out in accordance with

the published SoCC, in partnership with Elmbridge Borough Council, Guildford Borough Council and Surrey County Council and in line with Highways England's communications strategy.

An extensive communication programme was undertaken to raise awareness of the consultation. A variety of channels were covered including advertising in the Surrey Advertiser, London Gazette and The Times newspapers, writing to businesses and residents, stakeholder organisations and groups, emailing 5,575 registered interested parties, and using Elmbridge Borough Council, Guildford Borough Council and Surrey County Council's digital channels. A mailout to over 96,000 residents and businesses located in the vicinity of the Scheme and the area surrounding the Scheme was also undertaken.

Figure E.1: Example of publicity on local authority website



During the six-week consultation period, public exhibitions were held on ten separate days at locations in and around the Scheme's location. 1,108 people attended the events which took place from 16 February 2018 to 23 March 2018. The events provided an opportunity for local people to talk to the project team, pick up a questionnaire and respond to the consultation.

Highways England received a total of 1,931 responses to the Section 47 consultation, of which 1,726 included questionnaire responses, and 205 from non-statutory stakeholder consultees.

Publicity notices (Section 48)

Section 48 requires the applicant to publicise the proposed application in the prescribed manner in national and regional newspapers as set out in Regulation 4, of the Infrastructure (Applications: Prescribed Forms and Procedure) Regulations 2009 ("the APFP Regulations").

Highways England undertook formal Section 48 consultation for a period of six weeks from 12 February to 26 March 2018.

A copy of the Section 48 notice was provided to consultees in compliance with Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations").

Highways England received no responses to the Section 48 consultation.

Having regard to consultation responses

Highways England used a collaborative approach to having regard to the consultation responses received. A database of all Section 42 and Section 47 responses was compiled, requiring each specialist project discipline to provide commentary on each response. The commentary was shared throughout the project team and challenged by the project stakeholder team to ensure the appropriate action was taken with each.

The main issues arising from the responses were then considered in detail in a workshop on 25 May 2018, and necessary changes to the design agreed in accordance with Section 49 of the Act. A summary of the design changes was circulated throughout all of the project discipline teams to ensure a full understanding of the impact of the statutory public consultation on the development of the Scheme.

Annexes H and I sets out the responses received and demonstrates the regard taken to comments received.

Environmental Impact Assessment (EIA) requirements

An EIA has been carried out in respect of the Scheme and is presented in the Environmental Statement accompanying the DCO application. The EIA regulations set out various requirements to be undertaken as part of pre-application consultation compliance. PINs Advice Note 7: EIA: Process, Preliminary Environmental Information relates to the screening and scoping under the EIA Regulations. Chapter 7 of this report demonstrates compliance with the EIA Regulations.

Outcomes of statutory consultation

The 1,978 responses received from the Section 42, Section 47 and Section 48 consultations have assisted in shaping the Scheme and making for a well-informed DCO application. Key changes that have been incorporated in the Scheme design since statutory consultation are summarised in Table E.2.

Annex H and I details the consultation responses and summarises Highways England's response.

Table E.2: Key design changes as a result of Statutory consultation feedback

Design change	Reason for change	Impact on the Scheme
Two lanes on the entry to Ockham Park Junction from Ockham Road North.	Consultation responses expressed concern about the safe operation of the roundabout and impact on Ockham Road North.	Improved safety and traffic flow at Ockham Park Junction.
Traffic signals on all arms of Ockham Park Junction.	Consultation responses expressed concern about the safe operation of the roundabout.	Improved safety and traffic flow at Ockham Park Junction.
Non-Motorised User (NMU) route provided to link new Wisley Lane to Portsmouth Road.	Consultation responses expressed concern about the lack of NMU facilities at Ockham Park Junction.	Improved safety for all users at Ockham Park Junction.
NMU route placed on the right-hand side of the new Wisley Lane.	Places NMUs on the safer side of the corner towards the new Wisley Lane bridge over the A3.	Improvements to safety for pedestrians and cyclists.
Revised entry into RHS Garden Wisley.	Developed in dialogue with RHS Garden Wisley.	Improved entry into RHS Garden Wisley, including the provision of a bus stop to serve the gardens.
NMU route moved to the west side of the A3.	Responding to consultee concern about environmental impact – removing the need to build a route through Bolder Mere and by combining the gas main pipe and NMU route.	Reducing the environmental impact of the Scheme.
An auxiliary lane has been provided at the Old Lane/A3 slip roads.	Responding to concerns raised at the statutory public consultation regarding the safety of a future Old Lane entry to/exit from the A3.	Improving the safety of the Old Lane entry/exit on to the A3.
Redesign and classification of Redhill Road Bridge to become NMU access only and reduce visual impact on the Gothic Tower.	Responding to concerns raised at the statutory public consultation with regard to impacts on the Gothic Tower.	The new design to the Redhill Bridge as a bridleway makes it thinner and lower, therefore reducing visual impact on the nearby Gothic Tower in Painshill Park and reducing the land needed from the SSSI and common. This significantly reduces the impact on the setting of the listed Gothic Tower in Painshill Park re-routing it away from this part of the park.

EIA and PEIR

The Scheme constitutes EIA development, as defined by the EIA Regulations, and an Environmental Statement (ES) is required to be submitted as part of the DCO application under Regulation 5(2)(a) of the APFP Regulations.

The EIA scoping process commenced in September 2017 and a request for a scoping opinion in the form of a letter to the Inspectorate, was submitted on 8 December 2018 (see Annex B). A scoping opinion from the Inspectorate was provided on 22 January 2018.

Engagement with consultees in the non-statutory engagement stage assisted with the production of the Preliminary Environmental Impact Report (PEIR) which was published in February 2018.

The SoCC included information on the PEIR and informed the community that the document would be available as part of the community consultation material.

Compliance

Highways England has complied with the requirements of:

- Sections 37, 42, 45, 46, 47, 48, 49 and 50 of the Planning Act 2008
- Infrastructure Planning (Applications: Prescribed Forums and Procedure Regulations) 2009
- Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
- The Planning Inspectorate's advice note 14: Compiling the Consultation Report

Chapters 3 and 8 of this report set out the relevant requirements and Highways England's approach to the consultation in detail, please see Chapter 9, Table 9.1 Compliance with the Act, Regulations and Guidance.

Conclusion

Early non-statutory engagement and formal consultation on the Scheme played an important part in challenging and influencing the Scheme design, including environmental mitigation measures.

Highways England has had regard to all responses and this report demonstrates that compliance with the relevant legislative requirements.

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1. Introduction

1.1. Purpose of this document

- 1.1.1. This consultation report relates to the M25 junction 10/A3 Wisley interchange Improvement Scheme. In seeking the legal powers to construct the Scheme, Highways England is making an application to the Secretary of State for a DCO. This report forms part of our DCO application and provides an account of the consultation activities undertaken in respect of the Scheme. It has been produced in accordance with section 37(3)(c) and (7) of the Act, which requires all applications for a DCO to be accompanied by a consultation report.
- 1.1.2. This report explains how we have complied with the consultation requirements set out in the Act and provides an account of:
- Non-statutory engagement undertaken and the influence on the design development of the Scheme;
 - The programme of statutory consultation carried out in compliance with section 42, 47 and 48 of the Act;
 - Responses received during the statutory consultation; and
 - How those responses have been taken into account in developing the Scheme.
- 1.1.3. This report also explains how Highways England has complied with guidance issued by the Ministry for Housing, Communities and Local Government (MHCLG) in undertaking its pre-application consultation.

1.2. The Scheme

- 1.2.1. The Applicant is responsible for the operation, maintenance and improvements to England's motorways and major roads, including the delivery of the Government's RIS published in 2014 by the Department for Transport. The Scheme is one of the projects outlined within the RIS. The authorised development comprises two Nationally Significant Infrastructure Projects as defined in sections 14 and 22 of the 2008 Act; one relating to the alteration of the M25 and the other to the alteration of the A3; and associated development as defined in section 115(2) of the 2008 Act in relation to both.
- 1.2.2. The M25 junction 10/A3 Wisley interchange has been identified for improvements as it experiences heavy congestion on a daily basis and has a poor safety record. Congestion and incidents causes queues and prevents access from Ockham Park Junction (A3) to the M25 junction 10 and on to Painshill Junction (A3) in both directions. A similar problem is experienced by traffic entering and exiting the M25 junction 10/A3 Wisley interchange.
- 1.2.3. An explanation of the Scheme objectives and a detailed description of the Scheme proposals can be found in the 'Introduction to the Application' (application document TR010030/APP/1.2). In summary, the Scheme is needed to reduce congestion, improve safety, support planned housing and economic growth and improve walking and cycling provision. The key features of the Scheme include:
- Alteration and upgrading of the existing M25 junction 10 roundabout,

including: elongation and widening of the circulatory carriageway to increase capacity for right-turning traffic; realignment, lengthening and widening of the junction entry and exit slip roads; and demolition of redundant bridge structures;

- Provision of four new dedicated free-flow slip lanes at M25 junction 10, to enable all left-turning traffic to pass through the junction unimpeded by traffic signals;
- Conversion of the existing hard shoulders on the M25 through junction 10 to provide an additional running lane for traffic in both directions, including emergency refuge areas and associated modifications to M25 gantries, signage and road markings;
- Widening of the A3 to dual four lanes between the Ockham Park junction and the Painshill junction, except where the A3 crosses over M25 junction 10, which will remain as two lanes in each direction;
- New sign gantries on the A3 to provide variable speed limits and lane control between Ockham Park and Painshill junctions;
- Widening of the A245 Byfleet Road to dual three lanes between the Painshill junction and Seven Hills Road to the west;
- Provision of two new dedicated slip lanes at the Painshill junction, to enable traffic leaving the northbound A3 to join the westbound A245 and traffic leaving the eastbound A245 to join the northbound A3 to avoid having to use the roundabout;
- Improvement of the Ockham Park junction, including installation of traffic signals at the entries to the roundabout and for new crossing facilities for pedestrians and cyclists;
- Modification of A3 side road junctions, including: improvement of the Old Lane junction; closure of the Wisley Lane junction and construction of a new road bridging over the A3 to connect Wisley Lane with the A3 at Ockham Park junction; and closure of the Elm Lane junction and provision of an alternative access to Elm Corner via Old Lane and an improved section of Byway Open to All Traffic;
- Closure of private accesses from the A3 carriageways and the provision of substitute local access arrangements, including: a substitute access for properties between Redhill Road and Seven Hills Road (South) via a new road running alongside the A3 northbound carriageway; a substitute access for properties on the edge of Painshill Park via the A3 southbound on-slip; and a substitute access for properties at Wisley Common from Old Lane and crossing the A3 via the replacement Cockcrow Overbridge;
- Provision of new and improved facilities for pedestrians, cyclists and horse riders, including: a new 5.8km long route along the A3 corridor between Ockham Park and Painshill junctions; new and replacement bridges for the benefit of non-motorised users to cross both the M25 and the A3; and new and upgraded public rights of way in the area around M25 junction 10;
- Provision of replacement common land and open space in exchange for that needing to be acquired for the Scheme; and

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

1.3. Scheme objectives

1.3.1. The objectives of this project are to:

- Support any projected traffic increases from other committed schemes on the strategic road network and avoid or mitigate against causing adverse effects elsewhere on the Local Road Network;
- Throughout the design and delivery stages, the scheme should ensure that customers and communities are fully considered. Specifically, this should include:
 - Understanding the needs of all segments of customers (including vulnerable users), stakeholders and partners
 - Responding to those needs such that the end product delivers an improved customer experience
 - Assessing the impact of works on road users and communities, minimising disruption and delivering appropriate mitigation measure. The assessment should look at issues through customer's eyes;
- Reduce the average delay (time lost per vehicle per mile) on the mainline A3 and on M25 through junction running;
- Smooth the flow of traffic by improving journey time reliability on the mainline A3;
- Reduce annual collision frequency and severity ratio on the main line A3, slip roads and M25 junction10 gyratory;
- Support the projected population and economic growth in the area;
- Support walking and cycling by incorporating safe, convenient, accessible and attractive routes for pedestrians, cyclists and equestrians and improving crossing facilities;
- Take account of the concerns of local communities and other key stakeholders raised during consultations;
- Support compliance with the UK's legally binding limits and targets on air quality and water quality status and support targets to cut greenhouse gas emissions and objectives for local air quality management areas;
- Avoid, mitigate and compensate for adverse effects on the integrity of the Thames Basin Heaths Special Protection Area and other statutory designated nature conservation sites and promote opportunities;
- Recognise the significance of designated heritage assets close to the route

of the scheme, including at Painshill Park and at RHS Gardens Wisley through incorporating suitable mitigation and/or design measures to avoid or reduce significant harm;

- Improve the quality of life for nearby residents, through addressing the effects of noise on people in the declared noise important area's and ensuring that significant noise effects are mitigated; and
- Ensure through good design, that an appropriate balance is achieved between functionality and the scheme's contribution to the quality of the surrounding environment, addressing existing problems wherever feasible, avoiding, mitigating or compensating for significant adverse impacts and promoting opportunities to deliver positive environmental outcomes.

1.4. Summary of engagement and consultation activities

- 1.4.1. Communicating simply and efficiently with all stakeholders has been an essential part of the development of the Scheme. Both non-statutory and statutory consultations were undertaken to define the final route and engage the local community once the route was announced. There has been ongoing engagement with stakeholders outside the consultation periods with meetings, webinars and correspondence via phone and email. The consultation timeline is shown in Figure 1.1. and Tables 2.1 to 2.6 shows details of engagement activity.
- 1.4.2. In addition to the formal non-statutory and statutory periods of consultation, ongoing engagement meetings were held with a wide range of stakeholders. These regular meetings enabled the project team to inform stakeholders of Scheme progress and design updates as well as enabling stakeholders in turn, to advise the project team of new issues or opportunities that could impact on Scheme design.
- 1.4.3. A compliance table is included in Chapter 9, Table 9.1 to demonstrate how consultation requirements have been addressed.

Figure 1.1: Flow diagram of consultation and engagement



2. Non-statutory consultation and ongoing engagement

2.1. Introduction

- 2.1.1. This chapter describes the non-statutory engagement and consultation that Highways England undertook during the period from March 2016 to May 2019.
- 2.1.2. Engagement on the proposals first commenced in March 2016 and was undertaken with:
- Those parties who would likely be consulted at the formal, statutory consultation stage under section 42 of the Act, including those listed in Schedule 1 of the APFP Regulations and identified landowners based on a draft Red Line Boundary for each of the options being presented at this early non-statutory stage; and
 - Other stakeholders including local community groups and representatives and suppliers responsible for the existing highways infrastructure.
- 2.1.3. For the purposes of this chapter the consultees who would also then be consulted at the formal consultation stage under section 42 will be named 'statutory consultees' and other stakeholders will be named 'non-statutory stakeholders'.
- 2.1.4. For further details on the topics raised please refer to the Non-Statutory Consultation report Annex A.1.7.

2.2. Scope of engagement

- 2.2.1. It was recognised at an early stage that the views and opinions of local groups, local authorities and other key stakeholders would be important in shaping the Scheme as it was developed towards the DCO submission.
- 2.2.2. A list of stakeholders was developed, contact details ascertained and locations identified, and used to create the Scheme stakeholder database. Stakeholders were grouped by their status, for example host local authority (relating to both upper and lower tier local authorities within which the Scheme sits), prescribed body and non-statutory consultee. The database was used to identify the key statutory and non-statutory stakeholders, refine which engagement tools should be used with each stakeholder group and map out the proposed approach to engagement.
- 2.2.3. A collaborative approach to engagement was developed with key stakeholders such as the host local authorities and the Statutory Environmental Bodies. An environment of open and regular dialogue with these organisations was maintained through the Scheme development.
- 2.2.4. To help disseminate information to interested groups and organisations, a stakeholder forum was set up, with webinars held several times throughout the course of the preliminary design stage of the project.
- 2.2.5. Summaries of all the meetings held with stakeholders can be found in Tables 2.1 to 2.6 below.

2.3. Engagement approach

- 2.3.1. Statutory consultees and non-statutory stakeholder groupings were identified at the commencement of the pre-application process (these are discussed further below). Details of specific meetings (dates, topics discussed and outcomes) are

included in this Chapter.

2.3.2. The stakeholder grouping was as follows:

- Local authorities – as those with detailed knowledge of existing infrastructure, environment, potential issues within local community groups and economic growth strategies to inform design. Surrey County Council also provided advice on the shape of the non-statutory consultation
- Landowners – as identified by land reference searches were contacted to establish a relationship and provide an overview of the Scheme and process
- Local community – interested parties and groups to provide ‘on the ground’ first-hand knowledge of local issues, concerns, as well as community aspirations
- Strategic traffic users and transport – as directly affected users of the transport infrastructure, including commuters, public transport and emergency services
- Environment – Statutory Environmental Bodies to inform the EIA scoping, ES and overall design, including Environment Agency, Historic England and Natural England
- Local businesses – either directly (within the draft Red Line Boundary) or indirectly (outside the draft Red Line Boundary but in immediately surrounding area) affected businesses were contacted to discuss possible future land acquisition as well as concerns over the impact of the Scheme on their business such as a change to their access arrangements or access to the Strategic Road Network.

2.4. Engagement with local authorities

2.4.1. The host local authorities engaged with prior to the non-statutory consultation were Elmbridge Borough Council (EBC), Guildford Borough Council (GBC) and Surrey County Council (SCC). The local authorities have been classified as follows:

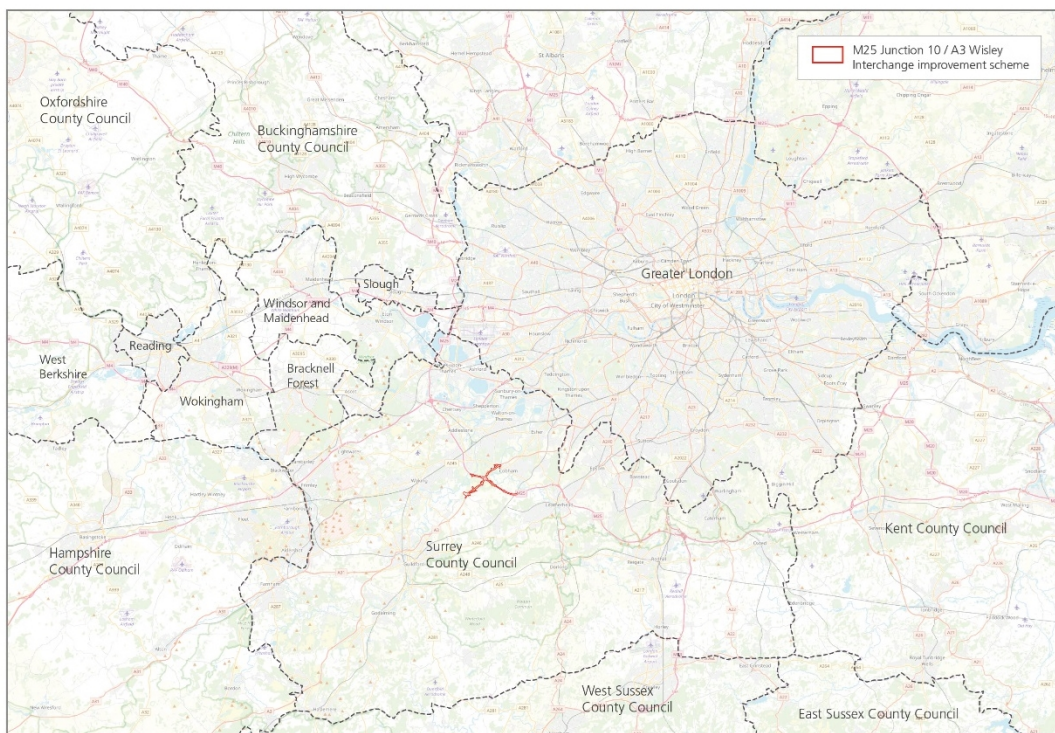
- Seven ‘A’ authorities: Mole Valley District Council, Runnymede Borough Council, Rushmoor Borough Council, Spelthorne Borough Council, Surrey Heath Borough Council, Waverley Borough Council, Woking Borough Council;
- Two ‘B’ authorities: Elmbridge Borough Council and Guildford Borough Council;
- One ‘C’ authority: Surrey County Council; and
- 13 ‘D’ authorities: Bracknell Forest Council, East Sussex County Council, Hampshire County Council, Kent County Council, London Borough of Bromley, London Borough of Croydon, London Borough of Hillingdon, London Borough of Hounslow, London Borough of Sutton, Slough Borough Council, South Downs National Park Authority, The Royal Borough of Windsor and Maidenhead and West Sussex County Council.

2.4.2. The following authorities were consulted and fall within the scope of both ‘A’ and ‘D’:

- London Borough of Richmond, and
- The Royal Borough of Kingston upon Thames.

- 2.4.3. Highways England undertook regular engagement with all three host local authorities, and on relevant topic areas, met as a group. Highways England also attended Council Committees on a regular basis where Scheme information was presented to local Councillors who were then given the opportunity to ask Highways England questions.
- 2.4.4. Separate meetings were held with SCC prior to the non-statutory consultation to discuss the environmental aspects of the Scheme, land acquisition, public rights of way and non-motorised user routes, road signage and speed limits. Meetings with SCC are detailed in Tables 2.1 to 2.6.

Figure 2.1: Surrey County Council area and neighbouring top tier authorities map



- 2.4.5. Table 2.1 outlines the meetings held with the host local authorities in 2016, 2017 and 2018, prior to statutory consultation.
- 2.4.6. Please note, that meetings with Surrey County Council and Elmbridge Borough Council are reported in both the meetings with host local authority (Table 2.1) and the affected landowners table (Table 2.2), as they are both host local authorities and landowners within the Scheme.

Table 2.1: Meetings with host local authorities prior to, during and after non-statutory consultation

Consultee	Date	Engagement type	Topics raised
Surrey County Council	24 March 2016	Meeting	Judicious widening of the A3 to accommodate traffic volumes and merging with the northbound carriageway service roads.

Consultee	Date	Engagement type	Topics raised
			<p>Big problem in the area with HGVs straying off strategic roads.</p> <p>There is an issue regarding the taking and exchanging of common land, as well as issues from the initial construction.</p> <p>SCC support the need for the scheme as an enabler for local growth.</p>
Guildford Borough Council	9 January 2017	Meeting	The proposed Scheme was presented to members of the Guildford Transport board.
Surrey County Council	11 July 2017	Meeting	<p>Surrey Council key objectives are:</p> <ul style="list-style-type: none"> • Route operation • Capacity • Safety • Social • Environment <p>Concern from SCC about the growth sensitivities of SATURN Model.</p> <p>Wisley Airfield landowner developer has also proposed to signalise Ockham Park roundabout. It was suggested this may be a consideration for the project team if WIS-10 were the preferred route for Wisley Lane as the roundabout would be unbalanced.</p>
Guildford Borough Council	18 July 2017		<p>General discussion providing an update on the Scheme - south facing slips at Ockham Park Junction was raised several times during consultation so are being looked at, although the modelling shows that this is not required to make the Scheme work nor are they critical to unlocking identified local growth.</p> <p>Seven Hills Road issues were discussed – advised that a meeting has been held with Surrey CC officers and there will be a further technical meeting to look at modelling and design.</p> <p>Option 9 has been looked at again as to how land take could be reduced as well, but re-designs offered minimal improvements and still left land take considerably higher than that which Option 14 would require.</p>
Surrey County Council	20 July 2017	Meeting	<p>Issues discussed included:</p> <ul style="list-style-type: none"> • Option 9 • Option 14 • A3 Widening • Wisley Lane access • Elm Lane access • Painshill to J10 access

Consultee	Date	Engagement type	Topics raised
			<ul style="list-style-type: none"> J10 to Painshill access Pond Farm/Birchmere camp site access Ockham Park Junction
Elmbridge Borough Council	24 July 2017	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Scheme overview Affected Elmbridge Borough Land Future plans for public consultation
Surrey County Council	15 September 2017	Meeting	Surrey County Council attended a project collaborative planning workshop.
Surrey County Council	19 September 2017	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Replacement land for the Scheme Resolution of historic common land transfers Wider Scheme environmental impacts
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	13 October 2017	Meeting	Meeting for early consultation on the proposed Statement of Community Consultation.
Surrey County Council	31 October 2017	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Non-motorised user routes Non-motorised user design standards Usage surveys
Surrey County Council, Elmbridge Borough Council, Guildford Borough Council	13 November 2017	Meeting	Joint meeting with host local authorities.
Surrey County Council, Elmbridge Borough Council, Guildford Borough Council	8 January 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> SoCC initial feedback Political interaction Preferred route announcement and Red Line Boundary
Elmbridge Borough Council	29 January 2018	Meeting	Planning Committee meeting briefing pre- Statutory consultation.
Surrey County Council	6 February 2018	Meeting	Surrey CC Councillors briefing pre- Statutory consultation.

Consultee	Date	Engagement type	Topics raised
Guildford Borough Council	7 February 2018	Meeting	Councillors briefing pre-Statutory consultation.
Surrey County Council, Guildford Borough Council	27 February 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> EIA Scoping PEIR and Environmental Statement Minerals and Waste
Surrey County Council, Elmbridge Borough Council, Guildford Borough Council, Royal Horticultural Society, Mr Bob Milton	26 March	Meeting	NMU workshop.
Surrey County Council	30 May 2018	Meeting	Potential speed survey locations (required due to high speeds limits) were discussed, including at Burnt Common slip road, Send roundabout to Ripley, Ripley to Ockham Park roundabout, Painshill Junction to Seven Hills Road and Redhill Road. Concerns over high speeds limits were raised for Ockham Park Junction and Mill Lane and Wisley Lane, with requests to reduce from national speed limit down to either 30mph or 40mph. Noted that existing data for speed surveys can be used if less than three years old.
Surrey County Council	14 June 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Scheme update Bus stop proposals Possible impacts
Guildford Borough Council	22 June 2018	Meeting	Programme update.
Surrey County Council	27 June 2018	Meeting	Bus services.
Surrey County Council	28 June 2018	Meeting	Modelling and local road network.
Elmbridge Borough Council, Painshill Park	29 June 2018	Meeting	Painshill Park land issues.
Surrey County Council, Guildford Borough Council	27 July 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Programme updates Engagement feedback and consultation responses Scheme updates

Consultee	Date	Engagement type	Topics raised
			<ul style="list-style-type: none"> SMART targets
Surrey County Council	29 August 2018	Meeting	Funding opportunities
Surrey County Council, Guildford Borough Council	13 September 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Design changes Land acquisition
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	27 September 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Scheme update Programme update Targeted consultation Planning performance agreement
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	1 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Model report findings Brief Scheme update Next steps
Surrey County Council, Elmbridge Borough Council	1 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Schedule review NMU review
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	16 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Route protection notice Targeted consultation DCO and schedules Future meetings
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	22 January 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Scheme and programme update Targeted consultation DCO and Schedules feedback Planning performance agreement Designated funds
Surrey County Council, Guildford Borough Council, Surrey Wildlife Trust	1 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Tenancy arrangements SPA compensation land Acquisition and transfer of land Tree planting
Guildford Borough Council, Wisley Property Investment Limited	7 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Project update SPA boundary changes Guildford Borough Council Local Plan
Surrey County	15	Meeting	Issues discussed include:

Consultee	Date	Engagement type	Topics raised
Council, Guildford Borough Council	February 2019		<ul style="list-style-type: none"> Impacts on Ripley Painshill Park mitigation Next steps
Surrey County Council	15 February 2019	Meeting	Traffic modelling.
Surrey County Council	25 February 2019	Meeting	Highways classification meeting.
Surrey County Council	25 February 2019	Meeting	Land classification meeting.
Surrey County Council	12 March 2019	Meeting	Scheme structures.
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	15 March 2019	Meeting	Statements of Common Ground.
Surrey County Council	20 March 2019	Meeting	Drainage consent.
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	23 April 2019	Meeting	Statements of Common Ground.
Surrey County Council	9 May 2019	Meeting	Traffic management plan.
Surrey County Council, Guildford Borough Council, Elmbridge Borough Council	21 May 2019	Meeting	Local authority liaison meeting including discussion of DCO programme going forwards.
Surrey County Council	3 June 2019	Meeting	Initiating the land acquisition process with the Valuation Office Agency

2.5. Engagement with landowners

- 2.5.1. Contact with key landowners identified as most likely to be affected by the Scheme (whichever option was taken forward) commenced in March 2016. At this stage, the following landowners were identified as being directly affected by the Scheme: Highways England, Surrey County Council, Wisley Property Investments Ltd, the owners of Park Barn Farm, Elmbridge Borough Council, the owners of Nutberry Farm, the owners of Chatley Farm. Additional affected landowners were added to this list as they were identified (for example through consultation at non-statutory consultation events).
- 2.5.2. Highways England held face-to-face or telephone meetings with the majority of landowners identified during the early stages of the development of the Scheme (PCF Stage 2, dates as per Table 2.2) . Some land owners did not respond to the offers to meet or have a telephone conversation. Engagement helped to establish a relationship and provide an overview of the Scheme and planning process, as well as arranging access for various survey works. Discussions with stakeholders are recorded in Table 2.2 below.
- 2.5.3. Engagement with Statutory Undertakers is detailed in Table 2.3.
- 2.5.4. Engagement with Statutory Environment Bodies was conducted prior to, during and after both non-statutory and statutory consultation. Details of these meetings are recorded in Table 2.4.

Table 2.2: Land owners engaged with prior to, during and after non-statutory consultation and statutory consultation

Land owner	Date	Engagement type	Topics raised
Surrey County Council and Surrey Wildlife Trust (SWT)	24 March 2016	Meeting	<p>Discussion of common land replacement include:</p> <ul style="list-style-type: none"> • RHS land/land west of Pond Farm • Land north west of M25 • Park Barn Farm • North east of J10 • North of Hatchford End • Plot 54 on land ownership map • Wisley Airfield land <p>It was noted that Atkins are preparing a report on the common/exchange/compensation land issue and it would be ready in draft in two weeks.</p> <p>Noise is a concern for SWT and it was noted that the concrete road surface was a contributory factor.</p> <p>SCC undertook to provide an extract and map of the Commons Register for the areas around J10.</p>
Elm Corner residents	5 January 2017	Meeting	<p>The long diversionary route via Guileshill Lane was agreed to be inappropriate and unnecessary. HE agreed that given Option 16 has been rejected by the project team.</p> <p>Clarification that south bound slip roads were considered in earlier stages, but have been</p>

Land owner	Date	Engagement type	Topics raised
			<p>removed from the overall scope of the project.</p> <p>Burnt Common Scheme is not in scope of this Scheme although since the Scheme is still a proposal however an overall regional housing number increases have been factored into the modelling. Burnt Common Scheme is in the Guildford Borough Local Plan however this is not yet adopted.</p>
Merebrook, JLL, Eurogarages	9 Jan 2017	Meeting	<p>Acquired permission to develop a drive-thru coffee retail was shown.</p> <p>Concern about loss of roadside access to the site was expressed.</p> <p>Potential alternative options were discussed and these are to be shared with the study team (Atkins and Highways England) for consideration.</p>
Foxwarren Cottage	9 January 2017	Meeting	<p>Owners find options 9C and 14B unacceptable.</p> <p>Owners also expressed strong concern about the environmental impact of the proposals, particularly regarding the protected woodland and SSSI located near to the junction.</p> <p>Discussion around site visits were conducted to have a look at the possible route of a tunnel within owners' land, and the possible visual impact of Option 9 towards the rear of their property.</p>
Girlguiding London West	16 January 2017	Meeting	<p>Concern was raised about the proximity of the warden's bungalow to the widening of the A3. Confirmed that with the current proposals, it is not anticipated that the highway boundary would need to move closer to this property, and appropriate noise mitigation would be considered at that point. Noise is also an important consideration for the girls using the camp, who come for a countryside experience, and mitigation needs to be considered in this context.</p> <p>Concerns over security with young girls staying on site. Any access road would need to be gated, and a separate access for Close Court Farm would need to be provided to avoid unfettered access.</p> <p>Girlguiding London West expressed a preference for the option to link a service road north towards Painshill either via the access onto the Roundabout or via the A245 at the access closer towards Sainsburys. It was felt that a link to Redhill Road via a bridge would not be desirable because of congestion along the A245 at the exit of</p>

Land owner	Date	Engagement type	Topics raised
			Redhill Road at Silvermere.
Feltonfleet School	18 January 2017	Meeting	<p>Plans for the Painshill Junction were discussed, including the creation of dedicated left-turn movements on the northbound slip road exit to go west on the A245 (towards the school and Weybridge).</p> <p>Concern over the new fourth lane on the A3 about an increase in noise levels arising from this.</p> <p>Discussion around surveys required on the school site.</p>
RHS Gardens Wisley	23 January 2017	Meeting	<p>Discussion around options 1b, 2 and 3. These options have not been costed at this stage so require further discussion over the next few months. RHS Gardens Wisley stated that 81% of visitors are repeat visitors who are local to the area so will take the quickest route rather than the signposted route.</p> <p>Concerns about Ockham Park Junction capacity on sunny days due to high visitor numbers to RHS Gardens Wisley. Visitor numbers are expected to grow. In 2023 it is anticipated that there will be 1.4 million visitors per annum.</p> <p>Concerns raised about traffic modelling due to the development at Wisley Airfield. It was explained that they had not been included explicitly because the site doesn't have planning permission. A general uplift of growth for the region has however been included.</p>
Elm Corner Residents	25 January 2017	Meeting	<p>BOAT option was preferred by residents, but strictly as the "least worst" option. Access onto Old Lane would need considering, either via mini-roundabout or traffic lights.</p> <p>Residents stated they would like access on foot to the footbridge and any new provision of the bus stop to be accessible on foot.</p> <p>Concerns were raised over noise and visual impacts. One resident had undertaken research and preferred use of barriers over bund to mitigate noise impacts.</p>
Pains Hill House residents	4 February 2017	Meeting	<p>Concern about disruption to their properties by the proposed access to properties along the A3.</p> <p>Discussion about A3 widening to four lanes (from three), as per the Scheme proposal.</p> <p>Alternative options for access regarding Painshill southbound existing accesses, which were presented in February 2017.</p>
Painshill Park Trustees	20 February	Meeting	<p>Concerns were raised over noise impacts from the additional lanes along the A3. 50%</p>

Land owner	Date	Engagement type	Topics raised
	2017		<p>of filming enquiries at Painshill Park are rejected due to the noise impact from the A3 on the Park.</p> <p>Painshill Park Trustees stated Option PAIN 5e for alternative local access would have a visual impact on the route across to the roundabout and could impact on the view to the existing listed road bridge.</p> <p>Painshill Park stated that views to and from the tower need to be considered and the area surrounding the tower is noise important.</p>
RHS Gardens Wisley	16 May 2017	Meeting	<p>RHS Gardens Wisley has no issues with the improvements to the M25.</p> <p>The cause of the high accident rate on the A3 (accident data shows double the number of accidents that would be expected on this road type) was disputed between Wisley Lane entrance and the high level of congestion.</p> <p>RHS Gardens Wisley raised concern about traffic from the south having to route via J10 and back again to access their site, which they felt could only be mitigated by the provision of south facing slip roads at Ockham.</p>
Painshill Park and Historic England	30 May 2017	Meeting	<p>It is difficult to assess the level of harm on the Gothic Tower with PAIN04 at this stage without more detailed drawings and visualisations.</p> <p>While PAIN05 requires considerably more land take, it is believed this is a less historic part of the park. However, this requires further assessment from Historic England to be able to make a judgement on this.</p> <p>The level of road noise has a detrimental impact on the Park and options to reduce this should be explored. While Historic England would prefer not to have a hard barrier at the edge of the park it is acknowledged that a balance needs to be struck between the noise baffling ability of the barrier and its aesthetics.</p>
RHS Gardens Wisley and Historic England	6 June 2017	Meeting	<p>RHS Gardens Wisley has undertaken an assessment of trees that may be at risk under the worst-case scenario boundary move (where the plan would include embankment works).</p> <p>Historic England would like to see a full heritage impact assessment undertaken at the site due to the historic significance at the garden, particularly the link to botany.</p> <p>RHS Gardens Wisley reiterated that their current position for main criteria for any</p>

Land owner	Date	Engagement type	Topics raised
			<p>charges to access on Wisley Lane:</p> <ol style="list-style-type: none"> 1. No land-take from the Garden 2. Improve the approach and access to the Gardens 3. Minimal disruption to the Garden's major investment programme during the Scheme construction period.
Friends of Heyswood, Girl Guiding London West and Court Close Farm	6 July 2017	Meeting	<p>The bridge over the A3 options were less favoured due to the visual impact and requirement for "longer" journeys to get back to Cobham.</p> <p>Girlguiding London West representatives advised that most of their traffic comes down from London and so the bridge options are not ideal.</p> <p>Discussion around implications of PAIN05 and the bridge over the River Mole (in the flood plain) would require extra land to be found to provide flood water capacity, which may add complexity.</p>
Painshill Park	24 July 2017	Meeting	<p>Meeting regarding agreeing access for ecological surveys to be conducted over the summer.</p>
RHS Gardens Wisley	15 August 2017	Meeting	<p>Discussion around south facing slips from the A3 onto roundabout on the B2215 and B2039 (south facing slips would add approximately £6–10 million to the budget).</p> <p>Discussions relating to provision of access to the Surrey Wildlife Trust offices and farm, as well as the Scout Campsite and tabled the drawing of a design option "CAMP02".</p> <p>RHS Gardens Wisley has a recycling facility in the area and wanted to discuss the impacts of re-routing.</p>
Surrey Wildlife Trust, Surrey County Council, Elmbridge Borough Council	31 August 2017	Meeting	<p>Physical boundary of the farm is very important, as some animals (e.g. cows with calves) are not risk assessed to be interacting with the public.</p> <p>SWT confirmed they would have considerable concerns about the farm being registered as common land as it would compromise their operations and potentially put the public at risk.</p> <p>Presentation of a green bridge option to provide access to Pond Farm over the A3.</p>
RHS Gardens Wisley / Surrey County Council	3 October 2017	Meeting	<p>RHS Gardens Wisley would like south facing slips - Highways England believes that south facing slips constitute a separate Scheme but is not opposed to them in principle.</p> <p>Surrey CC will assess the traffic modelling and will form a view in response to the Scheme accordingly:</p> <ul style="list-style-type: none"> • RHS Gardens Wisley gave data

Land owner	Date	Engagement type	Topics raised
			<p>which had been gathered, 90% of respondents said they would be frustrated by any additional travel</p> <ul style="list-style-type: none"> • 80% want to see a shorter route • 7% of members stated they would give up membership to the RHS; and • Longer journeys could therefore have a potential £2m cost impact for RHS Gardens Wisley. <p>RHS Gardens Wisley are looking for options which do not cause their visitors to undertake extra mileage.</p>
Girlguiding London West	30 November 2017	Meeting	<p>Explanation that the strip of woodland within the Heyswood campsite boundary, next to the A3, is classified as Ancient Woodland. Neil Watson explained the statutory obligation to take as little Ancient Woodland as possible for the Scheme.</p> <p>Discussion around the option of having the proposed NMU route alongside the A3 within the highway boundary but having the access for the Painshill properties noted above on the existing track. This would reduce land take from the Ancient Woodland whilst keeping the general public out of the Heyswood campsite. Fencing would still be provided along the access track to keep the main site secure from the users of the other Painshill properties.</p> <p>Concerns raised about how access to properties on the east side of the A3 could be secured to prevent other road users/members of the public driving over a new bridge into their land.</p>
Wisley Property Investments (WPIL)	15 December 2017	Meeting	<p>The Red Line Boundary has been convined with the view that WPIL do not currently have planning permission for their development. WPIL stated that they were uncomfortable with the flood mitigation solution included in the Red Line Boundary at this point. There is some concern about losing woodland of potential high quality.</p> <p>It was confirmed that WPIL's proposed closure of Old Lane have been approved by Natural England.</p>
Park Barn Farm	15 December 2017	Meeting	<p>Special category land such as common land and special protection area needs to be replaced at a ratio of approximately 3:1.</p> <p>Owners highlighted the need to ensure that users of the Bridleway were consulted about possible changes.</p> <p>Land acquisition is expected to fall financial year 2020/21.</p>

Land owner	Date	Engagement type	Topics raised
New House Farm	15 December 2017	Meeting	<p>Outline of the proposed Scheme and the potential impact on owners land discussed.</p> <p>Concern about the level of noise currently experienced at his land holding and the potential for this to worsen with the widening of the A3.</p> <p>Owner requested clarification on the standard/classification of the new access road on his property</p>
Surrey Wildlife Trust	20 December 2017	Meeting	<p>SWT are keen to work with Highways England to achieve the best result for the wildlife and the community.</p> <p>SWT expressed that the green bridge must be a genuine ecological link.</p> <p>SWT's concerns about opening-up public access and public rights of way and its effect on the ground nesting birds.</p>
Painshill Park Trustees	20 December 2017	Meeting	<p>Painshill Park Trustees raised the following concerns over the preferred option:</p> <p>Widening of the A3 - how much of the land and the Grade 1 listed land is required?</p> <p>What studies have been done on the existing levels of noise and the modelled noise impact that has been undertaken? Noise today is seriously affecting:</p> <ul style="list-style-type: none"> • The experience of the landscape • Commercially not as able to earn money from filming contracts. <p>Concerns about impacts on the landscape - the view to over open countryside as part of the Painshill experience.</p> <p>Concerns about the impact on historic trees and enquiry into assessments.</p>
Close Court Farm	21 December 2017	Meeting	<p>Discussion around water and power disturbances.</p> <p>The Gothic Tower currently has a gated emergency access in place. There were concerns that this could be opened and used as an additional access.</p> <p>Discussion around the costs incurred for legal advice and surveys is covered.</p> <p>Clarification sought regarding compensation paid for purchase of the land.</p>
Elm Lane Residents	21 December 2017	Meeting	<p>Overall the residents are happy with the side road selection and use of Old Lane as an access on to the A3 and the Byway Open to All Traffic (BOAT) option. They are also pleased to see a full section of the PRA brochure on this topic.</p> <p>There is concern around the visibility at, and safety of, the Old Lane T-junction.</p> <p>The residents have decided for Elm Lane</p>

Land owner	Date	Engagement type	Topics raised
			they do not want a turning circle included in the Scheme. They would prefer Elm Lane to be stopped up at Orchard Cottage. However, the angle of the driveway is not favorable to the new direction of access, therefore a realigned driveway angled the opposite way would need to be provided.
Ockham Bites	21 December 2017	Meeting	<p>Ockham Bites' main concern is around the septic tanks and soakaways and any impact the Scheme may have on these. GB explained that if they needed to be moved, then this would be paid for through the Scheme.</p> <p>The new bridge would require a change in layout and a formalisation of access for the Ockham Bites car park. Ockham Bites had no concerns and felt that a more formalised car park may be beneficial to the site.</p> <p>Concerns raised about loss of trade during construction. However, this may be positive during construction, as the contractors can use the café.</p>
Woking Scouts	5 January 2018	Meeting	<p>Main concern is noise pollution. They appreciate that noise cannot be avoided during construction however would like a quiet road surface and the road to be as far away from the site as possible. Constant noise of tyres passing over seams in the road will make the campsite unpopular.</p> <p>Concerns about tree felling on exposing their site to the public.</p> <p>Would like it if on Wisley Lane there could be a barrier that could be opened onto the A3 for such deliveries.</p>
Feltonfleet School	8 January 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> • Scheme update • Air quality • Access / egress • Potential pedestrian/cyclist routes
Long Orchard Farm	10 January 2018	Meeting	<p>Long Orchard Farm are happy to have their access changed to a service road.</p> <p>Owners asked if there would be a physical separation from the service road and the A3. There will be – it is required to avoid any glare from the lights of oncoming traffic on the side road.</p> <p>Owners asked about the timetable for construction, and when will this part of the development but the project team does not have that level of detail yet.</p>
Park Barn Farm and neighbour	13 January 2018	Meeting	Park Barn Farm owner suggested a revised Red Line Boundary which would provide

Land owner	Date	Engagement type	Topics raised
			<p>greater privacy for the dwellings.</p> <p>It was noted that Highways England have two months to accept a blight notice, should any residents wish to submit one.</p> <p>It was noted that Highways England have appointed independent valuers for this Scheme (Valuation Office Agency).</p>
Wisley Property Investments (WPIL)	16 January 2018	Meeting	<p>Modelling is suggesting that the WPIL development will have quite a significant impact on the Ockham Park roundabout, meaning that signalisation will be required on of the roundabout.</p> <p>WPIL undertook 280 borehole and trial pit surveys – these are included in the Environmental Statement on the Guildford planning website. WPIL note that Japanese Knotweed has been found near Ockham Park Junction.</p> <p>WPIL are seeking agreement with HE to a mutually satisfactory solution that resolves matters relating to Wisley Appeal, RIS and GBC emerging Local Plan. WPIL would like to seek agreement with HE.</p>
Park Barn Farm	16 January 2018	Meeting	Revised Red Line Boundary and land acquisition process.
Wisley Property Investments Limited	16 January 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Red Line Boundary Ockham Park Junction Surveys
Painshill House	18 January 2018	Meeting	Update post PRA and pre-Statutory Consultation
Nutberry Farm	18 January 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Onsite Planning permission for three dwellings Summer car boot sale business on site Land access for surveys
Defra, APHA, Savills, Acorus	23 January 2018	Meeting	<p>Defra confirmed they could feasibly accommodate temporary land take, but concerned about permanent land take from the APHA farm at Ockham.</p> <p>Defra stated any temporary use of land would need to be bounded by fencing suitable to contain cattle.</p> <p>Confirmed the 'MAFF triangle' does form part of the Red Line Boundary.</p>
Eurogarages	24 January 2018	Meeting	<p>Issues around the access to the site were discussed Long eared bats maternity site issue has been resolved.</p> <p>Work on that has commenced for a Starbucks due to open on 23rd March.</p>

Land owner	Date	Engagement type	Topics raised
			<p>From a flood risk and drainage point of view, these issues have been resolved.</p> <p>It was confirmed that this site is being considered for a temporary compound site during construction.</p>
Foxwarren Cottage	26 January 2018	Meeting	Update post PRA and pre Statutory Consultation.
Girlguiding London West	29 January 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> • Preferred Route Announcement • Red Line Boundary • Consultation • Next steps
Wisley Property Investments Limited	6 February 2018	Telephone meeting	Scheme update briefing.
Forestry Commission	7 February 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> • Scheme update • DCO process and consultation • Ancient Woodland
Surrey County Council, Mr Bob Milton, Royal Horticultural Society, Elmbridge Borough Council, Guildford Borough Council	26 March 2018	Meeting	NMU design workshop.
Painshill Park	26 March 2018	Meeting	<p>Significant concern about land take from both land within the park, and in the designated historic park landscape. This is compounded by the fact that the land take from the Park itself is from one or the most sensitive parts of the landscape.</p> <p>The trust doesn't believe that the impact of the Scheme on the Grade 1 listed landscape has been considered. For example, there were no noise receptors listed within the landscape.</p> <p>Concern regarding the foundations of the tower. These are likely to be very shallow, and any vibration during construction or as a result of the road moving closer could have a negative impact on the structure. Detailed and proper regard must be given to this.</p>
Southern Gas Networks	24 April 2018	Meeting	Affected gas plant discussion.
RHS Gardens Wisley	30 April 2018	Meeting	Post consultation meeting and update.
Wisley Property	2 May 2018	Meeting	Modelling and update from WPIL on planning

Land owner	Date	Engagement type	Topics raised
Investment Limited			application.
Feltonfleet School	25 May 2018	Meeting	Site visit and site access discussion.
Replacement land parcels -TJR	5 June 2018	Meeting	Replacement land .
Elmbridge Borough Council, Painshill Park	29 June 2018	Meeting	Briefing and discussion (under Chatham House rules).
RHS Gardens Wisley	17 July 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme update • Revised access
Wisley Property Investments Limited	24 July 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme update • WPIL position • Wisley Lane design • Survey access
Southern Gas Networks	15 August 2018	Meeting	Gas main relocation requirements
Southern Gas Networks	25 September 2018	Meeting	Gas main relocation requirements
Painshill Park	25 September 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme update • Impacts on the Painshill Park Estate • Targeted consultation
Court Close Farm	27 September 2018	Meeting	Advising on changes to access bridge.
New Home Farm	8 October 2018	Meeting	Advising on changes to access bridge.
Girlguiding London West	8 October 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme update • Targeted consultation • Next steps
Round House	25 October 2018	Meeting	Acquisition of land.
Painshill Park Trustees	15 November 2018	Meeting	Landowner meeting.
Long Orchard	16 November	Meeting	Targeted consultation meeting.
Foxwarren Park	20 November 2018	Meeting	Targeted consultation meeting.

Land owner	Date	Engagement type	Topics raised
Wisley Property Investments Limited	26 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Ecological impacts • Scheme changes • Fence lines • Traffic modelling
Burhill Group Limited	29 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme updates • Survey access • Signal optimisation at Seven Hills Junction
Burhill Group	29 November 2018	Meeting	Targeted consultation meeting.
Arbrook Farm	30 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Land acquisition • Fencing • Scheme outline
Latchmere Securities Ltd	30 November 2018	Telephone Meeting	Issues discussed include: <ul style="list-style-type: none"> • Land acquisition • Replacement land • Proposed start of works
Old Lodge	3 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Property impacts • Noise and speed concerns
Pains Hill House	3 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Pollution and noise impacts of the scheme • Scheme updates and outline • Road classification and ownership
Lingwood	3 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Impact of the scheme on noise • Safety of the scheme • A245/Seven Hills Road junction
Replacement land parcels -TJR	3 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Scheme outline • Land acquisition arrangements • Alternative proposals
Court Close Farm	6 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> • Access route in relation to the property • Visibility and safety • Model results for the road
Girlguiding London West	6 December	Meeting	Issues discussed include:

Land owner	Date	Engagement type	Topics raised
	2018		<ul style="list-style-type: none"> Access route in relation to the property Safety and safeguarding
Surrey Wildlife Trust	10 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Green bridge proposals Elm Corner access route Noise management Badger mitigation
New Home Farm	11 December 2018	Meeting	Issues discussed include safety concerns of the access route.
New March House	14 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Replacement land Alternative proposals
Silvermere Cottage	14 December 2018	Telephone Meeting	Issues discussed include: <ul style="list-style-type: none"> Scheme outline Alternative proposals
RHS Gardens Wisley	9 January 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Response to statutory and targeted consultation Tree surveys SPA compensation land parcel Potential tree planting
Painshill Park Trustees	10 January 2019	Meeting	Tree planting and Ancient Woodland acquisition.
RHS Gardens Wisley	16 January 2019	Meeting	Tree planting.
Girlguiding London West	24 January 2019	Site visit	Site visit with masterplanner.
Surrey Wildlife Trust, RSPB, Forestry Commission, Natural England	30 January 2019	Meeting	SPA compensation and enhancement.
Surrey County Council, Guildford Borough Council, Surrey Wildlife Trust	1 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Tenancy arrangements SPA compensation land Acquisition and transfer of land Tree planting
Wisley Property Investments Limited, Guildford Borough Council	7 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Project update SPA boundary changes Guildford Borough Council Local Plan
Feltonfleet	18	Meeting	Access arrangements and alternative

Land owner	Date	Engagement type	Topics raised
School	February 2019		proposal.
The Woodlands Trust	19 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Alternative scheme options Impacts on Ancient Woodland Mitigation and avoidance options for Ancient Woodland Next steps
Elm Corner Residents	26 February 2019	Meeting	Issues discussed include: <ul style="list-style-type: none"> Information on BOAT 525 junction Impacts on services Bolder Mere mitigation and enhancements SPA mitigation/ enhancement
Girlguiding London West	11 March 2019	Meeting	Discussion of Design Fix.
Court Close Farm	14 March 2019	Meeting	Discussion of Design Fix.
RHS Gardens Wisley	27 March 2019	Meeting	Land acquisition and development of Statement of Common Ground.
New Home Farm	27 March 2019	Telephone call	Discussion of Design Fix.
Painshill Park	29 March 2019	Telephone call	Discussion of Design Fix.
Feltonfleet School	29 March 2019	Telephone call	Discussion of Design Fix.
Causeway Land Investments (WPIL Ltd)	15 April 2019	Meeting	Habitat Regulation Assessment, topsoil and SPA.
RHS Gardens Wisley	17 April 2019	Meeting	Meeting with RHS Director General.
Painshill Park	19 April 2019	Meeting	Access arrangements to Gothic Tower.
Old Lodge	29 April 2019	Meeting	Additional targeted consultation meeting.
Replacement land parcels -TJR	2 May 2019	Meeting	Additional targeted consultation meeting.

Table 2.3: Engagement with Statutory Undertakers

Statutory Undertaker	Date	Engagement type	Topics raised
Openreach (British Telecom)	23 November 2018	Meeting	Protective Provisions.
SES Water	23 November 2018	Meeting	Protective Provisions.

Statutory Undertaker	Date	Engagement type	Topics raised
UK Power Networks	25 November 2018	Meeting	Protective Provisions.
Sky UK	29 November 2018	Meeting	Protective Provisions.
Southern Gas Networks	30 November 2018	Meeting	Protective Provisions.
Sky UK	3 December 2018	Meeting	Protective Provisions.

Table 2.4: Engagement with Statutory Environmental Bodies prior to, during and after statutory consultation

Date	Consultee	Engagement type	Topics raised
Natural England	24 March 2016	Meeting	<p>Any of the option types under consideration will require land from the SPA, therefore HRA will be required. One of the elements of making the Scheme suitable to get through HRA is the inclusion of appropriate compensatory habitat creation for that lost; the loss to compensation ratio will depend on how the losses relate to the areas used by the three bird species on which the SPA designation is based (Night Jar, Dartford Warbler and Woodlark), all of which are ground-nesting and hence susceptible to disturbance by humans and their pets.</p> <p>Generally, the west quadrant is the main focus for habitat protection and enhancement (apart from the end nearest Wisley Lane), whilst the east quadrant is the main focus for walkers; the north quadrant is seen as the most logical area for further habitat enhancement, as it is relatively little used by walkers, apart from the end near Redhill Road.</p> <p>The merits of a green bridge over the M25 were discussed to connect the west and north quadrants, but Natural England felt this would make little difference to the species on which the SPA is based.</p>
Historic England	21 February 2017	Meeting	<p>Concern around two barrows that might be affected situated to the SW of J10; Bell Barrow (NHLE 1012204) and Bowl Barrow (NHLE 1012205). Barrows are rarely built in isolation and are usually a ritual focus in the immediate landscape.</p> <p>Historic England stated they are concerned particularly when monuments are isolated as this is when they would become neglected. There is a Roman bathhouse site on the edge of Painshill Park. This site also requires further investigation.</p> <p>Historic England had not been provided with details of the additional local access proposals that could affect Painshill park, so initial comments being provided relate to the main Scheme options and the information available in the public consultation documentation.</p> <p>Historic England acknowledge that the historical significance of RHS Gardens Wisley is very different to Painshill and is tied up more with horticultural interest. Currently an area of lower significance potentially. Impacts are likely to be less than for Painshill. Still do hear noise from the A3. There is a small amount of the potential land required for the A3.</p> <p>Access road issue will be more interesting in terms of their numbers of visitors.</p>
Natural England	28 February 2017		<p>Natural England suspected that compensatory habitat would be an inevitable requirement for both options (9 and 14) on the basis that they would be likely to affect the integrity of the SPA. This means that both options would be subject to IROPI tests.</p> <p>Natural England suspected nitrogen deposition from air pollution will be a further key consideration.</p>

Date	Consultee	Engagement type	Topics raised
			Natural England was also concerned about noise, lighting, extent of parking and associated disturbance to the birds, water quality and pollution risks at Bolder Mere.
Natural England, RSPB, Forestry Commission	28 July 2017	Environment	<p>Concerns were raised over loss of Ancient Woodland – these would need to be compensated for, not mitigated. Painshill options were discussed, Historic England stated need to avoid or minimise impacts to Gothic Tower. The loss of Ancient Woodland with PAIN 10 was raised, and it was noted that PAIN 4C was closer to the SSSI than 4A but did not directly affect it.</p> <p>CAMP 03 was discussed, concerns raised regarding location of ‘green bridge’ making public access to the west of the A3 too attractive.</p> <p>Noted that the bridge would need to accommodate forestry lorries and farm vehicles, but the access for vehicles would be gated as with existing Cockcrow bridge.</p>
Environment Agency	28 June 2017		<p>Issues covered:</p> <ul style="list-style-type: none"> • Highway drainage • Contamination and historical landfills • Water issues • Ecology
Natural England, RSPB, Forestry Commission	27 October 2017	Workshop	Ancient Woodland, the Habitats Regulation Assessment, compensation options.
Surrey Wildlife Trust, Surrey County Council	12 December 2017	Meeting	Project and environment team - post Preferred Route Announcement and pre-consultation meeting.
Natural England	18 December 2017		<p>Discussion regarding protected species licenses required, as there are potential bat roosts and badger setts within the Scheme footprint.</p> <p>Natural England stated their view that the replacement land should be in one location and not fragmented. More extensive barriers should be put up for noise and air quality benefits.</p> <p>Concerns regarding Bolder Mere were raised regarding the potential impact to the lake’s habitats, and whether habitats along the margins of Bolder Mere should be the focus or whether efforts should be made to smaller ponds and mires in the same catchment to the north of the A3.</p>
Environment Agency	19 December 2017	Meeting	EA noted that the site did not overlay a Source Protection Zone but was over a Principal Aquifer, and that piling was the main concern for the EA – there were no other significant issues based on the information provided to date.

Date	Consultee	Engagement type	Topics raised
			EA expect a minimum 8m buffer zone to be provided on both sides of the Stratford Brook watercourse, and would also like improvements made to the Brook. Concerns were raised regarding Bolder Mere and the NMU route alongside the A3 which would affect Bolder Mere. Guidance from EA is required on what mitigation they require.
Historic England	22 January 2018		Concern about location of the PAIN 4C bridge and its proximity to the Gothic Tower. Historic England were advised that a 3D model is being worked on that will depict the 360° views from the top of the tower and that Historic England input into this would be welcomed. Opportunities proposed to enhance heritage features as part of the common land replacement due to the A3 widening. There was discussion on the Roman Bathhouse and Neolithic Monuments and the possible opportunities they present, for example bringing them back to public consciousness. Recommendation a joint condition survey of the Roman Bath House.
Forestry Commission	07 February 2018	Meeting	Scheme update ahead of statutory consultation <ul style="list-style-type: none"> • Issues raised include: • Ancient Woodland • Green bridge design • Need for a forestry/ woodland management plan • Habitat creation opportunities • HRA process
Natural England	02 March 2018	Meeting	Road drainage and the water environment team - compliance with Water Framework Directive and Sites of Special Scientific Interest (SSSI) Conservation Objectives / Favourable Condition.
Environment Agency	9 March 2018	Meeting	Water Framework Directive discussion and issues.
Natural England, Forestry Commission, RSPB, Surrey Wildlife Trust	16 March 2018	Site visit & meeting	Biodiversity team - mitigation, compensation and land.
Environment Agency	16 March 2018	Meeting	Flood risk.
Historic England	23 March 2018	Meeting	Discussion with Highways England on feedback on the scheme.

Date	Consultee	Engagement type	Topics raised
Natural England	27 March 2018	Meeting	Air quality.
Environment Agency	29 march 2018	Meeting	Road drainage and the water environment team - compliance with Water Framework Directive.
Environment Agency	13 April 2018	Meeting	Flood risk
Environment Agency	2 August 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Land contamination Temporary dewatering requirements Scheme redesign
Environment Agency	15 August 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Bolder Mere Stratford Brook Drainage strategy WFD assessment
Historic England	17 October 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Statements of Common Ground Scheme update Noise impacts Painshill Park Statement of Significance Gothic Tower at Painshill Park
Environment Agency	28 November 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> Scheme update Environment agency asset discussions Consents and licenses Protective provisions
Environment Agency	12 December 2018	Meeting	Issues discussed include: <ul style="list-style-type: none"> SoCG aims and objectives

Date	Consultee	Engagement type	Topics raised
			<ul style="list-style-type: none"> Project timeline EA governance Key EA issues
Historic England	18 December 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> SoCG aims and objectives Project timeline Historic England SoCG experience Key issues
Natural England	19 December 2018	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> SoCG aims and objectives Key Natural England issues Ancient Woodland at Heyswood campsite SPA and HRA
Surrey Wildlife Trust	30 January 2019	Meeting	SPA compensation packages.
Environment Agency	22 February 2019	Meeting	<p>Issues discussed include:</p> <ul style="list-style-type: none"> Water Framework Directive assessment Bolder Mere and Stratford Brook Mitigation measures
Environment Agency	10 April 2019	Meeting	Statement of Common ground, protective provisions, licensing and the draft Environmental Statement contents.
Historic England	17 April 2019	Meeting	Statement of Common Ground and the drafting of the Heritage chapter of the Environmental Statement.
Natural England	29 April 2019	Meeting	Statement of Common Ground and Habitats Regulations Assessment.
Environment Agency	7 May 2019	Meeting	Water Framework Directive , GI data and draft content of the Environmental Statement Chapters 8 and 10.

2.6. Non-statutory stakeholder engagement

- 2.6.1. Meetings with non-statutory stakeholders, including RSPB and Surrey Wildlife Trust, acted to facilitate information gathering.
- 2.6.2. Highways England encouraged a two-way communication channel of information provision for all meetings, which facilitated further discussions and provided feedback on ideas and approaches to the Scheme's design and environmental measures.
- 2.6.3. Early engagement assisted with the compilation of the PEIR and influenced the EIA.

2.7. Local community engagement

- 2.7.1. Highways England recognised the importance of local knowledge and representation from the community early in the pre-application process. A number of forums were held with local community groups to share knowledge and enable the groups to ask questions regarding the Scheme. EBC, GBC and SCC suggested organisations to be invited to the forums.
- 2.7.2. The purpose of the meetings was to gain information from the local community, mitigate concerns and provide an update on the Scheme's progress. The face-to-face meetings sought to facilitate collaboration, helping to highlight early stage concerns and to showcase general Scheme layouts and arrangements. Where comments received could be incorporated into design amendments, these were fed into the design development. Where changes were not able to be made, justification was fed back to the relevant parties. Table 2.5 provides a summary of all meetings undertaken with Highways England in attendance.

Table 2.5: Summary of local community engagement prior to statutory consultation

Stakeholder	Date	Topics raised
Ripley Parish Council	12 December 2016	Options presentation and discussion of forward programme.
Woking BC Joint Committee (informal meeting)	18 October 2017	Presentation of the proposed Scheme to local Councillors and providing those attending to ask questions.
Elmbridge BC Local Committee	19 October 2017	Presentation of the proposed Scheme to local Councillors and providing those attending to ask questions.
Woking BC Joint Committee (informal meeting)	1 November 2017 (New date)	Presentation of the proposed Scheme to local Councillors and providing those attending to ask questions.
Local community webinar – attendees included residents groups and parish councils	31 January 2018	Presentation to provide an update on the Scheme design and the programme for delivery.
Ripley Parish Council	17 December 2018	Update briefing on scheme progress

2.8. Political engagement

- 2.8.1. Commencing in November 2016, an active programme of engagement was undertaken with Local Councillors from each of the host local authorities and Woking Borough Council. Members of Parliament whose constituencies cover or neighbour the Scheme were also engaged with throughout the development of the Scheme.
- 2.8.2. Members of the project team attended committee meetings at the local authorities and Woking Borough Council to share plans with Councillors and answer any questions that arose. Table 2.6 below details these meetings.
- 2.8.3. At all meetings a presentation was made on the proposed Scheme, an update since last presentation (as relevant) and an opportunity for attendees to ask questions.

Table 2.6: Political engagement prior to, during and after statutory consultation

Stakeholder	Date
Briefing to SCC cabinet members	11 November 2016
Briefing to GBC cabinet members	9 January 2017
Guildford Local Area Committee with Surrey County Council and Guildford Borough Council	19 October 2017
Elmbridge Local Area Committee with Surrey County Council and Elmbridge Borough Council	19 October 2017
Briefing note issued to Sir Paul Beresford MP	24 October 2017
Jesse Norman MP, Parliamentary Under-Secretary of State for Transport briefing ahead of Adjournment Debate in House of Commons	26 October 2017
Woking Joint Committee Informal Meeting with Surrey County Council and Woking Borough Council	1 November 2017
Elmbridge Planning Committee	29 January 2018
SCC councillors briefing	7 February 2018
Guildford Local Committee	7 February 2018
Meeting with Anne Milton MP	6 April 2018
Meeting with Ed Davey MP	6 February 2019
Guildford Borough Council, Deputy Leader meeting	15 April 2019

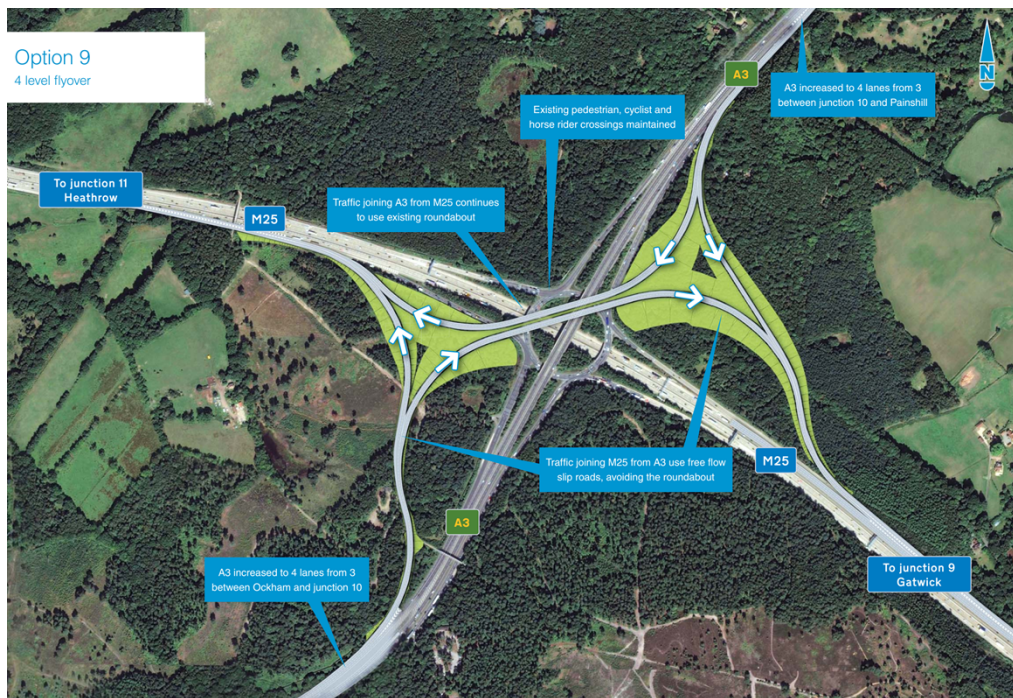
2.9. Options consultation

Consultation approach

- 2.9.1. Highways England undertook a non-statutory options consultation on the Scheme over an eight-week period from 5 December 2016 to 5 February 2017. The approach was discussed with SCC and feedback given on consultation venues and timing.
- 2.9.2. During the consultation period, seven public events were held across the M25 junction 10 area in addition to an event directed at local authorities, parishes and key stakeholders.

- 2.9.3. A letter of invitation to the exhibitions was sent to 36,500 households within the locality. Information was also available via the Highways England website and posters advertised that hard copy brochures and questionnaires were available from six libraries across the area. Advertising in the local media was also undertaken, both in hard copy and online (see Annex A).
- 2.9.4. Landowners and bodies anticipated to be statutory consultees during the Scheme statutory consultation were written to and invited to participate in the consultation. A draft book of reference was developed to help identify landowners who were likely to be impacted by the Scheme.
- 2.9.5. The consultation materials consisted of a consultation brochure and questionnaire, exhibition boards available to view at the events, and two key technical reports: the Technical Appraisal Report and the Environmental Study Report. Both reports were made available in hard copy at exhibitions and in PDF format on the Highways England Scheme webpage. All materials can be viewed in Annex A.
- 2.9.6. **Options presented:** Highways England's initial development phases identified 21 options, including road-based solutions and alternatives, to ensure all possible opportunities for improvements were given due consideration in terms of identifying impacts and benefits.
- 2.9.7. Following the completion of Stage 1 (the Options Identification stage of Highways England's Project Control Framework), a shortlist of two options (Option 9 and 14) were produced. A third option (Option 16), which satisfied the Department for Transport's stated aim for this junction to provide 'free flow movements in all directions', but which Highways England did not intend to be progressed due to cost and environmental impact, was also presented in the consultation brochure and views were invited on the decision not to progress this option.
- 2.9.8. Option 9 proposed a four-level flyover with new slip roads linking the right turning movements from the A3 to the M25. This layout enabled traffic to avoid the roundabout, freeing up capacity at the roundabout for left turning traffic and traffic turning right from the M25 to the A3.

Figure 2.2: Four-level flyover with new slip roads



2.9.9. Option 14 proposed enlarging the existing roundabout structure, providing more capacity. The left-turning movements at the roundabout were also provided with dedicated lanes.

Figure 2.3: Option 14 - elongated roundabout

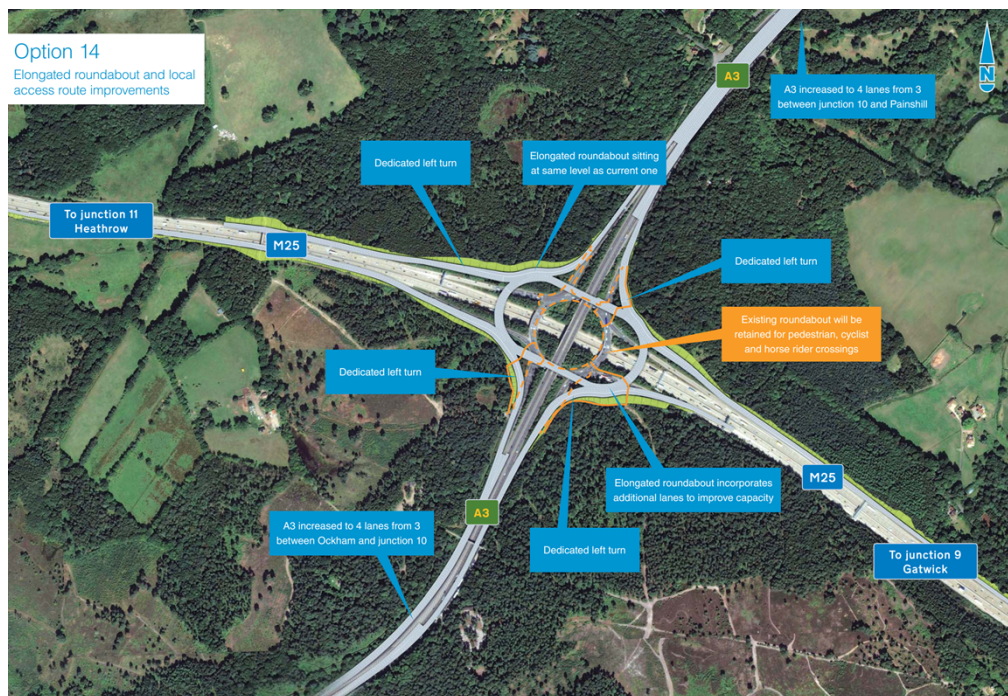
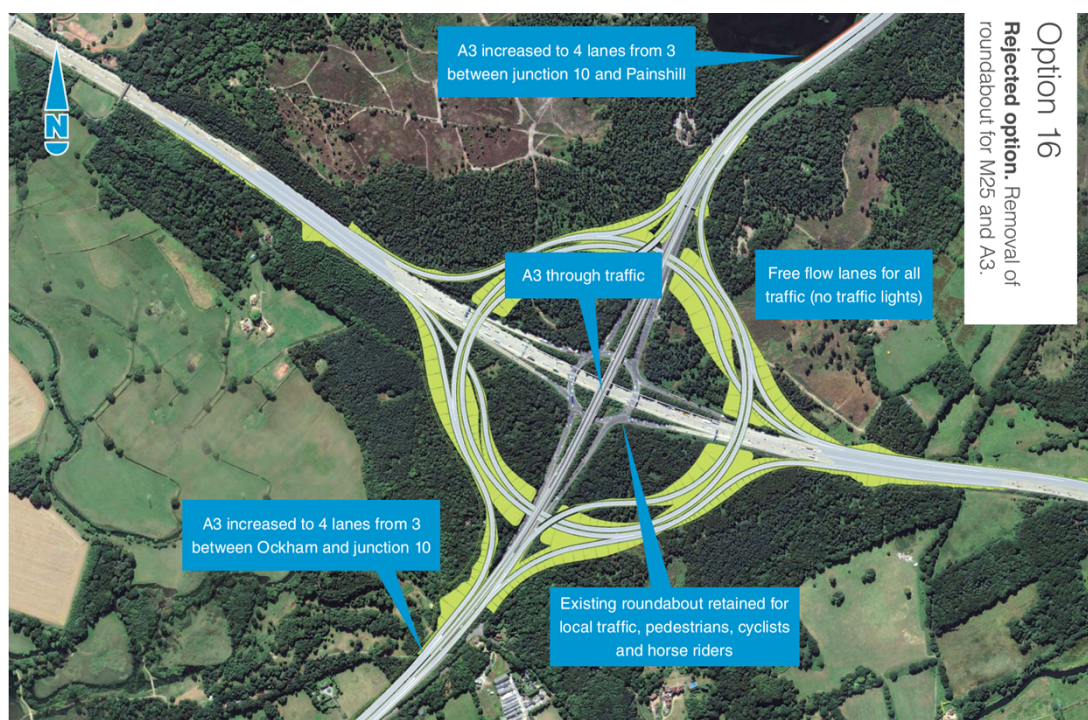


Figure 2.4: Option 16 - rejected option



- 2.9.10. The options consultation also presented the proposals to widen the A3 from three lanes to four from Ockham Park Junction to junction 10 and junction 10 to Painshill Junction, and changes for local accesses onto the A3 to make these easier and safer.
- 2.9.11. Further detail about the consultation, including the presented options and the materials that were available can be seen in Annex A.

2.10. Consultation feedback

- 2.10.1. In total 758 visitors attended the seven events, and 722 questionnaire responses were received. In addition, 39 long form letters were received from stakeholders including local authorities, parish councils, statutory and non-statutory environmental bodies, local residents and landowners. Questionnaires were available at all events, deposit points and an online version was published on the scheme website.
- 2.10.2. 64% of the questionnaire consultation responses received indicated they preferred Option 9 compared with Option 14. However, concerns were raised about the scale and impact of Option 9 on the land around the junction, which is highly environmentally sensitive. 73% of respondents also indicated they agreed with Highways England's decision not to progress Option 16. Stakeholders, who largely responded via letter outside of the questionnaire, had a more mixed view, with six expressing a preference for Option 14, seven for Option 9 and the remaining 26 stating either equal or no preference.
- 2.10.3. Key concerns across both the questionnaire respondents and those who submitted letters included:
- potential environmental impacts of the Scheme (air, noise and visual) – particularly for Option 9;
 - The potential loss of habitat and Special Protection Area (SPA)/common land;

- Concern about the longevity of Option 14 in delivering long-term benefits to congestion;
- Local roads and driveways that have a direct access to the A3; and
- Concern whether the Scheme could deliver significant benefits without any further action being taken on the M25 itself.

2.10.4. Other topics arising from the consultation included congestion in Cobham and Ripley, introducing south facing slip roads at Ockham Park Roundabout, and the potential development at Wisley Airfield.

2.10.5. Elements of the Scheme such as the design for Ockham Park Roundabout, non-motorised user routes, the precise Red Line Boundary for the Scheme and drainage design were at the time either work in progress areas or elements with known constraints. Highways England was keen to understand the potential impacts of the proposals and have had regard to responses in terms of potential design changes after the non-statutory consultation. Design review Value Management Workshops were held in May 2017 and Highways England invited Surrey County Council, Connect Plus, Natural England, Surrey Wildlife Trust, Environment Agency and Historic England to attend and contribute. This enabled an open discussion of key issues relating to environmental impacts, operations and maintenance, local road impacts and potential design changes.

2.11. Post-options consultation engagement

2.11.1. Once the non-statutory consultation came to a close in February 2017, Highways England spent nine months refining the Scheme based on the consultation feedback and ongoing stakeholder engagement prior to the Preferred Route Announcement on 29 November 2017.

2.11.2. During this period Highways England continued to collaborate with stakeholders to improve the design.

2.11.3. On 22 and 23 June 2017 Highways England hosted a value management workshop, inviting Statutory Environmental Bodies, host local authorities and experts from the civil engineering and consultancy industries to challenge the Scheme design and recommend how improvements and efficiencies could be made.

2.11.4. On 17 September 2017 Highways England held a collaborative planning workshop with Surrey County Council to assist in planning the Scheme development to the preferred route announcement and beyond.

2.12. Conclusion

2.12.1. The non-statutory engagement with public and statutory and non-statutory stakeholders undertaken by Highways England in advance of (and partly overlapping with) the formal consultation has facilitated and influenced the development of the Scheme during the pre-application process, through face-to-face engagement, email and written correspondence, workshops and forums.

2.12.2. The different groups have each brought a range of views to the design development of the Scheme. Responses influenced early proposals and approaches, including decisions on design to:

- Further develop Option 14 to improve traffic performance;
- Reduce land take and environmental impact of Option 9;
- Resolve historic common land allocation;
- Develop a strategy for SPA/Common land replacement land;
- Further refine alternative access arrangements for those with direct access onto the A3, ensuring an appropriate balance between convenience for users and the environmental and heritage impacts;
- Develop a better understanding of the buildability requirements of the Scheme, and locations of possible construction compounds;
- Review the impact of the Scheme on the Local Road Network;
- Better understand habitat fragmentation and any net loss in biodiversity;
- Review provision for non-motorised user crossings across both the A3 and M25; and
- Consider the removal of HGV parking from the A3 and the potential impact this may have on the Local Road Network.

2.12.3. It was noted that the proportion of respondents under the age of 24 was low, at 3% of the total number of respondents. This demonstrates that there was a “hard to reach” group, not identified in the EqIA, as this age group was targeted via the letter drop, advertising campaign and media activity, but still did not engage as fully as the 55+ age group. As such the statutory consultation activity undertook to address this imbalance by using additional communications channels such as social media and events at different locations to attract a wider set of respondents.

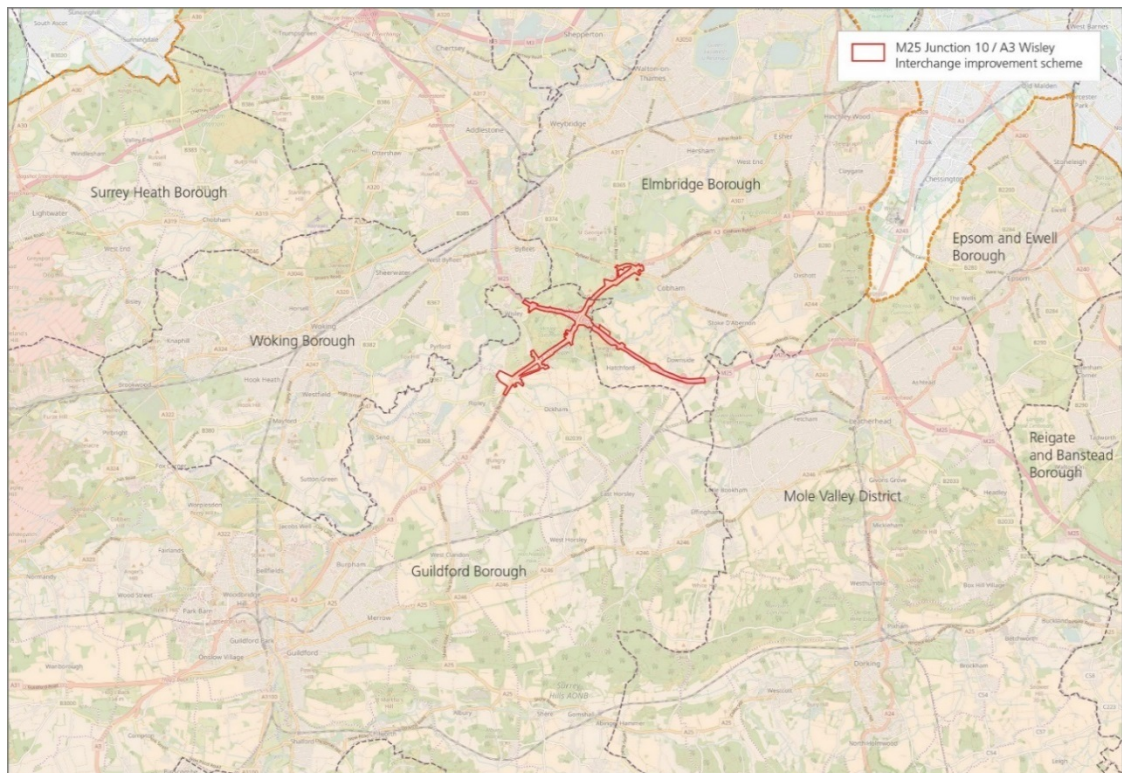
2.12.4. For further detail on the results of the non-statutory consultation, please refer to Regional Investment Programme M25 Junction 10/A3 Wisley interchange Public Consultation Report August 2017 in Annexe A.1.7.

2.12.5. Highways England’s statutory consultation under section 42, 47 and 48 of the Act followed on from an extensive period of non-statutory engagement with both statutory consultees and non-statutory stakeholders. This period enabled Highways England to reach a preliminary design for the Scheme which was sufficiently detailed to proceed with formal consultation. Further detail regarding the outcomes from the non-statutory consultation exercise can be found in the non-statutory consultation report in Annex A.1.7.

3. Preparation of Statement of Community Consultation

- 3.1.1. In accordance with section 47(1) of the Act Highways England prepared a draft SoCC setting out how it proposed to consult people living in the vicinity of the land affected by the Scheme.
- 3.1.2. It then consulted each local authority that is within Section 43(1) of the Act on the SoCC.
- 3.1.3. Highways England identified SCC, GBC and EBC as the host local authorities for the purposes of preparing the SoCC. Highways England also identified and consulted with each local authority within section 43(2) of the Act.
- 3.1.4. Details of these authorities are included in Figure 3.1 and Table 3.1.

Figure 3.1: District and Borough area map



(Copyright: OS)

Table 3.1: Relevant Local Authorities under section 43(1) and (2)

Relevant local authorities under section 43(1)	
Elmbridge Borough Council	Guildford Borough Council
Surrey County Council	
Relevant local authorities under section 43(2)	
Bracknell Forest Council	East Sussex County Council
Hampshire County Council	Kent County Council
London Borough of Bromley	London Borough of Croydon
London Borough of Hillingdon	London Borough of Hounslow
London Borough of Sutton	The Royal Borough of Windsor and Maidenhead
Runnymede Borough Council	Slough Borough Council
South Downs National Park Authority	Surrey Heath Borough Council
Waverley Borough Council	Woking Borough Council

- 3.1.5. Highways England engaged with EBC, GBC and SCC in the preparation of the SoCC. They took into account the lessons learnt from the previous non-statutory consultation in terms of identifying what worked well, including questionnaire feedback from the non-statutory consultation.
- 3.1.6. In preparing, consulting on, notifying and publishing the SoCC, Highways England has had regard to the Inspectorate's advice, MHCLG guidance and has complied with statutory requirements of the Act.
- 3.1.7. The final approved SoCC and associated errata relating to a correction of two pieces of data in the consultation brochure is included in Annex C.

3.2. Consultation on Statement of Community Consultation

- 3.2.1. Highways England consulted SCC, GBC and EBC on the terms of the draft SoCC (see Annex C for the draft and final versions), with electronic copies of the draft document and a covering letter emailed to the responsible officers on 27 November 2017. Consultees were advised to respond in 41 days, by 11 January 2018. This exceeded the statutory 28-day period (an extra 13 days) as Christmas fell in the middle of the consultation. A copy of the letter and the draft SoCC is provided in Annex C.
- 3.2.2. Highways England carefully considered the comments received from EBC, GBC and SCC in response to the draft SoCC and where possible incorporated their recommendations. The SoCC was submitted to the Inspectorate for review and no changes were required. The revised final SoCC was published on Highways England's website in full and an advert notification advising the community of the SoCC was published in the Surrey Advertiser (2 and 9 February 2018) in compliance with Section 47(6) of the Act.

3.2.3. Highways England received a response from EBC on 8 January 2018, GBC on 8 January 2018 and SCC on 10 January 2018. Table 3.2 outlines the key issues raised by respondents and Highway's England response to each.

Table 3.2: Elmbridge Borough Council response to SoCC consultation and Highways England's response

Elmbridge Borough Council comment	Highways England response
Alongside table 1, the SoCC would benefit from a map of the Scheme's primary consultation area. Currently it is not possible to identify precisely which areas will be included in the letter drop.	As Appendix A to the SoCC, we have now included a map of the consultation boundary and the rationale behind why this boundary has been chosen. There is also a full list of the borough wards which are fully and partially included within this boundary.
The Council requests clarification as to whether identified stakeholder forums and community groups will also receive direct communication around the consultation. It would be helpful to identify how many forums and groups will receive direct communication	Stakeholder forums and community groups will receive notification of the public consultation via email/post. We are also inviting these groups to a webinar on the week commencing 29 January 2018 – Reference to this hasn't been made in the SoCC as this will occur because they will have occurred before the publication of the SoCC.
The Council will also commit to publicising the consultation through our social media channels	Thank you very much for this offer. We will be in touch nearer the public consultation to discuss further.
Given that commuters have been identified as a hard to reach group we suggest targeted communication to the wider Brooklands Business Park. The Council can assist with this through our Economic Development Office	We would welcome working further with Elmbridge Borough Council on this. The Brooklands Business Park has also now been included within the consultation boundary.
The Council welcomes the inclusion of four days of public information events in Cobham. Please note that the second date for the Cobham Village Hall is incorrectly listed as February rather than March. We would be keen to see another public information event at a further location within the Borough. An event in Esher would provide an opportunity to engage more widely with borough residents	The dates for the public information events have now been updated. We have opted to continue with venues in the vicinity to the Scheme, as in providing one further afield, would mean removing one from the near to the junction. We have however committed to providing Elmbridge Borough Council with a full suite of consultation materials and a pop-up banner, so Elmbridge residents.
The Council would like to see further detail on what material will be available at public viewing locations. For example, are display boards to be used? Discussions will need to take place to confirm these arrangements. Opening hours of venues could be helpfully provided. Walton Library has a high footfall and the Council suggests that this venue is also included as a public viewing location	We are currently finalising the design of the consultation materials and will be happy to share these with Elmbridge Borough Council.

Table 3.3: Guildford Borough Council response to SoCC consultation and Highways England's response

Guildford Borough Council comment	Highways England response
<p>Section 6: Written communication. For written communications, it is stated that there will be a door-to-door letter drop to c.42,000 residents and businesses located within the Scheme location [to include the parishes of Ockham, Ripley and Effingham and the villages of Cobham and Old Woking]. The residents of Wisley parish should also be included on this list.</p>	<p>As appendix A to the SoCC, we have now included a map of the consultation boundary and the rationale behind why this boundary has been chosen. There is also a full list of the borough wards which are fully and partially included within this boundary. This includes Wisley Parish.</p>
<p>Section 6: Paragraph 6.1 states that the consultation will run for 6 weeks from Monday 12 February to Monday 26 March. However, later paragraph 10.2 states "When the consultation period has ended on Tuesday 27th March..." The start and end dates of the consultation period to be made clear to respondents.</p>	<p>The SoCC has been updated to make it clear that the consultation ends on 26 March.</p>
<p>Section 7: This section lists the methods by which parties can response[sic] to the consultation. A general Highways England email address and the phone number for Highways England's national switchboard are listed amongst the methods. It should be made clear how responses can be made via this methods and what information is required from respondents, e.g. name and address/email address, particularly if written responses are required in order to be taken into account.</p>	<p>Highways England are able to receive feedback via all of these methods, and can accept anonymous responses, however we will encourage people to provide contact details so they can be kept up to date on Scheme progress.</p>
<p>Section 10: This section details the process of recording and considering the comments made at the public consultation. It states that "We will use the feedback to refine and improve the Scheme design and to ensure that it incorporates suitable measures to avoid, reduce or offset its adverse effects." The Council previously submitted comments (letter dated 2 February 2017) in response to the non-statutory consultation on the Scheme. We would note that the Council did not receive a response to the comments it made or how they have been addressed in the latest documentation published with the preferred route announcement on 29 November 2017. As a 'host' authority, the Council to receive a formal response to its representations to the public consultation.</p>	<p>I would like to apologise that you haven't received a response to this letter. I will be writing to you separately on this matter shortly.</p>

Table 3.4: Surrey County Council response to SoCC consultation and Highways England's response

Surrey County Council comment	Highways England response
<p>Some of the terminology and detail in documents should be more clearly explained: Will the public know what is meant by free-flow left turns?</p> <p>The term 'free-flow left turns' is used in the SoCC (e.g. in paragraph 2.3). We suggest that this should adequately explained/shown on a drawing/compared to an existing junction/situation so that the public will understand what this means. Given that the consultation will give consultees and the public an opportunity to help refine the proposal, we would also expect sufficient detail on proposed Scheme elements to be displayed in the consultation documents provided.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed that consideration could be given to including a drawing to show what is proposed and/or providing additional wording in paragraph 1.2.</p> <p>Will there be more detail in the consultation documents regarding the proposals for Wisley Lane in terms of the resulting re-routing for trips?</p>	<p>The term free flow left turns in the SoCC has been updated to the following:</p> <p>The proposed Scheme will deliver an elongated roundabout at M25 junction 10, with dedicated free-flowing lanes for vehicles turning left at the junction, avoiding the need to use the traffic lights at the roundabout. This will add more capacity and help smooth the flow of traffic, reduce journey times and improve safety.</p>
<p>With reference to 4.3 in the SoCC, it should be noted that consultation is not just with people 'living in the vicinity of the proposed Scheme' but should also include interest groups and user groups affected. For example, commuters, tourists (e.g. RHS Gardens Wisley visitors), road haulage users and users of the open spaces who may not live immediately close by to the Scheme will also be affected. At our meeting held on 8 March 2018 we discussed and agreed addressing this through the exhibition at M25 Cobham Services and the use of Social Media. We also discussed and agreed that Highways England would approach the local radio stations (BBC Surrey, Eagle Radio) for an editorial/interview for Highways England to promote the consultation.</p>	<p>While the SoCC is a statutory document which outlines how the project team will consult with people and businesses within the vicinity of the Scheme, we have also included measures to reach identified harder to reach groups such as commuters and M25 road users. These include holding consultation events at the M25 Cobham services, and publicising the consultation on social media.</p> <p>Using the same methodology as the previous non-statutory consultation we will attempt to generate radio/television editorial.</p>
<p>We would ask that a map of the consultation area be included or at least specifics on which parts of specific areas (e.g. Cobham) are covered and show ward/parish boundaries.</p>	<p>As Appendix A to the SoCC, we have now included a map of the consultation boundary and the rationale behind why this boundary has been chosen. There is also a full list of the borough wards which are fully and partially included within this boundary.</p>
<p>Regarding the 'Written Communications' section in the Table at 6.2, a map showing the consultation area that will receive a letter should be provided in order for an assessment to be made on the spread geographically of consultation. This would help as it is easier to define the consultation area on the Guildford side by reference to parishes. With little parishes (Elmbridge only has one Parish Council in Claygate) on the Elmbridge side it would be useful to see a plan of the consultation area to clarify the areas covered.</p>	<p>As Appendix A to the SoCC, we have now included a map of the consultation boundary and the rationale behind why this boundary has been chosen. There is also a full list of the borough wards which are fully and partially included within this boundary. This plan will be included in a briefing note to the Guildford, Elmbridge and Woking Local</p>

Surrey County Council comment	Highways England response
<p>This plan could then be sent to the relevant Local/Joint Committees (Guildford, Elmbridge and Woking).</p> <p>The Table only specifies the “Village of Cobham” but without a definite geographical boundary this is unclear. The parishes specified on the Guildford side appear random Wisley, for example, is not specified East and West Horsley are as close as Effingham. To the north and west Send, Pyrford, Byfleet, West Byfleet, Brooklands and Weybridge are as close as Ripley (and Cobham) and so should be included/shown on the map.</p> <p>Currently a number of parishes and villages have been selectively specified however other locations in equal or similar proximity of the Scheme have not, which currently suggests an unequal approach. Wisley for example is not specified and the village of Cobham does not fully reflect the interests of residents and businesses along the A245 beyond Painshill Junction. Therefore a map defining the area should be included to provide clarity on the locations in the consultation area. This should include a better definition of the primary consultation area north of Junction 10 which is currently limited to the village of Cobham.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed: showing the Ward and Parish boundaries on the map including a short narrative as to the reasons for the extents ensuring where the consultation boundary runs along a road that properties on both sides are included.</p>	<p>Committees.</p> <p>The geographical area has now been defined by the map included in Appendix A of the SoCC.</p> <p>We have tried to capture all of the residents and businesses that we believe would either be affected by the Scheme by being located within the vicinity, or those that would be likely to use the junctions when accessing the strategic road network. The full rationale behind creating the consultation boundary is included in Appendix A of the SoCC.</p> <p>The map in Appendix A shows ward boundaries. We included one with parish boundaries as well, but as the vast majority follow the same boundaries as wards it became very confused. A narrative of the rationale has also been included in Appendix A.</p>
<p>Regarding the 'Written Communications' section in the Table at 6.2 in the SoCC, the village of Cobham does not fully reflect the interests of residents and businesses along the A245 beyond Painshill Junction. A better definition is needed for the primary consultation area north of Junction 10.</p>	<p>We have tried to capture all the residents and businesses that we believe would either be affected by the Scheme by being located within the vicinity, or those that would be likely to use the junctions when accessing the strategic road network. The full rationale behind creating the consultation boundary is included in Appendix A of the SoCC.</p>
<p>Regarding the 'Written Communications' section in the Table at 6.2 in the SoCC, it should be made clear that Highways England are committed in the SoCC to having a registration process in place enabling people who express an interest in the Scheme to be contacted by email with further communications on the Scheme. We are aware that a registration web page exists (on the general Highways England webpages) and the SoCC at present does infer that this registration process is in place however for clarity the final statement could be changed along the lines of: 'The Scheme web pages have been set up to enable individuals to register to receive further communications (at http://roads.highways.gov.uk/projects/m25-junction-10-to-a3-wisley-interchange). Anyone who has registered will be contacted by email with further communications when the local</p>	<p>The SoCC has been updated to include the following wording:</p> <p>All stakeholders, individuals and organisations who submitted feedback during the previous non-statutory consultation and provided an email address will receive an email informing them of the consultation.</p> <p>In addition, everyone who has registered on the Scheme website will receive notification. Anybody can still register on the website to receive updates.</p>

Surrey County Council comment	Highways England response
<p>letter drop is carried out'.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed wording could be included to cover this point.</p>	
<p>In advance of the consultation we would wish Highways England send a written update letter addressed to each of the Local/Joint Committees and to Surrey County Council Cabinet Members setting out the following before the consultation:</p> <p>Details of the preferred route and side road changes that are now proposed and include/attach a copy of the PRA brochure Confirmation of the dates/venues for the exhibitions.</p> <p>An invite to the pre-exhibition Member briefing sessions you mentioned were planned to be arranged.</p> <p>That Highways England would be happy to re-present/attend a Local/Joint Committee meeting after the consultation when you will have some results/views to share and next stages.</p> <p>Consultation packs to be distributed to Local/Joint Committee members and Councillors as set out above.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed that the table on page 10 could reword the local authority website to state local authority and include working both on the website but in addition that local authorities/Councillors be written to, to confirm dates/venues for the exhibitions and the Member briefing session.</p>	<p>The project team have committed to this undertaking and will be in touch with David Stempfer to complete this.</p>
<p>Regarding the 'Public Viewing Locations' section in the Table at 6.2 in the SoCC, it says consultation materials will be available however clarification is required on what this means exactly - does it mean display boards?</p> <p>At our meeting held on 8 March 2018 we discussed and agreed including a definition in the SoCC of each of the consultation methods e.g. Exhibitions (staffed at 9? Locations), Static Displays (pop-up with Scheme information and questionnaire at 5 venues – including Brooklands/Tesco's subject to their agreement) and Public Viewing location/Deposit points with detailed Scheme information at Highways England offices, Surrey CC, Elmbridge BC, Guildford BC offices and libraries.</p>	<p>The SoCC has been updated to reflect these comments. Deposit points and public information events have been defined in the SOCC. We are currently still contacting static locations and so haven't specifically included these within the SoCC, but we will advise the local authorities about these locations when these have been finalised.</p>
<p>Regarding the 'Other media/publicity' section in the Table at 6.2 in the SoCC, it says posters and flyers will be distributed 'in the vicinity' of the Scheme. There is a need for Highway England's definition of 'in the vicinity' of the Scheme?</p> <p>A map should be included to show where posters and flyers will be distributed and added to the map covering the areas that will received a letter stated earlier.</p>	<p>The vicinity of the Scheme has been defined with Appendix A.</p>
<p>At our meeting held on 8 March 2018 we discussed and agreed Woking Borough Council should be included so that the information can be included on their web site.</p>	<p>Woking Borough Council have been contacted and are happy to include information on their website.</p>
<p>Regarding the 'Stakeholder forums/community groups' section in the Table at 6.2 in the SoCC, classes of community group are not identified. We suggest that the classes of community group are identified at a minimum at this stage even if specific groups have not yet been identified. The groups that Highways</p>	<p>The wording within the SoCC has been updated to clarify that local stakeholder forums and community groups will be contacted in advance of the public consultation to be made</p>

Surrey County Council comment	Highways England response
<p>England should be committed to reaching should for example include parish councils, particular interest/user groups, including user groups for roads (e.g. business interests, commuters, road haulage interests), open spaces and recreational users (e.g. rambling, cycling, equestrian, Open Spaces Society), and ecological interest groups. Having discussed with Elmbridge BC, given the possible under representation of commuters in earlier feedback, we would like to highlight the need for some targeted communication around Brooklands.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed adding Brooklands Tesco's as a static display site (subject to their agreement) and working with Elmbridge BC to provide information at a Brooklands Business Breakfast event.</p>	<p>aware that it is going ahead.</p> <p>We are also inviting these groups to a webinar on the week commencing 29 January 2018 – Reference to this hasn't been made in the SoCC as this will occur because they will have occurred before the publication of the SoCC.</p>
<p>Regarding the 'Stakeholder forums/community groups' section in the Table at 6.2 in the SoCC, there is a mis-match in terms of the method of consultation and the further detail listed. The method suggests that there will be stakeholder forums/community groups but the detail only says the groups are encouraged to attend an exhibition.</p> <p>The detail also says 'Highways England will consider requests for other groups/ forums' and it is unclear what this means. Requests for inclusion in forum meetings? Requests to be notified of exhibition dates? Request to be added to a register of community groups with an interest in the Scheme?</p> <p>Further clarity is required on the consultation method for stakeholder forums/community groups. Will they only be written to in order to let them know of the consultation or will there be group sessions held? Either way there should be direct communication with identified stakeholder forums/community groups.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed that the wording in the SoCC could be revised to clarify this point.</p>	<p>The wording within the SoCC has been updated to clarify that local stakeholder forums and community groups will be contacted in advance of the public consultation to be made aware that it is going ahead.</p> <p>We are also inviting these groups to a webinar on the week commencing 29 January 2018 – Reference to this hasn't been made in the SoCC as this will occur before the publication of the SoCC.</p>
<p>Have all the local newspapers been considered? In addition to the Surrey Advertiser and The Times, have the Epsom Guardian and the Surrey Comet been considered?</p> <p>At our meeting held on 8 March 2018 we discussed that Highways England had considered the Epsom Guardian and the Surrey Comet but decided that these publications didn't have the coverage of the Surrey Advertiser.</p>	<p>We have considered other local newspapers. We opted not to proceed with the Epsom Guardian as it doesn't cover the Scheme area and the Surrey Comet's focus is further to the North of Surrey than the Surrey Advertiser.</p>
<p>We have noted the updated SoCC sent on 20 December 2017 with confirmed exhibition dates and times. In this updated version all the events are within the consultation period when previously they were not. However, the updated dates for Cobham Village Hall are listed as Friday 2 March and Saturday 3 February and we think should state Friday 2 March and Saturday 3 March.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed bringing forward the Cobham Services, M25 date by a</p>	<p>All of the exhibitions dates and times have now been confirmed.</p> <p>We have opted to hold two public exhibitions at Cobham services, on 16 March and 23 March.</p>

Surrey County Council comment	Highways England response
week from 23 March to 16 March.	
<p>Has HE considered desirability of, or willingness of RHS Gardens Wisley to accommodate, either a public information event or public viewing location (static display) at Wisley gardens? This would reach other local people and tourists, as well as the immediately adjoining residents and therefore score well in terms of hard to reach interests.</p> <p>At our meeting held on 8 March 2018 we discussed and agreed that Highways England would approach RHS Gardens Wisley to seek their views/agreement to accommodate, either a public information event or public viewing location (static display) at Wisley gardens (either inside/outside of the gardens).</p>	<p>The dialogue is ongoing with RHS Gardens Wisley with the view to providing a static display at the gardens.</p>
<p>Woking, Elmbridge and Guildford Borough Council offices should be included as a public viewing/static display location.</p>	<p>Elmbridge and Guildford Borough Council have been confirmed as public viewing locations. Unfortunately, Woking Borough Council are unable to provide this service due to the refurbishment of their reception area. However, there will be a public viewing location at Woking Library nearby.</p>
<p>The three SCC Local Committees should be consulted on where it would be most appropriate to hold the proposed public information events and on the Public viewing locations.</p> <p>Can the following public consultation sites be included/considered:</p> <p>Sainsbury's in Cobham? Tesco's at Brooklands A static display in Woking – Civic Offices or Wolsey Place shopping centre?</p> <p>Also could a link to the consultation website be linked to the Surrey County Council and Woking, Guildford and Elmbridge Borough Council's websites?</p>	<p>We are currently in dialogue with Sainsburys and Tesco to understand whether it might be possible to provide static information at these locations.</p> <p>Unfortunately, Woking Borough Council are unable to provide this service due to the refurbishment of their reception area. However, there will be a public viewing location at Woking Library nearby.</p> <p>A weblink and some brief information will be provided to Guildford and Elmbridge Borough, and Surrey County Council's to include on their websites.</p>
<p>At our meeting held on 8 March 2018 we discussed and agreed amending the wording to state the consultation period ending on Monday 26 March 2018 as opposed to Tuesday 27 March 2018 for consistency through the document.</p>	<p>This has been updated.</p>

3.3. Publication of the Statement of Community Consultation

- 3.3.1. Highways England published the SoCC on its Scheme webpage on 2 February 2018, following revisions made to address local authority comments as described above. A copy of the published SoCC is provided in Annex C. Advertisements were placed in local newspapers notifying where to access the SoCC, in accordance with section 47(6)(a) of the Act.

3.3.2. The SoCC was made available between 2 February and 26 March 2018 at the following locations:

- Guildford Borough Council, Millmead House, Millmead, Guildford, Surrey GU2 4BB
- Elmbridge Borough Council, Civic Centre, High Street, Esher, Surrey KT10 9SD
- Surrey County Council, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DW
- Cobham Library, The Cedar Centre, Cedar Road, Cobham, Surrey KT11 2AE
- Horsley Library, Parade Court, Ockham Road South, East Horsley, Surrey KT24 6QR
- Byfleet Community Library, High Road, Byfleet, Surrey KT14 7QN
- West Byfleet Library, The Corner, West Byfleet, Surrey, KT14 6NY
- Addlestone Library, Runnymede Civic Centre, Station Road, Addlestone, Surrey KT15 2AF
- Woking Library, Gloucester Walk, Woking, Surrey GU21 6EP
- Walton Library, 54 The Heart, Walton on Thames, Surrey, KT12 1GH.

3.3.3. An advertisement containing the SoCC notification and where to access the document was placed in the Surrey Advertiser on 2 and 9 February 2018. A copy of the published SoCC notice is provided in Annex C. The average readership for the Surrey Advertiser is 67,317 (Source: Publisher) covering the areas of Guildford, Woking, Ripley and Cobham.

3.3.4. Additionally, as part of the section 47 awareness programme the SoCC was:

- mentioned within the section 47 community consultation notification letters to statutory consultees (see Annexes E and F), which contained a reference to the SoCC and how to access the statement
- published on the Scheme website
- available to view as a hardcopy at 10 deposit sites from 2 February to 26 March 2018
- was available to view at all 10 of the Section 47 public exhibitions.

3.4. SoCC Compliance

3.4.1. Table 3.5 demonstrates compliance with the commitments made in the SoCC.

Table 3.5: SoCC Compliance

Method	Detail
Written communications	The consultation was promoted through a door-to-door leaflet drop to circa 90,000 residents and businesses located in the vicinity of the scheme. The map in Annex C outlined the consultation area and provided further detail behind the rationale for the selection of this area. This is the scheme's primary consultation area. Additionally, we have emailed further communications to individuals who are registered on the scheme web pages. All stakeholders, and individuals and organisations who submitted feedback during the previous non-statutory consultation who provided a postal address but not an email address have received this written communication.
Consultation responses	All stakeholders, members of public, organisations and other parties were able to respond to the consultation by completing a freepost consultation questionnaire, calling Highways England on 0300 123 5000 (24 hours), emailing info@highwaysengland.co.uk and / or attending consultation and speaking to a member of the project team. All responses and queries submitted were recorded and reviewed. All enquiries were responded to. Questionnaires were available to print online, available to collect at consultation events and at the following public locations: Guildford Borough Council, Surrey County Council, Elmbridge Borough Council, Woking Borough Council, Addlestone Library, Byfleet Community Library, Cobham Library, Horsley Library, Walton Library, West Byfleet Library and Woking Library.
Online communications	The consultation materials were made available on the scheme web page www.highways.gov.uk/m25j10 . The material available included the brochure, questionnaire, scheme layout plan, 3D visualisation of the scheme, PEIR, information on public information events and a list of locations where hard copies of the consultation materials were available. The website also publicised when the consultation period formally commenced and the deadline for the submission of feedback. All stakeholders, individuals and organisations who submitted feedback during the previous non-statutory consultation and provided an email address received an email informing them of the consultation. In addition, everyone who registered on the scheme website received notification.
Face-to-face communications	A series of public information events were held in February and March 2018 where visitors could view the scheme proposals and images, talk with the project team and complete a questionnaire. Details of the public exhibitions were listed in the SoCC and were advertised in the Surrey Advertiser, The Times, and the London Gazette on 26 January and 2 February 2018. In addition to the public information events, static consultation displays publicising the consultation were available at Highways England, Guildford Borough Council, Elmbridge Borough Council and Surrey County Council offices. Further static consultation displays were organised on two days at Cobham M25 Extra service station between 08:00 and 20:00 hours.
Public viewing locations	Hard copy consultation materials, including the questionnaire, were available to be viewed and taken away at a number of locations. The full suite of consultation materials was made available at the public information events. Limited consultation material was also available at a number of static locations within the vicinity of the scheme.
Other media/publicity	Posters and flyers were distributed within the vicinity of the scheme and details of the consultation events were provided to local radio stations and other media outlets. Press releases were provided to local radio and television media with the view to gain editorial time to publicise the consultation.
Local Authorities:	Links were provided to Local Authorities to be able to provide information about the scheme on their websites. Notification of the statutory public consultation were provided to local elected members and elected members were invited to a briefing session at the beginning of the consultation period.
Stakeholder forums/ community groups	Stakeholder forums and community groups, both those that are based in the vicinity of the scheme, and those that have responded to the previous consultation have received written notification of the statutory public consultation.

Social media	Highways England's Twitter feed has been used to promote the consultation process. Users were encouraged to post their comments and opinions.
Hard to reach groups	The major hard to reach groups identified during the previous informal consultation were younger people and commuters. Making greater use of social media and diversifying the location of public exhibitions was a part of the approach to increase the level of responses from these groups.
Newspaper advertisements	The statutory consultation, including details about the PEIR, were publicised by publishing notices in the Surrey Advertiser, London Gazette and in The Times.
Targeted Consultation method	Detail
Letter to consultees	213 letters were issued that set out the key scheme changes, how to respond to the consultation, timeframes, and contact details for more information/queries and relevant scheme drawings for their land interest or statutory responsibility. Letters, drawings and the brochure can be seen in Annex J.
Consultation brochure	A Targeted Consultation brochure was issued with the letters to all consultees.
Offer of one-to-one meetings upon request	3 face to face meetings were held at the request of stakeholders during the Targeted Consultation period.
Additional Targeted Consultation method	Detail
Letter to consultees with appropriate scheme drawings	237 letters were issued that set out the key scheme changes, how to respond to the consultation, timeframes, and contact details for more information/queries and relevant scheme drawings for their land interest or statutory responsibility. Letters and drawings can be seen in Annex K.

3.5. Conclusion

- 3.5.1. In preparing, consulting on, notifying and publishing the SoCC, Highways England has had regard to PINs advice, MHCLG guidance and has complied with statutory requirements of the Act.
- 3.5.2. The Act sets out certain requirements which all NSIPs must comply with for the pre-application consultation stage. Guidance and advice notes provide clear direction and assisted Highways England in planning its pre-application consultation. Chapter 5 provides an overview of the statutory consultations undertaken. Chapter 9, Table 9.1 provides details of how Highways England complied with:
- The Act
 - The APFP Regulations
 - The EIA Regulations
 - MHCLG guidance.

4. Consultation with statutory consultees (Section 42)

4.1. Introduction

- 4.1.1. Highways England undertook consultation under Section 42 of the Act between 12 February and 26 March 2018.
- 4.1.2. This Chapter sets out the programme of activities Highways England undertook to comply with its duty to consult under Section 42 of the Act.
- Statutory consultees under Section 42 are defined as the following groups of consultees:
 - Parties prescribed in Schedule 1 to the APFP Regulations (as amended).
 - Each relevant local authority that is within Section 43 of the Act.
 - Each person who is within one or more of the categories set out in Section 44 of the Act. The Book of Reference records all Section 44 parties.
- 4.1.3. Annex D provides a full list of Section 42 consultees. Annex H provides a schedule of Section 42 responses and Highways England's responses to these. Table 4.12 provides an overview of the main response themes.

4.2. Consultees

- 4.2.1. **Schedule 1 consultees** - A scoping report was prepared to inform the request for a Scoping Opinion from the Inspectorate. A list of prescribed consultees notified under regulation 11(1)(a) of the EIA Regulations was provided by the Secretary of State. Highways England made no changes to the prescribed consultees list under Regulation 11. A full list is provided in Annex D.
- 4.2.2. **Local authorities** - Section 42(1)(b) of the Act requires the applicant to consult with the local authorities identified in Section 43 of the ACT. The relevant local authorities are identified as those whose area the land is situated within and those councils with neighbouring boundaries. Please see Chapter 2, paragraph 2.4.1. for the list of local authorities and their classification.
- 4.2.3. Further details on the local authorities identified in Section 43 of the ACT are included in Section 3 of this report.
- 4.2.4. The methodology for identifying land interests as defined in Section 42(d) and Section 44 of the ACT is described in detail in the statement of reasons. The methodology was as follows:
- Land interests were identified through a diligent inquiry process covering six research methods:
 - Title information
 - Land interest questionnaire
 - Environmental Impact Assessment information
 - Companies House searches
 - Site investigations and web-based research.

- All land interest consultees were identified in the Book of Reference as those with a qualifying interest in land and property affected by the Scheme, as well as those persons who might be entitled to make a relevant claim
- A desk-based Scheme-wide search of the land registry and field-based enquiries in the form of questionnaires initially identified land interests as set out in Section 42(1)(d). Chapter 3 explains further the steps taken to investigate all land interest parties.

4.2.5. All land interests were consulted with reference to persons identified within the Book of Reference. Any additional landowners identified once the statutory consultation period had commenced were subject to additional consultation. This is explained in Chapter 6, section 6.2.

4.2.6. In line with the requirements of the General Data Protection Regulation 2018 (GDPR) any personal information which would enable an individual to be identified has been redacted from both the Consultation Report and its Annexes. These parties are all included in the Book of Reference. Diligent enquiries have been undertaken throughout the scheme development (for statutory, targeted and additional targeted consultation) and the Book of Reference has been refreshed to reflect changes in land ownership and land interests.

4.3. Section 46 (notifying the Inspectorate)

4.3.1. Under Section 46 of the Act, the applicant must send the Inspectorate (on behalf of the Secretary of State) the Section 42 consultation documents before commencing the Section 42 consultation. The Inspectorate was notified on 8 February 2018, with the documents being provided electronically on a memory stick. Highways England did not send hard copies of the notification and supporting documents to the Inspectorate - this was confirmed as not being required in an email received on 1 February 2018. A copy of the notification letter can be seen in Annex F.

4.3.2. The following sections explain the timescales and tools used for the Section 42 consultation.

4.4. Consultation programme

4.4.1. Highways England ran the Section 42 consultation alongside the Section 47 and 48 consultations. This meant that all consultation documents were available to the Section 42 consultees.

4.4.2. A letter was sent to all Section 42 consultees on 9 February 2018 to notify the relevant consultees of the Section 42 consultation. The consultation closed on 26 March 2018 at 23:45.

4.4.3. A copy of this letter is included in Annex E. 872 letters went to Section 42 stakeholders this included 684 to landowners.

- Letter A - Statutory consultees – 36 hard copy, 79 via email
- Letter C - Category 1/2 landowners – all 107 issued hard copy
- Letter CA - Category 1/2 landowners - subsoil interests – 10 hard copy
- Letter D - Category 3 landowners – 537 hard copy, 11 via email

- Letter E - Guildford Borough Council only
- Letter F - Elmbridge Borough Council, Surrey County Council and Woking Borough Council
- Letter G - Adjoining local authorities – 3 hard copy, 37 via email
- Letter J - Non statutory consultees and respondents to previous consultation – 145 hard copy, 520 via email.

4.4.4. The notification letters were sent as a hard copy by post or as an electronic attachment on email depending on the contact details already included in our stakeholder database. Accompanying all letters was a copy of the information sheet explaining how the consultee could take part in the wider consultation and a copy of the consultation brochure and questionnaire for the Scheme. Table 4.1 below outlines the materials accompanying each of the letters sent to Section 42 consultees.

Table 4.1: Section 42 letter types and consultation materials issued

Letter type	Materials issued
Letter to Prescribed Bodies – Section 42 (1)(a), Planning Act 2008 and Consultation Bodies in PINS, Reg 11 List	SoCC, Section 48 Notice, consultation brochure
Local Host Authorities and Land Owners	SoCC, Section 48 Notice, consultation brochure
Letter for Section 42 (1)(d) and Section 44 (1) and (2) of The Planning Act 2008 – Category 1 & 2 Land Interests	SoCC, Section 48 Notice, consultation brochure
Local Host Authority	SoCC, Section 48 Notice, consultation brochure
Letter for Section 42 (1)(d) & Section 44 (1) of The Planning Act 2008 – Category 1 Subsoil Interests only	SoCC, Section 48 Notice, consultation brochure

4.4.5. A second letter was sent to all Section 42 consultees outlining that a revised consultation brochure had been published on the 16 February 2018. See Annex E.

4.4.6. Due to drafting errors, some of the maps within the brochure contained a partially omitted or incorrectly shown DCO boundary. We have therefore reprinted the brochure and updated the website to include the updated version of the brochure.

4.4.7. These errors were rectified as quickly as possible, and the new version was also uploaded to the Scheme webpage on Thursday 15 February 2018 (prior to the letters being issued).

4.5. Consultation materials

4.5.1. Details of the consultation materials that were made available to support the Section 42 consultation are provided in Chapter 5. All materials can be accessed in Annex G.

4.5.2. Consultees were advised in the notification letter that consultation materials were available on the Scheme web page and as a hard copy at the community consultation exhibitions and at all deposit points.

4.6. Additional consultation

- 4.6.1. In total, eight landowners did not receive letters at the beginning of the statutory consultation period as their responses to diligent land enquires were received after 12 February 2018. All of these consultees were given an extended deadline enabling them to have 28 days to consider and respond to the consultation.
- 4.6.2. For all stakeholders where a non-delivery bounce back email was received after attempting to email a letter, a letter was subsequently posted first class to them.

4.7. Consultation channels

- 4.7.1. Section 42 consultees were provided with the following feedback channels:
- Calling 0300 123 5000
 - Via the postal address: FREEPOST M25 junction 10/A3 Wisley interchange
 - By email: info@highwaysengland.co.uk

4.8. Dealing with consultation responses

- 4.8.1. All responses to the Section 42 consultation were logged and PDF files created for all hard copy responses (scanned in) and all (via the online questionnaire or hard copy) were given a unique ID number.
- 4.8.2. All queries raised via Highways England's Customer Contact Centre were recorded in a spreadsheet. Where these were in relation to a previously submitted questionnaire (i.e. adding extra comments) the comments were cross referenced with the unique ID given to each questionnaire.
- 4.8.3. Where queries were not related to a questionnaire, but provided feedback (either in a long form letter or email/telephone call), this was logged and added to the data for analysis alongside the consultation feedback questionnaires.
- 4.8.4. A third-party provider was appointed to analyse both the quantitative and qualitative data from the consultation responses. Their report identified key themes and issues as well as statistical evidence.

4.9. Results of consultation

- 4.9.1. This section provides an overview of the response results, key issues raised by consultees and how the Scheme has been influenced and amended.
- 4.9.2. Changes to the Scheme made as a result of the Section 42 consultation responses are explained within the discipline areas described below.
- 4.9.3. A number of reviews to confirm Scheme design changes and minor changes to the Environmental Statement have been incorporated as a result of feedback given from the consultation.
- 4.9.4. Annex H provides a summarised schedule of responses received from Section 42 consultees and Highways England's responses to these.
- 4.9.5. Responses in the summary table are organised in the following discipline headings with related Highways England responses:
- Scheme principles and operations

- Scheme design
- Environmental impacts
- Stakeholder specific issues
- Traffic and economic modelling
- Planning
- Safety.

4.10. Section 42 key issues raised and Highways England responses

- 4.10.1. This section summarises the feedback and issues raised by statutory consultees. It also summarises Highways England's response and if action has been taken to alter the Scheme or if no design change has been made, why it could not be actioned.

Table 4.2: Scheme principles and operations issues raised and Highways England response

Scheme principles and operations	
National Grid requested appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus. They provided a detailed list of requirements in terms of designing and working in the vicinity of power lines.	Highways England response: The gas main affected by the Scheme will be repositioned away from the power lines. However, the exact requirements relevant to National Grid assets will be confirmed at detailed design stage.
Network Rail requested further detailed information to fully assess potential impacts of the Scheme on the railway in order to properly respond on the likely impacts of the proposed Scheme. Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect their undertaking and land interests.	Highways England response: There is no land required from Network Rail either temporary or permanent.
Guildford Borough Council (GBC) supports the principle of an improvement Scheme for the M25 junction 10/A3 Wisley interchange. However, the Council has significant, outstanding concerns which arise from the present lack of published information on the design, assessment and mitigation package of the proposed Scheme and its potential impacts, and therefore the Council has to object to the proposed Scheme as it stands. The Council requested urgent engagement from Highways England in relation to these matters.	Highways England response: Highways England notes GBC's position in relation to the Scheme and welcomes the opportunity for further engagement to remove these objections. Over the course of the summer and autumn of 2018, Highways England has set up a series of local authority liaison meetings with all of the host local authorities as well as topic matter specific meetings. Should GBC consider there to be a need to in addition to these meeting, then Highways England would be happy to consider these.
Surrey County Council (SCC) raised concerns that there could be increases in congestion on the local road network, particularly through	Highways England response: Reducing congestion and improve journey time reliability it should be noted that this Scheme objective

Scheme principles and operations

Ripley, at the Ockham Park Junction and on the approaches to the A245 / Seven Hills Road junction (especially on the approach from Painshill and on Seven Hills Road south). In addition, no quantified evidence has been presented to substantiate the claim that journey time reliability will be improved.

SCC note that the existing A3 overbridge over the interchange will remain as 2 lanes in each direction but either side of the bridge the A3 will be widened to 4 lanes. SCC ask to see evidence that this does not create a pinch point leading to congestion and would ask if Highways England has future plans to widen the bridge.

It is important that the design of any new M25 junction 10 should be future proofed, in terms of traffic capacity and layout, against potential development at Wisley Airfield and other relevant major development sites and as such would ask to see the evidence relating to this.

SCC also raised the issue of bus facilities and routes requesting clarity as to what new access arrangements will be provided for the bus stops and services that are currently located/operate on the A3 between Ockham Park Junction and Junction 10.

SCC also state that the 715-bus service that serves RHS Gardens Wisley, is essential and have concerns that the new access would result in a detour for the bus service.

SCC ask that this issue is considered as to not worse the situation for buses.

relates specifically to the strategic road network, the Scheme has a separate objective that specifically addresses impacts on the local road network.

While the project team should soon be in a position to share the outputs of the traffic modelling on the Scheme, Highways England is confident that the Scheme achieves an overall positive benefit cost ratio, providing a reduction in congestion and an improvement in journey time reliability to the Scheme's design year of 2037. It is important to note that this improvement will be achieved while incorporating the planned housing and jobs growth included in Guildford, Woking and Elmbridge boroughs' Local Plans.

TD22 calculations show that even with growth to 2037, three lanes on the A3 overbridge through the junction would not be necessary and so have not been included as part of this Scheme.

Highways England believes that this improvement will be achieved while incorporating the planned local housing and jobs growth. Because of the proximity to the Scheme, developments included within the Draft Local Plans for Guildford, Woking and Elmbridge have been specifically added to the Uncertainty Log used for the modelled Core Scenario. In line with Transport Assessment Guidance (TAG), total growth in the three local authorities has been balanced so the total production/attraction within each local county area matched NTEM 7.2 growth. Growth in all other areas has been derived from TEMPRO. Junction modelling conducted for M25 J10 shows that the junction will continue to operate within practical capacity in the modelled design year of 2037.

Table 4.3: Bus facilities and routes issues raised and Highways England response

Bus facilities and routes

Surrey County Council - Following a meeting with SCC's passenger transport team, some changes to the location of bus stops have been made. This includes a new bus stop facility allowing the 715 service to stop near to the entrance to RHS Garden Wisley when travelling in both directions outside of the morning and evening peaks.

At the meeting with the Surrey County Council passenger transport team they stated that they believed an inter-peak 715 service would be able to serve RHS Gardens Wisley with the current proposed Wisley Lane arrangement in

Highways England's response: HE believe, in agreement with Surrey County Council that this revised arrangement provides an improvement on the current bus service provision to RHS Garden Wisley.

place. This in turn would significantly improve access for individuals with disabilities who wish to access the gardens by bus – something they are not currently able to do.

Table 4.4: Scheme design issues raised and Highways England response

Scheme design	
<p>Historic England requested further information on the Scheme design, traffic modelling and proposed mitigation before putting forward their opinion on impacts to RHS Gardens Wisley</p>	<p>Highways England response: Highways England has noted Historic England's concerns regarding the Scheme's impact on RHS Gardens Wisley. Full details of the Scheme will be provided along with the Statement of Significance in the Environmental Statement, as well as:</p> <ul style="list-style-type: none"> Details of lighting and signage and their visual impact on RHS Gardens Wisley; A full noise assessment; The changes in traffic levels and their effect on heritage assets. <p>Highways England is happy to continue discussions with Historic England during the preparation of these documents.</p>
<p>Painshill Park Trust object in the strongest possible terms to the proposal to take any land from the Grade 1 Listed Historic Landscape of Painshill Park.</p> <p>Painshill Park Trust it is not clear what, if any, effect the proposals will have on the line of electricity cables which cross the A3 and continue south on Painshill land and ask that consideration should be given to burying them.</p>	<p>Highways England response: The new design to the Redhill Bridge as a NMU route makes it thinner and lower, therefore reducing visual impact on the nearby Gothic Tower in Painshill Park and reducing the land needed from the SSSI and common.</p> <p>The electricity cable issue (burying them) is outside of the scope of this particular project. However, Highways England is open to discussions being held about what the project might be able to deliver including by making use of other environmental improvement funds.</p>
<p>Tim Hancock Associates - representing Eurogarages object to the Scheme on the grounds that preventing direct access to the A3 from the San Domenico site renders this site commercially unviable.</p>	<p>Highways England response: The point regarding the San Domenico site has been taken on board for consideration, however the Scheme design is unable to accommodate a change to the direct access as it does not meet highways design standards .</p>
<p>Guildford Borough Council note that the Submission Local Plan includes new north facing junctions to the A3 at the A247 Clandon Road (Burnt Common) interchange. These are referenced as SRN9 'A3 northbound on-slip at A247 Clandon Road' and SRN10 'A3 southbound off-slip at A247 Clandon Road' in the Appendix C Infrastructure Schedule to the Submission Local Plan. Therefore, the Council requests that the proposed north facing junctions to the A3 at the A247 Clandon Road (Burnt Common) interchange are included in the DCO application.</p> <p>The Council also requests that the RHS's proposals for south facing slip roads at the</p>	<p>Highways England response:</p> <p>North facing slip roads (Burnt Common)</p> <p>Highways England has noted that the submission Local Plan includes new north facing junctions to the A3 at the A247 Clandon Road (Burnt Common) interchange. The M25 junction 10/A3 Wisley interchange Scheme does not include scope for north facing slip roads at Burnt Common, and these are not part of the published M25 J10/A3 Wisley interchange Scheme requirements.</p> <p>Highways England have indicated that it has no in principle objection to new slip roads in this location. However, neither Guildford Borough Council nor the developer has provided</p>

Scheme design

Ockham Park Junction are considered by Highways England.

The Council requests that Highways England consider the treatment of Elm Lane with the Wisley Airfield developers and Elm Lane residents to discuss and agree the possibility of the future connection of Elm Lane to the realigned Wisley Lane (south) to ensure that the design for the realigned Wisley Lane (on the southern side of the A3) allows for this potential connection.

sufficient evidence to suggest that the slip roads at Burnt Common are practical, deliverable, safe or effective. Once the PCF3 modelling reporting is complete, Highways England will be happy to share this with Guildford Borough Council.

In summary, these slip roads will not be included in the DCO application for the M25 junction 10/A3 Wisley interchange Scheme.

RHS Gardens Wisley alternative proposals
Highways England has improved the design of Ockham Park Roundabout, including a full signalisation of the roundabout and the inclusion of formal pedestrian and cyclist crossing facilities. Highways England believe that the roundabout will operate effectively at the Scheme's design year of 2037, including catering for additional trips generated by a future Wisley Airfield development (assuming it is of the quantum of that provided for in Guildford Borough Council's draft Local Plan). As such, South facing slip roads at this junction are not required. Highways England has since shared the traffic modelling reports with GBC. The options that were considered for alternative access to Wisley Lane were appraised and assessed in the side roads addendum – an addendum to the Scheme assessment report, which is available online.

The proposed left out access from Wisley Lane to the A3 included in RHS Garden Wisley's proposals cannot be incorporated into the Scheme as it would be unsafe. The distance between the end of the slip road from this merge and the beginning of the slip road to junction 10 would be too short, and the need for vehicles wishing to travel north on the A3 crossing two lanes of traffic, have necessitated this decision. This decision has been considered and ratified by Highways England's chief engineer.

Old Lane and Elm Lane proposals

Following stakeholder engagement with Elm Corner residents, the overwhelming preference was to convert the existing BOAT between Elm Corner and Old Lane to a single-track road with passing bays. As an appropriate alternative access will be delivered, Highways England do not see the requirement to explore the potential to connect Elm Lane to the realigned Wisley Lane (south).

Since the statutory consultation on this Scheme, the Wisley Airfield application has been refused by the Secretary of State. Whilst Highways England would anticipate another application being made in the future, there is currently no active planning application on this site, and so our proposals for Elm Lane are appropriate. In discussion with both residents of Elm Lane and

Scheme design	
	the owners of Wisley Airfield, Highways England understands that our proposals are not considered of concern to either party.
<p>Feltonfleet School raised concerns over a lack of pedestrian/cyclist access and crossing point across the Painshill Junction, due to the dedicated left turn only northbound slip road towards the Painshill Junction. Particularly for those pupils who walk or cycle to school from Cobham.</p> <p>The School also raised the issue of ownership of Byfleet Road going forward.</p>	<p>Highways England response: Pedestrian/cyclist access across the Painshill Junction</p> <p>Highways England can confirm that on the new dedicated left turn slip road from the A3 Northbound onto the A245, there will be pedestrian and cycle traffic lights. There will also be a pedestrian phase on the traffic lights at the top of the slip road from the A3 northbound, and on the slip road for the A3 southbound. Parents, pupils and teachers will therefore be able to cross the junction safely either on foot or by cycle.</p> <p>Byfleet Road</p> <p>This is beyond the extent of our Scheme and therefore Highways England would not be in the position to enter discussions on this matter.</p>
<p>Wisley Property Investments Ltd (WPIL) raised concerns over the impacts of the proposal to route the Wisley Lane side road diversion across the WPIL site and its impact on the Appeal Scheme.</p> <p>WPIL also raised a request over the need to align the Wisley Airfield proposals for traffic measures in Old Lane with the HE proposal to replace the existing Elm Corner access to A3 with access to Old Lane via an upgrade to the existing Byway open to All Traffic (BOAT).</p>	<p>Highways England response (broken down by issue):</p> <p>Wisley Lane Side Road Diversion</p> <p>Realignment of the Wisley Lane diversion has been undertaken in the latest design, to better suit access to any potential development of the Wisley Airfield Site. In the event that the potential development of the Wisley Airfield Site and our Scheme were both to receive consent, there is the chance that works would be undertaken in similar time periods. This reduces the risk of any conflict between the Scheme and any potential development at Wisley Airfield.</p> <p>Old Lane Access</p> <p>Highways England has also taken on board concerns about the safety of the junction to Old Lane due to the free flow arrangement from the M25 on to the A3 Southbound. The design team have included better sightlines and both acceleration and deceleration zones for safer access and egress. The design arrangement will of course be subject to a further safety assessment once the design has been refined for this Stage of the Scheme development.</p>
<p>Surrey County Council (SCC) provided comment on the provision for pedestrians, cyclists and horse riders through the Scheme and highlight the need for a high-quality cycle route connecting Seven Hills Road, across Painshill, towards Cobham.</p> <p>SCC request facilities provided for non-motorised users to be of sufficient standard (including width, surface, crossing facilities).</p>	<p>Highways England response (broken down by issue):</p> <p>Improved facilities for Pedestrians, Cyclists and Horse Riders</p> <p>The design of the Non-Motorised User (NMU) route will provide a high quality continuous route between Ockham Park Junction and Painshill Junction with only one at grade crossing required. They are being built to recognised</p>

Scheme design

SCC look forward to seeing the plans in development for the non-motorised user routes, including confirmation on whether current facilities (such as through the existing interchange roundabout) will be extinguished. SCC are aware that non-motorised user routes may impact SCC countryside estate and designated nature conservation sites. These impacts need to be quantified and mitigated.

SCC welcome working with HE to help achieve non-motorised user routes that connect appropriately into the Public Rights of Way (PROW) network, and connect to walking and cycling routes beyond the Scheme. The Scheme provides an opportunity to undo and mitigate fragmentation issues caused by the existing A3/M25 on the cycling and PROW network, create opportunities for sustainable travel links, create opportunities for recreational use recognising environmental impact, and make a circular 'family' recreational cycle friendly route around the common that links RHS Gardens Wisley, Byfleet, Cobham, Wisley and Ripley.

SCC ask for future discussions regarding potential adoption or maintenance of assets/structures that form the improved facilities for non-motorised users.

SCC is concerned that if the A3 is widened to a dual 4 lane all-purpose road (D4AP) all HGV parking could be lost. Roadside parking for HGV's in Surrey away from residential areas is also very limited. If HGV parking alongside the A3 is lost, SCC do not believe that all the HGV's dispersed from this location can be accommodated within these facilities. Our experience is that when these facilities are full any overspill HGV parking will disperse into residential areas. SCC acknowledge that the Cobham services could accommodate some of the HGV's displaced from the A3, but maintain that HGV parking should be retained in the final Scheme.

SCC understand that at this stage of the design HE haven't undertaken a detailed assessment of both the feasibility and requirement for the inclusion of HGV parking along this stretch of the A3. As set out in your letter to SCC dated 4th October 2017 HE "acknowledge the concern you have raised in your letter with regard to the overspill onto local roads that may occur if there isn't sufficient provision and that HE intend to "undertake a wider study of the A3 in the vicinity of the junction (rather than just between Ockham and Painshill) to build a better picture of the need in the area". SCC would ask to see a copy of this study when it is available.

The proposal seemingly removes the layby at

standards, and in all locations provide a minimum of a 3 metre shared use facility, and a verge for equestrians. In many locations, a more enhanced facility has been designed.

The plans for the NMU route were shared as part of the overall design with Surrey County Council in September 2018. Highways England is proposing a cycle ban between Ockham Park Junction and Painshill Junction on the A3. The NMU routes have been discussed with Surrey Wildlife Trust to achieve the least damaging layouts which maintain and enhance access for users. As much of the NMU route on the SCC countryside estate is in designated Special Protection Area land (SPA) or Site of Special Scientific Interest (SSSI) Highways England is legally obliged to design it in a manner to minimise the environmental and land impacts.

Highways England looks forward to continuing to work with SCC to create better connections to PROW and enhancing the local sustainable transport network.

Highways England is in ongoing discussions with SCC about all elements of future adoption and maintenance of the new infrastructure that fall outside of the SRN.

Proposed Design for the Widening of the A3 AND Lorry/HGV parking

Surveys have been undertaken to ascertain the occupancy of all of the HGV parking available between Guildford and junction 10 and Highways England has concluded that despite removing parking immediately adjacent to the junction, there is still sufficient capacity available. There is therefore no new HGV provision included within the Scheme. This report was shared with Surrey County Council in September 2018.

Highways England has consulted with both the Metropolitan Police and Surrey Police regarding the loss of a layby near to junction 10 as an abnormal load lay-up. Neither force have raised any concerns in losing this facility.

Proposed Design for access to Wisley Lane and RHS Gardens Wisley Gardens

The Scheme has been designed to be able to accommodate local growth as described and Highways England believe that Ockham Park Roundabout, and therefore the approach roads on the local road network, e.g. Portsmouth Road and Ockham Road North will operate satisfactorily up to 2037. Once the PCF3 modelling reports are available, Highways England will be able to share with Surrey County Council what the forecast impact of the altered Wisley Lane arrangement on Ripley will be.

Scheme design

the Wisley Lane Junction with the A3. This is occasionally used as an abnormal load lay-up (e.g. to collect Police escorts) and an alternative should be provided in the Scheme design.

SCC have concerns over the proposed design for the access to Wisley Lane regarding potential increases in congestion Ripley that would result from the Scheme. The proposed Wisley Lane access and closure of the left in access to Wisley Lane from the A3 has the potential to divert traffic accessing/egressing RHS Gardens Wisley. This could be exacerbated further if the Wisley Airfield development proposals progress. The proposed design for Wisley Lane therefore does not comply with the objective *"Minimising impacts on the surrounding local road network."*

SCC asked that HE provide evidence of the impacts on the local road network and surrounding communities (including Ripley, Send, Ockham and A245/Seven Hills) and the mitigation options which we would request requires a significant funding package (multi-million) to address these impacts.

SCC request that a detailed technical assessment/feasibility report of options considered to mitigate impacts in Ripley are shared with SCC.

In summary on this point, as previously requested, we would ask that sensitivity testing is undertaken and shared with SCC as to traffic that could travel through Ripley as a result of the proposed changes to Wisley Lane and that a suitably significant mitigation package is funded/included in the Scheme.

Under the proposed access to Wisley Lane, there will be additional traffic using the Ockham Park Junction. Further consideration should be given to enhancing and improving the safety of this roundabout, including enhancement to vulnerable road user facilities.

The two way access to Wisley will add an entrance and exit onto the Ockham Park Junction and so care will be needed to design the entry and exits at the roundabout to minimise driver confusion with regards to drivers mistaking a vehicle indicating a movement to an adjacent roundabout exit. Also entry path deflection would need to be in accordance with current advice at the roundabout.

Care will be required to set an appropriate speed limit for Wisley Lane in the vicinity of RHS Gardens Wisley Gardens' entrance and along the new road to Ockham Park Junction taking into account the visibility across the over bridge and bends, and the presence of vulnerable road users along the new route. The design should be undertaken carefully to encourage

The primary objective behind the alternative arrangement for Wisley Lane is to improve safety. The existing arrangement on a three lane all-purpose road does not meet current standards and when the A3 will be widened to four lanes in this location, this safety issue would be exacerbated. HE believe we have taken into consideration the impact these plans will have on the local road network, and will share the PCF3 modelling reports when these are available.

RHS Gardens Wisley projected growth figures have been taken into account in the Scheme modelling. The Transport Assessment from May 2016 which supported the planning application for the RHS Gardens extensions has been used for reference. Using the trip rates included with the Transport Assessment, the proposed development will add approximately 180 two-way trips in the PM peak hour, and this has been replicated in our modelling.

Highways England will be able to share the PCF stage 3 modelling report, when this is available. At that point Highways England will be able to provide further detail on what we forecast any impact on the local road network from the Scheme might be, and begin a discussion regard any required mitigation.

The existing left in access to Wisley Lane from the A3 will need to be closed as the distance from the end of the Ockham Park Junction to a diverge to Wisley on a four lane all-purpose road would be too short to be deemed safe. This conclusion has been considered and ratified by Highways England's chief engineer.

Highways England has noted the request for sensitivity testing at this location. This point will be discussed further when the PCF3 modelling report is finalised.

Highways England has improved the design of Ockham Park Roundabout, including a full signalisation of the roundabout and the inclusion of formal pedestrian and cyclist crossing facilities. We believe that the roundabout will operate effectively at the Scheme's design year of 2037, including catering for additional trips generated by a future Wisley Airfield development (assuming it is of the quantum of that provided for in Guildford Borough Council's draft Local Plan). As such, South facing slip roads at this junction are not required.

The realignment of Wisley Lane, including the overbridge and its approaches have been designed to accommodate a speed limit of 30 mph. Highways England is currently discussing speed limits with Surrey County Council on the local road network adjacent to the Scheme.

The road safety audit for the Scheme is

Scheme design

compliance with the new speed limit.

SCC ask to see any Road Safety Audits that have been undertaken as well as any capacity assessments related to Ockham Park Junction roundabout to address our issues raised.

The new access bridge proposed to Wisley Lane will be busy with RHS Gardens Wisley traffic. SCC welcome the fact that it will improve accessibility for non-motorised users and would ask that the bridge and first section of Wisley Lane to have a suitable facility/width for pedestrians, cyclists and horse riders as well as suitable parapets on the bridge. SCC ask to see the non-motorised route proposals for the Wisley Lane access to link to BW8.

SCC understand that if the Wisley Airfield development does come forward in some guise in the future, the option as currently set out in the consultation documents would not be consistent with potential proposals for the development. We therefore ask that HE consider the treatment of Elm Lane with the Wisley Airfield developers and Elm Lane residents to discuss and agree the possibility of the future connection of Elm Lane to the realigned Wisley Lane (south) to ensure that the design for the realigned Wisley Lane (on the southern side of the A3) allows for this potential connection e.g. in terms of levels, gradients and land.

Under the proposed design for Elm Lane, the remains of Elm Lane (where it is being stopped up) should be retained as bridleway linking BW544/new bridge and Old Lane/BW16. Extinguishing the Elm Lane 'spur' and integrating new parking restrictions would also help deter unlawful motorbike access to Wisley Airfield. It should be noted that the new road providing access to Old Lane for Elm Lane residents could create possible conflict with walkers, cyclists and equestrians

SCC also raised the issue of the proposed design for Pond Farm / Birchmere campsite, stating that they support the fact that the new bridge connecting the Ockham Common side of the A3 to Pond Farm and the Scout campsite, replacing the existing Cockcrow Bridge, is usable for all. SCC asked that the bridge have a suitable facility/width for pedestrians, cyclists and horse riders as well as suitable parapets on the bridge. Clarification regarding accesses for cyclists and horse riders both sides of the bridge is required.

FP17 needs to be suitably connected/ramped up to the new bridge crossing the A3. The FP10 end point should link in with new bridge therefore linking up with FP17 (FP10 currently ends at the A3 verge). There are opportunities

currently underway, the outputs will be shared once complete.

The NMU facilities on the new bridge carrying Wisley Lane will include a 3m wide shared cycle and pedestrian route, and a separate track of a suitable surface for equestrians. With regard to the link into bridleway 8, this will intersect the NMU route just to the north of Wisley Lane, now that the NMU route is to run along the northern side of the A3 in this part of the Scheme. There will, therefore, just be a simple T-junction layout between the bridleway and the NMU route (likely to be classified as a restricted byway).

The proposed design for Elm Lane

Since the statutory consultation on this Scheme, the Wisley Airfield application has been refused by the Secretary of State. Whilst Highways England anticipate another application being made in the future, there is currently no active planning application on this site, and so our proposals for Elm Lane are appropriate. In discussion with both residents of Elm Lane and the owners of Wisley Airfield, Highways England understands that our proposals are not considered of concern to either party. In designing the realignment of Wisley Lane we have taken into account the masterplan for the now rejected Wisley Property Investments Ltd planning application.

The remains of Elm Lane will be retained as the bridleway linking the existing bridleways at the footings of what will become the new Wisley Lane bridge. It is not clear where SCC would like to introduce new parking restrictions, this will be discussed at a future meeting.

The proposed design for Pond Farm/ Birchmere Campsite

In accordance with the design for all the NMU routes developed as part of this Scheme, they will be built to recognised standards, including parapet heights. Highways England is also working on feasibility designs to enhance this bridge further in making it a green bridge, providing a flora and fauna link between these two previously severed parts of the common.

In the design shared with Surrey County Council on the 10 September, the routes linking to the bridge are clearly outlined. FP 10 runs along the access track to Pond Farm, which will tie directly in to the replacement Cockcrow bridge. FP 10 will also be upgraded to bridleway, to provide a suitable status of access to the common land. FP 17 will be diverted up the earthworks for the NMU route on the south side of the A3 to also connect to the replacement Cockcrow bridge.

The proposed design for access arrangements for properties along the A3 Southbound

Scheme design

to make changes to and tie into the existing network to significantly improve provision for non-motorised users.

Regarding the proposed design for the access arrangements for properties along the A3 southbound (Painshill to M25 junction 10), SCC support improving the safety and traffic flow along the A3, however have a number of concerns set out here.

An appropriate speed limit will need to be set for the service roads, and they should be designed carefully to encourage compliance with the new speed limit. It is unclear if the proposed access via the new bridge will link into Redhill Road and as such clarification is requested on this point. There may be some increased traffic and possibly more vulnerable users on Redhill Road and therefore the speed limit (currently 60 mph) should be reviewed along with additional measures to encourage compliance with a new lower speed limit may be required as part of the proposed HE Scheme.

On the new bridge proposed, SCC ask that the bridge have a suitable facility/width pedestrians, cyclists and horse riders as well as suitable parapets and clarification regarding accesses for cyclists and horse riders both sides of the bridge is required. There are opportunities to make changes to and tie into the existing network to significantly improve provision for non-motorised users. FP11 could be upgraded to bridleway. This would link through to BW8. BW12 could be diverted to link Pointers Road with bridge (far enough away from A3 and with acoustic fencing for horses). SCC suggest BW12 needs to be extinguished.

The proposed new bridge and its approaches may directly impact the SCC Countryside Estate and the impacts need to be quantified and mitigated. SCC urge HE to continue dialogue with Painshill Park in respect of the proposed alternative link road and overbridge arrangement that currently impacts upon Painshill Park. SCC ask that HE consider further alternative access arrangements to minimise impacts on Painshill Park and the SCC Countryside Estate.

Regarding the proposed design for the access arrangements for properties along the A3 northbound (Painshill to M25 junction 10), SCC advise that an appropriate speed limit will need to be set for the service roads, and they should be designed carefully to encourage compliance with the new speed limit.

Regarding the proposed design for the widening of the A245 between the A3 Painshill Junction and Seven Hills Road, SCC have concerns regarding potential increases in congestion at

The design for the access arrangements for properties along the A3 southbound have changed compared to that published at the statutory public consultation. These properties will now be accessed via junction off the A3 Southbound on-slip road, which will then run along the edge of Painshill Park, and into the properties in turn. This change means that the bridge over the A3 near to Redhill Road will now be an NMU route only and not be accessible by vehicular traffic. This has in turn reduced the impact of the proposals on Ancient Woodland and the setting of the Gothic Tower, a key concern of the Painshill Park Trust and Historic England.

Due to the change in design Highways England do not anticipate an increase in vehicular traffic levels along Redhill Road as a result of this Scheme. Highways England's current position is that the access road become a private means of access, and therefore for the owners of the access to consider an appropriate speed limit.

As this structure will now be NMU only the deck will be dedicated to pedestrians, cyclists and equestrians. A surface suitable for equestrians will also be included on the bridge deck.

FP 11 is proposed to be upgraded to bridleway, to create a suitable status of access to the common land, with the eastern end of the bridleway following the existing permissive horse riding track to arrive at the proposed Red Hill overbridge and to connect through to the end of Redhill Road, as the eastern end of FP 11 is not suitable. The western end of this new BW will be diverted to meet BW8 at the replacement Clearmount overbridge. BW12 will be extinguished in its current location; FP12 currently runs on from this BW and will instead be diverted along an existing path, set back from the A3, to meet the above new bridleway near the proposed Red Hill overbridge. The BW12 notation could be applied to the new bridleway on the Red Hill overbridge. Connection to Pointers Road would be achieved by using the proposed new NMU route to the south of the A3. Acoustic fencing will be replaced alongside the amended M25 and extended to run alongside the amended A3 as far as the new Red Hill overbridge.

All of the potential impacts and necessary mitigation for these works will be included in the Environmental Statement.

Since the conclusion of the statutory public consultation, Highways England has met with the Painshill Park Trust on a number of occasions and have further interactions planned going into the autumn of 2018. As outlined

Scheme design

Seven Hills junction and on the approaches resulting from the Scheme. SCC would welcome seeing the traffic modelling work carried out for this location and drawings of the highway arrangement to clarify road layout, including access for Feltonfleet School.

SCC understand that the design may include a jet lane from the A245 onto the A3 northbound which may be beneficial to ease congestion on the Cobham approach to the Painshill Junction. In principle SCC would support this, subject to seeing modelled evidence.

Currently the SCC maintained A245/B365 junction signals are not linked to operation of the HE signals at Painshill A3 junction but we strongly recommend that the linking of these junctions is fully investigated, taking into account expected changes in traffic flows.

The speed limit of the Painshill Junction roundabout and the A245 between Painshill Junction and Seven Hills Road is currently national speed limit (70 mph). This speed limit should be reviewed as part of the proposed HE Scheme to encourage safer speeds here and on the approaches to the junctions.

The provision of a jet lane for northbound vehicles leaving the A3 entering the northbound A245 could result in risk of vehicles encountering queuing traffic ahead and not having time to stop, especially if visibility into A245 from the slip road is restricted by the horizontal alignment. The facilities for pedestrians/cyclists across the proposed jet lane will need consideration, as the jet lane is likely to allow continuous movement of left turning traffic. There is a need for improved facilities for sustainable transport modes at Painshill Junction.

above, we have made a number of changes to the Scheme design based on the feedback they have provided to date.

The proposed design for the access arrangements for properties along the A3 northbound

A 30mph speed limit is proposed for this access road. This road has been designed in accordance with the Surrey Road Policy for residential dwellings with more than 25 units.

Proposed Design for the Widening of the A245 between the A3 Painshill Junction and Seven Hills Road

Highways England is working with SCC to determine the best way of improving the signals at the Seven Hills Road junction. Currently it is thought that the signal infrastructure will be updated and the two signals linked. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation. There is likely to be additional queueing on Seven Hills Road South as a result of additional vehicles, although green time will be increased. The operation of these proposals at A245/Seven Hills junction will be covered in detail within the PCF3 report.

A free-flow left turn lane from the A245 eastbound to the A3 northbound is included in the Scheme design.

Highways England has had a number of discussions about the speed limits at this location and across a number of elements of the Scheme and agree with the principle of the changes to speed limits that have been discussed, and would welcome further dialogue as to the most appropriate mechanism for changing these limits. Highways England are currently commissioning speed surveys at a number of locations across the local road network near to the A3 along the Scheme's length.

The design of the free flow left turn from the A3 northbound slip road to the A245 westbound has been revised to include a signalised crossing for pedestrians and cyclists. Highways England believe that the horizontal alignment is safe and provides sufficient forward visibility for this to be considered a safe arrangement.

RHS Garden Wisley objects to the Scheme on the basis of the failure to retain the Wisley Lane left turn connection with the A3 northbound carriageway. RHS Garden Wisley state that this connection can be provided safely and suggest an alternative layout to that proposed by Highways England.

The other main objection raised is the absence

Highways England response:

Wisley Lane

The existing left in access to Wisley Lane from the A3 will need to be closed as the distance from the end of the Ockham Park Junction to a diverge to Wisley on a four lane all-purpose road would be too short to be deemed safe. This

Scheme design

of the provision of south facing slips at the Ockham Park Junction. This issue relates to accessibility to the RHS Gardens at Wisley which will be decreased as a result of the Scheme. This is contrary to the aspiration expressed in the RIS Scheme Consultation Brochure (issued in December 2016) that one of the Key Benefits of the Scheme will be the 'improved access to RHS Garden, Wisley'.

conclusion has been considered and ratified by Highways England's chief engineer.

Ockham Park Junction

Highways England has improved the design of Ockham Park Roundabout, including a full signalisation of the roundabout and the inclusion of formal pedestrian and cyclist crossing facilities. Highways England believe that the roundabout will operate effectively at the Scheme's design year of 2037, including catering for additional trips generated by a future Wisley Airfield development (assuming it is of the quantum of that provided for in Guildford Borough Council's draft Local Plan). As such, South facing slip roads at this junction are not required.

Elm Corner Residents Group do not welcome closure of the existing access from the A3 but agree to 'not object' to the access closure, provided the alternative access is constructed and the existing access is returned to nature.

Regarding New Elm Lane (BOAT 525 from Elm Lane D241 to Old Lane), the Group:

Accept the new access to be via BOAT 525 to Old Lane.

Strongly reject all of the other access options, specifically to reject being linked to RHS Gardens Wisley traffic or to the proposed development on the former Wisley Airfield. To this end it would suit Elm Corner well for the decision on the planning submission on the M25 junction 10 to be reached before that of the proposed development on the former Wisley Airfield. Furthermore, that HE design, planning and construction processes in respect of access to Elm Corner are undertaken at the earliest opportunity.

Agree BOAT 525 remains the preferred solution even if Old Lane were to be stopped up by Ockham Common car parks as part of the proposed development at the former Wisley Airfield.

Agree the new road (new Elm Lane) via BOAT 525 to Old Lane would need to be a single track with passing places, to minimise land take and to remain in keeping with the existing road.

Agree that the exit onto Old Lane from new Elm Lane via BOAT 525 needs to be a safe junction. This is presently on a dangerous corner and adverse camber. We are confident that other consultees who may express concerns about this junction will be satisfied, once the detail of HE assurances to Elm Corner residents that a safe junction will be delivered, are drawn up and become available.

Agree that the BOAT (new Elm Lane) will need

Highways England is pleased to see the residents of Elm Corner accept the new access to be via BOAT 525. It can be assured that a safe junction will be delivered for the new access via BOAT. The access will be in accordance with the latest standards.

Highways England has also taken on board concerns about the safety of the junction to Old Lane due to the free flow arrangement from the M25 on to the A3 Southbound. The design team have included better sightlines and both acceleration and deceleration zones for safer access and egress. The design arrangement will of course be subject to a further safety assessment once the design has been refined for this Stage of the Scheme development.

Old Elm Lane remains a non-motorised user (NMU) route and therefore it will retain some hard surface as required. However, as much of the existing access as possible will be returned to nature. This will deliver a reduction in habitat fragmentation aligning with Highways England's own targets for delivering biodiversity net gain.

Highways England note that you request that all of Elm Lane is included within the Scheme Red Line Boundary for any additional mitigation works required and has taken this into consideration. The redundant section of Elm Lane will be stopped up, but may be retained to provide access for maintenance vehicles to the A3 and as a route for equestrians, cyclists and walkers.

Scheme design

to be constructed to the highest standards to ensure sustainability of this access route over time.

Design considerations for New Elm Lane include:

The detail of a safe junction where BOAT 525 meets Old lane and on deterring antisocial behaviour.

Where gas / waste water/ fibre broadband services that are all three currently unavailable to Elm Corner can be delivered through the building of new Elm Lane, residents would like this opportunity to be explored.

Accommodation works will be needed to re-align driveways for two properties.

The surface of new Elm Lane is requested to be a sealed bound resin surface, such as Fibredec, to provide long term resistance to wear and potholes.

Regarding Old Elm Lane D241, the residents group request all of Elm Lane to be included in the DCO boundary, so that the mitigations required for closure of existing access are capable of being delivered.

Regarding Old Elm Lane D241, the Group:

Agree that old Elm Lane must be stopped, demolished and returned to nature. The former road should be replaced with an unpaved footpath/ bridleway FP7 to join up with the replacement bridge (in whatever form it ultimately takes).

Currently the drawings show the 'stop' in two conflicting locations. Residents feel strongly about the future of Old Elm Lane, including the nature and location of the stop, and would like to discuss options before the details become fixed. Currently the drawings do not include this section of road within the DCO boundary.

Once new Elm Lane is built and the A3 access closed, the section of Elm Lane between Orchard Cottage and the A3 (old Elm Lane) becomes an unlit, secluded dead end. Returning old Elm Lane to nature will discourage lewd and antisocial behaviour and reduce upkeep costs for local authorities. Further, it will deliver a reduction in habitat fragmentation, aligning with Highways England's own targets for delivering biodiversity net gain. Given the other replacement land is not contiguous with the SPA, the opportunity to deliver here should not be passed up.

Surrey Wildlife Trust (SWT) has reservations concerning the intention to upgrade the BOAT connecting Old Lane to Elm Lane. Including concerns that this will exacerbate site management and security problems at the

Highways England Response:

The reservations raised concerning the misuse of the BOAT connecting Old Lane to Elm Lane have been noted. The design team will consider the viability of controllable vehicular access in

Scheme design

Bolder Mere car-park. SWT would prefer this public right-of-way to be down-graded to the status of bridleway, but should this option be taken forward SWT recommend that vehicular access is made controllable by Elm Corner residents via a security coded gate or similar. SWT supports the 'multi-use bridge' proposal for the Cockcrow overbridge to provide habitat connectivity between ecologically valuable land on either side of the A3. SWT urge that Clearmount Bridge is indeed reinstated with this retrofitted 'green bridge' element as suggested.

relation to the status of the BOAT as a public right of way. However, it should be noted that access to Old Lane via the BOAT is the preferred choice for access of the Elm Corner residents.

The provision of a multi-use bridge for Cockcrow overbridge is being actively considered by the design team. A green bridge element for Clearmount Bridge is under consideration for this crossing.

Table 4.5: Environmental impacts issues raised and Highways England response

Environmental impacts

Environment Agency requested that the new crossing at Stratford Brook does not exacerbate existing issues at the brook. The Environment Agency advises that the crossing needs appropriate design considerations as well as mitigation of any impact, including that of the construction compound.

The Environment Agency asks for justification on the encroachment on Bolder Mere Lake. It suggests that compensation can be provided elsewhere on the Scheme and that they expect to be involved in these discussions. The Red Line Boundary must include the working area around the Lake ensuring sufficient space for any compensatory habitat creation areas.

The Environment Agency asks for further macrophyte and aquatic invertebrate surveys to better understand the distribution and abundance of key species and habitats at Bolder Mere Lake as well as topographical surveys and ground investigations to understand how the water levels fluctuate and may be impacted by the Scheme to help inform a mitigation strategy.

The Environment Agency requests that an assessment for aquatic invertebrates should be undertaken, including whether the water courses have the potential to support migrating invertebrates from the River Wey.

The Environment Agency requires that there is an assessment of the loss of floodplain storage as a result of all the elements of the Scheme up to the 1 in 100-year event, plus an appropriate allowance for climate change, ensuring that areas for floodplain compensation are hydraulically linked

The Environment Agency advises that it is important to consider soffit levels and span, design flows, scour at piers and abutments, flow velocity, afflux, inverts, parapets/handrails, and

Highways England response (broken down by issue):

All of the points raised in the Environment Agency letter have been and will continue to be carefully considered throughout the Scheme design, a summary of response to key points is provided below.

Flood Risk

The proposed use of compensatory habitat/common land within Flood Zone 2 or 3, will not have any impacts on the floodplain storage or flow routes. Highways England intend to liaise closely with Environment Agency during the design of the Scheme to ensure this.

The importance of soffit levels and space, design flows, scour at piers and abutments, flow velocity afflux, inverts, parapets/handrails and deck design of bridges are acknowledged. These will all be considered in the design of the Scheme as it progresses. It is assured that the floor resilience of the structure itself up to the 1 in 100-year event and an appropriate allowance for climate change will be assessed.

Fisheries, Biodiversity and Geomorphology

Ecological surveys and assessments for all affected watercourses are being carried out.

More specifically, the information you have provided on the issues at Stratford Brook are noted and will be considered in the design process, so that impact on Stratford Brook is minimised. The construction compound adjacent to Stratford Brook will be appropriately set back.

In terms of Bolder Mere, the Scheme is being reviewed to avoid any detrimental impacts by relocating the proposed non-motorised user (NMU) route to the west of the A3. Discussions on compensation for any impacts on Bolder Mere would be welcomed.

Lastly, the red-line boundary for the Scheme will be

Environmental impacts

deck design of bridges. Also flood resilience up to the 1 in 100-year event, plus an appropriate allowance for climate change, should be assessed

The Environment Agency advises that where works are proposed at culverts any alterations should not obstruct existing capacity or flood flow routes and should not increase flood risk downstream.

The Environment Agency suggests that the detrimental impact of current drainage outfalls into Bolder Mere Lake could be altered to improve the current situation.

The Environment Agency advises that pollutants must not enter Bolder Mere Lake during construction and that appropriate pollution prevention measures are taken to ensure that runoff from construction and pollutants from the road do not impact any streams or the lake.

The Environment Agency requires more detailed information on groundwater and land contamination and a water quality impact assessment as a result of more traffic drainage to water bodies

The Environment Agency asks that any encroachment into Bolder Mere Lake must not cause a reduction in water quality

The Environment Agency asks that the Guilleshill Brook is included in the Water Framework Directive assessment.

sufficient to include all necessary mitigation.

Water Quality

The Scheme will include improvements to road drainage infrastructure to reduce the level of pollutants reaching adjacent water bodies including Bolder Mere.

Highways England appreciate the importance of preventing pollutants from entering any watercourses during construction. Therefore, any run off during construction will be controlled by the contractor under a CEMP to ensure that pollutants including suspended solids do not reach Bolder Mere. The Scheme will be designed to ensure no deterioration in Water Framework Directive (WFD) status during the life of the project.

Environment Agency has been consulted as design proposals progress with regard to drainage throughout the development of the Scheme. Water quality impacts are a key issue for the Scheme and a full water quality impact will be included in the Environmental Statement.

Waste

All detailed requirements and principles in relation to wastes produced by the Scheme and any re-use proposals have been noted by Highways England and will be followed.

A groundwater risk assessment will be undertaken to inform the water quality assessment.

PEIR Main Report and Appendices

Guilleshill Brook is not within the study area (1km from the Scheme). A 1km study area has been chosen as research indicates that impacts associated with soluble pollutants will be sufficiently diluted beyond 1km, thereby reducing any potential impact.

A full WFD will be prepared to support the ES. The WFD assessment will consider the cumulative effects of the Scheme as a whole. Results of the HAWRAT assessment will feed into the WFD assessment.

Localised effects of the Scheme will be mitigated or compensated and reported in the ES.

Recommendation for topographical surveys and ground investigations to understand how water levels fluctuate throughout the year and could be impacted by Scheme noted and surveys underway.

References to the WFD compliance assessment will be improved as the WFD compliance assessment discusses how the realignment and mitigation proposed for Stratford Brook does provide opportunities to restore sections of channel currently with poor morphological diversity to more natural form and function. Enhancements to Bolder Mere are being explored e.g. improving water quality by stopping road runoff discharging into the lake.

As the Scheme progresses, we will liaise with the EA to obtain site-specific flood modelling data/flood risk information and used to develop and assess the

Environmental impacts	
	<p>proposals.</p> <p>All relevant environmental permits will be obtained.</p> <p>The location of the Buxton Wood footbridge will be clearly shown on the Scheme drawings in the ES.</p> <p>The HE looks forward to working alongside the EA to further develop the WFD and ES.</p>
<p>Painshill Park trustees request that all road surfaces bordering the Historic Landscape, whether in the ownership of Painshill Park Trust or not, are replaced with noise-reducing tarmac and that other noise limiting measures to limit noise, vibration and other pollution should be taken wherever possible, including noise barriers and speed limits.</p>	<p>Highways England Response: This comment has been heard and recorded from several sources. All new A3 road pavement shall have low noise surfacing. The existing A3 carriageway road pavement shall also be resurfaced with low noise pavement. The local access road will be of low speed and infrequent use and may not warrant low noise surfacing. This comment shall be raised for further discussion with Surrey County Council who are likely to take ownership of the local access road and be responsible for operating and maintaining the road.</p>
<p>Elmbridge Borough Council state that the extent of the proposed land-take from the Painshill Park and the effect on the setting of the Gothic Tower and the Grade I landscape, including other heritage assets such as Ancient and Veteran trees, is unclear. To date there has been no confirmation as to the potential possible scale or process that will be followed in relation to land-take.</p> <p>The Council therefore registers its concern both as a landowner and local planning authority on these issues. Further discussions between all interested parties would therefore be welcomed. In particular, the Council would welcome involvement in future impact studies and landscape mitigation measures that are likely to be proposed in the vicinity.</p> <p>The Council would welcome further details on the proposed replacement land for surrounding SPA. It is understood that this will be included in a separate report to be included as an annex to the Environmental Statement. However, the Council requests early dialogue and confirmation that no replacement SPA land is to be located in Elmbridge Borough. This is an important consideration for the Council on the basis of the impact on our Local Plan preparation. Additional land designated as SPA could impact the buffer zones within which mitigation is required for new development. This mitigation takes the form of provision of SANG land and any requirement for additional SANG land will be an important consideration to the Council. Currently the Scheme Plan shows the replacement land located within the Borough is replacement Common Land. Early confirmation of this is requested.</p>	<p>Highways England response (broken down by issue):</p> <p>The revised design was sent to Elmbridge Borough Council in September 2018. The design for the access arrangements for properties along the A3 southbound have changed compared to that published at the statutory public consultation. These properties will now be accessed via junction off the A3 Southbound on-slip road, which will then run along the edge of Painshill Park, and into the properties in turn. This change means that the bridge over the A3 near to Redhill Road will now be an NMU route only and not be accessible by vehicular traffic. This has in turn reduced the impact of the proposals on the setting of the Gothic Tower, a key concern of the Painshill Park Trust and Historic England.</p> <p>The impacts of the Scheme will be reported in detail in the Environmental Statement. The Environmental Statement will be based on the most recent available data; however, it has been recognised that the Historic Environment Record has not been updated in recent years so does contain some inaccuracies.</p> <p>Thames Basin Heaths Special Protection Area (SPA) & Suitable Alternative Natural Greenspace (SANG)</p> <p>The Scheme provides suitable areas of replacement land to compensate for the loss of SPA, Site of Special Scientific Interest and common land and includes proposals to enhance the SPA. The Scheme provides areas of replacement land at a ratio of one lost to three replaced and includes improved access around the junction. I can confirm that the replacement land proposals will not affect the buffer zones within the Elmbridge Borough Council area. Further details will also be available in the Environmental Statement.</p>
<p>Guildford Borough Council request that the impacts on people and communities and the</p>	<p>Highways England response (broken down by issue):</p>

Environmental impacts

mitigation proposed is clearly set out in the Environmental Statement.

The Council state that details on the biodiversity surveys undertaken should be included in the Environmental Statement.

Regarding Road Drainage, Geology and Soils, Materials and Waste, the Council supports the representations made by Surrey County Council. The Council would also express dissatisfaction that the PINS Scoping Opinion recommendations and the Council comments on the ES Scoping report have not been addressed by Highways England in the PEIR.

The Council would expect to see a more detailed summary of the heritage significance of identified assets in relation to the potential impacts of the Scheme.

The Council requests Highways England's Carbon Calculation Tool is used in the Assessment and report in the Environmental Statement.

The Council requests that discussions regarding mitigation measure move urgently into the requirement and obligations stage and would request meetings are set up to begin this process as soon as possible, alongside the County Council and other affected authorities.

People and Communities

A comprehensive people and communities chapter has been included in the Environmental Statement. Highways England it has been shared this with Guildford Borough Council when it is available.

Biodiversity

A comprehensive biodiversity chapter will be included in the Environmental Statement. Highways England will be happy to share this with Guildford Borough Council when it is available.

Road Drainage, Geology and Soils, Materials and Waste

Highways England has replied in detail to the comments made by Surrey County Council in their statutory consultation letter, confirming that information regarding the impact of the Scheme on flood zones, ordinary rivers and water courses and being considered and mitigation being designed in consultation with the Environment Agency and Surrey County Council themselves.

The comments made by Guildford Borough Council on the Environmental Scoping Report will be fed into the preparation of the Environmental Statement. There is not a strict requirement for comments to be included in the PEIR and unfortunately the project programme did not allow sufficient time for comments to be included.

Cultural Heritage

A comprehensive chapter on the impact of the Scheme on cultural heritage will be included in the forthcoming Environmental Statement. Direct impact to designated heritage assets will be avoided where possible. Where impact is unavoidable, Statements of Significance will be produced and provided where required and these will be included within the Environmental Statement.

Climate Change

Confirmed that the Highways England calculation tool will be used in the environmental assessment for the Scheme.

Mitigation and compensatory measures

The Scheme will include enhancement measures that go above and beyond mitigation and we will liaise with Guildford Borough Council to develop these as the Scheme progresses.

Feltonfleet School raised the issue of the potential for increased air and noise pollution due to the widened A3.

Highways England response: The effects on the school will be fully assessed in the Environmental Statement and appropriate mitigation will be included in the Scheme where required. The Scheme will be designed to limit adverse effects as far as possible. Please refer to the Environmental Statement.

Elm Corner Residents Group raised concerns regarding the RHS Gardens Wisley Access Road. The position of the proposed RHS bridge is directly south west of Elm Corner residential properties, the SPA and SSSI: prevailing winds

Highways England response:

Regarding your concerns over the area being affected by high pollution, it should be noted that Guildford Borough Council have been monitoring concentrations of nitrogen dioxide, the key pollutant associated with

Environmental impacts

will disperse pollution over Elm Corner, the SPA and SSSI, impacting human health and heathland ecology in an area already affected by high pollution

Regarding visual mitigation, road noise and pollution mitigation, the widening works require clearance of vegetation, introduction of associated carriageway infrastructure and the subsequent influence of the road corridor will be increased. Whilst properties are set back from the A3, residents do not agree that the impacts on Elm Corner would be minimal. A3 traffic is already visible through the trees and noise is a nuisance. Even a small amount of clearing will have a significant impact.

Elm Corner was not included in the Human Health Receptor Locations Included at Option Selection Stage. Factoring in the proposed RHS over bridge south west of Elm Corner SNCI, this must be revisited.

Elm Corner should be added to the various lists of receptors, and included in the Construction and Environmental Management Plan (CEMP) report for mitigation and for 'enhancement measures over and above normal mitigation' given that no mitigations have ever been considered since the Portsmouth Road (A3), Elm Lane and Wisley Lane were an historic crossroad.

road vehicles, at a site in Elm Corner. In both 2016 and 2017, annual average concentrations of nitrogen dioxide were well below the national objective of 40 µg/m³, measuring 14 µg/m³ in both years, indicating relatively good air quality. The data is available on their website, at <https://www.guildford.gov.uk/article/19807/Air-quality-monitoring>

Regarding concerns over the location of the bridge, it is true that the prevailing wind direction is from the south west, however pollutant concentrations from road sources disperse rapidly in the atmosphere, and by 200 m are considered unlikely to be distinguishable from background sources. The study area for the air quality assessment is within 200 m of roads likely to be affected by a change in road traffic as noted in the Highways England guidance. As Elm Corner is beyond 200 m from the proposed bridge, receptors in this area have therefore not been needed to be included in the air quality assessment, as the effect of the Scheme would be imperceptible.

The works will result in some tree loss through the widening of the A3, but this will be kept to a minimum. The Scheme will include replacement planting to mitigate for this loss. The replacement planting will include low to medium height evergreen species to provide year-round visual screening. Noise assessments indicate that there would not be a noticeable change in noise levels with the Scheme. The direct and indirect impacts of the Scheme will be fully reported in the Environmental Statement and have been minimised as far as possible.

It will be ensured that Elm Corner residents will be included in all the forthcoming assessments of the Scheme's effects.

Surrey County Council raise the issue of the impact on flood zones. Main river and ordinary water courses will need to be taken into account including mitigation of any current flooding of the strategic and local road network in the vicinity of the proposed Scheme. SCC understand that the Environment Agency are being consulted, which should also clarify the position and requirements and we would ask to see the mitigation in this respect.

There will be highway "wet spots*" (locations where flooding occurs in times of local intense rainfall) affected by the Scheme. Increased run off caused by the Scheme in these locations is a concern for SCC as the Lead Local Flood Authority and we would ask that mitigation / compensation is provided. There is a need to regulate the run off from the increase in gross impermeable area created by the Scheme.

Wet spots include:

A245 west bound dual carriageway off Painshill Junction (high risk wet spot).

Highways England response:

Flood Compensation

The impacts of the Scheme on flood zones, Main River and ordinary water courses have been considered and consultation will continue with the Environment Agency and SCC to develop mitigation measures. We have usefully noted your information on highway 'wet spots'. The Scheme includes new mitigation for run off which will mitigate the effects of the increased impermeable area. Further details on the flood compensation is included in the Environmental Statement.

Exchange Land

The Scheme includes a comprehensive package of replacement and compensation land that either is of equivalent value to that lost or which has the potential to be. The total quantum of the land required is still being finalised. Once these assessments are complete, we would be happy to share these with you.

The replacement common land/public open space will be managed to provide conditions that would make it suitable as SPA/SSSI as well as for recreation

Environmental impacts

Areas by J10 roundabout.

Between the A3 and Wisley Airfield.

By Ockham Park Junction roundabout/Stratford Brook (high risk wet spot).

SCC also understand that HE has made a commitment to resolving historic exchange land issues that relate to the building of the M25 and the calculations the project team have made in terms of replacement land for this Scheme are based on all exchange land from the previous development being in the correct ownership and designation but would ask that these issues be finalised as soon as possible and before exchange land for the current Junction 10 Scheme is agreed.

SCC understand that with regard to the replacement land that HE is currently working to identify, you are working to provide replacement land that is 'not less and of equal advantage to the public'. At present, we understand that you are working to an approximate ratio of 3:1 on this land. We would reiterate that in view of the potential impacts on different designations, the exchange land will need to be carefully considered. Exchange common land may not be suitable to act as well as exchange land for the SPA/SSSI, for example.

In addition, the land to be lost has a high nature conservation value that cannot be compensated by supplying a like for like land area unless the exchange land has a similar nature conservation value. If this cannot be found, a mechanism for bringing any exchange land up to the required standard will be required. It will also be important to understand the amount and location of temporary land take needed during the construction of the project

SCC has many interests in the landscape of the area affected by the proposed junction improvements. The area is identified as Sandy Woodland in the Landscape Character Assessment of Surrey undertaken in 2015. As such it softens the impact of the two major roads cutting through this woody heathland area and we would expect to see this character maintained in the landscape work. In addition to containing parts of the Thames Basin Heaths SPA, it impacts on two significant gardens. We will need to see the outline landscape Scheme and be involved in the detailed design in order to reduce the impact on all these key features.

SCC also note that It appears that the Scheme would result in some minor, but not substantial incursion into the Mineral Safeguarding Areas (MSAs) that extend across the former Wisley Airfield and Ockham Park, to the south east of J10 of the M25, and the one that extends across

although it may not be designated as SPA/SSSI initially.

The Scheme will include all necessary works to make the land parcels acquired capable of achieving the same standard as those lost. Surveys and investigations will take place to understand conditions at the sites lost and those replacing or compensating for them. Accurate measurements of the land lost will be taken to support this. These calculations are currently being finalised and the results of these will be shared with SCC.

Landscape Views

Highways England understand and appreciate the landscape context of the Scheme, including the two gardens, and are doing everything we can to minimise the effect of the Scheme and maintain the character of the area. We would be happy to share the landscape Scheme with Surrey County Council at preliminary and detailed design stages when available and involve them in the development of proposals.

Mineral Safeguarding Areas

The Mineral Safeguarding Areas (MSA) are assessed in the Geology and Soils Chapter 10 of the Environmental Statement and in Chapter 5 of the Planning Statement. The project has also consulted with appropriate statutory bodies regarding our impact to MSAs.

Environmental impacts

Wisley and Pyrford to the west of the A3. The effect of the proposed Scheme on MSAs should be addressed as part of the planning submission.

Surrey Wildlife Trust (SWT) welcomes the selection of Option 14.

SWT welcomes the noise mitigation and reduction measures which are part of the scheme, however questions why there is no similar commitment here to noise barriers for the widened A3 however, and hope that this will also be included.

The Trust has already and will continue to suggest measures to prevent, reduce or offset these adverse effects, and to make the very best of the positive opportunities arising from the scheme. SWT welcome para. 4.1.4;

“..Consultation with stakeholders will continue, and will guide the final mitigation and compensation strategy for the Scheme.”

Regarding replacement land, SWT has serious reservations concerning Pond Farm and have always indicated that this land is essentially unavailable for this purpose. Not only are the fields comprising this area unsuited for replacing lost heathland, they are also used presently for the delivery of one of the key management operations directly involved in securing the favourable status of the wider Thames Basin Heaths SPA (via the Trust’s conservation grazing programme). Any change in the current status of this land, including its public accessibility, would significantly compromise this delivery and no compensatory solution has yet been proposed.

Highways England state that sufficient replacement land has been selected to “..accommodate the areas lost at the appropriate replacement ratios”, which has elsewhere been indicated as aiming to achieve a multiplier ratio of 3:1. SWT state that it would be helpful to have further clarity around how this sufficiency has been calculated, as the Scheme’s permanent land take is estimated at 26 ha. Therefore, there appears to be a significant shortfall in the desirable quantum of replacement land, of potentially over 50%, and even with the inclusion of Pond Farm (to which SWT would object). Although SWT would not condone any diminution of the SPA/SSSI and clearly support its replacement in principle, the Pond Farm fields are, for SWT non-negotiable.

SWT discuss the options for the restoration of land taken temporarily for the duration of the construction phase. The option of returning the land to a different condition “..which could lead to enhancements in the long term in agreement

Highways England response: Highways England welcomes Surrey Wildlife Trust’s positive comments regarding the scheme and is pleased to work collaboratively on addressing remaining issues.

Noise Mitigation

Noise barriers will be provided where justified by the predicted noise levels. Complications have arisen regarding barriers on the A3, due to the requirement to maintain open access to common land on either side of the carriageway. Solutions are currently being discussed to resolve this problem.

Replacement Land and Pond Farm

The reservations raised concerning Pond Farm being unavailable for replacement land have been noted and this area of replacement land has been removed from the scheme. The scheme will include the necessary amounts of replacement land, based on historical precedent in this area. We will continue to engage with Surrey Wildlife Trust to keep them informed as the scheme progresses.

Construction Impacts

The restoration of land taken temporarily for the duration of the construction phase will be undertaken. The option of returning the land to a different condition to address the shortfall in replacement land and to support the optimum desirable priority habitats will be considered. Highways England will work with Surrey Wildlife Trust to develop this proposal.

Public Rights of Way

The concerns raised over alterations to rights of way have been noted and the scheme will aim to avoid bringing users into the more sensitive areas of the Special Protection Area in the locality. Highways England will work with Surrey Wildlife Trust in developing proposals for altered rights of way.

DCO Boundary

The DCO boundary will encompass all of the area required for any works associated with the scheme and will be adjusted to reflect alterations to the scheme as the design progresses.

The replacement land area boundaries on Figure 9.8 (PEIR Main Text) are incorrectly drawn in blue. These should be in red to show they are included in the DCO boundary. The design seeks to balance the need for screening of the roads and traffic with the habitat creation. Highways England will work with Surrey

Environmental impacts

with the original landowner”, would seem to SWT an ideal opportunity to address some of the shortfall in replacement land to support the optimum desirable Priority habitats for this situation.

Concerning Public Rights of Way (para. 2.3.11), the Trust would urge caution over any changes to the existing situation as regards NMU access, whereby visitor access would be increased on particularly sensitive areas of Ockham and Wisley Commons.

Regarding the DCO boundary, SWT ask whether this depicts the entire scope of all works associated with the scheme and if so if this will continue to change in response to ongoing stakeholder consultation.

Regarding the Habitats section, SWT notes that the list of HPI is clearly derived from the Natural England Priority Habitats Inventory, which could be viewed as somewhat incomplete at least in this part of the country. For example, Bolder Mere lake is not included here as either a ‘Standing open water’ or a ‘Pond’. The bog on Wisley Common would elsewhere be identified as a ‘Lowland fen’, at least in part, but this omission is a further inconsistency of the Natural England data-set.

In addition, the list of Water Framework Directive surface water bodies in para. 7.4.12 inconsistently omits Bolder Mere lake (although this is recognised elsewhere in the report).

SWT note that they are unable to comment on the impact on badger setts as detailed assessment has not been undertaken at this time.

Regarding potential mitigation and compensation measures SWT welcome the approach and many of the proposed measures, but also have the following reservations and/or suggestions for additional enhancement opportunities (para. 7.5.1). Regarding the two proposed multi-functional bridges, these are greatly welcomed as indicated already, and the caution around their affordability is duly noted. However, SWT ask whether there is any degree of priority implied here for one bridge over the other, should available funding prove competitive? And by extension, has any prioritisation been established across the full range of measures when funding inevitably becomes a limiting issue? Some early indication of the available budget may be helpful here, to guide general stakeholder input and expectations, and in particular the Trust’s recommendations in this regard.

SWT make some further suggestions for realising the full range of enhancement

Wildlife Trust to develop proposals that achieve this balance.

Environmental Statement

Surrey Wildlife Trust’s view on the Natural England Priority Habitats Inventory is noted and we will consider this when developing the Environmental Statement for the scheme. Similarly, the comments made relating to the Water Framework Directive will be reviewed as the scheme is progressed and the Environmental Statement is developed.

Badger surveys are being undertaken during 2018 to enable the assessment of the effect of the scheme on badger setts. The results of these will be included in the forthcoming Environmental Statement.

Mitigation and Compensation

The feasibility of both multi-functional bridges is being considered equally at this stage and the outcome of the feasibility study will inform how these are taken forward. The scheme will include all necessary mitigation/compensation and will be fully funded as part of the scheme.

Enhancement Opportunities

We have noted all the suggestions put forward by Surrey Wildlife Trust in relation to the enhancement opportunities at the site through the Scheme. We have some comments on some of the various suggestions put forward:

Regarding the clear-felling of widened existing road verges, this will need to be balanced by the need to provide tree screening for the roads and traffic.

Regarding additional mitigation measures to prevent potential pollution of the water environment, it may not be possible to include these measures unless they are directly related to the effects of the scheme itself.

For reducing light pollution onto the Commons from present levels, the scheme will be designed to minimise light spill onto the surrounding area where feasible.

The enhancement of the Hatchford Park Ice House as a hibernaculum is being considered by the environment team, and is likely to form part of a Designated Funds bid, rather than part of the current scheme.

Highways England will liaise further with Surrey Wildlife Trust over proposals for the Bolder Mere car park.

Regarding the mausoleum at Hatchford Wood, it is anticipated that the exchange land transfer will be facilitated by this scheme. Options for securing funding for works such as the restoration of the mausoleum in association with works for the scheme itself are currently being considered.

Environmental impacts

opportunities, including:

All other public access bridges to observe a design that does not preclude their use by wildlife.

All widened existing road verges should be clear-felled to a tree's length from the road edge in order to facilitate mowing of the road verge; reduce the risk of trees falling onto roads causing travel disruption; reduce management costs; and to secure further useful open habitat.

In addition to mitigation measures designed to prevent potential pollution of the water environment (section 8.6 Potential mitigation measures), additional measures might attempt to assist eradication of aquatic invasive species issues on Ockham and Wisley Commons, for example *Crassula helmsii* in Wisley Common bog and at Bolder Mere.

Mitigation for impacts of widening the A3 at Bolder Mere lake, including the replacement of the stream culvert there, could incorporate an enhanced ability to manipulate its hydrology.

The historic icehouse in Hatchford Park has been used by bats as a hibernaculum. This use could be secured and further enhanced.

The Scheme should attempt to significantly reduce light pollution onto the Commons from present levels.

The facilities at Bolder Mere car-park could be improved. Enhanced visitor interpretation could be provided in a readily accessible format (to include content on biodiversity net gain achievements from the scheme). Highways England would enable this by securing the necessary planning permissions as part of the Scheme. The car-park will require resurfacing and must be securable at night (both entrance and exit routes) to curb vandalism of the facilities and to prevent illegal access/theft from Pond Farm and Birchmere.

The Trust and Surrey County Council have been unable to restore the mausoleum at Hatchford Wood due to the extended delay in exchange land transfer. Highways England could secure funding for the restoration.

The final comment provided by SWT notes that in para. 7.7.4 "...Consultation with stakeholders will continue, and will guide the final mitigation and compensation strategy for the Scheme." In consideration of all the relevant comments made above however, SWT must then challenge the following premise "...that the mitigation and compensation proposals that have been provided in this report have taken into account the requirements of the NNNPS (as set out in section 7.12), [note the Main Text report in fact has no section 7.12] by providing green

NPSNN Requirements

Surrey Wildlife Trust has challenged that the mitigation and compensation proposals that have been provided consider the requirements of the National Policy Statement for National Networks. This has been noted and Highways England will endeavor to work with SWT to develop proposals that achieve the mitigation and compensation requirements for the scheme.

Environmental impacts

corridors, minimising habitat fragmentation, enhancing existing habitats and creating new, linked habitats and the provision of vegetated multi-functional bridges to expand the range of existing notable and legally protected species populations in the local area.

Table 4.6: Stakeholder specific issues raised and Highways England response

Stakeholder specific issues	
<p>Historic England requested that there is better clarification and articulation of the significance and categorisation of heritage assets.</p> <p>Historic England requests that a Statement of Significance is prepared for the historic landscape at Painshill as a whole and also that specific for the Gothic Tower to better understand how the contribution of the existing landscape character and setting around the tower to the historic significance has been assessed. They also require more information on the Scheme design to form an opinion on the impact to the Gothic Tower and why other solutions have not been adopted. They require more information on land take and how a new boundary, including widened or new roads and the loss of any trees, would be formed to understand impacts on other heritage assets.</p> <p>Historic England makes recommendations on how to reduce harm to a number of the other heritage assets as well as making proposals on mitigation, including the bell barrow, roman bath house.</p>	<p>Highways England response</p> <p>It should be noted that the classification of listed buildings in the DMRB is an established and accepted methodology for addressing heritage in highways Schemes. The matrix used for ascertaining significance of effect based on the value of the asset and the nature of the impact is designed for determination of significance of effect in terms of EIA regulations and does not, in any way, lessen or negate the statutory legal protections provided by listing. The “value” assigned as part of the DMRB exercise should be seen as a value in terms of EIA regulations (as applied to heritage) rather than to the assets themselves.</p> <p>It is noted that the proposed road improvements at Painshill Park have the potential to be harmful to the historic environment and Highways England is developing proposals that will substantially reduce the effect on Painshill Park. Highways England will be liaising with Painshill Park Trust in the coming months about the revised Scheme elements at this location. More information about this will be available shortly and I look forward to discussing this with you.</p> <p>Noise is an important issue at Painshill Park and the widened A3 will include a low noise surface. Highways England will consider the use of noise barriers if the Scheme has a noticeable effect on noise and barriers would be effective in reducing noise. Noise will be discussed in full in the Environmental Statement.</p> <p>A Statement of Significance for the Gothic Tower at Painshill Park has been produced and will be included in the Environmental Statement and discussed with Historic England.</p> <p>Highways England note Historic England’s proposals for the undergrounding of power supplies, however this will not be possible within the Scheme. Highways England is open to discussions being held about what the project might be able to deliver including by making use of other environmental improvement funds. We look forward to meeting with you in the coming months to further discuss and refine the Scheme.</p>

Stakeholder specific issues	
	<p>Historic England's comments have been noted and the findings of environmental and other surveys will be included in the Environmental Statement and there is a commitment to carry out intrusive investigations as part of the development of the Scheme.</p> <p>Noise baseline surveys in the commons have already been carried out. It is our intention to reduce the adverse effects of noise and visual impact on the monument. Historic England's mitigation suggestions have been noted and will feed into the design of the mitigation for the Scheme. Highways England intend to liaise with Historic England further to develop mitigation for the barrow and other features affect by the Scheme.</p> <p>Highways England would be happy to have a joint site visit with Historic England to look at all the historic features affected. The proposals are not expected to affect the Roman Bath House, but we will liaise with Historic England to explore ways of preserving this asset.</p>
<p>Public Health England understood from the previous scoping consultation that a separate Health Impact Assessment (HIA) would be produced. Also recommended that the proposer engages with the local authority public health teams to ensure that the local perspective on public health is fully addressed.</p> <p>Public health England state that there is no reference to EMF emissions from the site.</p>	<p>Highways England response: Health impacts will be reported as part of the Environmental Statement and this will be based on information from Local Public Health Authorities.</p> <p>Highways England note your recommendations on EMF emissions. Where electricity generation and/or distribution equipment is identified an assessment of potential EMF exposures will be included. If EMF can be scoped out of the assessments the assumptions and rationale for this exclusion will be clearly stated in the application for DCO submission.</p>
<p>Guildford Borough Council referred to a number of issues related to the consultation process. These included the project website (www.highways.gov.uk/M255j10) missing the Volume 3 – Figures of the Preliminary Environmental Information Report at first opening of the public consultation. This was rectified by HE later that day.</p> <p>There were also errors related to the consultation brochure identified and a revised consultation brochure published during consultation.</p> <p>The Council made a significant number of comments on the Draft Environmental Scoping Report in response to the request for comments from PINS.</p> <p>The Council is dissatisfied that Highways England did not take its comments on the Environmental Scoping Report, incorporated into the PINS Scoping Opinion, into account in the production of the PEIR. The Council invested significant resources in responding and</p>	<p>Highways England response:</p> <p>Highways England thanks GBC for pointing out to the project team that the link to Volume 3 of the Preliminary Environmental Information Report was not initially working on the Highways England website. As you have noted in your letter, the information was available later that day, the opening day of the consultation period. It should also be noted that hard copies of this volume also available on the opening day of the consultation at 11 deposit points in the vicinity of the Scheme.</p> <p>There is not a strict requirement for comments to be included in the PEIR and unfortunately the project programme did not allow sufficient time for comments to be included. The responses in the Scoping Opinion are considered in relation to the ES which will reflect the responses where appropriate</p>

Stakeholder specific issues	
the majority of comments made still remain outstanding.	
<p>Feltonfleet School are keen to ensure the school boundaries are correctly identified on any plans and that the planning permission received for development on the site is not affected.</p>	<p>Highways England response: The design has been developed in discussions with Feltonfleet School and the Red Line has been drawn so as not to impinge on the school's planning permission and agreed developments.</p>
<p>RHS Garden Wisley also raised a number of issues relating to impacts on the RHS Estate as set out below:</p> <p>The environmental and heritage impacts of the Scheme on noise, air quality, and the knock-on effects to the local environment and health of the listed garden and the largely RHS owned village and its occupants.</p> <p>A need for proposed mitigation measures against noise, airborne pollution, and light pollution both during the construction phase and permanently.</p> <p>A need for further examination of the Environmental Information, which has been issued as preliminary at present only.</p> <p>The risks arising from the Scheme of economic impact on the RHS, its Registered park and garden, and its corporate Strategic Investment Plan investments between 2013 and 2023.</p> <p>Ownership, Land Designation and Access rights in relation to the original M25 construction 30 years ago, and the current Junction 10 proposals, to be resolved as part of the Scheme.</p> <p>Non-motorised user movements on and adjoining RHS land and the garden which have not yet been proposed.</p> <p>Uncertainty about HE funding and life expectancy of the Scheme and adherence to the timescales published, along with other road improvements Schemes nationally.</p> <p>Compensation arrangements for all RHS landholdings both to be taken and which may be adversely affected as a result of the Scheme.</p>	<p>Highways England has discussed these issues during the ongoing engagement meetings with RHS Gardens Wisley and they have evolved.</p>
<p>Surrey County Council has two existing Variable Messaging Signs (VMS) on the A245 either side of the Painshill A3 junction. These signs have been an essential tool to inform motorists of both immediate incidents and planned works/events but both have come to the end of their useful life. SCC asked that HE funds the replacement of these two VMS together with the provision of new VMS on the SCC network to benefit J10 of the M25 and the nearby associated A3 junctions. This would ensure that motorists arriving onto the HE network are aware of network issues in advance of arriving on the network itself. If installed in advance of any works on the strategic road</p>	<p>Highways England response</p> <p>VMS/Technology</p> <p>As noted in your letter, this subject matter has been mentioned at a previous workshop. There is potential for the two VMS either side of the Painshill A3 junction to be linked. This forms part of a designated funds application which Highways England will be considering in the near future. Other sites for VMS have not been considered as part of this Scheme. Construction phasing works form part of a later stage of this project. We'll take into account your suggestion of installing the VMS in advance of the main works at this point. Highways England would</p>

Stakeholder specific issues

network itself, these signs would also be a useful communications tool to update on the Scheme's construction progress; potentially saving money on portable VMS to serve the same purpose.

SCC would ask for detailed discussions with HE as to how the SCC countryside estate around the Scheme can be managed and land take mitigated. We would ask that drawings and schedules to identify land take required is provided. The Scheme as proposed will have a major impact on designated nature conservation sites and SCC countryside estate and compensatory mitigation should be provided.

Ockham and Wisley Commons are owned by SCC, forming part of the countryside estate managed by Surrey Wildlife Trust. It forms part of the Thames Basin Heaths Special Protection Area for birds (SPA), a SSSI, a LNR and most of the land that may be affected by the improvement Scheme is public open space with public footpaths and bridleways and also permissive routes.

In addition to impact on actual land take, we are particularly concerned about how access will be provided and maintained to Wisley and Ockham Commons both during construction and then following completion; to ensure safe access for cyclists, riders and walkers across the A3/M25. Access arrangements will need to be communicated so that the general public will be made fully aware.

The delivery of the non-motorised user routes currently proposed as part of the wider Scheme will also have additional impacts on SSSI, SPA and Common Land. Use of existing routes may reduce this. As examples, we have noticed that the access route connecting to Pointers Road will cross SSSI and as such would ask if alternatives have been investigated or mitigation identified

The SCC countryside estate may also be directly impacted by the new bridge and its approaches proposed through the Side Road Preferred Route A3 southbound (Painshill to M25 J10). This part of the SCC countryside estate is not SSSI or SPA but it is very close to part which is SSSI and Common Land.

There appears to be an over reliance on existing trees to provide screening. Some of these trees may need to be removed at some stage for conservation reasons as the area's ecological importance is for open heathland. There is also a concern that cutting swathes into plantations during the works and exposing trees that were previously protected will make these more susceptible to wind throw and create additional maintenance liabilities for SCC.

encourage Surrey County Council to submit a business case for the benefits of VMS signs to support the designated funds application for these signs.

Impact on the Local Countryside Estate

Highways England note your concerns as to how the SCC Countryside Estate will be impacted by the Scheme. The meeting held between Surrey County Council, Elmbridge Borough Council, Guildford Borough Council and Highways England in September began the formal discussions between the parties regarding the impact on both the Surrey Countryside Estate and the Local Road Network in terms of classifications and adoptions. We welcome ongoing dialogue on this topic to agree a way forward.

Highways England are currently working on the Environmental Statement which will provide detail on the assessed impacts on designated nature conservation sites and the Surrey Countryside Estate, and the mitigation strategy for these.

Surrey County Council raised a concern about the access to Wisley and Ockham Commons both during construction and following completion. The Scheme will include a comprehensive package of measures to maintain access during construction and operation and will enhance these where possible. These will be communicated to Surrey Wildlife Trust and provided to the public at appropriate times.

Consideration of land required to construct the Scheme and the impact of this on the Countryside Estate has been considered. This includes where diversionary routes are required to maintain access during the construction period, like for example at Cockcrow Bridge. Further detail on these arrangements will be provided in the construction management and communications plans that will be developed at a later stage in the Scheme.

As with all elements of this Scheme, we have designed the NMU routes to provide a high standard of infrastructure, whilst having the minimum impact on the special category land these routes cross. Indeed, this is a legal test we will have to pass at the forthcoming development consent order examination. We designed connections from the NMU route into the existing rights of way network cognisant of this requirement, and for making them useful and convenient to users.

The Surrey Countryside Estate will be directly impacted at this point. We have started discussions with regard to land acquisition, and

Stakeholder specific issues	
<p>SCC ask for future discussions regarding potential adoption of assets / structures and assets/structures impacting Surrey highway.</p>	<p>we welcome the opportunity for these to continue.</p> <p>SCC state in your response that there appears to be an over reliance on existing trees to provide screening. The Scheme includes a comprehensive series of environmental proposals that will maintain screening and enhance the heathland. The proposal has been discussed with relevant bodies to gain agreement as far as possible. The effects of windthrow on newly exposed trees will be considered and managed in the Scheme.</p> <p>Asset definition.</p> <p>An initial meeting has been held in September 2018 with Surrey County Council to discuss future adoption proposals. An initial draft schedule for comment was also sent to all three host authorities for comment in August 2018 for their consideration.</p> <p>It is Highways England policy to retain ownership and responsibility for maintenance of all structures that cross the strategic road network.</p> <p>There will be ongoing discussions between Highways England and Surrey County Council at future meetings regarding adoption and land acquisition.</p>

Table 4.7: Traffic and economic modelling issues raised and Highways England response

Traffic and economic modelling	
<p>Public Health England note that the current submission does not include a comprehensive traffic assessment.</p>	<p>Highways England response: A traffic assessment will be provided as part of the DCO application and will form the basis of noise and air quality assessments.</p>
<p>Royal Mail state that the ES should include information on the needs of major road users (such as Royal Mail) and acknowledge the requirement to ensure that major road users are not disrupted though full advance consultation by the applicant at the appropriate time in the DCO and development process.</p>	<p>Highways England response: Highways England have taken note of Royal Mail's recommendations on information that should be provided in the forthcoming Environmental Statement.</p>
<p>Elmbridge Borough Council are concerned that growth assumptions used by HE provide a potential underestimate for the local area. They also raise the need to fully consider potential growth scenarios resulting from the proposed expansion of Heathrow.</p> <p>The Council also have concerns over the impact on the local road network. Including increased queuing on the approaches to the A245 / Seven Hills Road junction, a potential increase in congestion on the local road network, particularly on the approach from Painshill and</p>	<p>Highways England response:</p> <p>Growth Assumptions</p> <p>Highways England recognise that Elmbridge Borough Council are currently working on a number of projects to inform their emerging Local Plan and welcome engagement as part of its Local Plan preparation. All existing development assumptions provided by Elmbridge Borough Council to date have been included in the modelling via TEMPRO. This list was compiled in consultation with Elmbridge</p>

Traffic and economic modelling

on Seven Hills Road south and the Scheme appearing to relocate congestion from the strategic road network onto the local road network.

The Council notes the proposed jet lane at the Painshill Junction from the northbound A3 to the A245 Byfleet Road and how this will remove the gating effect of the existing signals, meaning that the first junction encountered by vehicles making this movement will be on Surrey's network. It is therefore essential that this junction be looked at as a priority as part of the improvement Scheme with sufficient mitigation and funding provided. Focusing on measures proposed as part of improving the phasing of signals, the Council understands that the two sets of lights of the junctions of Painshill and Seven Hills Road are not linked and thus requires further investigation as to whether this can be successfully achieved.

While the Council acknowledges that the Scheme provides better access arrangements to Feltonfleet school, it has concerns that there will be extra congestion and queuing on Seven Hills Road south.

Requested confirmation on whether a free flow left-hand slip lane at the Painshill Junction on to the northbound A3 is included in the Scheme

Concerns raised over the potential displacement and dispersal of HGVs from the southern stretch of the A3 onto the local road network and into residential areas.

Borough Council in early 2017. In addition to this, unspecified sites have also been included, meaning that a total of 6438 additional homes have been modelled as coming online between 2015 and 2036.

Potential growth scenarios resulting from Heathrow Airport's proposed expansion have not been included in the growth assumptions, this is in line with advice provided by the Department for Transport.

Impact on the Local Road Network

The project team are currently finalising the modelling reports for the Scheme and these will be shared with Surrey County Council and all of the host authorities when they are available. We will then set up a meeting to discuss the outputs from these. Once we have all of the traffic modelling available we will be able to address the other concerns raised in your letter in this section.

The traffic modelling of Seven Hills Road and Painshill Junctions (including proposed mitigation), will be discussed in the impending preliminary design modelling reports. The exact method to be used will be determined by what the modelling shows. It has been highlighted that the two junctions have been linked in the past both via link cable and via Urban Traffic Control system (UTC), however the two junctions are now controlled by two different authorities.

In your consultation response, you raise concerns regarding the displacement and dispersal of HGVs from the southern stretch of the A3 onto the local road network and into residential areas and that the council desires HGV parking to be retained in the final Scheme. Surveys have been undertaken to ascertain the occupancy of all of the HGV parking available between Guildford and junction 10 and we have concluded that despite removing parking immediately adjacent to the junction, there is still sufficient capacity available. The technical note providing this survey information was shared with Elmbridge Borough Council on the 25 September 2018.

It has now been confirmed that a free-flow left turn slip is included from the A245 east on to the northbound A3.

Guildford Borough Council reserve the Council's position to comment on Highway England's preferred option for the Scheme – Option 14, the elongated roundabout – until the Transport Assessment and traffic modelling technical work is made available for review by the Council and Surrey County Council.

Highways England response

Option 14 – elongated roundabout – suitability of option

The Transport Assessment and PCF3 modelling reports for the Scheme will be available shortly and will be shared with Guildford Borough Council at this point.

Traffic and economic modelling

The Council requires that the DCO Scheme takes into account in its design and impact assessments the location and quantum of development, including associated infrastructure, identified in the Council's Submission Local Plan (December 2017).

The Council requests evidence that the proposed changes to Junction 10 can accommodate any additional traffic capacity provided as part of the A3 widening Scheme.

The Council requests the following:

Transport Assessment for the Scheme

Local model validation report and the forecasting report

Network diagram showing Do Minimum and Do Something flows with respect to the Scheme, including the Local Road Network in the vicinity of the Scheme

A programme for the further transport assessment work that Highways England is proposing to undertake.

The Council requests that details of the quality and features of the land taken versus the replacement land offered to be detailed in the Environmental Statement (ES).

Until the Council and Surrey County Council as the Local Highway Authority is able to review and be satisfied as to the traffic impacts we are unable to agree or make substantive comment on the air quality and noise impacts of the Scheme.

Current modelling suggests that the Scheme attracts a positive cost-benefit ratio and can accommodate the forecast growth from Woking, Guildford and Elmbridge (as per the TEMPRO forecasts, to the Scheme's design year 2037).

As per the design that as shared with Guildford Borough Council on the 10 September 2018, we have been able to reduce the scale of the elongation of the roundabout on the western side, reducing the environmental impact and cost of the Scheme whilst still accommodating the necessary growth.

Highways England will be undertaking a period of targeted consultation in November 2018, where Guildford Borough Council will have the opportunity to provide further comment on the Scheme.

Quantum and location of development

Guildford Borough Council's Submission Local Plan allocated sites are included in the cumulative effects assessment, where they are in the study area. Other identified site allocations are also included in the traffic model.

A full list of all of the development sites that have been included in the TEMPRO model has been provided to GBC.

A3 widening Scheme

It is our understanding that despite many years of feasibility studies into improving the A3 through Guildford that no Scheme has been deemed satisfactory to all parties. Highways England do however recognise that there is still political and local will from all sides to create an improvement in Guildford. To this end we have included a simple assumption that speeds and capacity on the Guildford section of the A3 will improve by around 5%.

Traffic on local roads

As noted above, Highways England is currently finalising the modelling reports for the Scheme and will share these with the host local authorities as soon as these are available. These reports will form part of the DCO application, and therefore no further modelling work will be proposed at this stage of the programme.

In response to Guildford Borough Council's requested list of information:

Transport Assessment for the Scheme – Highways England are happy to provide this to Guildford Borough Council when it is available

Local model validation report and forecasting report - Highways England are happy to provide

Traffic and economic modelling

this to Guildford Borough Council when it is available

Network diagram showing Do Minimum and Do Something flows with respect to the Scheme, including the Local Road Network in the vicinity of the Scheme – This has been provided to the Local Highway Authority. Highways England is happy to forward this to Guildford Borough Council.

A programme for the further transport assessment work that Highways England is proposing to undertake – Once the PCF3 modelling report is complete, and the Scheme has been assessed against its final costs, there is no further modelling work to be undertaken in stage 3 of the Scheme.

Replacement land

The Scheme provides suitable areas of replacement land to compensate for the loss of SPA, SSSI and common land and includes proposals to enhance the SPA. The Scheme provides areas of replacement land at a ratio of one lost to three replaced and includes improved access around the junction. Further details will be available in the Environmental Statement. Highways England will be happy to share the Environmental Statement with Guildford Borough Council when it is available.

Air Quality and noise

When Highways England have completed the Stage 3 PCF modelling report, the outputs will be taken to finalise the air quality and noise forecasts. When this information is available, Highways England would be happy to share this Guildford Borough Council.

Transport for London (TfL) raised the following points:

How much growth in Surrey does the Scheme release? A lot of benefits would accrue to strategic i.e. non-Surrey based traffic. What growth assumptions have been made in Surrey and for the GLA?

Network conditions in the future without the Scheme should be clarified.

There is no mention of impacts further north on TfL roads (i.e. north from Hook) There is no mention of Elmbridge or RBK proposals – E.g. Hook, Chessington link road.

Were non-road based options considered? E.g. demand management.

Highways England response:

Growth in Surrey

The Scheme itself is not intended to "release" any specific housing or employment developments. The overall outcome of the Scheme is the creation of enough capacity in the network to mitigate for all planned development in the Guildford, Woking and Elmbridge local plans.

Woking, Elmbridge and Guildford have specific sites (from their Local Plans) constrained to TEMPRO. For all other areas, TEMPRO growth assumptions have been used.

Future Network Conditions

Network conditions in the future with and

Traffic and economic modelling	
	<p>without the Scheme will be made available in the PCF3 modelling reports. The PCF3 modelling reports will be made available following approval from Highways England.</p> <p>Impacts on TfL Roads</p> <p>The forecasting only takes into account committed or near certain Schemes. Currently, we do not consider the Hook, Chessington link road a committed or near certain Scheme.</p>
<p>Waverley Borough Council requested that any assessment work for the junction improvements takes account of the amount of growth required in the Waverley Local Plan (adopted in February 2018). To ensure that the economic benefits of the growth are fully realised in terms of future residents having access to jobs and other facilities including the proposed third runway at Heathrow Airport.</p>	<p>Highways England response: The overall outcome of the Scheme is the creation of enough capacity in the network to mitigate for all planned development in the Guildford, Woking and Elmbridge local plans.</p> <p>Woking, Elmbridge and Guildford have specific sites (from their Local Plans) constrained to TEMPRO. For all other areas, TEMPRO growth assumptions have been used.</p> <p>Growth in Waverley is covered by TEMPRO uplift in zones covering the local authority.</p> <p>Potential growth scenarios resulting from Heathrow Airport's proposed expansion have not been included in the growth assumptions, this is in line with advice provided by the Department for Transport.</p>
<p>Wisley Property Investments Ltd (WPIL) raised concerns over the relationship of the proposed RIS Scheme with the proposal in the emerging GBLP for new north-facing slip roads onto the A3 at Burnt Common and the allocation of Wisley Airfield as the emerging plan's principal strategic housing site.</p>	<p>Highways England response: Guildford Borough Council's Submission Local Plan allocated sites are included in the cumulative effects assessment, where they are in the study area. Other identified site allocations are also included in the traffic model.</p> <p>Highways England have noted that the submission Local Plan includes new north facing junctions to the A3 at the A247 Clandon Road (Burnt Common) interchange. The M25 junction 10/A3 Wisley interchange Scheme does not include scope for north facing slip roads at Burnt Common, and these are not part of the published M25 j10/A3 Wisley interchange Scheme requirements.</p> <p>Highways England have indicated that it has no in principle objection to new slip roads in this location. However, neither Guildford Borough Council nor the developer has provided sufficient evidence to suggest that the slip roads at Burnt Common are practical, deliverable, safe or effective. Once the PCF3 modelling reporting is complete, Highways England will be happy to share this with Guildford Borough Council.</p> <p>In summary, these slip roads will not be included in the DCO application for the M25 junction 10/A3 Wisley interchange Scheme.</p>
<p>Surrey County Council (SCC) requested details of the modelling carried out, including a</p>	<p>Highways England response:</p>

Traffic and economic modelling

Links and Nodes diagram. This information is requested to demonstrate the impacts on Ripley, surrounding villages (e.g. Send, Ockham) and A245/Seven Hills Road along with any mitigation measures proposed and their modelled impact. This traffic flow information is required so that the stated objective of “Minimising impacts on the surrounding local road network” can be understood.

SCC note from the consultation brochure that it states that there will be less traffic on the local road network in the AM peak but no statement has been made for the PM peak. As such we would ask to see the aforementioned traffic network diagram that clearly shows the projected changes in traffic levels on the local road network in the AM peak, PM peak, inter-peaks, and daily flows.

SCC note that it is stated that traffic through Ripley is forecast to increase and the Scheme adds a further 4% more traffic through Newark Lane. We believe this 4% is a misleading figure due to the data stated in Technical Note (M25 J10 Impacts on the Surrey local road network), dated 7th November 2017. This states on page 7 that, “The comparison between the 2022 without Scheme and with Scheme scenarios predict a significant increase in the level of traffic travelling through Ripley in both the morning and evening peaks, with a 15% increase in the morning peak and an 18% increase in the evening peak.”

Furthermore, it is not clear if this apparent 4% includes the potential of diverted traffic accessing/egressing RHS Gardens Wisley Gardens. As such we would ask that this information is provided including scenarios for traffic accessing/egressing RHS Gardens Wisley Gardens along with the proposed mitigation/improvement measures for Ripley, and other local settlements affected, to meet the Scheme objective of “Minimising impacts on the surrounding local road network.”

On page 6 of the statutory consultation brochure, in the table summarising the Scheme objectives and benefits, it stated that the Scheme, “... will accommodate an extra 5% of traffic through the Painshill Junction ...” Consequently, we are very concerned about the potential impact of this 5% increase on Surrey’s local road network and apparent lack of mitigation proposed and would ask that this mitigation is provided. The Scheme appears to relocate congestion from the strategic road network onto the local road network. We note the proposed jet lane at the Painshill Junction from the northbound A3 to the A245 Byfleet Road will remove the gating effect of the existing signals, and this means that the first

Minimising impacts on the surrounding local road network

The project team are currently finalising the modelling reports for the Scheme and these will be shared with SCC and all of the host authorities when they are available. Highways England will then set up a meeting to discuss the outputs from these. Once we have all of the traffic modelling available we will be able to address the other concerns raised in your letter in this section. A meeting to discuss the Scheme modelling was held in 28 June 2018 and the links and nodes diagram of the Scheme was sent to Surrey County Council in July 2018. Highways England confirm that there is a free-flow left turn from the A245 eastbound to the A3 northbound at the A3 junction included in the Scheme design.

Supporting Local and Regional Growth

In order to achieve this objective, Highways England need to demonstrate that there is sufficient capacity in 2037 (the design year for the Scheme) for all of the growth included with the draft Local Plans from Woking, Elmbridge and Guildford. Where there are specific sites included in these plans, the local plan levels for these developments have been included.

For the Wisley Airfield site and the RHS Gardens Wisley developments, the associated Transport Assessments have been used to provide a direct trip generation, with the TEMPRO level for the remainder of Guildford being reduced. For all other developments within the three local authorities, the trip generation for each site, in production/attraction form was generated using locally calculated rates within the NTEM 7.2 dataset. The growth was then “balanced” so the total production/attraction within each local county area matched NTEM 7.2 growth.

An appendix has been provided listing the local Schemes included within the three local authorities immediately affecting the Scheme and shows a total of approximately 18,500 homes and 10,500 additional jobs in the area by 2037. In the AM peak period this growth (along with background growth derived from TEMPRO in other modelled areas) leads to an increase in trips of 22% between the base year of 2015 and the design year of 2037.

A3 widening through Guildford

Highways England understand that despite many years of feasibility studies into improving the A3 through Guildford that no Scheme has

Traffic and economic modelling

junction encountered by vehicles making this movement will be on Surrey's network. We acknowledge the proposed additional lane to provide extra stacking capacity, but we are yet to see evidence of the benefits arising from the proposed "improved phasing of traffic signals" as shown on map 4.

Similarly, while we acknowledge the Scheme provides better access arrangements to Feltonfleet School, we are concerned there will be extra congestion and queuing on Seven Hills Road south. We are also concerned that this will be exacerbated by the proposed linking of the access road alongside Painshill Park to Seven Hills Road south via the potential overbridge. We are yet to be convinced that these changes can be accommodated at the existing A245 / Seven Hills Road junction without further mitigation work to improve the operation of this junction and would ask that mitigation options are developed by HE and presented to SCC for further discussion.

It is unclear if the traffic modelling and benefits being presented for the Scheme relies upon north facing slip roads being provided at Burnt Common. We ask that this issue be clarified as if the benefits are being taken then would ask whether the Junction 10 Wisley Scheme would then include this infrastructure.

The details of the improvements do not show how the Scheme allows for potential Local Plan related growth, specifically the possible Wisley Airfield development and others in the vicinity.

SCC also note that there is a need for this Scheme to take into account and to not negatively impact the future Scheme to widen the A3 through Guildford. In particular we would ask that the Junction 10 proposals are future proofed against any additional traffic capacity provided later as part of the potential A3 widening Scheme in Guildford for example additional northbound A3 traffic "arriving" at Junction 10.

been deemed satisfactory to all parties. Highways England do however recognise that there is still political and local will from all sides to create an improvement in Guildford. To this end we have included a simple assumption that speeds and capacity on the Guildford section of the A3 will improve by around 5%.

Table 4.8: Planning issues raised and Highways England response

Planning	
<p>Wisley Property Investments Ltd (WPIL) raised concerns over the impacts of the proposal on the extant consent for an In-Vessel Composting (IVC) plant on former Wisley Airfield,</p>	<p>Highways England response: The project team have discussed the proposed Scheme with the WPIL team and made updates to address their concerns. The Project Team will maintain communications with WPIL.</p>

Table 4.9: Safety issues raised and Highways England response

Safety	
<p>Surrey County Council (SCC) raised concerns that aspects of the Scheme could reduce safety, in particular increased traffic through Ripley, increased demand at the Ockham Park Junction (additional entrance and exit arm onto the roundabout) and increased queuing on the approaches to the A245 / Seven Hills Road junction which could lead to increased driver frustration and a consequent reduction in safety.</p> <p>At the M25 Junction 10 roundabout, we have concerns of potential conflicts between merging traffic where the M25 traffic turns left and joins the A3 via a dedicated left turn lane. The circulatory speeds on the existing junction 10 roundabout are reasonably low and consistent due its size and layout; and the phasing of the traffic signals. However, we have concerns that the extended roundabout could result in high speeds on the long straight sections, increasing the potential for loss of control on the bends and shunt type collisions as drivers brake, manoeuvre or accelerate when approaching the bend.</p> <p>SCC also raised safety issues localised to the preferred side roads and local access arrangement options. This includes the need to review speed limits on service roads proposed as well as the Painshill Junction roundabout and A245 between Painshill Junction and Seven Hills Road. Where Road Safety Audits have been undertaken for the Scheme, we would welcome to be sent these.</p> <p>SCC also raised the issue of the need to improve the safety of the Old Lane Junction with the A3.</p>	<p>Highways England response</p> <p>Overarching Safety Concerns</p> <p>Safety is a key priority for Highways England and this project is following a strict safety governance regime. This involves input from safety specialists and stakeholders. A comprehensive safety plan has been drawn up and targets have been set to reduce collisions on the Scheme. Safety data has been taken from both the Strategic Road Network (SRN) and the Local Road Network (LRN) in compiling this.</p> <p>At this stage we are still awaiting the outputs from the Scheme's PCF3 modelling report, so I cannot provide feedback on any impact on the levels of traffic in Ripley. With regard to Ockham Park Roundabout, we have revised the design to mean that the junction is fully signalised which has been reflected in our updated traffic modelling. We believe that this will mitigate the added complexity of having an additional arm on the Roundabout.</p> <p>The design for junction 10 itself has been revised. On the western side of the junction, the proposal is to elongate the roundabout less than previously indicated. Traffic modelling at this stage suggests that the previous design was over-engineered for the demand and so the project could save money and reduce its environmental impact by making this change. We do not believe that vehicles will be able to reach sufficient speeds along the straight sections to cause a significant safety risk.</p> <p>Highways England and Surrey County Council have met and discussed reviewing speed limits on the local road network, and Highways England are currently commissioning speed surveys at agreed locations to understand current speeds. Once the outputs from these surveys are available we would welcome the opportunity to discuss speed limits further with you. A Scheme wide road safety audit is currently underway, and we will share the outputs of this when it is complete.</p> <p>The proposed design for Old Lane</p> <p>Highways England has worked on the design for Old Lane which now benefits from improvements to the merge and the diverge slip roads to improve the safety of diverging and merging vehicles. The diverge and merge slip roads have been lengthened with auxiliary lanes and increased radii provided at the junction to assist vehicles decelerating or accelerating to match the slip road traffic speed. The J10 southbound slip road will also be improved</p>

Safety

providing 2 lanes that add on to the 2 A3 southbound lanes with no merging required.

Table 4.10: Construction issues raised and Highways England response

Construction	
<p>Public Health England stated their understanding that a Construction and Environmental Management Plan (CEMP) (or similar plan) will be prepared. They strongly recommend that a draft of the proposed CEMP is circulated at the earliest opportunity to allow interested parties to comment prior to the submission of the application for a DCO.</p>	<p>Highways England response: A Construction and Environmental Management Plan will be prepared and will include all suitable measures as required by national and local standards. Highways England will discuss the Construction and Environmental Management Plan with interested parties where appropriate.</p>
<p>Royal Mail state that the ES and DCO application should include detailed information on the construction traffic mitigation measures that are proposed to be implemented by Highways England / its contractor, including a draft Construction Traffic Management Plan (CTMP). Royal Mail ask to be fully pre-consulted by Highways England / its contractor on any proposed road closures / diversions/ alternative access arrangements, hours of working and the content of the CTMP. The ES should acknowledge the need for this consultation with Royal Mail and other relevant major road users.</p>	<p>Highways England response: Highways England will provide the relevant stakeholders with information as soon as it becomes available. This will include a Construction Management Plan and an Environmental Statement.</p>
<p>Woking Borough Council requested further on the traffic management proposals, assessments done to date and potential diversions, particularly associated with construction works. The Council requested that the potential impact of proposals on the surrounding network, including in the construction phase form part of the ES.</p>	<p>Highways England response: The potential impact of the proposals on the surrounding network, including during the construction phase will form part of the forthcoming Environmental Statement.</p>
<p>Elmbridge Borough Council is concerned as to the potential impact of the construction phase on the local road network and our residents. The Council insists that construction vehicles must access development / storage areas from the strategic network rather than the local road network. Also, adequate signage, advertising of forewarning of works / closures and continued and close monitoring of the situation must be installed / implemented. It will also be important to understand the amount and location of temporary land-take needed during the construction of the project and the temporary and longer-term impacts this may have.</p>	<p>Highways England response: The impact of construction traffic on the network will be considered when preparing traffic management plans at a later stage. The amount and location of temporary land-take needed during the construction of the project will be detailed in the Environmental Statement.</p>
<p>Guildford Borough Council request that the construction impacts, and in particular the impact for Ripley and RHS Garden Wisley need to be made clear in the Environmental Statement and the Construction Management Plan.</p>	<p>Highways England response: An outline Construction Environmental Management Plan (CEMP) will be prepared to support the DCO application. This document will consider the impacts of construction works and compounds required to build the Scheme. Highways England will be happy to share the CEMP with</p>

<p>Feltonfleet School has requested further details on the likely phasing and timescales of construction works. This is to allow the school to adopt temporary processes to mitigate against any potential disruption affecting journeys to school.</p>	<p>Guildford Borough Council when it is available.</p> <p>Highways England response: The project team will continue dialogue with the school throughout the next stages in the project and when further information becomes available regarding the phasing and timescales of the development we will contact the school to discuss this.</p>
<p>Surrey County Council state that the impacts during construction will need careful consideration. The elongated roundabout is proposed to be at the same level as the existing one and so it is likely that there would be some degree of additional traffic congestion arising from construction works, as the existing roundabout is reconstructed. Effective and safe traffic management during construction will be important and we would ask to see these details when available.</p> <p>For any closures of the M25/A3 during the works, there may be use of diversions onto Surrey's local road network that will increase fatigue of our existing highway assets on those routes and so would ask if funding is provided to mitigate these impacts.</p> <p>It will be important to take into account that not all bridges on HE diversion routes may be motorway grade load capacity and potential funding of maintenance on tactical diversion routes/bridges should be considered.</p> <p>As well as potential closures of the M25/A3, we realise that other closures may be necessary, affecting accesses for vehicles as well as non-motorised users. For example the Wisley Lane Junction with the A3 will need a temporary continuous access route on to the A3 while the new bridge over the A3 is being built. The alternative route via Pyrford Lock is unsuitable (a 7.5t weight restricted bridge and 2.5m width restriction). Where closures affect Rights of Ways, mitigation should be considered including phasing of the works programme to minimise diversion routes.</p> <p>We would ask that information is provided as to how the impacts during construction are to be mitigated to the local road network and also to key businesses and facilities in the local area including RHS Gardens Wisley Gardens, Painshill Park and Feltonfleet School. We would ask that the construction compounds identified are fully restored to at least the condition that existing prior to construction.</p>	<p>Highways England response: Highways England take their responsibilities to their neighbours very seriously during construction of their Schemes. The compound areas of the Scheme have been placed in areas designed to minimize impact on the local areas as much as possible while still achieving the operational requirements for the contractor while constructing the Scheme.</p> <p>Any diversion routes required on the Local Road Network for the construction of this Scheme will be considered at a later stage in the project.</p> <p>The traffic and environmental impacts of the construction have been included in all of the assessment of the Scheme, including the traffic modelling and Environmental Statement. A construction communication strategy will be developed at a later stage in the programme to ensure that residents and businesses near to the Scheme are not just informed, but engaged in the construction of the Scheme, to ensure the minimum of disruption. This includes any temporary diversions required for rights of way etc.</p> <p>It is a requirement of the Scheme that land is reinstated to its original condition.</p>

4.11. Key Scheme changes in response to Section 42 consultation

4.11.1. In response to feedback received during the Statutory consultation a number of changes were made to the scheme design, these are detailed in Table 4.11.

Table 4.11: Summary of key Scheme changes following Section 42 consultation

Scheme change	Change in response to
A pedestrian crossing has been provided on the A3 northbound to A245 westbound free-flow left turn slip road.	Concerns were raised that providing a free-flow left turn in this location would make it more difficult for pedestrians and cyclists to cross the roundabout. In turn this would further segregate the community of Cobham.
The Scheme design at Ockham Park Junction has been amended to provide full signalisation and two entry and exit lanes on all arms of the junction, and a new widened non-motorised user route linking the new extent of Wisley Lane and Portsmouth Road.	Concern than Ockham Park Junction will operate safely and within capacity once the Scheme and any major local developments are completed.
The alignment of Wisley Lane has been amended to allow for any future development on the Wisley Airfield site to be able to tie into the highway without abortive works being undertaken.	Feedback from landowner expressing a concern that a future Wisley Lane would need to be able to accommodate any future development on the Wisley Airfield site.
The speed limit on the new built section of Wisley Lane has been reduced to 30 mph to accommodate revised access arrangements at RHS Garden Wisley.	Feedback from stakeholders stating that the speed limit on the new built section of Wisley Lane needs to be appropriate for the type of road.
The Scheme design evolved to provide a new access arrangement into the RHS Garden Wisley site, straightening Wisley Lane immediately west of the bridge.	RHS Garden Wisley provided feedback requesting the new extent of Wisley Lane to link to their car park site in a different arrangement to that published in the statutory public consultation.
The Scheme design has evolved to minimise the impact on Bolder Mere, including avoiding any reduction in water quality at the lake.	Concern raised from Environment Agency with regard to necessary encroachment on Bolder Mere.
The access route for properties at Painshill has been changed, removing vehicular access from the Redhill Road bridge, and instead providing an access road via the A3 southbound on-slip road.	Concerns raised about the environmental and heritage impact on Painshill Park and the Gothic Tower raised by multiple stakeholders.
Non-motorised user routes have been amended to run on the northern side of the A3 from Wisley Lane to Cockcrow Bridge. New connections to the public rights of way network will be established and inconsistencies within existing designations (i.e. footpaths linking bridleways) will have their status updated.	Feedback to the project team to ensure that all non-motorised user routes link appropriately into the existing Public Rights of Way network. This feedback was received from multiple stakeholders.
Pond Farm has been taken out of the replacement land package and alternative areas have been proposed and agreed.	Concern that Pond Farm is wholly unsuitable as replacement SPA habitat; there is no potential to restore heathland.
The Scheme design has been improved to provide auxiliary lanes both at the exit and entry to/from Old Lane to ensure safer merging / diverging arrangement is provided which allows better opportunities for gap finding.	Concern than Old Lane access needs to be safe and fit for purpose.
The scale of the elongated roundabout and the amount of land take required to construct slips roads	Concern was raised about the negative environmental impact of the Scheme in a very environmentally

Scheme change	Change in response to
facing west to the M25 was reduced. This has contributed to reducing the environmental impact of the Scheme in this area.	sensitive area, include special category land, such as Special Protection Area, Sites of Special Scientific Interest, Ancient Woodland and Common Land.
The Painshill Local Access Road has been moved further away from the A3 carriageway. It will also now provide a shared route with NMUs.	Concern about the impact of the Painshill local access road in terms of its impact on Ancient Woodland.

4.12. Summary of Scheme features that cannot be changed

4.12.1. The following table summarises the issues raised by Section 42 and 44 responses tables for which no design change has been implemented. All responses are correct as at the time of Statutory Consultation. Where issues have been further discussed and developed these are covered in Chapter 6 of this report. The tables are split into the following order:

- Table 4.12 Scheme principles and operations
- Table 4.13 Scheme design
- Table 4.14 Environmental Impacts
- Table 4.15 Stakeholder specific issues
- Table 4.16 Traffic and economic modelling
- Table 4.17 Planning
- Table 4.18 Safety
- Table 4.19 Construction.

Table 4.12: Scheme principles and operations – no change summary

Consultation response summary/topic area	Highways England summary response
Accept that the BOAT provides the community with the least worst option for alternative access, however would insist existing access is returned to nature.	The existing surface will remain in place to serve the existing bridleway that runs along the route. There will be no public vehicular access possible along this route. Maintenance vehicles will be permitted to access the attenuation ponds and other equipment.
Suggest all of Elm Lane be included within the scheme Red Line Boundary for any additional mitigation works required.	Works are not required along the existing Elm Lane. Highways England only include land in the Red Line Boundary that is required for the construction, operation and maintenance of the scheme.
Scheme appears to move congestion from the SRN to LRN. Is this the case?	<p>This scheme will result in less traffic on the local road network during the AM peak. However, traffic through Ripley is forecast to increase as a result of background growth and this scheme adds a further 4% more traffic through Newark Lane junction in the AM peak in 2037.</p> <p>Our traffic forecasting has modelled the impacts on local villages, and in particular the impacts on Ripley. One of the key scheme objectives is to improve the local road network. This scheme will result in less traffic on the local road network during the AM peak. Traffic through Ripley is forecast to increase as a result of background growth however, the improvements made to the Old Lane egress onto the A3 as part of the scheme will divert considerable southbound traffic from local developments away from Ripley, and the level of traffic through Newark Lane junction will change by -2% in the 2037 AM peak and +2% in the 2037 PM peak. Highways England will be working hard to minimise disruption during the construction of the scheme and will work to ensure that the same number of lanes will be open during construction. However, it is likely there will be narrower lanes and speed restrictions during the construction of the scheme. The development of this scheme will improve congestion at the junction in the longer term.</p>
Would like to discuss the future of Byfleet Road in more detail with all concerned parties.	Not relevant to the scheme - the middle extent of Byfleet Road is outside the Red Line Boundary.
The school have indicated that they may have an interest in the purchase of any land in the vicinity of the school that may be available post construction.	Not relevant to the scheme.
The School requests a better understanding of the likely phasing and timescales of the proposed works as it will have significant effect on the daily arrangements / schedules of the school.	Highways England will make contact with all affected parties in the vicinity of the scheme to discuss its construction methodology during the next stage of the project.

Consultation response summary/topic area	Highways England summary response
Burnt Common North facing slip roads need to be included in this scheme.	Slips at Burnt Common are not within the scope of this scheme.
HE should consider the RHS proposals for Wisley Lane access.	These have been considered but have been rejected on safety grounds. Highways England Chief Engineer has reviewed the design options fully and concluded that the safest access is via the bridge.
Concern that HGV parking should be included in the scheme.	A survey of the existing HGV lay-by provision between M25 junction 10 and Guildford concluded that there is sufficient capacity for the displaced vehicles from near the junction to park and rest safely.
Suggest ensuring that Elm Corner can be incorporated into Airfield Development in future.	An appropriate alternative access for the residents on Elm Corner has been developed as part of this scheme. The residents do not wish to be connected into any future development at Wisley Airfield, and it is not necessary for the delivery of this scheme.
Guildford BC requests that their future input into the scheme be funded.	Planning Performance Agreement to be agreed.
Guildford BC is dissatisfied that the EIA scoping comments were not incorporated into the PEIR.	This has been discussed at a subsequent meeting and noted by the project team. The Environmental Statement supersedes the PEIR.
Could consideration be given to burying the electricity pylons that run through Painshill Park land.	This is not within the scope of the scheme.
Concerned about extra queuing at Seven Hills Road junction as a result of Feltonfleet School new arrangements.	The proposed alterations to the highway layout and traffic signals at the combined Painshill Junction and Seven Hills Road junction have been modelled using the microsimulation tool S-Paramics. In 2037 the scheme is anticipated to result in an increase of flow of between 7 and 12% at peak times. The average delay per vehicle is anticipated to reduce by approximately 90 seconds in the both AM peak period hours. In the PM peak period, average delay is anticipated to reduce by 14 seconds between 1600 and 1700, although an increase of 30 seconds is predicted between 1700 and 1800. LINSIG junction modelling of the network predicts that all arms of both junctions will operate within capacity including all arms at the Seven Hills Road junction.
HE should consider linking Elm Corner into the potential Wisley Airfield Development.	An appropriate alternative access for the residents on Elm Corner has been developed as part of this scheme. The residents do not wish to be connected into any future development at Wisley Airfield, and it is not necessary for the delivery of this scheme.
Requests that two VMS signs and correct integration with HE systems be provided to Surrey CC as part of the scheme.	This is subject to alternative funding opportunities and therefore not part of the Scheme.

Consultation response summary/topic area	Highways England summary response
Need to consider diversion routes and any mitigation costs for these during construction.	Traffic diversion routes during construction are considered in the design proposals. The impacts from additional traffic are considered in the Environmental Statement Chapters 5.
Surrey CC requests a technical report outlining the possible mitigation measures for Ripley to be submitted.	In subsequent discussion with SCC, HE has stated that this will not be possible.
Object to the scheme on the grounds that preventing direct access to the A3 from the San Domenico site renders this site commercially unviable.	Noted.
WPIL have raised a technical objection to the Wisley Lane element of the RIS scheme.	Highways England believe that this technical objection has been resolved as a result of a revised design for the new Wisley Lane access.
WPIL have raised a technical objection to the proposed arrangements of Old Lane.	Noted.
The alignment of WIS-11 would require agreement on purchase of land of CPO due to extant planning on the In-Vessel Composter.	Noted.
Overall, WPIL support the principles of the proposals at junction 10 of the M25.	Noted.
Suggest that there is broad agreement between WPIL and HE on the revised layout in Appendix 1 of the consultation submission.	Noted.
WPIL seek further dialogue with HE relating to proposed arrangements to provide access to Old Lane from Elm Corner.	Dialogue with Wisley Property Investments Limited has been ongoing throughout the design process of the scheme and Elm Corner access has been agreed with the residents via the BOAT. No further change is expected.
Due regard should be given to the traffic impact on the Painshill Junction and Seven Hills Road junction.	The proposed alterations to the highway layout and traffic signals at the combined Painshill Junction and Seven Hills Road junction have been modelled using the microsimulation tool S-Paramics. In 2037 the scheme is anticipated to result in an increase of flow of between 7 and 12% at peak times. The average delay per vehicle is anticipated to reduce by approximately 90 seconds in the both AM peak period hours. In the PM peak period, average delay is anticipated to reduce by 14 seconds between 1600 and 1700, although an increase of 30 seconds is predicted between 1700 and 1800. LINSIG junction modelling of the network predicts that all arms of both junctions will operate within capacity.

Table 4.13: Scheme design

Consultation response summary/topic area	Highways England summary response
Consider connecting Elm Corner into the proposed Wisley Airfield development.	An appropriate alternative access for the residents on Elm Corner has been developed as part of this scheme. The residents do not wish to be connected into any future development at Wisley Airfield, and it is not necessary for the delivery of this scheme.
Need to discuss protection of the railway near to scheme construction.	The revised Red Line Boundary does not extend to the section of the M25 that crosses over the New Guildford Line, which it did previously. Highways England understands that there are no railway lines now within the vicinity of the scheme.
Support the use of low noise surfacing throughout the scheme.	Low noise surfacing will be used on all new sections of carriageway that will be developed as part of this scheme.
Question the project team's view on the Wisley Lane junction. Is the belief that the junction is currently unsafe and do not consider this can be improved or that is currently safe and wouldn't be under the new arrangement?	Retaining the Wisley Lane left turn onto A3 would reduce the weaving distance between Ockham Northbound on slip and Northbound Junction 10 off slip. This would result in a substandard weaving length therefore would not be a compliant design and would be an unsafe design as per the Design Manual for Roads and Bridges (DMRB) standards.
The impacts during construction will need careful consideration. when available we would ask to see consideration of effective and safe traffic management during construction. We would ask that info is provided as to how the impacts during construction are to be mitigated to the local road network and also to key businesses and facilities in the local area including RHS Gardens Wisley Gardens, Painshill Park and Feltonfleet School. We would ask that construction compounds identified are fully restored to at least the condition that existed prior to construction.	Both a Construction Environment Management Plan and a Traffic Management Plan will be put in place prior to the start of works, with the full cooperation of local stakeholders including emergency services. TM is subject to safety assessments. Incident management plans and detailed local operating agreement will be formulated. Other measures such as CCTV coverage, free recovery and speed compliance and enforcement measures will be included.
Consider connecting Elm Corner into the proposed Wisley Airfield development.	An appropriate alternative access for the residents on Elm Corner has been developed as part of this scheme. The residents do not wish to be connected into any future development at Wisley Airfield, and it is not necessary for the delivery of this scheme.
How is the scheme proposing to link the new NMU route on Wisley Lane into Bridleway 8?	Bridleway 8 will intersect the Non-Motorised-User route just to the north of Wisley Lane, now that the Non-Motorised-User route is to run along the northern side of the A3 in this part of the scheme. There will, therefore, be a simple T-junction layout between the bridleway and the Non-Motorised-User route (to be classified as a restricted byway).

Consultation response summary/topic area	Highways England summary response
Appropriate speed limit should be set for service roads on A3 southbound and designed carefully to encourage compliance.	Noted and subsequent discussions have focused on speed limits and these have now been agreed.
The speed limit of the Painshill Junction roundabout and the A245 between Painshill Junction and Seven Hills road is currently national speed limit and should be reviewed to encourage safer speeds here and on the approaches to the junction.	We have undertaken speed surveys at this location and made preliminary agreement for a 40mph limit with Surrey County Council.
WPIL have provided a technical note related to road standards and drainage mitigation - Appendix 2.	Noted. Dialogue with Wisley Property Investments Limited has been ongoing throughout the design process of the scheme.

Table 4.14: Environmental Impacts

Consultation response summary/topic area	Highways England summary response
Satisfied PEIR has screened in all the relevant flood risk constraints.	Noted.
Advise that all affected watercourses - including ordinary water courses - should be assessed for their potential to support otter and water voles and surveyed where appropriate.	Water vole and otter surveys were carried out in spring/summer 2018 of all affected watercourses. Please see Chapter 7 of the Environmental Statement.
Welcome our commitment for compensatory habitat creation areas - ask that where these areas adjoin water that tree planting is carefully planned to avoid excessive shading.	Noted.
State opposition to any loss of natural bank resulting from surface water outfalls. Ask that outfalls are set back from river bank to provide a semi-natural entry that doesn't require bank modification.	Noted.
State support for any improvement to road drainage from M25 and A3 - keen to see current drainage outfalls into Bolder Mere Lake altered so they have less detrimental impact to water quality. If this isn't possible they require justification and evidence to demonstrate the scheme will not increase concentration of pollutants. Suggest an alternative of treating the run-off before it enters the lake i.e. settlement tanks.	The scheme includes improvements to road drainage infrastructure to reduce the level of pollutants reaching adjacent water bodies including Bolder Mere. Preliminary design for scheme redirects road runoff currently discharging to Bolder Mere via mechanical treatment to the ordinary watercourse downstream of Bolder Mere. Agreement of the details of these measures is included as a requirement of the Development Control Order for the Scheme.
Request that no pollutants enter Bolder Mere Lake during construction (i.e. suspended solids) and ask that appropriate precautions are taken to ensure run off from increased traffic during the operating life of the project does not	Run off during construction will be controlled by the contractor under a Construction Environmental Management Plan to ensure that pollutants including suspended solids do not reach Bolder Mere. The scheme has

Consultation response summary/topic area	Highways England summary response
result in WFD deterioration or prevent future target status for the lake.	been designed to ensure no deterioration in Water Framework Directive status during the life of the project.
Ask for appropriate pollution measures to be put in place on south side of lake on Old Lane to ensure no impact from construction here.	Run off during construction will be controlled by the contractor under a Construction Environmental Management Plan (CEMP) to ensure that pollutants including suspended solids do not reach Bolder Mere. The scheme will be designed to ensure no deterioration in Water Framework Directive status during the life of the project.
Ask for the opportunity to comment on scheme drainage proposals as they emerge in detailed design phase.	Noted and information will be shared when available.
Remind us that all wastes produced on site should be taken to an appropriate authorised treatment or disposal facility.	Noted.
Satisfied with proposed approach and conclusions drawn in terms of flood risk impact to River Mole and its flood plain.	Noted.
Remind us that all soils and construction, demolition and excavation (CDE) waste should be assessed for hazardous properties (they provide guidance).	Noted. Waste acceptance criteria and standard soil analysis will be carried out on samples collected during the ground investigation which will assist in the waste material management process. Asbestos screening will be carried out for samples collected within Made Ground containing suspected asbestos containing material.
Request to see any CL:AIRE Definition of Waste: Code of Practice (DoWCoP) application in advance.	CL:AIRE (Contaminated Land: Applications in Real Environments) details will be provided in advance of application.
They encourage the re-use and recovery of wastes where appropriate.	Re-use and recovery of waste will be implemented in the scheme where possible. This will be assessed using series 600 (Appendix 2, 14 and 15) which containing screening values to ensure the material is fit for reuse for samples collected during the Ground Investigation.
Remind us that all waste leaving the site should be accompanied by relevant accurate duty of care or hazardous paperwork.	Noted.
Ask for more detailed information on ground water and land contamination further to the proposed site investigations outlined in section 10.3.3 of PEIR.	The Environmental Statement Chapter 8 includes all existing relevant information regarding ground water contamination. The assessment has been carried out on worst case scenario (i.e. contamination is assumed to be present wherever a source of potential contamination has been identified on maps or trade directories) Therefore the recommended mitigation measures may be over conservative in first instance. The site investigation intends to delineate the findings and bridge data gaps within the

Consultation response summary/topic area	Highways England summary response
	Environmental Statement. Human health and groundwater risk assessments have been undertaken within the Environmental Statement (Chapters 8 and 14) using existing data, and will be updated using data collected from the site investigation.
Query water quality impacts not being considered within the table of potential key issues in consultation brochure - say they welcome a water quality impact assessment as a result of increased traffic drainage to water bodies such as Bolder Mere Lake.	Water quality impacts are a key issue for the scheme and a full water quality impact are included in Chapter 8 of the Environmental Statement.
Say that Guilehill Brook should be considered in the WFD assessment due to its proximity to proposed construction compound (potential to be polluted).	Guilehill Brook is not within the study area (1 km from the Scheme). A 1 km study area has been chosen as research indicates that impacts associated with soluble pollutants will be sufficiently diluted beyond 1 km, thereby reducing any potential impact.
Request that WFD assessment assesses the cumulative impact of all scheme components that will affect each waterbody.	The Water Framework Directive (WFD) assessment considers the cumulative effects of the Scheme as a whole.
Expect to see confirmation that there will be no impacts on floodplain storage or flow routes for the proposed compensatory habitat areas adjacent to the river mole at the detailed design stage.	We don't expect that the compensatory habitats will affect floodplain storage or flow rates. Please refer to Chapter 8 of the Environmental Statement.
Referencing WFD assessment request that all localised impacts/ effects on water bodies must be mitigated (or as last resort compensated) for. Expect that this will be detailed in the Ecology chapter of the ES.	Localised effects of the Scheme will be mitigated or compensated as reported in Chapter 8 of the Environmental Statement.
Say they support Natural England's recommendation for macrophyte and aquatic surveys at Bolder Mere Lake to better understand distribution and abundance of key species and habitats - helping to inform appropriate mitigation strategy.	Noted. Surveys of Bolder Mere have been carried out and are reported in Chapter 8 of the Environmental Statement. Appendix D of the Water Framework Directive assessment includes an ecological survey and condition assessment completed by a specialist contractor (Ben Goldsmith Associates).
Recommend topographical surveys and ground investigations to understand how water levels fluctuate throughout the year and could be impacted by scheme. Mitigation should aim for natural, gently shelving profile to new lake edge to accommodate plant and invertebrate life. Mitigation could also include extending area of open water habitat to less desirable habitat.	Noted, please refer to Environmental Statement Chapter 8 and Chapter 10. The proposed ground investigation described within Chapter 10 of the Environmental Statement and the appendix document which summarised the scope of the investigation includes the installation of groundwater monitoring wells and monitoring work to identify groundwater levels. This will be carried out before construction works. High groundwater is expected to be localised therefore any works would not include large scale dewatering.

Consultation response summary/topic area	Highways England summary response
Chapters 7 and 8 of the PEIR make little reference to biodiversity enhancements and promoting waterbody recovery. Opportunities for enhancements should be taken in line with the 25-year Environment Plan and emerging national planning policy. Waterbody enhancements should aim to address waterbody failures. Bolder Mere Lake is currently failing to achieve Good Ecological Potential due to its hydromorphology and phosphate levels – measures to address these issues should be explored. Equally, the Stratford Brook is failing to achieve Good Ecological Status, likely due to low flow issues and poor morphology. Measures to improve channel morphology would help to address these failures.	Noted, references to the Water Framework Directive compliance assessment will be improved as the compliance assessment does discuss how the realignment and mitigation proposed for Stratford Brook does provide opportunities to restore sections of channel currently with poor morphological diversity to more natural form and function. Enhancements to Bolder Mere are being explored e.g. improving water quality by stopping road runoff discharging into the lake. Appendix F of the Water Framework Directive assessment captures the current status of thinking on potential mitigation and enhancement at Bolder Mere and Stratford Brook and proposes feasibility studies are completed at the start of detailed design to inform a decision on which measures to take forward.
The PEIR makes no mention of aquatic invertebrates, in particular white-clawed crayfish, which could be impacted by any physical works to the watercourses, for example river crossings. Say they have records of Signal crayfish in the main river Wey. An assessment should be made as to whether Signal crayfish could migrate between the river Wey and the affected watercourses. If it is concluded that Signal crayfish would not be able to easily migrate upstream - most likely due to the presence of a weir - then the watercourses should be assessed for their potential to support native white-clawed crayfish.	White-clawed crayfish survey of Stratford Brook was undertaken in autumn 2018. No crayfish evidence (native or invasive) was recorded, and the Brook was considered suboptimal for crayfish.
Notes it is an offence under the Salmon and Freshwater Fisheries Act (SAFFA) to willfully disturb any spawn or spawning fish, or any bed, bank or shallow on which any spawn or spawning fish may be. Any in-channel works should therefore avoid the key spawning periods where fish are likely to be present. This is generally November to January for trout and March to June (inclusive) for coarse fish. If any de-watering is required (for example to install a river crossing or when encroaching into Bolder Mere Lake), a fish rescue may be required. Provides guidance on permits for moving fish.	Noted.
In reference to baseline conditions in the PEIR: Asks that as scheme progresses we request from them site-specific flood modelling data/flood risk information and used in conjunction with site-specific topographical survey, channel survey and geology data to fully understand the fluvial flood risk implications of the proposals.	Noted, we have liaised with the Environment Agency to obtain this information and used it to develop and assess the proposals.
In reference to Paragraph 8.4.18 of WFD compliance assessment says that Stratford Brook also appears to be at risk. It has a future target of 'good' by 2027 for invertebrates and mitigation measures may be required to ensure	Noted.

Consultation response summary/topic area	Highways England summary response
the development does not prevent this future target from being achieved.	
In reference to Paragraph 8.4.20 of WFD compliance assessment says it is not clear whether the assessment of highways outfalls will form part of a WFD assessment.	The results of the Highways Agency Water Risk Assessment Tool (HAWRAT) assessment now feed into the Water Framework Directive assessment.
Pleased to see our acknowledgement of the requirement to provide floodplain compensation for new road bridge over Stratford Brook - have provided us with their climate change guidance to allow us to determine the appropriate climate change allowance for each element of work.	Noted.
In reference to Paragraph 8.5.2 of WFD compliance assessment requests that correct environmental permits are obtained where required to ensure discharges do not detrimentally impact receiving waters.	Noted - all relevant environmental permits will be obtained by the relevant parties.
In reference to Paragraph 8.5.9 of WFD compliance assessment says It is not clear whether the risks identified here been quantified in terms of change in water quality concentrations.	We assume this refers to Bolder Mere, - please refer to Appendix D of the Water Framework Directive assessment dated Dec 18 for an analysis of the impact of change in lake volume on P concentrations.
In reference to Paragraph 8.5.16 of WFD compliance assessment says choice and extent of the mitigation measures is very important. Especially for Bolder Mere where there is little to no pathway between the source (road) and the receptor (water and its ecology).	Refer to Chapter 8 of the Environmental Statement for specific impact assessment on Bolder Mere.
In reference to Paragraph 8.6.2 of WFD compliance assessment - says they do not have sight of appendix L.	The WFD has been the subject of discussion during the ongoing engagement meetings and issues are now resolved.
Want clarity on the form pollution treatment measures might take for Bolder Mere Lake as there appears to be little space between the road and the waterbody.	We will share details of pollution treatment proposals as they are developed.
State that the WFD assessment to date is very qualitative and we trust that a more quantitative version will follow once more information is available.	A full Water Framework Directive assessment has been prepared to support the Environmental Statement Chapter 8.
They are unclear of the exact location of the Buxton Wood footbridge. Please could this be clarified in future plans.	The location of the Buxton Wood footbridge is clearly shown on the scheme drawings in the Environmental Statement.
In reference to PEIR Volume 2 - Appendices - Paragraph D.3.45: It is noted that specific pollutants have been screened out of the assessment. However, we would anticipate that some of those screened out may be likely from road runoff, for example Lead.	The Water Framework Directive compliance assessment (dated December 18) relies on output from the Highways Agency Water Resource Assessment Tool (HAWRAT, Highways Agency, 2009) to assess impacts of Specific Pollutants, Priority Substances and Priority Hazardous Substances WFD quality elements in road runoff on the water environment of receiving

Consultation response summary/topic area	Highways England summary response
	water bodies. As such specific pollutants are screened into the assessment.
In reference to PEIR Volume 2 - Appendices - Baseline WFD Status - D.3.49: The assessment does not appear to have considered the reasons for failure. This would be useful information for potential mitigation measures as a starting point.	The Water Framework Directive compliance assessment (dated December 18) reports Reasons For Not Achieving Good.
Asks us to consider soffit levels and span, design flows, scour at piers and abutments, flow velocity, afflux, invert, parapets/ handrails, and deck design of bridges as well as floodplain compensation.	These have been considered in the design of the Scheme as it progresses. We have continued to liaise with the Environment Agency.
In reference to PEIR Volume 2 - Appendices - Paragraph D.3.105: they agree and would like more information on these plans.	Further details are available in the Environmental Statement.
Offer advice on Bridge and culvert design so that there is no obstruction to existing capacity or flood flow routes.	We intend to liaise closely with EA during the design of the Scheme to ensure that there is no reduction in capacity or flow rates.
Recommend engaging with relevant Lead Local Flood Authorities who are responsible for consenting works on non-main rivers.	Please see the Consents and Licences Statement for more details.
Outlines existing issues with Stratford Brook and asks that the scheme does not exacerbate these issues and asks that design of the bridge is appropriate and any impact is off-set (i.e. habitat improvement/ channel morphology modifications).	Information on issues noted and will be considered in the design process so that impact on Stratford Brook is minimised. The scheme will include improved pollution prevention measures to avoid contaminated run off affecting water resources in the area.
Concerns about location of construction compound adjacent to Stratford Brook - ask that it is set back as far as possible (min 10m).	Concern is noted and the construction compound will be set back from the Brook.
Requests that information in the ES is up to date insofar as the heritage assets and Painshill Park.	The ES will be based on the most recent available data but we are aware the Historic Environment Record has not been updated in recent years so the PEIR did contain a number of inaccuracies. We have utilised new information and data sources to inform the ES.
Say they welcome involvement in future impact studies and landscape mitigation measures that are proposed in the vicinity.	Noted.
Concerned about impact on SPA and SSSI - particularly land take and habitat connectivity.	The scheme has been designed to minimise the impacts on the Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) as much as possible. A comprehensive package of compensation and enhancement measures for the Special Protection Area is proposed. The impacts of the scheme are reported in detail in Chapter 9 of the Environmental Statement.

Consultation response summary/topic area	Highways England summary response
Would welcome further details on proposed replacement land, requests early dialogue and confirmation that no replacement land will be in EBC (impact on buffer zones).	Further details are available in the Environmental Statement, Chapter 9. The replacement land proposals do not affect the buffer zones within the Elmbridge Borough Council area.
They welcome sections of the PEIR that have incorporated their prior feedback. They welcome further discussion on the ES.	Noted.
Wants more information on amount and location of temporary land take.	These areas have been set out in the scheme and information on them is available in the Environmental Statement (Chapter 9) and other documents.
Ask that Old Elm Lane is stopped up, demolished and returned to nature - with unpaved footpath/ bridleway FP7 to join replacement bridge - this will biodiversity net gain.	The redundant section of Elm Lane will be stopped up but may be retained to provide access for maintenance vehicles to the A3 and as a route for equestrians, cyclists and walkers.
Position of RHS bridge means pollution from traffic will be dispersed over Elm Corner, the SPA and SSSI - impacting human health and heathland ecology.	<p>Regarding your concerns over the area being affected by high pollution, it should be noted that Guildford Borough Council have been monitoring concentrations of nitrogen dioxide, the key pollutant associated with road vehicles, at a site in Elm Corner. In both 2016 and 2017, annual average concentrations of nitrogen dioxide were well below the national objective of 40 µg/m³, measuring 14 µg/m³ in both years, indicating relatively good air quality. The data is available on their website, at https://www.guildford.gov.uk/article/19807/Air-quality-monitoring</p> <p>Regarding concerns over the location of the bridge, it is true that the prevailing wind direction is from the south west, however pollutant concentrations from road sources disperse rapidly in the atmosphere, and by 200 m are considered unlikely to be distinguishable from background sources. The study area for the air quality assessment is within 200 m of roads likely to be affected by a change in road traffic as noted in the Highways England guidance (Design Manual for Roads and Bridges HA207/07). As Elm Corner is beyond 200m from the proposed bridge, receptors in this area have therefore not been needed to be included in the air quality assessment, as the effect of the scheme would be imperceptible.</p>
Widening of A3 will require clearance of vegetation which will lead to more traffic being visible through the trees and more noise pollution - it will be a significant impact.	There will be some tree loss through the widening of the A3 but this will be kept to a minimum. The scheme will include replacement planting to mitigate for this loss. The planting may include low to medium height tree and shrub species to provide year round visual screening. Noise assessments indicate that there would not be a noticeable change in noise levels with the Scheme and will be reported in the Environmental

Consultation response summary/topic area	Highways England summary response
	Statement.
Operational phase of the scheme will result in visual impact, noise and air quality directly and indirectly.	The direct and indirect impacts of the Scheme are reported in the Environmental Statement (Chapters 5 & 6) and have been minimised as far as possible.
Asks for Elm Corner to be added to the various lists of receptors and included in the Construction and Environmental Management Plan (CEMP) report for mitigation.	Elm Corner residents will be included in all the assessments of the effects of the Scheme.
State the proposed works will lead to a likely increase in noise and pollution once completed.	The PEIR highlights the potential for these increases but final noise and air quality assessments are reported in the Environmental Statement. The scheme has been designed to limit adverse effects as far as possible. Please refer to the Environmental Statement Chapters 5 & 6.
Serious concerns about the widened A3 and A245 and likely impact on the amount of pollution pupils are subject to as well as increased levels of noise (also mention removal of some tree cover).	The effects on the school are fully assessed in the Environmental Statement and appropriate mitigation included in the scheme where required.
PEIR Volume 2 Appendices: Appendix D3.1 to D3.132 - The importance of mitigation to ensure WFD compliance, and the studies required to inform whether mitigation is suitable, should be emphasised in any concluding or summarising statements in this section. For example, with regards to Bolder Mere D3.67 indicates that: "Without mitigation, this loss of habitat could result in deterioration in the overall Potential of the water body. We believe that suitable mitigation can be developed, thus preventing water body scale deterioration, but this needs to be confirmed" and D3.129 "This mitigation should be comprehensively developed as part of the design, and consulted on with the Environment Agency as a matter of priority."	Noted.
PEIR Volume 2 Appendices: Appendix D3.1 to D3.132 - The focus of these sections is (understandably) WFD compliance however the opportunities for the scheme to make WFD improvements e.g. reduction of diffuse pollution from the region's road network (D3.83) should be fully considered at ES stage.	These are fully considered in the Environmental Statement (Chapter 5).
PEIR Volume 2 Appendices: Appendix D3.64 & D3.70 & D3.93 - Assume any new or extensions to in-river structures would be designed appropriately so that they would not be a further barrier to fish (or eels, ref. Eels (England and Wales) Regulations 2009).	Noted.

Consultation response summary/topic area	Highways England summary response
PEIR Volume 2 Appendices: Appendix D3.95 to D3.132 - Note, the following permanent features could also be temporary activities during construction: bridges, culverts, Channel widening, deepening, straightening or realigning, Drainage of road runoff (to surface water), Deep foundation protruding into aquifer (e.g. temporary coffer dams).	Noted.
PEIR Volume 2 Appendices: Appendix D3.99 and throughout - Note, barriers are not limited to fish, also eels (ref: Eels (England and Wales) Regulations 2009) also apply.	Noted.
PEIR Volume 2 Appendices: Appendix D3.132 - Several references to SEPA (Scottish) guidance. Please check relevance, and confirm England/UK guidance is referenced where relevant and in the first instance.	Noted - please see the Environmental Statement for correct referencing.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.1.2 - Clarify, "Generic and specific effects on the water environment during the construction phase and the operational phase are identified and assessed." Many aspects are yet to be assessed, e.g. FRA yet to be completed for flood risk matters.	Noted - please refer to the Environmental Statement Chapter 8 for assessments.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.3.1 - Clarify "...to ensure that the proposed Scheme is designed to be compliant with the objectives of the WFD and to ensure sustainable drainage mitigation is incorporated into the design so as to not increase surface water flood risk in the areas highlighted." note, EA and LFA should be consulted on all sources of flood risk (fluvial, pluvial, groundwater, reservoir etc.)?	Noted.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.4 to 8.4.8 - 8. Road Drainage and the Water Environment/ 8.4.4 to 8.4.8 - Clarify heading, do these sections refer to baseline condition for status of WFD surface water bodies?	The Environment Agency is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.9 to 8.4.12 - For clarity, Bolder Mere water body should be added to previous section (and table 8.1).	Noted.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.13 to 8.4.17 - Clarify heading, do these sections refer to baseline condition for status of WFD groundwater bodies?	The Environment Agency is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/	The Environment Agency is the primary authority with regards to this issue

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8.4.18 - "WFD compliance assessment" is not baseline data, relocate to relevant section of report.	and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.19 & 8.4.21 - These section indicates that: "Details of these abstractions are being obtained with a site specific Envirocheck report and will be assessed in terms of their sensitivity to the Scheme." whereas Chapter 10 (sections 10.4.52) indicates the information has already been obtained? Inconsistency with Chapter 10 but also indicates there is overlap between Chapter 7 and 10, re. abstraction and where and how these will be assessed in ES, need to clarify.	Envirocheck data sheets have been obtained which are referenced in Chapter 10 however an updated version is likely to be required as part of Chapter 8 of the ES, as the existing data may be out of date for the water and drainage assessment.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.23 to 8.4.25 - The Surrey County Council or relevant District Authority Strategic Flood Risk Assessments (SFRAs) will provide a useful source of baseline data for all sources of flood risk.	Noted.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4.23 to 8.4.25 - See previous comment on potential for reservoir flood risk (Bolder Mere).	Noted.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.4. - No reference to source of baseline data for water supply or sewerage (presumably Thames Water asset records?)	Please refer to the Environmental Statement (Chapter 8) for record references.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.5.12 to 8.5.14 - See previous comment on potential for reservoir flood risk (Bolder Mere).	Please refer to the Environmental Statement (Chapter 8) for record references.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.6.2 - 8. Road Drainage and the Water Environment/ 8.6.2 - Clarify, presumably flood risk mitigation requirements (e.g. compensatory storage) will be fully assessed as part of the proposed FRA, which will be appended to the ES?	Please refer to Chapter 8 of the Environmental Statement.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.5 - No reference to proposed assessment of impacts to water supply or sewerage network/infrastructure.	Please refer to Chapter 8 of the Environmental Statement.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/ 8.6 - No reference to potential mitigation measures for any impacts to water	Please refer to Chapter 8 of the Environmental Statement.

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supply or sewerage network/infrastructure.	
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment/8.7 - All aspects scoped in - agree with this. However to provide full consideration, please address reservoir flood risk, water supply and drainage networks and infrastructure, and incorporate in ES if deemed appropriate.	Noted.
PEIR Volume 1 Main Text: 9. Landscape/ 9.2.1 - With PRA should the study area not be adjusted to be appropriate to the current scheme rather than saying it's based on the previous optioneering?	Accepted.
PEIR Volume 1 Main Text: 9. Landscape/ 9.2.2 - 1.5km study area from DCO boundary for Landscape. Are there any elevated views that may have significant effects such as from the tower in Pains hill Park?	General lack of elevated views due to woodland surrounding the scheme, the Gothic Tower is an elevated view which has been picked up individually.
PEIR Volume 1 Main Text: 9. Landscape/ 9.2.4 - How has the preliminary ZTV in Figure 9.6 been developed? This isn't clear and appears to just be an offset from the scheme rather than defined by topography or other physical features?	The Zone of Theoretical Visibility (ZTV) was defined through desk and site based assessments as well as professional judgment.
PEIR Volume 1 Main Text: 9. Landscape/ 9.4.2 - There was a clear request from PINS to include the impacts upon the National Character Areas. It would seem sensible to include even if to report that there won't be impacts upon the wider character area.	Accepted.
PEIR Volume 1 Main Text: 9. Landscape/ Table 9.2 - Table 9.2 Wisley is referred to as a historic garden rather than a Registered Park and Garden.	Accepted.
PEIR Volume 1 Main Text: 9. Landscape/ 9.4.9 - How receptors have been identified sounds questionable given how this sentence is currently written. It sounds like you have been selective rather than incorporating all those within the ZTV and then scoping out those with no view/where are no impacts.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.1- It is likely that the scheme would cause adverse landscape and visual impacts'. Would seem appropriate to add 'significant adverse' to give clarity.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the landscape and visual impacts is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.10 - What about the presence of plant and machinery?	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the landscape and visual impacts is provided in Chapter 17

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PEIR Volume 1 Main Text: 9. Landscape/ 9.5.11 - The source of the operational impacts need to be identified in a similar manner to construction impacts.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the scheme effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.11 - Why are impacts reported as a result of separate areas of the scheme rather than on the basis of the receptors addressing views to the scheme as a whole?	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the cumulative effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.17 - Impacts from road being at odds with local character and features.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the scheme effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.19 - Significance of effect is not presented consistently throughout report. This is the first time it is mentioned.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the cumulative effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ 9.5.21 - Last sentence is unclear.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ 9.7 - Summary doesn't report significance of effects or the future work that is proposed as part of the EIA? Consultees will be keen to see what is going to be included in the EIA.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the cumulative effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ Volume 3 Figures - Landscape figures are empty under heading in Volume 3 PDF but appear within separate PDF with no title.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ Figure 9.6 - ZTV appears to be small offset but does not seem to reflect physical features that may have an influence.	The Zone of Theoretical Visibility (ZTV) was defined through desk and site based assessments as well as professional judgment.
PEIR Volume 2 Appendices: 9. Landscape/ Appendix E.2.11 - Should read views 'from' residents, not 'to'.	Accepted.

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PEIR Volume 2 Appendices: 9. Landscape/ Appendix E.3.3 - 500m study area is not very big. Justify why- intervening topography or vegetation encloses views? Also you don't mention 500m in 9.2.4 where you initially establish the study area in the main report.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ E3.7 - It reads awkwardly when assessing on the basis of design element rather than looking at the impact on landscape as a receptor. This should be the main focus to allow the assessment to flow from baseline to reporting of impacts.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ E3.8 - The main report states that national character assessment has been scoped out which does not align with this paragraph.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9 and Cultural Heritage detailed in Chapter 11.
PEIR Volume 1 Main Text: 9. Landscape/ E.18 - Assessing only high sensitivity receptors does not preclude significant effects on low and medium sensitivity receptors, if the magnitude is large enough.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the cumulative effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ E.18 - It is not clear what the assessment considers as 'distance views'.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.
PEIR Volume 1 Main Text: 9. Landscape/ E.19 - Vehicle travellers albeit not highly sensitive, are still legitimate receptors and should be considered in the assessment.	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, and a full assessment of the cumulative effects is provided in Chapter 17.
PEIR Volume 1 Main Text: 9. Landscape/ E.10 - Description of visual effects is not all that detailed and does not offer specifics. Seems quite generic and possibly underplayed without greater information. Why does it not address Year 1 and Year 15 rather than just Operation and include the positive contribution that mitigation will have? Unless there isn't any? It would be useful to include distances from the scheme for each receptor. Why are effects described per design feature rather than describing the change in view from each receptor? If a receptor would afford views to two elements this could be under reported as the cumulative effects of the impact on the view would not be described. e.g. looking north there would be views to x whilst in the south of the view there would also be changes with the	The report referred to was the Preliminary Environmental Information Report detailing the information available at the time. The Environmental Statement supersedes the PEIR, with Landscape impacts detailed in Chapter 9.

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introduction of Y.	
PEIR Volume 1 Main Text: 9. Landscape - The report and appendices make reference to 'options' on a number of occasions but given PRA was made November 2017.	Accepted - Changes to text will be reflected in subsequent updates.
PEIR Volume 1 Main Text: 9. Landscape - One of the purposes of the PEIR is to identify ongoing and future work likely to be undertaken to complete the EIA. The landscape chapter does not address this, and nor does it provide the likely significance of effect of the scheme. It would be useful to have greater detail in the summary to really understand the impacts at a glance.	Accepted - Changes to text will be reflected in subsequent updates.
PEIR Volume 1 Main Text: 10. Geology and Soils/ Unexploded Ordnance (UXO) 10.4.24 - Can the UXO Pre-Desk Study Assessment be included as an Appendix?. What are the recommendations from the report? Report identified "several bombs have fallen in close proximity to the study area". Understood within 10.6.5 mitigation measures detailed desk study to assess UXO hazard level and UXO survey prior to intrusive GI.	The Unexploded Ordnance (UXO) pre-desk study has been included as an Appendix. The recommendations are to obtain a full Unexploded Ordnance desk study, which will be available prior to the commencement of any groundworks (including the ground investigation). The recommendations of the full desk study may include the presence of a Unexploded Ordnance specialist on-site whilst breaking ground.
PEIR Volume 1 Main Text: 10. Geology and Soils/ Unexploded Ordnance (UXO) 10.4.24 - Footnotes - the reference does not match the text - should refer to the UXO Pre-Desk Study Assessment. Should footnote 38 be 39?	Accepted - changes to text have been reflected in subsequent updates and in the Environmental Statement.
PEIR Volume 1 Main Text: 10. Geology and Soils/Artificial deposits/10.4.30 - Is there any further information about the landfills – construction details, waste information, age of the landfills, refer to section 10.4.55?	The local authorities were contacted and the information obtained has been included in the Environmental Statement (Chapter 10) and appendices.
PEIR Volume 1 Main Text: 10. Geology and Soils/Artificial deposits/10.4.32 - Envirocheck data sheets confirmed potentially infilled land at four locations (where?) and infilled water bodies were identified at ten locations (where?) within the study area.	The details of the potentially infilled land have been added to the Environmental Statement Chapters 8 and 10.
PEIR Volume 1 Main Text: 10. Geology and Soils/Artificial deposits/10.4.46 - Information on groundwater strikes - is there information on the resting ground level?	Existing groundwater level data have been included in Chapter 10 of the Environmental Statement, new site-specific data from the ground investigation will be included in follow up documents.
PEIR Volume 1 Main Text: 10. Geology and Soils/Potential sources of contamination/10.4.60 - Reference number to Envirocheck is 2, however referenced as 36 within section 10.4.64.	Accepted - Changes to text will be reflected in subsequent updates.
PEIR Volume 1 Main Text: 10. Geology and Soils/Design measures/10.6.1 - Understood "Based on information available to date, assessment of potential	Noted.

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risks/impacts/effects associated with the proposed Scheme have been largely evaluated qualitatively, with only limited ground investigation data to assess ground conditions on-site".	
PEIR Volume 1 Main Text: 10. Geology and Soils/Groundwater vulnerability zones/10.4.50 - Groundwater vulnerability mapping has recently been updated to use up to date terminology.	Noted. Please refer to Chapters 8 and 10 of the Environmental Statement.
PEIR Volume 1 Main Text: 10. Geology and Soils/Table 10.2 - An indication of the distance to historical landfills should be included.	The distances to historical landfills will be included in the Environmental Statement Chapters 10 and 11.
PEIR Volume 1 Main Text: 10. Geology and Soils/10.04.65 - Please specify which GAC have been used. Please also confirm whether there is a current and ongoing risk to human health from this material or whether this is a hypothetical risk if the site was redeveloped.	The generic assessment criteria used are obtained from a number of sources. The criteria to be used for the assessment of risk for human health and controlled waters will be included in the series 600 documents as part of the ground investigation (appendix 2, 14 and 15).
PEIR Volume 1 Main Text: 10. Geology and Soils/10.04.70 - This paragraph appears to muddle receptors and pathways a little. Suggest this wording is looked at.	Noted. The receptors and pathways are clearly separated and identified within the Environmental Statement.
PEIR Volume 1 Main Text: 10. Geology and Soils/10.5.4 - Will the CEMP really address the environmental impact associated with incidents during the operation of the scheme? This would normally expect this to only deal with the construction phase.	Noted - the Construction Environmental Management Plan will only deal with construction impacts; reference will be made to Chapter 8 of the Environmental Statement
PEIR Volume 1 Main Text: 10. Geology and Soils/10.5.10 - This section is not very clear. Suggest rewording to emphasise that these negligible effects are due to pollutant linkages that will not be altered by the scheme but that mitigation measures may result in beneficial effects.	Noted
PEIR Volume 1 Main Text: 10. Geology and Soils/Table 10.4 - We are concerned that ongoing moderate risks have been identified even with the implementation of mitigation measures. It is also unclear how a moderate risk can be a negligible effect when we are introducing part of the pollutant linkage.	Noted. The Environmental Statement contains a thorough impact assessment with the associated significance based on the comparison of the operational phase impacts with the baseline conditions and construction phase (with mitigation measures) with the baseline conditions. Please refer to Chapter 10 of the Environmental Statement for updated risk/mitigation consideration
PIER Volume 1 Main Text: 10. Geology and Soils/Table 10.4 - There is a tendency to overstate beneficial effects throughout this table, particularly (but not only) in relation to pathways that the scheme does not appear to influence. For example we have a moderate beneficial effect in relation to pollution of controlled waters by off-site sources - are we really doing	Noted.

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anything to improve this? Beneficial effects need to be reported where there is an improvement from the baseline condition.	
PEIR Volume 2 Appendices: 10. Geology and Soils/ Table F3 - This table needs a review. Controlled waters consequences seem to be listed under a human health heading. Human health receptors - site end users is listed twice with the more severe consequences missing in both cases. Presumably one of these should refer to construction/site workers? The table specifically refers to grade 1 agricultural land but not other grades.	Noted.
PIER Volume 1 Main Text: 10. Geology and Soils/10.1.4 - The scoping opinion rejects the proposal to address reuse of material in chapter 12.	Noted.
PIER Volume 1 Main Text: 10. Geology and Soils/10.2.1 - The scoping opinion comments that there is no justification provided for the 500m spatial extent. This report should address this.	Noted. The Environmental Statement Chapter 10 includes an explanation/justification as to why the study area has been selected. Also, the study area is now 250m radius (given the limited pathways)
PIER Volume 1 Main Text: 11. Cultural Heritage/11.2.1 Study area - Explanation of study area chosen does not explicitly state the evidence on which professional judgement has been based. 500m appears arbitrary and does not give comfort that long views and wider setting of heritage assets have been considered as part of the assessment.	Please refer to the Environmental Statement Chapter 11 for detailed assessment.
PIER Volume 1 Main Text: 11. Cultural Heritage/ 11.4 Baseline conditions - This section outlines what assets there are in the study area, however a more detailed summary of the heritage significance of these assets in relation to the potential impacts of the scheme is required. This is to ensure that the assessment and scheme complies with national planning policy.	Noted. Please refer to the Environmental Statement Chapter 11.
PIER Volume 1 Main Text: 11. Cultural Heritage/ 11.5 Potential impacts - Please refer to impacts on significance of heritage assets in line with national policy, not just change to an asset. The DMRB guidance predates current planning policy therefore should be adapted to ensure that the scheme complies with relevant current policy.	Noted. Please refer to the Environmental Statement Chapter 11.
PIER Volume 1 Main Text: 11. Cultural Heritage/ Table 11.1 Construction impacts - This table should summarise what the temporary and permanent construction impacts are and what impact they have on the significance of the heritage asset. For example where plant and equipment are used this will introduce noise and visual disturbance into the quiet rural setting of the heritage asset.	This is detailed in Chapter 11 of the Environmental Statement.

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PIER Volume 1 Main Text: 11. Cultural Heritage/11.5.10 Operation - The potential operational effects on heritage assets are not explained.	Noted - these are set out in Chapter 11 of the Environmental Statement.
PIER Volume 1 Main Text: 11. Cultural Heritage/ Table 11.2 Operation Impacts - This table should summarise what the operation impacts are and what impact they has on the significance of the heritage asset. For example the increased traffic movement will increase the visual and aural disturbance to the quiet, still, rural setting of the asset.	Noted - these are set out in Chapter 11 of the Environmental Statement.
PIER Volume 1 Main Text: 11. Cultural Heritage/ 11.6 Potential mitigation measures - Potential mitigation to setting impacts need to be explored as does the potential for any enhancements which may be possible as a result of the scheme.	Noted - these are set out in Chapter 11 of the Environmental Statement.
PEIR Volume 2 Appendices: Appendix G Cultural Heritage, G.1.20 Guidance - A new edition of GPA3 has been issued, also Historic England Conservation Policies and Principles should be referred to help establish the significance of heritage assets.	Noted.
PEIR Volume 2 Appendices: Appendix G Cultural Heritage, table G1 - Negligible value. The description and example needs to be reviewed. If it is insufficient to warrant consideration in planning decisions then under the definition of heritage assets in the NPPF it is not a heritage asset and therefore should identified as such or assessed as such.	Noted.
PEIR Volume 2 Appendices: Appendix G Cultural Heritage, table G4 - The descriptions should include a summary of significance and the assets setting rather than a description of features.	Noted.
PEIR Volume 2 Appendices: Appendix G Cultural Heritage, table G5 - The descriptions should include a summary of significance and the assets setting rather than a description of features.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.1.1 - Mentions the materials and waste associated with operation. Operation was scoped out in the Scoping Report.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.1.1 - No mention of what the assessment has been undertaken in accordance with.	Noted – this is clarified in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.1 - No legislation, best practice or guidance section after section 12.1 or ref to where this is	Noted – this is included in Chapter 12 of the Environmental Statement.

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found if part of a different vol/report.	
PEIR Volume 1 Main Text: 12. Materials and Waste/12.2 - This is part of a methodology section but there appears to be no methodology section.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.2 - Not stated that there is no guidance available for defining the study area to be used for the materials assessment and as a result that study area in which this assessment will use, that will be adopted in the ES has been determined through professional judgment, by the influences of the scheme etc.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.3.1 - Where is the assessment methodology that will be consulted on?	Please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ General - No assumptions and limitations stating e.g. that quantities of waste and materials are not yet available and the use of cut/fill volumes is likely to change as the scheme design progresses and that any cut is assumed to be suitable for reuse etc.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ General - No approach to the assessment.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.3 - D183Desk based information has been gathered, but from what sources of information? Something along the lines of, 'using a number of readily available sources such as...', ideally needs to be inserted.	Noted - please refer Chapter 12 of the Environmental Statement for assessments.
PEIR Volume 1 Main Text: 12. Materials and Waste/12.4.5 - In respect to the Scoping Statement issued by SCC. The paragraph says that the 'calculated capacity will be included as part of the baseline' (for which part the PEIR or the ES) ' if available at the time of assessment'. This should be included in the ES.	Noted – this is included in Chapter 12 of the Environmental Statement .
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.6 - Whole paragraph on operational wastes, which has been scoped out. Just say that operational waste will be minimal due to [whatever reason] and has therefore been scoped out of the assessment.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.8 - Mentions that the national demand for key construction materials will be estimated but there is nothing on steel. Demand for steel in the UK was 10.9Mt in 2016.	Noted.

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PEIR Volume 1 Main Text: 12. Materials and Waste/ Table 12.1 - Breakdown the Aggregate into the different types e.g., crushed rock, sand and gravel and recycled.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ Table 12.1 - No data source identified.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.9 - Data on aggregate use in Surrey should be included.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.10 - The waste baseline only identifies hazardous waste. There is no data for non-hazardous/inert, which is large quantities could have a significant impact. 2015 is not the most recent information. The Waste Management Plan for England data sources include data for 2016 and these are regional.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ Table 12.2 - No data source identified. Data on landfill, transfer/treatment, incineration, use of waste in construction as well as waste disposed on land should be referenced.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.4.12 & 12.4.13 - No baseline for non-hazardous or inert waste is included. What about potential for hazardous/contaminated waste arisings - e.g. any historic landfills within 500m of the scheme. Not identified potential contamination risks from historic land uses, existing use of motorway etc. No reference to other relevant chapters e.g. geology and soils/ground contamination etc which would identify the sources of contamination.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ Table 12.3 - No data source identified. Not clear what this table is showing - text in 12.4.13 suggests it is the national hazardous waste infrastructure capacity, but table heading says baseline - not consistent. What about other data sources e.g. Waste Management for England 2016, which provides info on regional hazardous waste - Surrey, South East and England comparisons.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.5.1 - Should this be potential effects? Split section into Construction the material resources and operation makes it easier to read. Nothing to say that the scheme is likely to require large quantities of material resources or what is outside the scope of the assessment e.g. it is outside the scope of the assessment to assess	Noted – this is included in Chapter 12 of the Environmental Statement.

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environmental effects associated with raw materials extraction, and processing and manufacture of products, as these are likely to be subject to separate environmental assessments. What about effects associated with transportation? Ref to transport chapter.	
PEIR Volume 1 Main Text: Materials and Waste/ 12.5.2 - What is the current recorded baseline capacity? Excluding the SCC scoping statement.	Please – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: Materials and Waste/ 12.5.3 - Have a separate heading for operational waste. State why operational waste has not been assessed.	Noted – this is included in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: Materials and Waste/ 12.6.1 - Will the impacts be potential large/significant?	Please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: Materials and Waste/ 12.6.2 - Mitigation measures are necessary in order to reduce the environmental effects of both CD&E and operational phases of the scheme.' What about design? The biggest opportunities to reduce impacts can occur in the design stage. There are no impacts from the operational phase as this has been scoped out.	Please refer to Chapter 12 of the Environmental Statement. The design has been reviewed to reduce impacts.
PEIR Volume 1 Main Text: Materials and Waste/ 12.6.5 - This is the first time design is mentioned. Majority of the chapter discusses CD&E waste. Industry study specs can be challenged which can reduce waste, no mention of minimal use of primary material resources or eliminating waste in respect to designing out waste or that it should follow the waste hierarchy.	Please refer Chapter 12 of the Environmental Statement. The design has been reviewed to reduce impacts.
PEIR Volume 1 Main Text: Materials and Waste/ 12.6.7 - Has a cut/fill balance been calculated? Even if specific quantities of materials have not been quantified or the cut/fill may change. Make assumptions that all cut materials would be suitable for reuse on site. This then allows the calculation of imported fill requirements.	Detail on cut/fill balance and materials need resulting are reported in Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.6.9 - First bullet - not related to on-site management of waste and materials, these should already be done prior to going on site.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.6.9 - 2nd bullet - CEMP and SWMP should be in full first time used and also need to expand on the sentence to say why these are needed. E.g. preparation of a CEMP, SWMP and MMP (where appropriate) ensures any adverse effects are managed etc. If these are developed and used appropriately any potentially	Noted.

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significant effects resulting from material resource use and waste generation could be reduced.	
PEIR Volume 1 Main Text: Materials and Waste/ 12.6.9 - No mention of reusing excavated materials for fill or landscaping as a mitigation measure.	Please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.6.11 - Unavoidable wastes rather than all CD&E wastes generated.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.6.12 - This is a Principal Contractor requirement and is not something that can be stated here. It is not up to the developer to select a waste contractor. At best these requirements should be moved into the CEMP and not in the PEIR.	This will be confirmed once a principal contractor is appointed.
PEIR Volume 1 Main Text: 12. Materials and Waste/ 12.7 - This should be a summary of the chapter. The table, in its current form, does not add anything of use to the summary. Ideally a table with discipline (e.g. waste, materials), potential effect (with info pulled from the doc) and then the proposed mitigation (again taken from the doc) would provide a more useful summary.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste/ General - This chapter does not provide the relevant baseline information to base an assessment of impact on. There is key information missing and information relating to operational aspects (that have been scoped out and do not required further consideration. There is no methodology identified (or ref to where this might be found if not included in the PEIR) or a clear approach to the assessment. There is ref to the IAN153/11 but not to the DMRB Vol 11 section 2 part 5 or even the DMRB generally. There are no data sources ref against tables to make finding the information easier. There are no assumptions and limitations written into the report. There is no estimated cut/fill information to help identify whether import of material is required or potentially significant. There is no mention of a carbon assessment or ref to other relevant chapters which would aid assessment e.g. transport, geology and soils, air quality, noise and vibration etc. There is a crossover of the use of effect and impact (not consistent). The mitigation measures are too specific for this level of report. Some of those mitigation measures should be identified in the main ES or and then fed into the CEMP/SWMP. This report does not provide enough useful baseline information required for a Preliminary Environmental Information Report. None of the comments made in respect to the Scoping Report have been added/updated in the PEIR and the text remains the same,	Please refer to Chapter 12 of the Environmental Statement.

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therefore the comments in the Scoping Report still apply.	
PEIR NTS: 12. Materials and Waste/ General - There is NO Materials and Waste section in the PEIR Non-Technical Summary. Would expect something in here.	Noted.
PEIR Volume 2 Appendices: 12. Materials and Waste/ General - Only part of the legislation section has been amended based on comments relating to the Scoping Report, removal of non-relevant legislation has not happened and this section is longer than it needs to be. The methodology section includes additional information which has not been included in the PEIR. Will carbon be calculated and assessed in relation to the material resources used and waste generated? The level of assessment is limited in detail. There is no option to decide a simple assessment for waste (based on professional judgment) and a detailed assessment (assigned through an assessment of embodied carbon emissions – as required for HE projects) for materials based on the fact that waste arisings is difficult to quantify whereas the materials assessment (can be based on the BoQ. How do other relevant chapter info fit within the assessment methodology?	Please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 3 Figures: Materials and Waste - No figures used, although it would be useful to include figures relating to landfills/waste facilities in the local area that may be impacted on by the waste generated from the scheme construction. Info relating to historic landfills (if any in the area) etc.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste / 12.2 Study area - A description of how the study area has been determined is required.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste / 12.2 Study area - The study area section states the following: 'For material resources, the study area includes the demand for key construction materials nationally and it is acknowledged that the impacts may occur outside of the national study area. However, as per IAN 153/11, this is considered outside of the assessment scope.' IAN 153/11 does not exclude the assessment of any impacts except for the impacts associated with the extraction of raw materials and the manufacture of products.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste / 12.4 Waste infrastructure baseline - f the CD&E waste capacity information is not available from Surrey County Council at the time of writing the ES, the Waste Management for England 2016 produced by the Environment Agency	Please refer to Chapter 12 of the Environmental Statement.

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provides some data/information on waste infrastructure at the County, regional and national level.	
PEIR Volume 1 Main Text: 12. Materials and Waste / 12.4 Waste infrastructure baseline - The baseline section should be expanded on. It considers national material resources but not more local/regional sources, which is where the impact will be greater. In addition, the baseline data will need reviewing to include more up to date data and sources as it is currently limited to AMR's and Waste Interrogator tools, other sources are available through the DEFRA and EA statistical data and summaries.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste /12.5 Potential impacts - It is recommended that an estimate of the quantities of primary/virgin materials to be used is made, and an assessment of the impacts of this on the depletion of these resources is undertaken.	Noted.
PEIR Volume 1 Main Text: 12. Materials and Waste / 12.6 Potential mitigation measures - Specific examples of how waste has been designed out of the design of the scheme should be identified and presented.	Noted, please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 1 Main Text: 12. Materials and Waste / General - There is no evidence that contaminated land is identified or how/what sources of info will be used to do this, but it is mentioned and is said to be considered separately. As this is a material/waste is needs to be considered in the ES as part of the waste assessment. There is also no cross ref to other specific topics e.g. transport for waste and materials import/export, air quality and contaminated land/geology and soils.	Please refer to Chapter 12 of the Environmental Statement.
PEIR Volume 2 Appendices: H. Materials and waste / Planning and policy context - The legislation section for the ES could be more concise and only relevant legislation should be included. Some key legislation and policy docs/guidance are missing e.g. landfill regulations and the Waste Prevention Programme. We suggest removing legislation references to packaging, WEEE, asbestos, batteries and accumulators CLP and PCB's as these are quite specific and for road schemes, where relevant, are mainly covered under other legislation.	Noted.
PEIR Volume 2 Appendices: H. Materials and waste / Methodology - The source of the criteria for classifying the magnitude of environmental effects needs to be stated in the ES.	Please refer to Chapter 12 of the Environmental Statement.

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PEIR Volume 1 Main Text: 13. People and Communities/ 13.4.20 - It is possible to infer the ALC Grade of an area based on published soil information and carrying this over to other areas there is the potential that the farmers may have improved the land after the surveys were undertaken etc. Therefore in line with the DMRB Volume 11 Section 3 Part 6 Chapter 10, is an ALC survey going to be undertaken for agricultural land within the study area? Additionally, a figure here would be very useful to provide context as to how surveys/soil data/1:250,000 map are correlated.	Detailed Agricultural Land Classification (ALC) surveys were carried out in early 2018 of Park Barn Farm, Nutberry Farm, Pond Farm and parts of the SWT managed commons. Access was not available on other land parcels. Detail from the 1:250,000 provisional Agricultural Land Classification map is included in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 13. Agricultural Land/ 13.4.21 to 13.4.31 - Will there be any impacts to farm accesses? and/or irrigation systems? Additionally, same question as per JH point 2.	The Environmental Statement confirms that impacts to access during construction will be temporary in Chapter 13. No irrigation schemes are affected.
PEIR Volume 1 Main Text: 13. People and Communities/ Table 13.7 - Some of the comments in the table appear to confuse the sensitivity of agricultural land with that of the farm/agricultural business. This is likely to be due to the table's title which would seem more appropriate as 'Sensitivity of agricultural receptors'. Were we looking solely at the sensitivity of agricultural land, the sensitivities given should be based on the envisaged ALC grade.	Farms and land based enterprises are clearly distinguished from agricultural soils in the Environmental Statement in terms of sensitivity, impacts etc.
PEIR Volume 1 Main Text: 13. People and Communities/ General - There needs to be a clear definition of what is included under the title of 'Agricultural Land' / 'Agricultural soils' / Agricultural Holdings etc. as these terms are used interchangeably in some cases but mean different things.	Noted, this is clarified in Chapter 13 of the Environmental Statement.
PEIR NTS: 13. People and Communities/ General - The NTS contains no text with reference to the impacts on agricultural land/farms. Would suggest some is needed even if to state no/negligible impacts envisaged.	This is included in the Non-Technical Summary of the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ Study area. 13.2.3 - These are not explicitly the DMRB topics for people and communities (or the previous topic of community and private assets). It's not therefore 100% clear whether issue like severance will be assessed.	We can confirm that severance has been assessed in Chapter 13 of the Environmental Statement for private dwellings (changes in access), community assets (severance) and Non-Motorised-Users (severance).
PEIR Volume 1 Main Text: 13. People and Communities/ Study area 13.2.3 - While 500m is more than acceptable, the typical study area for most People and Communities topics (in line with existing DMRB guidance is 250m).	Noted. A 500m People and Communities study area was determined considering the scope of the Scheme and using professional judgement. In the response to the Scoping Report, Guildford Borough Council suggested additional villages to be included in addition to the 500m study area. This has since been discussed and agreed with Guildford Borough Council. The exception to this is the Study Area for Private Dwellings which has been

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	reduced to 250m in line with other People and Communities assessments.
PEIR Volume 1 Main Text: 13. People and Communities/ Private Dwellings 13.4.1 - Private dwellings are identified in the 'vicinity' of the scheme. It's not clear whether they lie inside of or outside the 500m study area.	Noted. This wording has been amended in the Environmental Statement. It should be noted that the study area for Private Dwellings has been reduced down to 250m in line with other People and Communities assessments.
PEIR Volume 1 Main Text: 13. People and Communities/ Community assets 13.4.2 - Some indication of the location of community assets or their proximity to the scheme would be valuable here.	The community assets were included in the PEIR figures and are shown in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ local businesses 13.4.4-5 - If the assets described are community resources, they should be listed in the community resources baseline. At present, identifying sites as businesses and then saying they will be discussed as community resources is unhelpful.	Noted. This comment has been addressed in Chapter 13 of the Environmental Statement and they are included in the community assets baseline.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.4.32 and 13.4.33 - Development land is inconsistently presented. Development land in Guildford refers to 'the study area' presumably relating to the 500m study area identified earlier on. However, the Elmbridge refers to planning applications 'within Elmbridge'. It's not 100% clear that the Elmbridge ones are relevant, or within the study area.	Noted. This terminology has been amended in Chapter 13 of the Environmental Statement and was meant to refer to development land within the study area in Elmbridge.
PEIR Volume 1 Main Text: 13. People and Communities/ Baseline. General - The level of detail in this section varies significantly, underscoring the points above regarding details of residential, business and community receptors, particularly as these are most likely to be directly affected.	Noted. The level of detail in the baseline is now consistent.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.4.37 - Severance is introduced here for the first time as a separate sub topic with the NMU sub-heading. This is a usual sub-topic to include, but feels like it has come out of nowhere and includes no pre-seeding in the PEIR.	Noted. Severance is now introduced appropriately in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.5.1 - 13.5.5 - These paragraphs focus on setting out a method of assessment - is there merit to including a specific methodology section or sub-section to make this clear?	Noted. The methodology is now set out in the Environmental Statement in Chapter 13.
PEIR Volume 1 Main Text: 13. People and Communities/ Table 13.3 - In terms of a locally significant effect, how is local defined here? Is this simply within the 500m study area? If so, it would be better to say this, but I don't	Noted. The use of 'locally significant' is no longer used in the Environmental Statement.

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know how this would vary against a non-locally significant effect.	
PEIR Volume 1 Main Text: 13. People and Communities/ General - Treatment of mitigation measures is somewhat inconsistent. Some sections seem to imply that mitigation measures are included, while others do not. There is no statement preceding this section to identify how mitigations are considered in the chapter.	Noted. Design, mitigation and enhancement measures are set out in Section 13.9 of the Environmental Statement. Assessment of effects is post-mitigation where relevant mitigation is proposed.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.5.6-13.5.7 - The paragraph states: 'Access changes continue, albeit the same, during operation' - surely this simply means that changes are permanent, but nonetheless arising during construction. Given that all impacts on residential dwellings are identified as occurring during the construction phase, what is left to assess during operation? And why list additional properties here? Would they not be better in the baseline?	Noted regarding access arrangements terminology and this has been corrected in Chapter 13 of the Environmental Statement. The additional properties are included in the baseline of the Environmental Statement. Changes to access are assessed for the construction phase, if this is maintained in the operational phase then it is agreed that no further assessment is required.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.5.8-13.5.10 - A description of how the study area has been determined is required.	Noted. This is now included Chapter 13 of the Environmental Statement. A 500m People and Communities study area was determined considering the scope of the Scheme and using professional judgement. It should be noted that the study area for Private Dwellings has been reduced down to 250m in line with other People and Communities assessments.
PEIR Volume 1 Main Text: 13. People and Communities/ Table 13.4 - Where in table 13.3 'significant' was stated in the final column, this is not done in table 13.4 or in most subsequent tables	Noted. This has been amended in Chapter 13 of the Environmental Statement and the tables include a significance column where required.
PEIR Volume 1 Main Text: 13. People and Communities/ Table 13.4 - Receptor sensitivity is its own column in this table. Consistency of presentation would aid readability with this.	Noted. This has been amended in Chapter 13 of the Environmental Statement and the columns are now consistent.
PEIR Volume 1 Main Text: 13. People and Communities/ 13.5.17 - 13.5.20 - The definition of amenity seems to differ here to how it is described in the private dwellings section. This should be set out in the most detail when it is first discussed.	Noted. The detail has now been brought forward to Chapter 13 of the Environmental Statement. Amenity methodology is now set out in the private dwellings section in greater detail than in the community asset section. The following text has been moved from community assets to private dwellings with appropriate amendments made. A qualitative assessment of the potential impact of the Scheme on the amenity of [private dwellings] during construction and operation has been adopted and draws upon the conclusions of the traffic, air quality, noise, vibration and visual impact assessments.
PEIR Volume 1 Main Text: 13. People and Communities/ 12.5 and 13.6 - The	Noted. The significance discussions are included in Chapter 13

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significance of effects on local businesses is not included in these tables. This is explained but seems somewhat inconsistent. Better to potentially exclude all significance discussion until the ES, rather than include it in some areas and not others.	Environmental Statement. The methodology has been revised and now uses the standard sensitivity, topic specific magnitude and standard significance tables.
PEIR Volume 1 Main Text: 13. People and Communities/ 13 Potential impacts. Table 13.2 - Elmbridge BC development sites are shown to be within the DCO boundary - so will experience land take. This is not clear in the baseline section, as noted above.	Noted. The Elmbridge Borough Council Development Land Table has been updated and the baseline section has been updated to clearly state that there will be land take.
PEIR Volume 1 Main Text: 13. People and Communities/ Table 13.2 - The heading 'assessment score' is used in the table - is this the magnitude of the impact, the likely significance of the effect, or something else?	This heading has been amended to ensure consistency.
PEIR Volume 1 Main Text: 13. People and Communities/ Tables generally. - The assessment tables present inconsistent information on the work done to date and include omissions (which, it is acknowledged, are stated after the tables). It would be good to make all tables consistent and some throughout could be given to either adding in rows for resources where effects are not yet known, or stating clearly that only direct effects are included (if that is the reason for certain omissions).	Noted. Chapter 13 in the Environmental Statement and the information provided is now consistent.
PEIR Volume 1 Main Text: 13. People and Communities/ Headings generally. - Some inconsistency with heading font styles, which can be confusing when navigating what is a very dense and complicated chapter.	Noted. Formatting and heading styles have been updated in the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ Agricultural Land 13.4.20 - It is noted that the Ministry of Agriculture, Fisheries and Food (MAFF) 1:250,000 Provisional ALC Maps have been used to provide an indication to the quality of agricultural land within the study area. It is also noted that it is assumed that none of the agricultural land within the study area is likely to be of BMV quality, based on published soil information. The principal factors influencing agricultural production include climate factors (principally average annual rainfall and temperature), site factors (such as gradient, relief and flooding), soil factors (including texture, structure, depth, stoniness and chemical status) and interactions between the factors such as soil wetness and soil draughtiness for selected crops. In line with the DMRB Volume 11 Section 3 Part 6 Chapter 10, usually an ALC study would be undertaken to confirm the quality of land, particularly on greenfield land to inform the environmental baseline and subsequent decision making. Is an	Detailed Agricultural Land Classification (ALC) surveys were carried out in early 2018 of Park Barn Farm, Nutberry Farm, Pond Farm and parts of the Surrey Wildlife Trust managed commons. Access was not available on other land parcels. Detail from the 1:250,000 provisional Agricultural Land Classification map is included in Chapter 13 of the Environmental Statement.

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ALC survey going to be undertaken for agricultural land within the study area?	
PEIR Volume 1 Main Text: 13. People and Communities/ Agricultural Land 13.4.21 to 13.4.31 - It might be helpful to state the source of this information. For example have individual farms been consulted regarding husbandry, use of land etc or has a site visit been undertaken to confirm this section?	The methodology for data collection (site surveys and meetings) is covered in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 13 People and Communities/ Non-Motorised Users 13.4.35 - The PEIR states that formal PRoW identified from the Surrey County Council Rights of Way Interactive map will be considered as part of the impact assessment. Will other NMU routes such as footways, shared footways and cycleways (as identified in Volume 3 Figure 13.1) or undesignated footpaths be considered in the impact assessment for the ES?	In addition to formal Public Rights of Way (PRoW), Non-Motorised-User (NMU) routes such as footways, shared footways and cycleways have also been considered as well as undesignated footpaths.
PEIR Volume 1 Main Text: 13. People and Communities/ Agricultural Land 13.5.25 - 13.5.26 - Will an ALC survey be undertaken to confirm the quality of land which would be acquired during the construction phase?	Detailed Agricultural Land Classification surveys were carried out in early 2018 of Park Barn Farm, Nutberry Farm, Pond Farm and parts of the Surrey Wildlife Trust managed commons. Access was not available on other land parcels.
PEIR Volume 1 Main Text: 13. Agricultural Land 13.5.26 - The permanent impacts on agricultural land in this section and also the replacement land should be included as these effects would be during operation as well.	These impacts are included in the Environmental Statement in Chapter 10.
PEIR Volume 1 Main Text: 13. People and Communities/ Agricultural Land Table 13.8 - This table clearly sets out the potential impacts on different agricultural holdings. To confirm, is there potential for any agricultural land to be severed, which could also affect the management of these agricultural holdings?	There is no severance of agricultural land.
PEIR Volume 1 Main Text: 13. People and Communities/ Agricultural Land Tables 13.9 to 13.11 - These tables should be clarified to distinguish between construction and operation effects for magnitude of impacts, residual impacts and significance.	Construction and operation stage impacts are distinguished in in separate tables in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: These tables should be clarified to distinguish between construction and operation effects for magnitude of impacts, residual impacts and significance. - Will changes in journey length and /or time as a result of the scheme be calculated for individual routes within the ES, as set out in the Scoping Report methodology (Section 13.7.47)?	Noted. Construction and operation stage impacts are distinguished in in separate tables in Chapter X of the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ Non-Motorised	Noted. This has been addressed in Chapter 13 of the Environmental

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users: Changes in Amenity 13.5 - Changes in amenity for NMUs for individual routes in the ES should be identified to clearly show the locations where amenity is likely to change.	Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ Non-Motorised users: Changes in Amenity - The construction / operation sections for assessment of changes in amenity for NMUs do provide a descriptive approach as set out in the scoping report. In the ES, will references be made to traffic flows as required by DMRB Volume 11 Section 3 Part 8, particularly in locations where NMUs would have to cross the road?	Comment noted. Reference is made to traffic flows in Chapter 13 of the Environmental Statement, using information from the Traffic Model.
PEIR Volume 1 Main Text: 13 People and Communities/ Non-Motorised users: Severance 13.5.59 - It is noted that the temporary closure of crossings over the A3/ M25 may substantially changes journey distance or times. Will mitigation be considered to be minimise adverse effects, such as provision of temporary crossings?	Noted. Mitigation measures including signed diversions will be provided. This is detailed in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 13. People and Communities/ Non-motorised users: Journey length, amenity and severance 13.5 -Will significance criteria be used to assess effects of the scheme on NMUs changes in journey lengths and amenity?	In accordance with the Design Manual for Roads and Bridges Volume 11, Section 3, Part 8, new severance has been described using a three point scale.
PEIR Volume 1 Main Text: 13. People and Communities/ Potential mitigation measures 13.6 - It is agreed that additional mitigation measures should be implemented where significant adverse effects are identified.	Noted. Detail is provided in the Design, Enhancement and Mitigation Measures of Chapter 13 of the Environmental Statement.
PEIR Volume 2 Appendices: I. Non-Motorised Users: Journey length & Local Travel Patterns - Will significance criteria be used to assess effects of the scheme on NMUs changes in journey lengths and local travel patterns?	A significance of criteria was used in the assessment and comprises a matrix including the receptor sensitivity and magnitude of impact. The Significance of effect is the product of the sensitivity of receptors and magnitude of impact, of the effects described, moderate and major effects are considered 'significant'. The matrix is located in the methodology of the P&C Chapter 13 Table 13.5 and is based on the DMRB Volume 11, Section 2, Part 5, HA 205/08, Table 2.4.
PEIR Volume 2 Appendices: I. Non- Motorised Users: Changes in Amenity - Will significance criteria be used to assess effects of the scheme on NMUs changes in amenity?	A significance of criteria was used in the assessment and comprises a matrix including the receptor sensitivity and magnitude of impact. The Significance of effect is the product of the sensitivity of receptors and magnitude of impact, of the effects described, moderate and major effects are considered 'significant'. The matrix is located in the methodology of the P&C Chapter 13 Table 13.5 and is based on the DMRB Volume 11, Section 2, Part 5, HA

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	205/08, Table 2.4.
PEIR Non-Technical Summary: 9. People and Communities/ 9.1.3 - Whilst it is made clear that mitigation would be included for NMUs including replacement paths and crossings, and enhancing the junctions. At this stage is there still the potential for some journey length increases/ adverse effects in terms of amenity during both construction and operation?	Comment noted. The Non -Technical Summary for the Environmental Statement provides detail on journey lengths and amenity for Non-Motorised-Users.
PEIR Non-Technical Summary: 9. People and Communities/ 9.1.4 - Whilst there would be temporary adverse effects on some business, farms and landholders, there would also be some permanent effects. This needs to be made clear in the text.	Noted. This is now made clear in the text in Chapter 13 of the Environmental Statement.
PEIR Volume 1 Main Text: 14. Climate/ 14.4 - A regional baseline climate of Southern England should be added to ensure greater regional application of the effect if the scheme on climate change and the vulnerability of the scheme to climate change.	The effects of the Scheme on climate are global in nature, as there is a single receptor (the atmosphere) which is global, and a single impact (global warming) which is also global. Emissions from the Scheme will cause an increase in average global temperatures. The regional climate is therefore not relevant from an Effects on Climate perspective.
PEIR Volume 1 Main Text: 14. Climate/ 14.4.3 - In setting the scheme baseline emissions, what calculation tool has been used and will the same tool be used for this Scheme? CKB is mentioned in the summary but no explanation of the tool is given.	The emissions set out in 14.4.3 were taken from a previously published report. This is referenced below the data table, and the methodology for calculating these emissions is explained in that report.
PEIR Volume 1 Main Text: 14. Climate/ 14.4.13 - Explanation of why the high emission scenario has not been explained.	Noted – this has been included in Chapter 15 of the Environmental Statement.
PEIR Volume 1 Main Text: 14. Climate/ 14.5.1 - Explanation of how the Stage D emissions have been quantified and contribute to the in-use emissions is required. Stage D emissions are not explained with sufficient detail- where these emissions are coming from is required.	The PEIR states that this part of the study area will include direct emissions from vehicles using the wider road network as determined by the traffic reliability area, as outlined in the air quality assessment (defined as the Affected Road Network, (ARN)).
PEIR Volume 1 Main Text: 14. Climate/ 14.6.1 - Bearing in mind there is currently no DMRB methodology or guidance on how to carry out a "simple" or "detailed" assessment for Climate, how did you draw the conclusion that a "simple" assessment is necessary?	This was based on professional judgement, which considered that a high-level assessment using bulk material calculations is a proportionate approach considering the magnitude of the potential impact. To avoid confusion with specific guidance in the Design Manual for Roads and Bridges for other topic areas, reference to 'simple' or 'detailed' methodology will be removed from the Environmental Statement.
PEIR Volume 1 Main Text: 14. Climate/ Section 14.7.3 - The Highways	Noted. The Highways England Carbon Calculation Tool has been used for

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England Carbon Calculation Tool should be used for the final carbon footprint to be reported in the ES, as this will allow the Scheme to be compared with other Highways England schemes.	final reporting in Chapter 15 of the Environmental Statement.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Potential effects - Combined effects - The combined effects outlined in this section on landscape and visual due to different elements of the scheme should not be considered as combined effects in this section, these should be considered as part of the assessment in the landscape and visual effects assessment as this elements all form part of the scheme. The combined assessment should focus on the impact interactions associated with the scheme upon separate environmental receptors, e.g. the combined effect on landscape may result from the effects on the local landscape character and effects on the historic landscape.	Noted. This has been addressed in the Environmental Statement Chapter 15.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Potential effects - Combined effects - The combined effects assessment should consider all environmental topics and not just landscape and visual.	Noted. This has been updated in the Environmental Statement and the combined effects assessment considers all environmental topics.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Potential effects - Cumulative effects - Table 15.5 notes that the operational air quality cumulative assessment is already taken into account in the air quality assessment as it makes use of the traffic modelling data, this should also be the case for the noise and vibration assessment and should be stated. The operational cumulative effects for noise and vibration reference the smart motorway development, however this development should be included in the traffic model, and as just noted the noise and vibration assessment should therefore already taken into consideration the operational cumulative effects.	Noted. Chapter 15 of the Environmental Statement now highlights that air quality and noise and vibration effects have already been taken into consideration in the operational cumulative effects.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects - The PEIR did not mention any policy context with regard to Cumulative effects, usually it is best practice to quote the NPSNN, for example as below. This needs to be mentioned in the ES. "The need to consider cumulative effects in planning and decision making is set out in planning policy, in particular the National Policy Statement for National Networks (NPSNN) ; paragraph 4.16 states that "When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence)."	Noted. This has been added Chapter 17 in the Environmental Statement.

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PEIR Volume 1 Main Text: 7. Biodiversity / Section 7.4 Table 7.1 - There is a lack of consistency in the citation descriptions in this table. Particularly for Thames Basin Heaths SPA and Ockham and Wisley LNR, with descriptions not as clear for these sites.	Noted.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Table 15.4 - A 'level of certainty' for each development in the table has not been assigned. In accordance with PINs Advice Note Seventeen, this should be done for each development (see Table 3 in PINs Advice Note Seventeen) and presented within the ES.	Noted. This has been included in Appendix Table 17.1 using the tiered system included in PINS Advice Note Seventeen.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Table 15.5 Cumulative Effects Summary - The Council is concerned about the potential cumulative effects for Air Quality on nearby human and ecological receptors due to construction and operation of the other developments (M25 Junction 10 -16 smart motorway Programme; the former Wisley Airfield; and two proposals for the Royal Horticultural Society Gardens at Wisley). No suggested mitigation is given in the PEIR therefore detailed mitigation measures should be presented in the ES.	Noted. Typical mitigation measures during construction are provided in the Design, Mitigation and Enhancement Measures (Chapter X) in the Environmental Statement, however, the contractor will provide specific measures within the Construction Environmental Management Plan, which will provide mitigation for effects arising from the scheme.
PEIR Volume 1 Main Text: 15. Assessment of Cumulative Effects / Table 15.5 Cumulative Effects Summary - At the PEIR stage the potential impacts on landscape and visual effects have not yet been identified, given the setting of the scheme and interaction with the M25 10 - 16 smart motorway Programme scheme, impacts are likely and we will be expecting to see thorough consideration of these in the ES.	Noted. The assessment has been updated in Chapter 17 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.17 - States two notable species were recorded during surveys, what surveys? Was an NVC undertaken? Location of surveys? More detail will be required in the ES.	Surveys and results are described in detail in the Environmental Statement and technical appendices. Please refer to the Environmental Statement Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.18 - Bat species should be referred to by the full name. i.e. Natterer's - Natterer's bat, brown long-eared - brown long-eared bat, Daubenton's - Daubenton's bat, Leisler's - Leisler's bat, whiskered - whiskered bat, Bechstein's - Bechstein's bat.	Noted
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.19 - Why are these records presumed to be hibernating bats? Because they are in an Ice House? More explanation is required and will be expected	Noted.

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in the ES.	
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.19 - Which species were recorded 'likely to be in houses' and what is the justification for this assumption.	Please refer to the Environmental Statement Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.20 - Paragraph states that Mole Gap to Reigate Escarpment SAC is located 7.8km from the scheme, however table 7.2 states that it is 6.9km from the scheme - which is it? Same goes for Ebernoe Common SAC the text states it is 29.5km from the scheme but table 7.3 states it is 29.3km from the scheme.	Discrepancies have been resolved in the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.21 - More detail is required for the 2017 surveys, when were surveys conducted, have any roosts been identified, if so where? This is a baseline section, so it needs to detail what is already known. Figure 7.2 shows that roosts have been identified, this needs to be stated and to refer to Volume 3 figure 7.2 for roost locations. When are the further roost surveys planned in 2018 and where? The text is not clear and is vague. This also needs to make reference to Appendix C for the survey methodology used as methodology is not stated in the text.	Detail is provided in the Environmental Statement and associated technical appendices, please see Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.22 - This sentence is unclear when it says surveys are currently being undertaken but at the same time states they were completed in October 2017. Again more detail as to what was found is required, where surveys were undertaken, what was the quality of habitat like, how many transects, how many transects per month per carried out/ no reference to Appendix C section C.3 (methodology) or Volume 3 figure 7.2 (bat species survey).	Detail is provided in the Environmental Statement, please see Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.23 - The text needs to state how many traps were used, as harp traps are small, so cover a small area, even though using an acoustic lure. So it's a question of have enough traps been used to be effective is determining presence/likely absence. The text also needs to explain how many trapping sessions were done per quadrant, as they only note that two of the sessions were done in the July/August period. They haven't noted how long they were trapping for, i.e. they did a minimum of 4 hours.	Detail is provided in the Environmental Statement, please see Chapter 7 and Appendix 7.7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph	Surveys have now been completed. Detail is provided in the Environmental

Consultation response summary/topic area	Highways England summary response
7.4.24 - The 'surveys to date' is not a particularly informative phrase. More detail is required here detailing which bats species were identified during which survey types.	Statement, please see Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 Bats in general - Nothing mentioned about ground tree assessment? When where they undertaken, what was found, the methodology? Reference to the Figure in Volume 3? No mention of crossing point surveys (which are included in Appendix C) or static surveys - depending on the quality of habitat a certain number of statics should be placed along the transect routes.	Detail is provided in the Environmental Statement, please see Chapter 7 and Appendix 7.6.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.27 - No mention of HSI surveys.	Detail is provided in the Environmental Statement, please see Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.27 - eDNA surveys undertaken in spring? When in spring? eDNA can be started from mid-April. 13 ponds out of 65 watercourses and 53 ditches subject to a survey, why were the other water courses / ditches ruled out, there is no explanation. Are the ponds numbered? If so pond numbers should be used instead of writing the location of the pond. It gives the reader something to refer to and is much easier to understand.	Further surveys were undertaken in 2018. Detail of all surveys is provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.28 – It is not clear why population estimate surveys were undertaken on the two ponds and on the large pond (pond numbers not given) and eDNA surveys not undertaken? Assuming because they within 250m of Bolder Mere lake and could potentially form a metapopulation? Again, survey methodology is not referred to.	Previous confirmation of presence was provided by Surrey Wildlife Trust. Detail is provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 Paragraph 7.4.33 - State when in 2016 and 2017 these surveys were undertaken.	Detail is provided in the Environmental Statement, please see Chapter 7.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 Reptiles in general - Were smooth snakes not considered? Heathland is also suitable for smooth snakes, no justification for ruling this species out.	The heathlands have been monitored for many years and there are no records of smooth snakes. They are therefore considered to be absent from Ockham and Wisley Common and have not been considered in the assessment.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.41 - Some further surveys will be carried out in spring 2018? This is very vague and doesn't explain which surveys and where? No reference to Appendix C for survey methodology or Figures.	Detail is provided in the Environmental Statement, please see Chapter 7.

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PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 .44 - States one survey undertaken in September 2017. Guidelines state that two surveys for water vole are required - one April to June and one July to September. Will this be subject to further survey (April to June) 2018 so presence or absence can be confirmed? Or are they saying that due the presence of mink, no further surveys are deemed necessary? Has Stratford Brook been considered for water vole and otters? This seems to be a large watercourse affected by the work within the DCO boundary.	In 2018 surveys were undertaken of all waters bodies affected by the Scheme. Details provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 .44 - No details are given of how many watercourses potentially suitable for water voles are within the scheme footprint (although looking at the GCN figure in volume 3, there are numerous water bodies/ditches within the scheme footprint). No explanation of why these have been ruled out. No drawings to show where water vole and otter surveys have been undertaken. Do the water courses have numbers?	Details provided in Environmental Statement Chapter 7 and appendix 7.15.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4 .45 - Did the Bolder Mere lake surveys fit with the timings of water vole surveys? To say there were surveyed during the Extended Phase 1 survey and GCN surveys is not clear. If the surveys did not follow standard guidelines, it needs to be justified.	Additional water vole and otter surveys have been undertaken. Details provided in Chapter 7 of the Environmental Statement and Appendix 7.15.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4 .47 - Badger walkover surveys should ideally be undertaken during the winter months when there is little vegetation to obscure evidence. Refer to Appendix C methodology.	The majority of the survey was undertaken before vegetation growth in spring. Details are provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.50 - More detail of surveys is required, including dates and times, Have these been undertaken within the current guidelines. Makes no reference to Figure 7.7 in Volume 3 for survey areas, Appendix C for methodology.	Details are provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4 .58 - No reference to Volume 3 Figure 7.8 for Invertebrate surveys areas or to Appendix C for the methodology used. No mention of when surveys where undertaken, which should be stated here.	Details are provided in Chapter 7 of the Environmental Statement. and Appendix 7.14.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.4 paragraph 7.4.61 - Is there a plan showing where invasive plants were found? Pond numbers not given that contain pygmy weed. Which woodlands were	Noted. A plan will be provided in the Environmental Statement.

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Rhododendron found in?	
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.5 - More detail required as to what compensation for loss of Ancient Woodland might be e.g., trees must be replanted 10 for everyone lost. Has a CPO been considered for this? No mention of potential mitigation or compensation for the loss of part of the LNR. What will the mitigation be if there is no funding for multi-functional bridges linking quadrats?	A detailed compensation package has been designed with stakeholders, and is described in Chapter 7 of the Environmental Statement and Habitats Regulations Assessment.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.5 Paragraph 7.5.1 - How will the bridge be designed to encourage the movement of heathland species. Need more information that it will contain vegetative habitat to justify this.	A separate feasibility study for the green bridge is being undertaken. Detail are provided in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.5 Paragraph 7.5.1 - Where there is no funding for the multi-functional bridge, what is the alternative option to mitigate the impacts this bridge will be addressing?	The scheme is not causing any severance of habitat between the land parcels on either side of the A3 and M25. Therefore, the green bridge(s) are considered non-essential mitigation and are being investigated under a separate funding programme. A detailed compensation package has been designed with stakeholders, and is described in Chapter 7 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.6 - Agree with Valuation of resources.	Noted.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.6.10 - No mention of potential water pollution as an indirect impact or lighting (if there is any) if not I think this needs to be stated.	Noted - please see Chapter 8 of the Environmental Statement.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.6.26 - This should be included in potential compensation and mitigation section above.	Noted.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / Section 7.6.27 - Agree with significant effects. In table 7.8 under Ancient Woodland no mention is made to replanting 10 to 1.	A detailed compensation package has been designed with stakeholders, and is described in Chapter 7 of the Environmental Statement. This does not refer to ratios.
PEIR Volume 1 Main Text: Chapter 7 Biodiversity / section 7.4 - Chapter 7 Biodiversity / section 7.4 - There is no survey constraints or limitation section, (noted this is in the appendix, it should be in the main report).	Detail provided in Environmental Statement, please see Chapter 7.
PEIR Volume 2 Appendices: Appendix C / Section C.3 River Corridor Surveys - This does not give the methodology used and what guidelines were followed. It is pretty much the same text as in the main PEIR.	Noted.

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PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.7 - This paragraph is vague, no details given about which surveys have been undertaken and which surveys will be continuing.	Noted, please refer to the Environmental Statement for detail.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.8 - When is the Preliminary Design Stage?	Detail of the scheme programme provided in Environmental Statement, Chapter 2.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.9 - No NVC methodology given, or what guidelines were followed, just states that an NVC surveys was undertaken in August 2016. There is no reference to NVC surveys in the main document.	Noted, please refer to the Environmental Statement for the detail.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.14 - The methodology is very light. Some of this text should be in the main document.	Noted. Methodology and results are to be kept in appendices to manage the size of Chapter 7.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.16 - No mention of what guidance was used for crossing point surveys. These surveys are not mentioned in the main report.	Noted. See Appendix 7.6 for details.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.19 - This is the same text as in the main document. No mention of guidance followed.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.21 - Reference to the Figure should be in the main document. The figure stated is incorrect it should be figure 7.4 not 7.5.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.22 - There is mention of HSI surveys being undertaken but no details of methodology. This section should just state methodology and not details like how many ponds were subject to a survey. This is included in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.27 - This paragraph does not need to be in the appendix, it should only be in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.29 - Methodology light, should state methodology instead of stating refer to good practice guidelines.	Noted.

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PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.30 - This text should be in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.31 - This text should be in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.32 - This text should be in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.33 - This text should be removed from the appendix and only included in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.34 - This text should be removed from the appendix and only included in the main report.	Noted.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.35 - Methodology light, should state methodology instead of stating refer to good practice guidelines. Was a different methodology used for sand lizard surveys?	Methodology described in Appendix 7.10.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.36 - This text should be in the main report.	Detail provided in Chapter 7 of the Environmental Statement.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.38 and C.3.39 - No methodology given or what guidelines were followed. This is the same text as in the main report.	Detail provided in Chapter 7 of the Environmental Statement.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.40 - No methodology given or what guidelines were followed. This is the same text as in the main report.	Detail provided in Chapter 7 of the Environmental Statement.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.41 Bird Surveys - Text is much the same as the text in the main report, no details given of what methodology or guidelines were followed.	Detail provided in Chapter 7 of the Environmental Statement and appendix 7.13.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.47 invert surveys - Much of the text is the same as in the main report and should be in the main report, not the appendix. Does not state what guidelines were followed.	In the Environmental Statement, invert survey methodology and results are covered in Appendix 7.14.
PEIR Volume 2 Appendices: Appendix C / Section C.3 paragraph C.3.59	In the Environmental Statement, invert survey methodology, results and

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invert surveys - Limitations should be in the main report.	limitations are covered in Appendix 7.14.
PEIR Volume 3 Figures: Figure 7.1 Phase 1 Habitat Survey - No target notes on the Phase 1 Habitat map. It's not clear what the survey buffer is.	Noted.
PEIR Volume 3 Figures: Figure 7.2 Bat Species Survey - Area excluded from night surveys -PSE area, what is PSE? Bat numbers are confusing. Seems to be a random transect in the South-east Quadrant with no information. No information on crossing point surveys or where statics are located.	Detail provided in Chapter 7 of the Environmental Statement and appendix 7.6.
PEIR Volume 3 Figures: Figure 7.4 Great Crested Newt Survey - There is no key for the ponds or ditches in black text. Pond numbers should be referenced in the report.	Detail provided in Chapter 7 of the Environmental Statement .
PEIR Volume 3 Figures: Figure 7.7 Breeding Bird Survey - This map does not tell you much, where were notable species found, the abundance or the species richness?	Detail provided in Chapter 7 of the Environmental Statement and Appendix 7.13.
PEIR Volume 3 Figures: Figure 7.8 Invertebrate Survey - Little detail given, were no surveys carried out in the south-east quarter?	Detail provided in Chapter 7 of the Environmental Statement and Appendix 7.14.
PEIR Volume 3 Figures: Figure 2.2 Environmental Constraints Plan - There is no reference to SACs or conservation areas in the Key. It is not clear if they are on the map.	Not on the map.
PEIR Volume 3 Figures: Figures in general - All the figures need to have the quadrat sections labelled. Just very basic information given.	Noted.
PEIR Volume 3 Figures: Figure 9.8 Preliminary Environmental Design - The view point should be marked on a map, showing which direction they were taken.	Noted.
PEIR Volume 3 Figures: 8. Road Drainage and the Water Environment / Part 1 - Road Drainage and Water environment figures have not been used/developed. Flood Zones are however presented in the "Project Figures" section. There are other open source flood and water data that have not been provided - i.e. EA extent and depth maps for surface water and reservoir flood risk https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?easting=507936&northing=160776&address=100062356869	Surrey County Council is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment - The EA online long-term flood risk maps indicate that Bolder Mere is classed as a Reservoir and parts of site (existing A3 carriageway) and proposed	Surrey County Council is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council

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works are at risk of flooding if this dam/reservoir were to fail. The EA (regulator for Reservoirs under the Reservoir Act 1975) should be contacted to ascertain the status of Bolder Mere, and their advice sought on the scope for the assessment for proposed ES.	to be closed.
PEIR Volume 1 Main Text: 8. Road Drainage and the Water Environment - It is observed that a number of the suggestions provided by the EA in the Scoping Opinion (Planning Inspectorate on behalf of the Secretary of State) in relation to the format of the Road Drainage and Water Environment chapter have not been taken forward in the PEIR.	Surrey County Council is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 2 Appendices: Appendix D2.1 to D2.5 - Clarify that the "Surface water" methodology presented in these sections refers to the proposed assessment of surface water quality not flood risk or WFD.	Surrey County Council is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 2 Appendices: Appendix D2.6 - Clarify that the "Groundwater" methodology presented in these sections refers to the proposed assessment of ground water quality not flood risk or WFD. Specialist to confirm approach proposed is suitable? Will this be covered in Chapter 10?	The Environment Agency is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 2 Appendices: Appendix D2.7 - The FRA will need to be informed by a range of inputs, such as bridge designs, highway designs etc. not just the drainage design. The FRA can also be used to inform the designs.	Noted – the development of the Flood Risk Assessment was an iterative process with the design.
PEIR Volume 2 Appendices: Appendix D2.10 - "The scoping WFD assessment suggests that the Scheme would be compliant with the requirements of the WFD" doesn't match with the conclusion of D3 (Figure D.3, page 77 and Figure D.4, page 79) which indicates that the mitigation is required to avoid adverse widespread/prolonged effects and/or minor/localised adverse effects are likely.	The Environment Agency is the primary authority with regards to this issue and as such this comment has been agreed with Guildford Borough Council to be closed.
PEIR Volume 2 Appendices: Appendix D2.11 - The methodology for WFD assessment appears in line with expected best practice for this type and scale of project.	Noted.
State they responded to the stakeholder consultation on the Draft Environmental Scoping Report (13 December 2017 – 11 January 2018).	Noted.
Referencing road drainage, geology and soils, materials and waste: the Council supports the representations made by Surrey County Council. The Council would also express dissatisfaction that the PINS Scoping Opinion	Support for Surrey County Council noted. Comments on the Scoping Opinion have been addressed in the Environmental statement (Chapters 8,

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recommendations and the Council comments on the ES Scoping report have not been addressed by Highways England in the PEIR.	10 and 12).
In terms of heritage, there is a lack of detail on the heritage significance of the assets identified in relation to the potential impacts of the scheme. The Council would expect to see a more detailed summary of the heritage significance of these assets in relation to the potential impacts of the scheme.	Noted – Statements of Significance are included in the Environmental Statement (Chapter 11).
Highways England's Carbon Calculation Tool should be used for the final carbon footprint to be reported in the Environmental Statement. Using this methodology for assessment will allow the DCO scheme to be compared with other Highways England Schemes. The Council requests Highways England's Carbon Calculation Tool is used in the Assessment and report in the Environmental Statement.	Noted. The Highways England Carbon Calculation Tool has been used for final reporting in the Environmental Statement.
The PEIR details potential mitigation measures within each topic chapter. However, the report does not consider any environmental enhancement measures (measures that go above and beyond mitigation). The Council considers compensatory measures should be considered throughout the preliminary design of the Scheme due to the sensitive nature of the environment in this location. This is in line with The Surrey Transport Plan Strategic Environmental Assessment which recommends that 'new transport related developments and all maintenance works be designed and delivered in ways that minimise any risks of adverse impacts on landscape, townscape and the visual character of the areas affected, and maximise the opportunities for improvement and enhancement.' GBC requests meetings to begin this process asap with other affected authorities.	The scheme will include enhancement measures and we will liaise with GBC to develop these as the scheme progresses.
State that the online materials omitted Vol 3 figures of the PEIR on the day consultation launched. Note that this was rectified.	Noted.
The Council is dissatisfied that Highways England did not take its comments on the Environmental Scoping Report, incorporated into the PINS Scoping Opinion, into account in the production of the PEIR. The Council invested significant resources in responding and the majority of comments made still remain outstanding.	Comments on the Scoping Report have been fed into the preparation of the Environmental Statement. There is not a strict requirement for comments to be included in the PEIR and the programme for project did not allow sufficient time for comments to be included.
State they will be responding to be responding to the Environmental Statement / Environmental Impact Report and Transport Assessment as well as scoping work and preparation of Local Impact Report(s) and Statement of Common Ground (SOCG).	Noted.

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State they made a significant number of comments on the Draft Environmental Scoping Report in response to the consultation undertaken by the Planning Inspectorate (PINS). The Scoping Opinion issued by PINS and the Council's commentary on the Draft Environmental Scoping Report is available on the PINS website ¹ .	Noted.
State they have consultant Mott MacDonald who has undertaken a technical review of the PEIR on behalf of the Council.	Noted.
The loss of SPA land is a concern for the Council. Paragraph 2.3.8 of the PEIR does not mention the Habitat Regulations Assessment (HRA). The HRA and the need to potentially move to IROPI is a big risk, which is not drawn out particularly clearly in the PEIR and must be adequately covered by the ES and HRA. The conclusions state that mitigation and compensation measures necessary to reduce significance are yet to be finalised but these must be agreed and included by the time of DCO submission.	Concern noted and a Habitats Regulations Assessment including the 'Imperative Reasons of Overriding Public Interest' (IROPI) case have been prepared to support the DCO application along with the Environmental Statement.
Until the Council and Surrey County Council as the Local Highway Authority is able to review and be satisfied as to the traffic impacts we are unable to agree or make substantive comment on the air quality and noise impacts of the scheme.	Noted -the noise and air quality effects are reported in Chapters 5 & 6 of the Environmental Statement.
The Council is concerned about construction traffic, noise and dust. The construction impacts, and in particular the impact for Ripley and RHS Garden Wisley need to be made clear in the Environmental Statement and the Construction management Plan.	Construction effects are reported in Chapter 12 of the Environmental Statement and an outline Construction Environmental Management Plan has been prepared to support the DCO application.
There is a lack of consistency on the level of detail provided on people and communities in the PEIR. The Council requests that the impacts on people and communities and the mitigation proposed is clearly set out in the Environmental Statement.	Comment noted - effects on People and Communities is set out in full in the Environmental Statement in Chapter 13, including proposed mitigation.
The Council request that details on the surveys undertaken for biodiversity is provided in order to consider the methodology and validity of the assessments undertaken. Details on the surveys undertaken should be included in the Environmental Statement.	Details of surveys are included in Chapter 7 of the Environmental Statement and associated appendices.
State they have considered the PEIR in terms of their response.	Noted.
Interested in how quiet road surfaces and acoustic barriers might lessen noise and how proposed works might change the character of the existing	This is detailed in the Environmental Statement, Chapter 6.

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interface between the A3 and RHS Wt.	
Want to be satisfied that traffic movements will not have an adverse impact upon nearby settlements where these are conservation areas, contain listed buildings or both. For example Ripley is a conservation area and although it has origins as a settlement on the old A3 we will be interested as to whether through traffic there will be increased and what the effect on historic environment significance might then be.	The changes in traffic levels and their effect on heritage assets are reported in the Environmental Statement, Chapter 11.
State the bell barrow is a very impressive example of its type.	Noted.
Acknowledge that is not directly impacted by the proposals but parts of the enlarged J10 would be closer to it and this raises issues for its setting, both visually and for noise. There is very clear noise intrusion at present and we suggest that baseline noise data at the designated heritage asset should be obtained now so that the effects of the proposed changes can be demonstrated. The aim should be to reduce harm from such issues.	Comment noted, noise baseline surveys in the commons have been carried out and it is our intention to reduce the adverse effects of noise and visual impact on the monument.
Suggestion: Between the barrow and the existing road are undulating mounds with some tree cover. The preliminary design (landscaping plan - fig 9.8 sheet 3/10) shows new tree cover along this edge and this could be an appropriate way of dealing with this boundary, perhaps by first understanding and then enhancing the earthworks that are now present. Vehicles are visible from the barrow, but more as glimpses through the trees, and we think that any proposal for a fence or solid boundary/noise screen could be intrusive and might increase harm by blocking the wider views from and of the context of the barrow. Low bunding and tree planting could be most effective.	Comment noted and suggestions have fed into the design of the mitigation for the scheme.
Note that Solutions as to how best to limit harm to the significance of the scheduled barrow will need to be based on an enhanced understanding of the potential for other archaeological remains in its surrounds, be these visible as earthworks or buried.	Noted.
Understand that walk-over surveys and use of LIDAR data has taken place and we would be pleased to see reporting of this, probably as a desk-based report. We think that some intrusive investigations may be needed in order to evaluate the archaeological potential of the land in which new road construction or mitigation measures will take place. We would be pleased to discuss the probable need for trial trenching and the timing of this i.e. before or after a DCO application. The aim should be to understand the potential for nationally important but undesignated archaeological remains associated	The findings of environmental and other surveys are included in the Environmental Statement and intrusive investigations were carried out as part of the development of the scheme.

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with the barrow site since the presumption should be that such evidence is preserved in situ. Investigation to provide a record of significance would be a less good outcome.	
Agree that the bell barrow would be less affected by the proposals, but bringing the road closer could erode some of its wider setting.	Noted.
Suggest that mitigation for any harm to both scheduled monuments would be sensible to agree and implement improved management of the barrows as a pair. This would be a heritage benefit which could include the research potential in better understanding the significance of the archaeological remains and interpreting this to visitors.	Noted, we have liaised with Historic England to develop mitigation for the barrows and other features affected by the Scheme.
State that the condition of the bath house monument requires improvement.	Noted.
State that pre- DCO application engagement will be subject to cost recovery by Historic England and to this end we have agreed a cost estimate under our Extended Pre-Application service (see www.HistoricEngland.org.uk/EAS).	Noted.
Site visits from public land mean they have not been able to gain a full understanding of their present character and condition of both the roman bath house and the hengiform monument. Suggest a joint site visit at an early stage of the EIA process.	Site visits with Historic England have been undertaken.
concerned for the future of the Roman bath house which is included on Register of Heritage at Risk as being in a declining condition - concerns for the potential of works to cause harm to any as yet unrecognised but potentially nationally important archaeological remains and for the setting of the scheduled bathhouse.	The proposals are not expected to affect the Roman bath house but we will liaise with Historic England to explore ways of preserving this asset.
Similar concerns exist for the hengiform monument as for the bathhouse. Both are scheduled monuments and a heritage benefit to mitigate harm would be to improve the management of these (and therefore their risk status) and to learn more about their significance through research into their contexts.	We will work with Historic England to develop management proposals and learn more about their significance.
Acknowledge that undergrounding of power supplies is an expensive task but even a short length of this nearest the tower would be beneficial.	Noted but this will not be possible with the scheme.
Want to discuss what the project might be able to deliver including by making use of other environmental improvement funds.	Noted – Highways England has been pursuing alternative funding sources.

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State that the PEIR is mostly a description of the baseline heritage data and a statement of the methodology that will be followed under Environmental Impact Assessment (EIA) to produce the Environmental Statement.	Noted, full details of the assessment are included in Chapter 11 of the Environmental Statement.
Want to see details of any proposed acoustic barriers - think that noise is a significant issue for the park and we think that baseline data should be obtained for the heritage asset now so that future effects can be demonstrated. The aim should be that existing noise levels are reduced, including by mitigation measures such as quiet road surfaces.	Noise is an important issue and the A3 will include a low noise surface. We have considered the use of noise barriers where the scheme has a noticeable effect on noise and barriers would be effective in reducing noise. Noise is addressed in Chapter 6 of the Environmental Statement.
Concerns that plans show areas immediately south of the Roman site would be planted with interspersed woodland glades with only some grassland between and that this would be as part of enhanced public access land. HE believe this could be detrimental to the current setting of the bathhouse by creating a more enclosed landscape under which it would be more difficult to appreciate its unique location in the landscape adjacent to the river. Although there is no public access at present the monument is part of a well-established and generally well-managed agricultural landscape. Any change to this landscape character will require careful consideration and for land affected by mitigation proposals for non-historic environment reasons (such as public access or habitat recreation) its archaeological potential will need to be demonstrated. Work to do this should first consider LIDAR data and geophysical survey techniques but we do not rule out the potential need for trial trenching to address these issues.	We will liaise with Historic England in developing proposals in this area to avoid detrimental effects on the Roman bath house.
State they are not yet in a position to agree that the assessment of effects made in tables 11.1 and 11.2 of the PEIR are correct or that they should be carried through unaltered to the Environmental Statement - they request more information and discussion.	Noted, further detail is included in the Environmental Statement.
Disagree with how we have graded listed building - suggest our approach is unhelpful and that the degree of legal protection for a listed building is no different between the grades therefore all listed buildings should start from the base of high value, as being nationally designated. If a distinction is needed between grade II and grades II* and I, then the latter could be elevated to very high value.	Noted.
Think we put too much emphasis views to and from heritage assets (in terms of setting) and thus too little attention is paid to other ways in which a place can be experienced. Provide us with their guidance note for this.	Noted and further detail is included in Chapter 11 of the Environmental Statement.

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Want more detail on the design of construction within RHS Gardens Wisley at the NE corner where the existing footbridge will be rebuilt as a road bridge - want to consider this before we can agree what the effect on the significance of the heritage asset will be. Want to consider our statement of significance.	Full details of the scheme are provided along with the Statement of Significance in the Environmental Statement, Chapter 9.
Wish to know more about any signage (including gantries) and lighting on the A3 and whether these are visible from within the registered landscape at RHS Gardens Wisley.	Details of lighting and signage are included in the Scheme drawings and their visual impact on RHS Gardens Wisley is reported in the Environmental Statement.
State The experience of people at RHS W, be these visitors or staff employed there, is part of how its significance is appreciated. We will wish to understand how noise levels will be affected by the proposals and we suggest that data should be obtained for the designated heritage asset. The aim should be to achieve an improvement over the existing situation and certainly not to make matters any worse	A full noise assessment has been undertaken to understand the effect of the scheme and identify any necessary mitigation. This is reported in the Environmental Statement, Chapter 6.
We recognise that the PEIR has been produced as part of ongoing Environmental Impact Assessment (EIA) process and have considered the submitted documentation with reference to the recommendations provided in our scoping response.	Noted.
The proposed methodology is in line with current guidance and good practice. We would look forward to seeing the detailed quantitative and cumulative assessments proposed.	Noted.
They understand that a Construction and Environmental Management Plan (CEMP) (or similar plan) will be prepared, it is expected that this will include suitable measures for assessment, management and control of potential emissions. We would strongly recommend that the promoter circulates a draft of the proposed CEMP at the earliest opportunity to allow interested parties to comment prior to the submission of the application for a DCO.	Noted - we will discuss the Construction Environmental Management Plan with interested parties where appropriate.
The current submission (S42 public consultation) does not include a comprehensive traffic assessment. The assessment of transport and vehicle movements is essential for the full consideration of transport related air quality and potential public health impacts associated with both the construction and operational phases this project. It is also unclear if any evaluation is to be undertaken once the scheme is operational.	A traffic assessment is provided as part of the DCO application and forms the basis of noise and air quality assessments. Please see Chapters 5 and 6 of the Environmental Statement.
It was understood from the previous scoping consultation that a separate Health Impact Assessment (HIA) would be produced. It is assumed that this	Health impacts are reported as part of the Environmental Statement (Chapter 14) and this is based on information from Local Public Health

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will still be the case and that it will summarise key information, environmental risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements (NPS) and relevant guidance and standards should also be highlighted. We also recommend that the proposer engages with the local authority public health teams to ensure that the local perspective on public health is fully addressed.	Authorities.
The current documentation makes no reference to EMF emissions from the site. We recommend that the proposer: a. Identify if the proposed development has electricity generation and/or distribution infrastructure that may result in the emission of electric and/or magnetic fields such that there is the potential for an adverse impact on public health. Where electricity generation and/or distribution equipment is identified an assessment of potential EMF exposures should be included. b. Should the proposer believe that EMF can be scoped out of the assessments they should clearly state their assumptions and rationale in the application for DCO submission.	Electromagnetic Field (EMF) radiation has been scoped out and the assumptions and rationale stated in the DCO submission.
State did not read PEIR.	Noted.
State the inclusion of south facing slips will lead to reduced and simplified travel and consequent environmental impact.	Noted. As stated by the Road Minister, south facing slips are not part of this scheme requirements or budget.
The environmental and heritage impacts of the scheme on noise, air quality, and the knock-on effects to the local environment and health of the listed garden and the largely RHS owned village and its occupants. As a nationally important heritage asset in a heavily designated area, we urgently require further information so that we may comment in more detail.	Further detail is provided in the Environmental Statement, please see Chapters 5,6, 13 and 14.
Say there is a need for proposed mitigation measures against noise, airborne pollution, and light pollution both during the construction phase and permanently.	Noted - the scheme includes all necessary mitigation measures
Say there is a need for further examination of the Environmental Information, which has been issued as preliminary at present only.	Noted.
Say that Ownership, Land Designation and Access rights in relation to the original M25 construction 30 years ago, and the current Junction 10 proposals, to be resolved as part of the scheme. We are seeking accurate drawings showing the extent of all land take (not just at the Wisley Lane	The historical land transfer issues have been subject of ongoing discussions and are anticipated to be resolved prior to the submission of the DCO.

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entrance to the RHS but also any other land take of RHS land as may be required by the Scheme including Wisley Village land); proposed uses and access arrangements that will clarify the confusion that exists at present.	
Want more information on Compensation arrangements for all RHS landholdings both to be taken and which may be adversely affected as a result of the Scheme.	Highways England's Lands team will be available to advise on compensation arrangements once the design is fixed.
The Council has consulted with the Cabinet Members from Transport and the Environment	Noted.
The Council asserts that there appears to be an over reliance on trees to provide screening. The council is concerned that some of these trees may need to be removed at some stage for conservation reasons as the areas ecological importance is for open heathland. There is also concern that cutting swathes into plantations during the works and exposing trees that were previously protected will make these more susceptible to wind throw and create additional maintenance liabilities for SCC	The scheme includes a comprehensive series of environmental proposals that will maintain screening and enhance the heathland. The proposals have been discussed with relevant bodies to gain agreement as far as possible. The effects of windthrow on newly exposed trees are considered and managed in the scheme.
In relation to replacement land the council understands that HE are looking at a ratio of 3:1. The council reiterates that in view of the potential impacts on different designations, the exchange land needs to be carefully considered. Exchange common land may not be suitable to act as well as exchange land for the SPA/ SSSI for example.	The scheme includes a comprehensive package of replacement and compensation land. The replacement common land/public open space will be managed to provide conditions that would make it suitable as Special Protection Areas (SPA)/Sites of Special Scientific Interest (SSSI) as well as for recreation although it may not be designated as SPA/SSSI initially. The ratios of replacement land and SPA compensation have been developed from precedent and discussions with stakeholders.
The council states that the land to be lost has a high nature conservation value that cannot be compensated by supplying a like for like land area unless the exchange land has a similar nature conservation value. If this cannot be found, a mechanism for bringing any exchange land up to the required standard will be required. It will be important to understand the amount and location of temporary land take needed during the construction of the project.	The scheme includes replacement/compensation land that either is of equivalent value to that lost or which has the potential to be. The scheme includes all necessary works to make the land parcels acquired capable of achieving the same standard as those lost. Surveys and investigations will take place to understand conditions at the sites lost and those replacing or compensating for them. Accurate measurements of the land lost will be taken to support this.
The council asserts the scheme will result in some minor incursion into the Mineral Safeguarding Areas (MSAs) that extend across the former Wisley Airfield and Ockham Park, to the south-east of J10 of the M25, and the one that extends across Wisley and Pyrford to the west of the A3. The effect on MSAs should be addressed as part of the planning submission.	<p>The Mineral Safeguarding Areas are assessed in the Geology and Soils chapter 10 of the Environmental Statement and in Chapter 5 of the Planning Statement.</p> <p>The project has also consulted with appropriate statutory bodies regarding our impact to Mineral Safeguarding Areas.</p>

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The Waste Planning Authority will not be taking forward the site allocated in the 2008 Surrey Waste Plan as a potential site for the development of aggregates recycling. The WPA consider it unlikely to receive a waste related development due to the site being allocated in Guildford Borough's Submission Local Plan for a new settlement.	Noted.
The WPA encourage sustainable construction techniques to maximise recycling of Construction, Demolition and Excavation waste that the project generates - the developer may want to consider the SWP allocated site.	Noted.
The council asserts that they are unable to agree with the proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme as it is difficult to assess the adequacy of the mitigation measures when the impacts have not been fully assessed - they ask to be provided with this information. They also ask that as part of the mitigation hierarchy that compensation measures also need to be considered along with the need to identify biodiversity gains	Noted and we will continue dialogue with the council to demonstrate the effects of the scheme and the mitigation and compensation measures proposed. We are anticipating that there will be biodiversity gains with the scheme.
In light of the likely impacts identified in para 7.7.2 of the PEIR main text the council questions whether there is currently sufficient extent for mitigation and compensation together with land to achieve them. They also question mitigation being put forward and then caveated to 'subject to available funding' - they say mitigation being subject to a cost caveat is inappropriate at this stage and that needs for mitigation is driven by the impacts of the scheme.	The scheme includes all land necessary for mitigation and compensation with these having been discussed and agreed with the relevant Statutory Environmental Bodies. The mitigation and compensation is driven by the impacts of the scheme and is included where necessary.
The council asks that air quality and noise impacts/ mitigation are addressed in consultation with Elmbridge, Guildford and Woking borough councils.	We will liaise with local authorities as we develop the assessment and mitigation proposals.
The Council are aware that NMU routes may impact SCC countryside estate and designated nature conservation sites - these impacts need to be quantified and mitigated.	These are covered in Chapters 7 and 13 of the Environmental Statement.
The Council asks that we provide them with the 'Link and Nodes Traffic Diagram' requested under para A1.4 to clearly demonstrate how the changes in traffic flows impact on air quality and noise and suitable mitigation be provided.	This has been provided.
The Council acknowledges that the PEIR's approach is to avoid direct impact to designated heritage assets if possible but they go on to say that where	Statements of Significance have been produced and provided where

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impact is unavoidable then a full assessment of the significance of an asset whether designated or not is required in order to make informed decisions regarding appropriate mitigation.	required.
The council state they are satisfied that the baseline work done so far when combined with the proposed further evaluation and survey work will enable informed decisions to be made regarding the nature of the cultural heritage resource and enable appropriate mitigation to be put in place.	Noted.
The council welcomes the PEIR stating the design seeks to avoid heritage assets where possible and minimises land take where unavoidable - they continue that mitigation measures proposed seem appropriate although they acknowledge that these need further development following detailed investigations. They state that it will be for HE (note: I assume Historic England and NOT Highways England) to advise on measures that directly impact upon scheduled monuments, Grade 1 Parks and Gardens or listed buildings.	Noted - we have liaised and consulted with Historic England to develop the assessment of impacts and mitigation measures where appropriate. See Chapter 9 of the Environmental Statement.
The council recommends that in the PEIR that sources of the desktop information are cited: National Biodiversity Network, MAGIC or Surrey Biodiversity Information Centre etc.	Noted.
The council asserts that is unclear in the PEIR whether the potential exchange land has been or will be subject to ecological surveys - this is necessary to ensure no habitats or species are adversely harmed and that exchange land can function in the way it is proposed.	Noted - this has been clear in the Environmental Statement. The exchange land will be surveyed for trees with potential bat roost features and for badgers. The enhancement works will ensure that all trees with bat roost potential area retained, and all badger setts are avoided. Enhancement works will be undertaken under a Precautionary Method of Working to ensure that protected species that may be present are not harmed.
the council asserts that there is a lack of clarity in the PEIR when referring to the impacts of the scheme across different areas. E.g. Ecological Zone of Influence versus 'footprint of the scheme' -the latter should be defined. Does it include all the side roads, rights of way diversions, temporary land take for construction etc.	The 'footprint of the scheme' is indicated in the Environmental Statement and includes all works needed for the scheme.
Council asserts that in Chapter 12 (minerals and waste) of the PEIR, no reference is made in the sections on baseline information to a number of publications that the council produce and that are relevant, including the Annual Monitoring Reports, the Local Aggregate Assessments, and the South East Aggregates Monitoring Report - all of which can be accessed on the SCC website.	These are referenced in the Environmental Statement, see Chapter 12.

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Council says that in respect of predicted future waste infrastructure capacity, there are a number of references in PEIR to SCC's stated intent to calculate future need for construction, demolition and excavation waste management capacity. This work has been done and the report is on the SCC website.	Noted and the information is included in the Environmental Statement.
The Council asks that Highways England clarifies the mechanism by which matters associated with mitigation will be written into the DCO and/or planning requirements and obligations.	The mitigation is shown on the DCO plans, included in the Register of Environmental Actions and Commitments and is set out in the Requirements for the project.
The Council states that the impact on flood zones, Main River and ordinary water courses will need to be taken into account including mitigation of any current flooding of the strategic and local road network in the vicinity of the proposed scheme. They understand that EA are being consulted which should clarify the position and requirements and they ask to see the mitigation in this respect.	The impacts of the scheme have been considered and consultation has continued with the Environment Agency and Surrey County Council to develop mitigation measures.
The council states that the scheme as proposed will have a major impact on designated nature conservation sites and compensatory mitigation should be provided.	Noted, the scheme provides appropriate compensation and mitigation proposals.
The council are concerned about how access will be provided and maintained to Wisley and Ockham Commons both during construction and then following completion; to ensure safe access for cyclists, riders and walkers across the A3/ M25. Access arrangements will need to be communicated.	<p>The Scheme includes a comprehensive package of measures to maintain access during construction and operation and enhance these where possible. These will be communicated to Surrey Wildlife Trust and provided to the public at appropriate times.</p> <p>The Environmental Statement Chapter 13 assesses the potential effects on Non-Motorised-Users and the Commons during Scheme construction and once operational.</p>
Delivery of NMU routes will have additional impacts on the SSSI, SPA and Common Land - they ask if alternatives have been investigated or mitigation identified.	The Non-Motorised-User routes have been discussed with Surrey Wildlife Trust to achieve the least damaging layouts which maintain and enhance access for users.
Comments of the Surrey Wildlife Trust are confined to issues concerning the protection of the natural environment, including the conservation of Surrey's biodiversity.	Noted.
The Trust welcomes the scheme's objective to Ensure through good design, that an appropriate balance is achieved between functionality and the Scheme's contribution to the quality of the surrounding environment, addressing existing problems wherever feasible, avoiding, mitigating or	Noted.

Consultation response summary/topic area	Highways England summary response
compensating for significant adverse impacts and promoting opportunities to deliver positive environmental outcomes.	
The Trust has reservations concerning the intention to upgrade the BOAT connecting Old Lane to Elm Lane. We fear this will be mis-used and exacerbate site management and security problems at the Bolder Mere car-park. We would prefer this public right-of-way to be down-graded to the status of bridleway, but should this option be taken forward we recommend that vehicular access is made controllable by Elm Corner residents via a security coded gate or similar.	Reservations noted and the design team will consider the viability of controllable vehicular access in relation to the status of the BOAT as a public right of way. Access to Old Lane via the BOAT is the preferred choice for access of the Elm Corner residents.
The Trust welcomes the new two-way access road connecting Birchmere Scout Campsite, Hut Hill Cottage and Pond Farm to Old Lane at the Ockham Bites site via a rebuilt Cockrow overbridge. It supports the 'multi-use bridge' to provide habitat connectivity between ecologically valuable land on either side of the A3.	Highways England has secured alternative funding to develop the design for the green bridge separate to this project and your support for it is noted.
In discussing the restoration of land taken temporarily for the duration of the construction phase - The option of returning the land to a different condition would seem to us an ideal opportunity to address some of the shortfall in replacement land to support the optimum desirable Priority habitats for this situation.	Comment noted and we will work with Surrey Wildlife Trust to develop the proposals for the restoration of land taken temporarily.
Concerning Public Rights of Way, the Trust would urge caution over any changes to the existing situation as regards NMU access, whereby visitor access would be increased on particularly sensitive areas of Ockham and Wisley Commons. Here it will be important to anticipate the potential large new population using the commons that would arise from the proposed Former Wisley Airfield development.	Concerns over alterations to rights of way noted - the scheme aims to avoid bringing users into the more sensitive areas of the Special Protection Area. Where footpaths are converted to bridleways, surfaces will not be altered or widened, and they will not be specifically signed or promoted as cycle routes.
The trust asks whether the DCO boundary encompasses the entire scope of all works associated with the Scheme? They anticipate some further necessary adjustment of the boundary in response to your ongoing consultation with key stakeholders in finalising the Scheme's mitigation and compensation strategy - is this correct?	The DCO boundary will encompass all of the area required for any works associated with the scheme and have been adjusted to reflect alterations to the scheme as the design progressed.
The Trust welcomes the widened sections of road being surfaced in a 'low noise surface' which would help reduce noise levels.	Noted. All the widened sections of the A3 will now have a low noise surface.
The trust asserts that the M25/A3 Junction 10 has only become "...set within a predominantly wooded area" within relatively recent history. This is important	Noted.

Consultation response summary/topic area	Highways England summary response
to bear in mind when framing the ideal vision for achieving a genuine net biodiversity gain from the Scheme.	
The trust asserts (in relation to PEIR 3.3.20 - legal and policy) the correct relative legislation is the Conservation of Habitats and Species Regulations 2017.	Noted.
The trust has made some suggestions to the PEIR text: "In para. 7.4.7 (Habitats); it would be helpful to add the text in red as follows "...The most abundant habitat within the Scheme, immediately surrounding M25 Junction 10 is mixed secondary woodland developed over former heathland, with Scot's pine (<i>Pinus sylvestris</i>), silver birch (<i>Betula pendula</i>) and pedunculate oak (<i>Quercus robur</i>) the most frequent species."	Suggestions noted.
The trust believes the list of HPI (PEIR 7.4.11) is clearly derived from the Natural England Priority Habitats Inventory, which could be viewed as somewhat incomplete at least in this part of the country i.e.. Bolder Mere lake is not included here as either a 'Standing open water' or a 'Pond'. The bog on Wisley Common would elsewhere be identified as a 'Lowland fen', at least in part, but this omission is a further inconsistency of the Natural England data-set.	Surrey Wildlife Trust's view on the Natural England Priority Habitats Inventory is noted and has been considered when developing the Environmental Statement for the scheme.
The trust asserts The list of Water Framework Directive surface water bodies in para. 7.4.12 (PEIR) inconsistently omits Bolder Mere lake.	Noted – this has been reviewed as the scheme was progressed and the Environmental Statement developed.
The trust asserts that only one of para. 7.4.16's list of 'notable plants' is actually an SPI (i.e.. Pillwort <i>Pilularia globulifera</i> , which incidentally is one of several species for which the Ockham & Wisley Commons SSSI is notified that is now locally extinct here).	Noted.
They assert that it is current impossible to comment further on the impact and mitigation strategy for badgers within the Scheme as a detailed assessment of the extent of this main sett and the potential for presence of associated outlier setts has not been undertaken at this stage.	Noted. Badger surveys were undertaken during 2018 to enable the assessment of the effect of the scheme on badger setts.
The trust asks questions about the green bridges: is there any degree of priority implied here for one bridge over the other, should available funding prove competitive? And by extension, has any prioritisation been established across the full range of measures when funding inevitably becomes a limiting issue? Some early indication of the available budget may be helpful here, to guide general stakeholder input and expectations, and in particular the	The feasibility of both bridges is being considered equally at this stage and the outcome of the feasibility study will inform how these are taken forward. The scheme will include all necessary mitigation/compensation and will be fully funded as part of the scheme.

Consultation response summary/topic area	Highways England summary response
Trust's recommendations in this regard.	
The trust understands that woodland planting appears to be intended for almost all of the embankments around the new Junction 10, and for some distance from it along the verges of both the A3 and M25. They believe this would amount to a wasted opportunity to create the most deserving Priority habitats in this particular vicinity, which are Lowland heathland and/or dry acid grassland.	The design seeks to balance the need for screening of the roads and traffic with the habitat creation.
The Trust welcomes the environmental barriers on the M25 being replaced to a superior specification (in respect of the barriers) that offer improved performance in terms of traffic noise attenuation.	Noted.
The trust asserts that the primary biodiversity conservation directive at Ockham and Wisley Commons remains that of addressing woodland succession to maintain the open heathland and associated wetland communities. The formal citation notifying its owners and occupiers of the 'features of interest' for which this SSSI is considered special ² articulates this very clearly, and also provides context for the historical heathland losses here and elsewhere across the country. Consequently, the management imperative here is for restoring and creating Lowland heathland (as well as acid grassland and associated wetland habitats), to reclaim this lost resource at every opportunity. The recent Surrey Nature Partnership publication The State of Surrey's Nature ³ provides further evidence for the urgency in Surrey to expand and maintain open semi-natural grassland and heathland habitats over other, especially secondary woodland habitats, as indicated by their comparative importance for supporting our most nationally threatened and declining species. The list of such species for Surrey's heathland sites is particularly long, including many vascular and lower plants, as well as invertebrates across a range of orders.	The design seeks to balance the need for screening of the roads and traffic with the habitat creation.
The trust asserts that the construction of the original intersection of the A3 and M25 exacted further local losses on the heathland resource at Ockham and Wisley Commons, and furthermore fragmented them into four largely isolated quadrants. In the last two decades the Trust has, in agreement with both Natural England and owners Surrey County Council, implemented a management plan that has significantly increased the size of the open heathland units. Although this initial work is complete there remains considerably more that could be achieved in this regard. Recovering and securing the status of the most threatened species on site will be significantly	The design seeks to balance the need for screening of the roads and traffic with the habitat creation.

Consultation response summary/topic area	Highways England summary response
benefitted by increasing the available extent of their preferred habitat(s).	
The trust asserts The Surrey Nature Partnership has set objectives and targets for Priority habitat restoration and creation over a wider Biodiversity Opportunity Area (BOA) ⁴ that includes Ockham and Wisley Commons (and most of the Junction 10 Improvement Scheme), that are designed to directly contribute to the high-level Outcomes of the current national Biodiversity Strategy, Biodiversity 2020: A strategy for England's wildlife and ecosystem services. These targets prioritise Lowland heathland, Lowland dry acid grassland and Wet woodland for this BOA (i.e. conveying no particular priority on Lowland mixed deciduous woodland).	Noted.
The trust would advise against planting additional woodland over existing open grassed areas; there are likely to be more useful options ecologically, including (in the case of the land adjacent to Hatchford Wood) adjusting the hydrology and creating wet grassland/fen-like habitat.	Surrey Wildlife Trust's suggestions for mitigation are noted and have been considered further during the schemes development. However, the scheme will lead to woodland loss, so planting of woodland will be necessary in some locations and will provide the additional benefit of linking exists areas of woodland.
Concerning the summary of potential impacts of the Scheme on biodiversity at para. 7.6.24 (also presented as 'Significant nature conservation effects' within Table 7.8). The most obvious generic mitigative response to this collective impact would be to increase the available area of the primary Priority habitat of concern driving the iterative statutory designation of this site, which is Lowland heathland, whether by restoration or creation. This has already been proposed indirectly by identifying replacement land for appropriate management, to meet an assessed required minimum area.	Suggestion on mitigation noted and it has been considered further during the development of proposals.
The trust suggests that if part of this land is to be managed as habitat other than Lowland heathland, there is even more reason to find additional compensatory land. Using the definitions cited above in para. 4.5.2, this could either constitute mitigation or enhancement, but is nonetheless necessary in order to fully "...promote the opportunities to deliver positive environmental outcomes" uniquely offered by the Scheme. This then, supports the basis for the Trust's request of Highways England to include a mechanism within the mitigation and compensation strategy to facilitate restoration and long-term maintenance of the remaining available Lowland heathland on Ockham and Wisley Commons. There are presently some 60-70 ha of coniferous woodland across the site.	The scheme will include proposals to enhance parts of the area designated as Special Protection Areas to promote Lowland heathland.
The trust suggests that all other public access bridges to observe a design	Noted.

Consultation response summary/topic area	Highways England summary response
that does not preclude their use by wildlife.	
The trust suggests that All widened existing road verges should be clear-felled to a tree's length from the road edge in order to facilitate mowing of the road verge; reduce the risk of trees falling onto roads causing travel disruption; reduce management costs; and to secure further useful open habitat.	Suggestion noted but needs to be balanced by the need to provide tree screening for the roads and traffic.
The trust suggests that in addition to mitigation measures designed to prevent potential pollution of the water environment (section 8.6 Potential mitigation measures), additional measures might attempt to assist eradication of aquatic invasive species issues on Ockham and Wisley Commons, for example Crassula helmsii in Wisley Common bog and at Bolder Mere Lake.	Suggestion noted – mitigation measures related to the effects of the scheme itself have been identified.
The Trust hopes there is a similar commitment to noise barriers on the A3	Noise barriers will be provided where justified by the predicted noise levels. The situation regarding barriers on the A3 is complicated by the requirement to maintain open access to the common land on either side
The trust suggests that Mitigation for impacts of widening the A3 at Bolder Mere lake, including the replacement of the stream culvert there, could incorporate an enhanced ability to manipulate its hydrology.	Suggestion noted.
The trust suggests the historic icehouse in Hatchford Park has been used by bats as a hibernaculum. This use could be secured and further enhanced.	Suggestion noted.
The trust suggests The Scheme should attempt to significantly reduce light pollution onto the Commons from present levels.	The scheme has been designed to minimise light spill onto the surrounding area where feasible.
The trust suggests the facilities at Bolder Mere car-park could be improved. Enhanced visitor interpretation could be provided in a readily accessible format (to include content on biodiversity net gain achievements from the scheme). Highways England would enable this by securing the necessary planning permissions as part of the Scheme. The car-park will require resurfacing and must be securable at night (both entrance and exit routes) to curb vandalism of the facilities and to prevent illegal access/theft from Pond Farm and Birchmere.	Suggestion noted and we will liaise further with SWT over proposals for the car park.
The trust suggests The Trust and Surrey County Council have been unable to restore the mausoleum at Hatchford Wood due to the extended delay in exchange land transfer. Highways England could secure funding for the restoration.	It is anticipated that the exchange land transfer will be facilitated by this scheme. Options for securing funding for works such as the restoration of the mausoleum in association with works of the scheme itself are currently being considered.

Consultation response summary/topic area	Highways England summary response
The trust challenges “..that the mitigation and compensation proposals that have been provided in this report have taken into account the requirements of the NPSNN (as set out in section 7.12), [note the Main Text report in fact has no section 7.12] by providing green corridors, minimising habitat fragmentation, enhancing existing habitats and creating new, linked habitats and the provision of vegetated multi-functional bridges to expand the range of existing notable and legally protected species populations in the local area.” - the trust notes consultation with stakeholders will continue to guide the final mitigation and compensation strategy.	Challenge noted - proposals have been developed that achieve the mitigation and compensation requirements for the scheme.
the Trust has already and will continue to suggest measures to prevent, reduce or offset adverse effects on the Thames Basin Heaths SPA, the Ockham and Wisley Commons SSSI and three Ancient Woodlands to make the very best of the positive opportunities arising from the scheme.	Noted.
the Trust has already and will continue to suggest measures to prevent, reduce or offset adverse effects on some notable and protected species	Noted.
The trust welcomes continued consultation with stakeholders to guide the final mitigation and compensation strategy for the Scheme.	Noted.
The Trust welcomes the building of new pollution prevention measures to make sure that pollutants are prevented from reaching local rivers and groundwater. They also support new balancing ponds that will hold back surges in water from the roads discharging too quickly into watercourses as well as the creation of new flood storage capacity at Stratford Brook to compensate for the floodplain lost through construction of the new Wisley Lane access.	Noted.
The Trust welcomes the scheme's objective to Avoid, mitigate and compensate for adverse effects on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and other statutory designated nature conservation sites and promote opportunities.	Noted.
The Council does not have any comments to make on the potential environmental issues associated with the preferred route as these issues are outside of the Borough.	Noted.
The Council requests that the potential impact of the proposals on the surrounding network, including during the construction phase, form part of the scope of any Environmental Statement submission.	Noted.

Consultation response summary/topic area	Highways England summary response
Technical Note produced by WSP in Appendix 2 outlines: - Drainage mitigation to deal with run off from WIS-11 bridge over the A3 and the bridge crossing the Stratford Brook which would both impact on SANG.	Please see Chapter 8 of the Environmental Statement.
We have however noted that there is a lack of substantive information on traffic in the consultation material. This limits our ability to comment on these matters [the PEIR], notably for air quality and noise, and critically whether the proposed highways measures are effective. WPIL also request more substantive traffic flow data in view of the close relationship of the RIS scheme to its development proposals and the need to review the PEIR in that context.	The PEIR was based on the available information at the time, which included the results from the assessments undertaken at Stage 2. The Environmental Statement supersedes this PEIR. Further detail on traffic is provided as part of the DCO application, see the Environmental Statement.

Table 4.15: Stakeholder specific issues

No relevant issues raised

Table 4.16: Traffic and economic modelling

Consultation response summary/topic area	Highways England summary response
Concern that current scheme modelling underestimates quantum of growth. Also need to account for additional growth as a result of Heathrow expansion.	All development assumptions provided by Elmbridge, Woking and Guildford have been included. No increase in growth has been made for Heathrow's plans in line with advice provided by the Department for Transport (DfT).
Scheme appears to move congestion from the SRN to LRN. Is this the case?	An intended aim of the scheme is to attract traffic to the Strategic Road Network. Across a wide area the scheme supports this aim by reducing vehicle kilometers travelled on the Local Road Network. In the immediate vicinity of the scheme there will be some increases in flow however, there is mitigation in the form of signal and junction improvements at Seven Hills Road, Painshill and Ockham Park Junctions.
Evidence that the M25J10 scheme could accommodate additional traffic capacity provided as a result of A3 widening at Guildford.	There are no details for a committed scheme on the A3 at Guildford therefore it has not been included in the forecasting.
Want to see the Transport Assessment and the Stage 3 modelling work when available.	Highways England has shared the LMVR and Forecast report.
Network diagram showing Do Min and Do Some flows with respect to the scheme. See letter for additional modelling requests.	Highways England has shared the LMVR and Forecast report.
Request that the scheme demonstrates how it is going to improve the phasing of traffic lights between Painshill Junction and Seven Hills Road.	The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Forecasting Report. Highways England has worked with Surrey County Council to determine the best way of improving the signals. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation.
Request that modelling considering the impact of future A3 widening of this scheme be presented to SCC.	There are no details for a committed scheme on the A3 at Guildford therefore it has not been included in the forecasting.
Concerned about extra queuing at Sevens Road junction as a result of Feltonfleet school new arrangements.	The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Forecasting Report. Highways England has worked with Surrey County Council to determine the best way of improving the signals. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation. There is likely to be additional queuing on Seven Hills Road South as a result of additional vehicles, although green

Consultation response summary/topic area	Highways England summary response
	time will be increased.
Provide stage 3 modelling data when available.	Highways England has shared the LMVR and Forecast report.
Clarify if HE intend to widen the A3 across the junction, and if not, whether modelling supports this.	Design Manual for Roads and Bridges (DMRB) TD22 calculations show that even with growth to 2037, three lanes on the A3 through the junction would not be necessary. The cost of widening to three lanes through the junction would exceed the available budget.
Request to see a links and nodes diagram for the scheme as well as PM peak local road network figures.	Highways England has shared the LMVR and Forecast report.
Provide information about how local growth has been incorporated into the modelling.	Woking, Elmbridge, Guildford have specific sites (from Local plans) constrained to the Trip End Model Presentation Program (TEMPO), all other areas have TEMPO growth assumption.
Sensitivity testing about the impact on Ripley of the closure of Wisley Lane.	The impact on Ripley is captured by the modelled core scenario.
Traffic modelling of the impacts on the A245 widening on the Seven Hills Road roundabout.	Highways England has shared the LMVR and Forecast report.
How much growth in Surrey does the scheme release?	The scheme itself isn't intended to "release" any specific housing or employment developments. What the scheme does is create enough capacity in the network to mitigate for all planned development in the Guildford/Woking/Elmbridge local plans.
What growth assumptions for Surrey and GLA have been made?	Woking, Elmbridge, Guildford have specific sites (from Local plans) constrained to the Trip End Model Presentation Program (TEMPO), all other areas have TEMPO growth assumption.
No mention of RBK and Elmbridge proposals such as Chessington Link Road.	Forecasting only takes into account committed or near certain schemes.
Concern about revised access and new housing leading to congestion at Ockham Park Junction Request to receive traffic modelling on the flows at Ockham Park Roundabout.	Highways England has shared the LMVR and Forecast report.

Table 4.17: Planning

Consultation response summary/topic area	Highways England summary response
Need to ensure that the scheme Red Line Boundary doesn't impinge on planning permission the school currently has.	The Project Team has been in discussions with Feltonfleet School and the Red Line Boundary has been drawn so as not to impinge on the school's proposals. This is discussed in the People and Communities Chapter 13 of the Environmental Statement (Development Land). We are in ongoing discussions with Feltonfleet School and expect this to be raised in the development of a Statement of Common Ground or third party agreement.
Suggest that additional Local Plan allocated sites are included in the assessment of cumulative effects. See letter for list taken from Submission Local Plan.	The Guildford Submission Local Plan allocated sites are included in the Cumulative Effects Assessment where they are in the Study Area. The other identified site allocations are included in the Traffic Model.
Provide information about how local growth has been incorporated into the modelling.	Woking, Elmbridge, Guildford have specific sites (from Local Plans) constrained to the Trip End Model Presentation Program (TEMPO), all other areas have TEMPO growth assumption.
How much growth in Surrey does the scheme release?	The scheme itself isn't intended to "release" any specific housing or employment developments. What the scheme does is create enough capacity in the network to mitigate for all planned development in the Guildford/Woking/Elmbridge local plans.
What growth assumptions for Surrey and GLA have been made?	Woking, Elmbridge, Guildford have specific sites (from Local plans) constrained to the Trip End Model Presentation Program (TEMPO), all other areas have TEMPO growth assumption.
No mention of RBK and Elmbridge proposals such as Chessington Link Road.	We have not been made aware of current intentions to implement a Chessington Link Road. Forecasting only takes into account committed or near certain schemes.
Waverley have formally adopted their Local Plan part 1 in Feb 2018.	Comment duly noted.
Impact of proposal on the extant consent for an In-Vessel Composting (IVC) plant on former Wisley Airfield.	<p>The project team have discussed the proposed Scheme with the Wisley Property Investments Limited team and made updates to address their concerns. The Project Team will maintain communications with WPIL.</p> <p>The impact of the Scheme on the extant consent for the In-Vessel Composting plant is assessed in the Environmental Statement (Development Land). The development is also included in the Cumulative Effects Assessment longlist of 'Other Development' but not progressed through to the Short List due to its delivery not being considered likely. This</p>

Consultation response summary/topic area	Highways England summary response
	is also discussed in the Planning Statement section of the Environmental Statement.
Relation of the RIS scheme with emerging Guildford Local Plan The proposal needs to have full regard to the emerging Guildford Local Plan	The Planning Statement includes an assessment of the Scheme against the GBC Submission Local Plan (December 2017) and any subsequent updates following the Local Plan Examination.
Table in letter listing proposed planning conditions and how these can be incorporated into RIS development requires detailed consideration	Noted. Highways England will continue to work with Wisley Property Investments Limited, Guildford Borough Council and Surrey County Council with regards to any future submission on the former Wisley Airfield site.

Table 4.18: Safety

Consultation response summary/topic area	Highways England summary response
Concern over increased queuing at A256 causing driver frustration and a reduction in safety.	(Assuming that this is referring to the A246) One of the key benefits of this scheme is that it will increase capacity on the A3 through this location and reduce demands on surrounding roads.
Examination of the 'Serious' accident classification would suggest that none are due to weaving movements from Wisley Lane	Accident statistics do not record 'weaving' as a contributory factor per se and accident data does often not provide sufficient detail to establish the complete facts of every collision. However it is clear that the current layout requires 'weaving' activity (i.e. lane changes). Lane changes are a significant contributory factor in collisions across the scheme area.
Based on the data and information provided within the various supporting documents to the PRA scheme, no evidence has been provided which demonstrates that there is an existing weaving accidents issue resulting from the Wisley Lane connection with the A3, despite the sub-standard nature of the existing merge arrangements'	A separate Technical Note has been produced and considered by Highways England's Chief Engineer. This has been part of our ongoing discussions with RHS Gardens Wisley and Highways England has no change to that position.
Based on the data and information provided within the various supporting documents to the PRA scheme, no evidence has been provided which demonstrates that there is an existing weaving accidents issue resulting from the Wisley Lane connection with the A3, despite the sub-standard nature of the existing merge arrangements'	The A3 around Wisley Lane (northbound link comprising 1.2 miles from Ockham to the M25 slip road) has seen 29 injury collisions over the past five years, with five of these being serious. This level of collisions is 49% higher than national statistics for dual carriageway trunk road of this type indicating that the current link and left-turn junction layout at Wisley Lane perform poorly in safety terms. Collisions on Wisley Lane itself at the junction with the A3 have not been included, but removal of the A3 / Wisley Lane conflict point associated with these collisions is a significant safety improvement.

Appropriate speed limits on Wisley Lane are required	The junction of Wisley Lane with the A3 will be re-modelled by the scheme. Wisley Lane speed limits on Wisley Lane are subject to ongoing discussion with Surrey County Council.
RSAs to be sent to SCC when these are available.	Noted and has been picked up with Surrey County Council accordingly.

Table 4.19: Construction

Consultation response summary/topic area	Highways England summary response
Need to consider the local road network impacts during construction, particularly if any SCC structures are required in the diversion routes.	The impacts from additional traffic will be considered in the ES Chapters 5 and noise and the Construction Management Plan will also be shared with SCC once it has been developed.
Consultation doesn't provide enough assessment on traffic related health impacts in both the construction and operational phases.	Health impacts are included in the Environmental Statement. Please refer to the Environmental Statement Chapters 5, 13 and 14.
WPIL would be happy to provide HE with temporary rights of access to build the new road.	Noted.
WPIL is content to provide a construction compound within the wider development site for the construction of the bridge.	Noted and is part of ongoing discussions.
Have asked if consideration could be given to burying the electricity pylons that run through Painshill Park land.	Not in scope of this scheme or budget.
Overall, WPIL support the principles of the proposals at junction 10 of the M25.	Noted.
WPIL seek further dialogue with HE relating to proposed arrangements to provide access to Old Lane from Elm Corner.	Highways England makes no change to the plan to keep Old Lane open and to provide access to Elm Lane by converting the existing Byway Open to All Traffic (BOAT).
Support the decision to abandon WIS-01 proposal.	Noted.
Examination of the 'Serious' accident classification would suggest that none are due to weaving movements from Wisley Lane.	Accident statistics do not record 'weaving' as a contributory factor per se and accident data does often not provide sufficient detail to establish the complete facts of every collision. However it is clear that the current layout requires 'weaving' activity (i.e. lane changes). Lane changes are a significant contributory factor in collisions across the scheme area.
Based on the data and information provided within the various supporting documents to the PRA scheme, no evidence has been provided which demonstrates that there is an existing weaving accidents issue resulting from	The A3 around Wisley Lane (northbound link comprising 1.2 miles from Ockham to the M25 slip road) has seen 29 injury collisions over the past five years, with five of these being serious. This level of collisions is 49% higher

the Wisley Lane connection with the A3, despite the sub-standard nature of the existing merge arrangements'.

than national statistics for dual carriageway trunk road of this type indicating that the current link and left-turn junction layout at Wisley Lane perform poorly in safety terms. Collisions on Wisley Lane itself at the junction with the A3 have not been included, but removal of the A3 / Wisley Lane conflict point associated with these collisions is a significant safety improvement.

5. Consultation with local communities (Section 47)

5.1. Introduction

- 5.1.1. This chapter sets out the activities Highways England carried out to consult local communities under Section 47 of the Act and in accordance with the SoCC. This included inviting the local community to consultation events and depositing consultation materials at locations in the vicinity of the Scheme, publishing consultation materials online, and inviting responses online and in writing. Highways England had regard to all responses received. Full details of the responses received to the section 47 consultation can be found in Annex I.
- 5.1.2. It sets out details of the responses received and how those responses have been taken into account in accordance with MHCLG guidance and Section 49 of the Act.
- 5.1.3. The community, in respect of this Scheme, was defined as the communities of Wisley, Ockham, Ripley, Effingham, Old Woking and Cobham and took into consideration users of the M25 and the A3. In accordance with the SoCC, circa 90,000 households received a letter drop notifying them of the statutory consultation. A copy of the letter can be found in Annex F.
- 5.1.4. A number of additional consultees labelled as 'non-statutory consultees' which are not specified under the Act were also sent consultation documentation by Highways England. Their responses are summarised in this chapter and covered in detail in Annex I.
- 5.1.5. A range of consultation materials were created in support of the section 47 consultation. These are contained in Annex G.

5.2. Consultation programme

- 5.2.1. Section 47 consultation ran for six weeks from 12 February to 26 March 2018. A number of factors influenced Highways England's decision to undertake a six-week consultation such as allowing for public exhibitions to be held in all the settlements in the vicinity of the Scheme. The host local authorities also indicated they were satisfied with a six-week consultation period.
- 5.2.2. All consultation material advised of the closing date and time for responses was 23.45 on 26 March 2018 in order for responses to be taken into consideration. Postal responses were accepted for a further week to allow for delays within the postal system.
- 5.2.3. A questionnaire was provided for people to respond to the consultation. This was available in hard copy and electronically from Highways England website where people could complete it online. The hard copy questionnaires were available at all of the deposit points and at all of the consultation events. People could either complete the questionnaires at events and leave them in a secure post box, or post them back to Highways England via the Freepost address.

5.3. Consultation materials

5.3.1. Highways England prepared the following materials:

- Consultation Brochure
- Consultation Questionnaire
- Preliminary Environmental Information Report (PEIR) including a non-technical summary and all the document volumes
- Scheme Section 47 and Section 48 notices
- Statement of Community Consultation
- Statement of Community Consultation errata
- M25 junction 10/A3 Wisley interchange Scheme overview drawings
- M25 junction 10/A3 Wisley interchange Scheme non-motorised user map
- M25 junction 10/A3 Wisley interchange Scheme environmental constraints map
- Suite of Scheme information boards
- A copy of the non-statutory consultation report
- Scheme Assessment Report
- M25 junction 10/A3 Wisley interchange Scheme aerial Image
- M25 junction 10/A3 Wisley interchange Scheme visualisation film.

5.3.2. All the consultation materials listed above, with the exception of the suite of Scheme information display boards and Scheme visualisation film were available to view at all of the deposit locations. All were also available in hard copy, and electronically as a download. The brochure was also sent to the 10 deposit locations, was available at all consultation events and upon request.

5.3.3. The Scheme webpage also contained all the documents, as well as the Scheme visualisation film.

5.3.4. The Equalities Impact Assessment did not identify any specific hard to reach groups and as such all materials were available in alternative formats upon request. No such requests were received.

5.3.5. Copies of all the consultation materials are included in Annex G.

5.4. Consultation channels

5.4.1. Three communication channels were live during the consultation period (as detailed in the SoCC) to enable the community to contact Highways England either to give feedback or submit queries about the Scheme or the consultation programme and activity. The following channels were established:

- Customer call number: 0300 123 5000
- Postal address: FREEPOST M25 junction 10/A3 Wisley interchange
- Email: info@highwaysengland.co.uk

5.5. Consultation events

- 5.5.1. Highways England held ten consultation events within the local community. Locations were chosen to be compliant with the Equality Act 2010 and took into consideration ease of public access, location and range of community groups and road users:

Table 5.1: Public consultation events schedule

Date	Location	Time
Friday 16 February 2018	East Horsley Village Hall, Kingston Avenue, East Horsley, KT24 6QT	14:00 – 19:30
Saturday 17 February 2018	East Horsley Village Hall, Kingston Avenue, East Horsley, KT24 6QT	10:00 – 17:00
Friday 23 February 2018	Cobham Hilton, Seven Hills Road, Cobham, KT11 1EW	12:00 – 19:30
Saturday 24 February 2018	Cobham Hilton, Seven Hills Road, Cobham, KT11 1EW	10:00 – 17:00
Friday 2 March 2018 (N.B Closed early due to snow)	Cobham Village Hall, Lushington Drive, Cobham, KT11 2LU	14:00 – 19:30 (Closed at approximately 17.00)
Saturday 3 March 2018	Cobham Village Hall, Lushington Drive, Cobham, KT11 2LU	10:00 – 17:00
Friday 9 March 2018	Ripley Village Hall, High Street, GU23 6AF	15:30 – 20:00
Saturday 10 March 2018	Ripley Village Hall, High Street, GU23 6AF	10:00 – 17:00
Friday 16 March 2018	Cobham Services, M25	08:00 – 20:00
Friday 23 March 2018	Cobham Services, M25	08:00 – 20:00

Figure 5.1: Photo of exhibition at Cobham Village Hall



- 5.5.2. To accommodate working and non-working community members six weekdays and four weekend days were chosen. Events on the 9, 16 and 23 March 2018 ran until 20:00 in the evening. To enable correct and relevant information to be provided all events were manned by members of the project team along with technical experts from design, environment, modelling and economics disciplines.
- 5.5.3. All events were carried out as detailed in the SoCC, barring the early closure due to heavy snowfall on Friday 2 March which affected access to the consultation event as well as safety of the staff manning the event.

5.6. Raising awareness of the consultation

- 5.6.1. To make certain those living in the Scheme vicinity and wider community areas were aware of the consultation and knew how to access further information about the consultation, including materials and response channels, Highways England organised a media programme in advance of the Section 47 consultation in addition to having a media launch on 12 February 2018. Key local channels, regional media, local advertising, door-to-door letter distribution, local community channels and Highways England's digital channels were combined in a planned timeline of activities and in accordance with the SoCC. Table 5.2 summarises the publicity undertaken to promote the consultation.

Table 5.2: Section 47 consultation awareness activities timeline

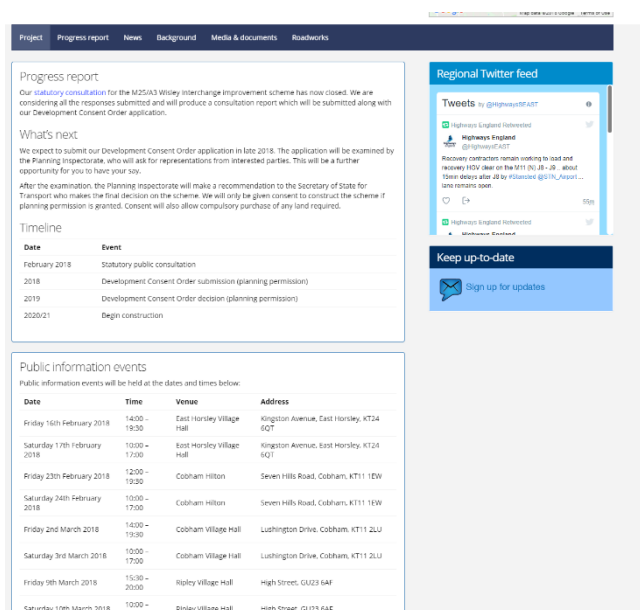
Method	Detail
Written communications	<p>The consultation was promoted through a door-to-door leaflet drop to circa 90,000 residents and businesses located in the vicinity of the Scheme.</p> <p>The map in Appendix A outlined the consultation area and provided further detail behind the rationale for the selection of this area. This is the Scheme's primary consultation area. Additionally, we have emailed further communications to individuals who are registered on the Scheme web pages. All stakeholders, and individuals and organisations who submitted feedback during the previous non-statutory consultation who provided a postal address but not an email address have received this written communication.</p>
Consultation responses	<p>All stakeholders, members of public, organisations and other parties were able to respond to the consultation by completing a freepost consultation questionnaire, calling Highways England on 0300 123 5000 (24 hours), emailing info@highwaysengland.co.uk and / or attending consultation and speaking to a member of the project team. All responses and queries submitted were recorded and reviewed. All enquiries were responded to. Questionnaires were available to print online, available to collect at consultation events and at the following public locations: Guildford Borough Council, Surrey County Council, Elmbridge Borough Council, Woking Borough Council, Addlestone Library, Byfleet Community Library, Cobham Library, Horsley Library, Walton Library, West Byfleet Library and Woking Library.</p>
Online communications	<p>The consultation materials were made available on the Scheme web page www.highways.gov.uk/m25j10. The material available included the brochure, questionnaire, Scheme layout plan, 3D visualisation of the Scheme, PEIR, information on public information events and a list of locations where hard copies of the consultation materials were available. The website also publicised when the consultation period formally commenced and the deadline for the submission of feedback. All stakeholders, individuals and organisations who submitted feedback during the previous non-statutory consultation and provided an email address received an email informing them of the consultation. In addition, everyone who registered on the Scheme website received notification.</p>
Face-to-face communications	<p>A series of public information events were held in February and March 2018 where visitors could view the Scheme proposals and images, talk with the project team and complete a questionnaire. Details of the public exhibitions were listed in the SoCC and were advertised in the Surrey Advertiser, The Times, and the London Gazette on 26 January and 2 February 2018. In addition to the public information events, static consultation displays publicising the consultation were available at Highways England, Guildford Borough Council, Elmbridge Borough Council and Surrey County Council offices. Further static consultation displays were organised on two days at Cobham M25 Extra service station between 08:00 and 20:00 hours.</p>
Public viewing locations	<p>Hard copy consultation materials, including the questionnaire, were available to be viewed and taken away at a number of locations. The full suite of consultation materials was made available at the public information events. Limited consultation material was also available at a number of static locations within the vicinity of the Scheme.</p>
Other media/publicity	<p>Posters and flyers were distributed within the vicinity of the Scheme and details of the consultation events were provided to local radio stations and other media outlets. Press releases were provided to local radio and television media with the view to gain editorial time to publicise the consultation.</p>
Local Authorities	<p>Links were given to Local Authorities for them to provide information about the Scheme on their websites. Notification of the statutory public consultation were provided to local elected members and elected members were invited to a briefing session at the beginning of the consultation period.</p>
Stakeholder	<p>Stakeholder forums and community groups, both those that are based in the</p>

Method	Detail
forums/ community groups	vicinity of the Scheme, and those that have responded to the previous consultation have received written notification of the statutory public consultation.
Social media	Highways England's Twitter feed has been used to promote the consultation. Users were encouraged to post their comments and opinions.
Hard to reach groups	Whilst the EqlA did not identify and specific hard to reach groups, there was a low engagement and response level from certain user groups (younger people and commuters) during the non-statutory consultation. As such, the statutory consultation activities made greater use of social media and diversifying the locations of public exhibitions to try and increase the level of responses from these groups.
Newspaper advertisements	Notices for the statutory consultation, including details about the PEIR, were published in the Surrey Advertiser, London Gazette and The Times.

5.7. Section 47 consultation awareness activities timeline

- 5.7.1. Information on the scheme web pages went live on 12 February 2018. All consultation materials, with the exception of the consultation questionnaire, remain on the Scheme website. A total of 7,748 unique visitors were recorded on the website during the consultation.

Figure 5.2: Scheme web page example



5.8. Consultation response analysis

- 5.8.1. Highways England invited responses to the consultation under Section 47 of the Act primarily through the consultation questionnaire. Written responses submitted as either letters or emails were also accepted.
- 5.8.2. Hard copy consultation questionnaires were collected during events, via the post and through invited community events. Electronic questionnaires were acknowledged when completed and recorded within the overall results database. A separate access link to the master electronic questionnaire allowed for the hard copy questionnaires to be uploaded and recorded as a manual upload. The

electronic questionnaire mirrored the design of the hard copy questionnaire, with the exception that the electronic questionnaire did not include a question regarding the recipients' home postcode. Any additional comments attached or written to Highways England were recorded in section D4 – further comments.

- 5.8.3. Written and phoned in queries and responses were recorded in a Consultation log spreadsheet. Emails which contained the consultation questionnaire as an attachment followed the manual upload process, as referenced above.
- 5.8.4. All responses received during the consultation period were read and filtered into a further document 'Consultation action log'. This excel spreadsheet-based log formed the method for review of all of the responses by the discipline teams.
- 5.8.5. Once the discipline had considered the combined consultation feedback and queries/comments recorded in the Consultation action log, the top 25 issues were considered in a workshop. A summary of all remaining issues were considered in the Regards Table – and then further filtered depending if they resulted in a design change or not. Responses to suggestions or responses to queries are recorded in the Regards Table, please see Annex I.
- 5.8.6. The workshop took place on 24 May 2018. Representatives from the following disciplines attended: environment, design, traffic modelling, safety, project team, and communications. The workshop acted to facilitate discussions on responses in a systematic and discipline-based format and agree next step actions.
- 5.8.7. Outcomes from both the workshop session and the responses provided by the discipline teams into the Consultation action log form the core basis for Highways England's response to the consultation results. Where design changes were made, these were recorded against the relevant sections and lines of the Regards Table (See Annex H and I for Section 42/44 and Section 47 regards tables respectively).

5.9. Results of consultation

- 5.9.1. This section provides an overview of the Section 47 consultation response results, key issues raised by consultees and how the Scheme has been influenced and amended.
- 5.9.2. 1,726 responses were received in total. Statistical results are presented from the questionnaire compiled from the combined electronic and manually uploaded results.
- 5.9.3. A number of closed questions were included in the questionnaire split across three sections.
- 5.9.4. Section A asked about the respondents' level of agreement with the proposed Scheme's ability to meet its objectives; its capture of the important issues; its approach to environmental mitigations and finally whether they wished to comment on the PEIR. Responses to the first two questions this section fell mainly in the neutral/disagree/strongly disagree categories. A consistent 21% - 25% chose not to answer the question on environmental mitigations, and only 6% wanted to comment on the PEIR.
- 5.9.5. Section B focused on the consultation. Awareness of the consultation was mainly driven by social media (31%), community groups (28%) or the letter drop (24%). 58% of respondents found the consultation materials useful, although the

majority of people (67%) did not actually attend a consultation event.

- 5.9.6. Section C focused on usage of the interchange and travel habits. Representation was high of those who use the interchange (91%) and 98% were car users. However, the majority ((62%) only used it less than once a week, nearly half (48%) stated they were leisure users and most (76%) stated they only used it in off-peak periods.
- 5.9.7. Section D sought general feedback. Most of the respondents (68%) had not taken part in the non-statutory consultation and 58% stated they were opposed or strongly opposed to the Preferred Route Announcement. When asked to state their current feelings, having been part of the statutory consultation, this rose to 66%.
- 5.9.8. 1,028 people attended the consultation events, broken down per venue as follows:

Table 5.3: Attendee numbers at each consultation event

Date	Venue	Attendee numbers
16 February 2018	East Horsley Village Hall	134
17 February 2018	East Horsley Village Hall	130
23 February 2018	Hilton Cobham	147
24 February 2018	Hilton Cobham	136
2 March 2018 <i>N.B closed early due to snow</i>	Cobham Village Hall	28
3 March 2018	Cobham Village Hall	102
9 March 2018	Ripley Village Hall	129
10 March 2018	Ripley Village Hall	222
16 March 2018	Cobham Motorway Services M25	Not recorded
23 March 2018	Cobham Motorway Services M25	Not recorded

- 5.9.9. A summary of the key issues raised has been compiled from written responses. The majority of written responses have come from the questionnaire within the free text general comment areas. We also included in the analysis the comments contributed via Highways England's Customer Contact Centre.
- 5.9.10. Responses from the Section 47 consultation are set out in this section to reflect the sequence of the questionnaire.
- 5.9.11. Annex H provides a full schedule of responses received from Section 47 consultees and Highways England's responses to these.

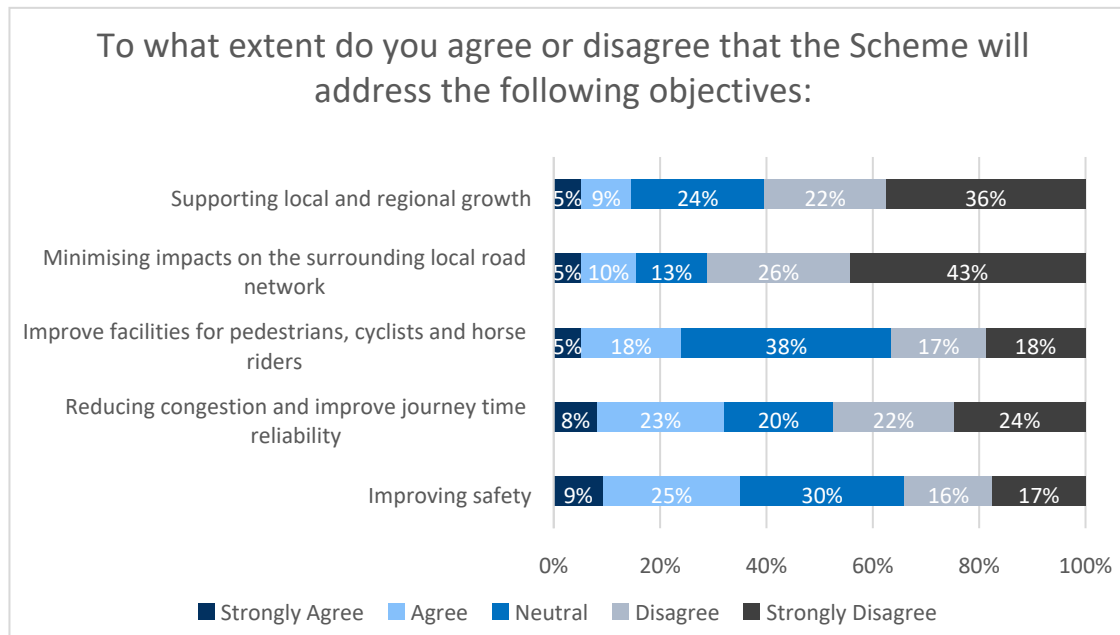
5.10. Section 47 key issues raised and Highways England's responses

- 5.10.1. This section outlines the questions included in the Section 47 consultation and presents the consultation responses. Highways England's responses to comments are summarised at the end of the section. Annexes H and I contain the full Regards Table summaries.
- 5.10.2. Section A of the questionnaire asked respondents their views on the Scheme. The section was split into five questions. A summary of headline issues has been

broken down into the five question areas.

- 5.10.3. Question A1 asked respondents to what degree do they believe the Scheme addresses each of the Scheme's objectives. Figure 5.3 presents the results.

Figure 5.3: Graph showing questionnaire responses to question A1

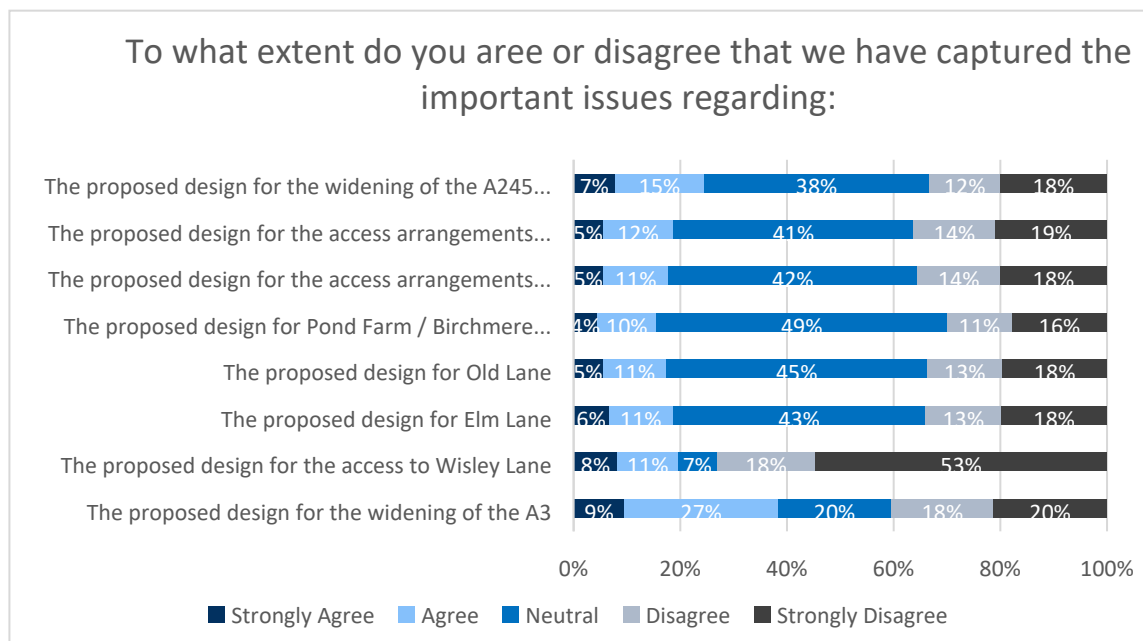


- 5.10.4. Respondents were encouraged to make additional written comments.

- 55% percent of respondents commented that the proposed Scheme should maintain easy access to RHS Gardens Wisley and that it will have a negative impact on the garden and their visitors.
- 33% of respondents believed the Scheme will have a negative impact on neighbouring areas and communities.
- 29% of respondents commented on the inadequate consideration of environmental impacts due to the Scheme and 27% of respondents noted that some aspects of the Scheme will result in longer distances being travelled or more indirect routes taking place.
- Respondents expressed concerns related to congestion, with 17% stating that they do not believe the Scheme will alleviate congestion and 16% commenting that the Scheme will shift congestion issues to surrounding areas nearby, such as Seven Hills Road or into Cobham Village.
- Other comments made including respondents believing the Scheme is inadequate, preferring the proposals from RHS Gardens Wisley, safety improvements are inadequate and also that the Scheme will not enable the economic growth benefits it is designed to address.

- 5.10.5. Question A2 asked respondents to what extent the important issues had been captured.

Figure 5.4: Graph showing questionnaire responses to question A2



5.10.6. Respondents were encouraged to make additional written comments.

- 41% percent of respondents would like the egress to / from RHS Gardens Wisley improved.
- 24% of respondents believe there has been inadequate consideration of environmental impacts and 23% of respondents have commented on some aspects of the Scheme resulting in longer distances being travelled.
- 21% of respondents have noted on the negative impact on neighbouring areas / communities and 19% believe further or alternative improvements to the local road network are required.
- 18% of total respondents have expressed concern of the impacts the Scheme will have on RHS Wisley due to its national importance with 10% of total respondents preferring the RHS Wisley proposal.
- Concerns over congestion were also raised by respondents with 16% of total respondents believing it will not help alleviate congestion and 12% of respondents noting that the Scheme will move the existing congestion elsewhere.

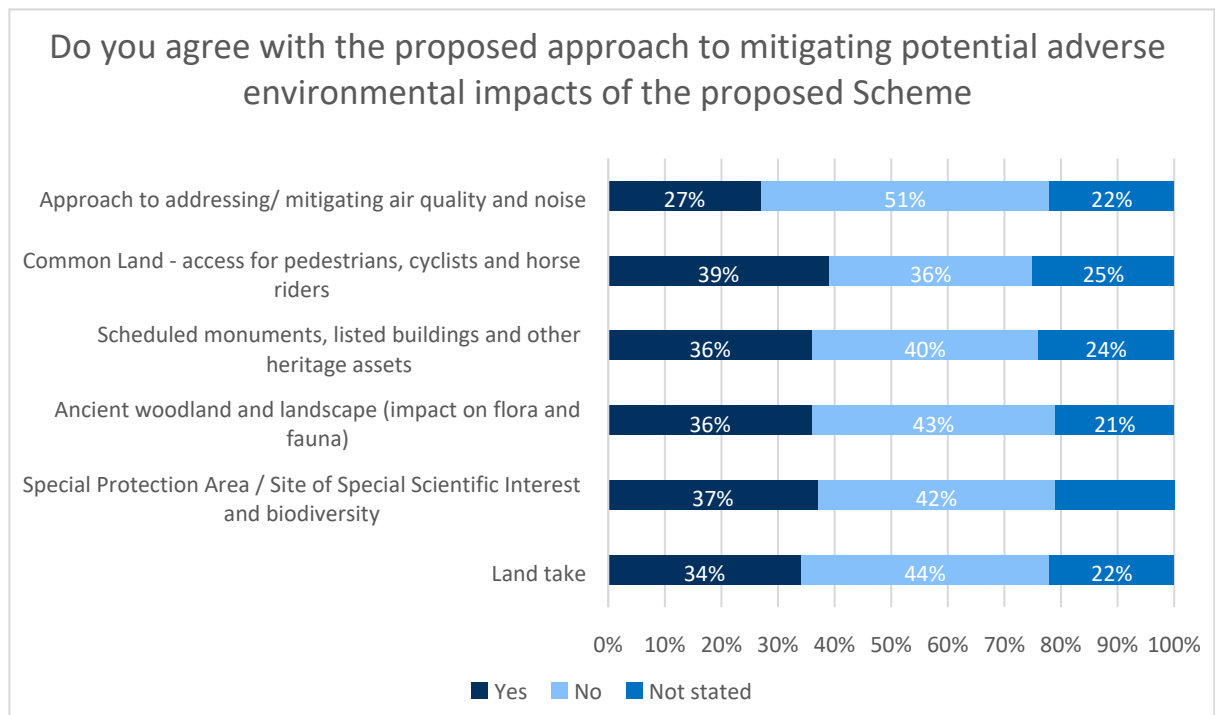
5.10.7. Question A3 asked respondents to provide written comments in answer to what changes could be made to the proposals to remove or minimise any of the potentially negative effects that are of concern.

- A number of respondents requested for the egress to / from RHS Gardens Wisley to be improved.
- 25% of respondents stated their preference for the Scheme proposed by RHS Gardens Wisley.
- Further comments suggested that further or alternative improvements to the local road network are required and also a greater consideration of the environment was necessary.

- Other respondents raised concern over congestion shifting to other nearby areas or the proposals do not alleviate congestion.
- 12% of respondents would like impact on communities and neighbouring areas to be avoided. Other comments raised by respondents were around the Scheme being inadequate and/or does not represent value for money.

5.10.8. Question A4 asked respondents whether they agreed with the proposed approach to mitigating potential adverse environmental impacts of the proposed Scheme. Figure 5.5 presents the results.

Figure 5.5: Graph showing questionnaire responses to question A4



5.10.9. Respondents were encouraged to make additional written comments.

- 29% of respondents' comments were in relation to deterioration of air quality / pollution caused by the Scheme.
- 21% mentioned that the proposed Scheme will cause too much environmental damage and 15% of respondents explained that additional noise mitigation measures are necessary. Some comments also expressed that more information or assurance is required on mitigation measures and the financing relating to this.
- There were several comments made in relation to RHS Gardens Wisley with 7% percent of respondents who noted their preference for the Scheme proposed by RHS Gardens Wisley, 13% of respondents who expressed their concern with the negative impact on RHS Gardens Wisley and 3% of respondents believed land should not be taken from RHS Gardens Wisley.
- 6% of respondents were pleased with the measures taken to mitigate potential adverse environmental impacts.

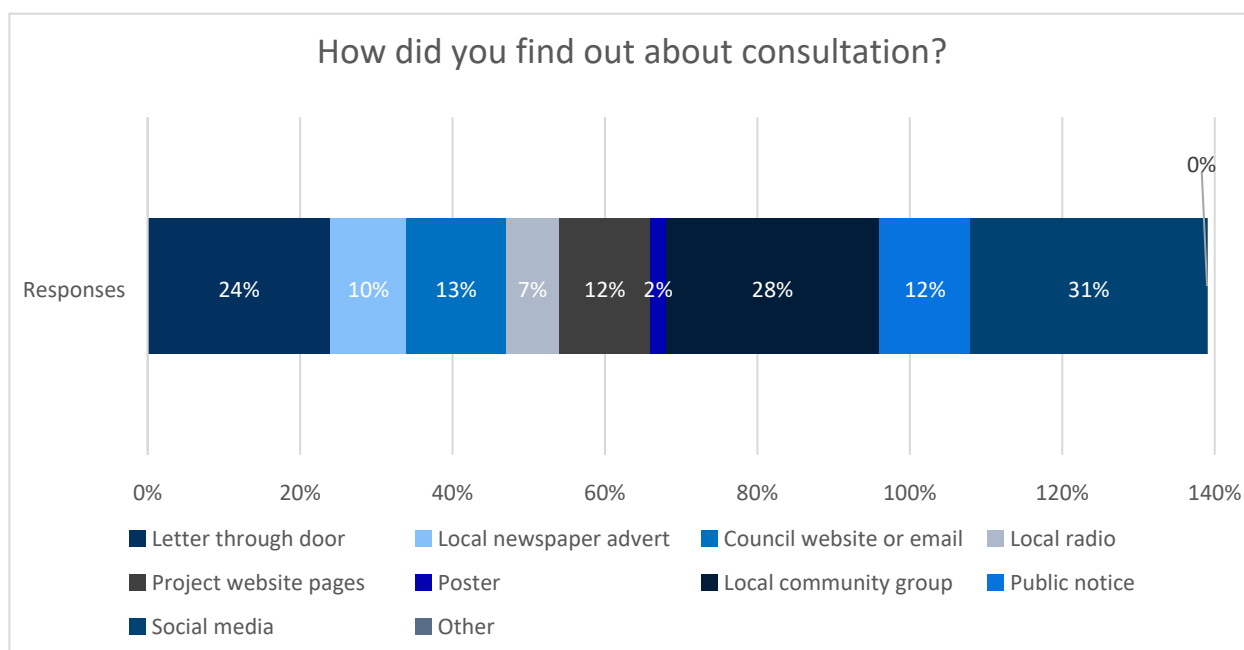
5.10.10. Question A5 asked whether respondents wished to comment on the information contained in the PEIR with 6% wishing to comment.

- 22% of those who wished to comment raised that insufficient information was provided in relation to environmental damage and mitigation measures of the Scheme.
- 19% and 15% of respondents who wished to comment expressed their concerns for the impact on RHS Gardens Wisley and impact on neighbouring areas / communities respectively.
- 13% of total respondents would like the project team to reconsider the access to RHS Gardens Wisley.
- 13% of respondents believe too much environmental damage would be incurred and 8% prefer the Scheme proposed by RHS Gardens Wisley.
- Respondents also commented on the format of the PEIR with 10% of those who responded feeling that the information within the PEIR should be easier to access / read, 7% who believe that the PEIR was too large to make any meaningful comments and 1% stating that the colour print brochure was not a good use of funds and believe online viewing of the document would be cheaper.

5.10.11. Section B of the questionnaire asked respondents their views about the consultation. The section was organised into three questions. A summary of headline themes and Highways England's response has been broken down into the three question areas.

5.10.12. Question B1 asked respondents how they found out about the consultation. Figure 5.6 presents the results. (Note respondents were able to choose more than one answer).

Figure 5.6: Graph outing questionnaire responses to question B1

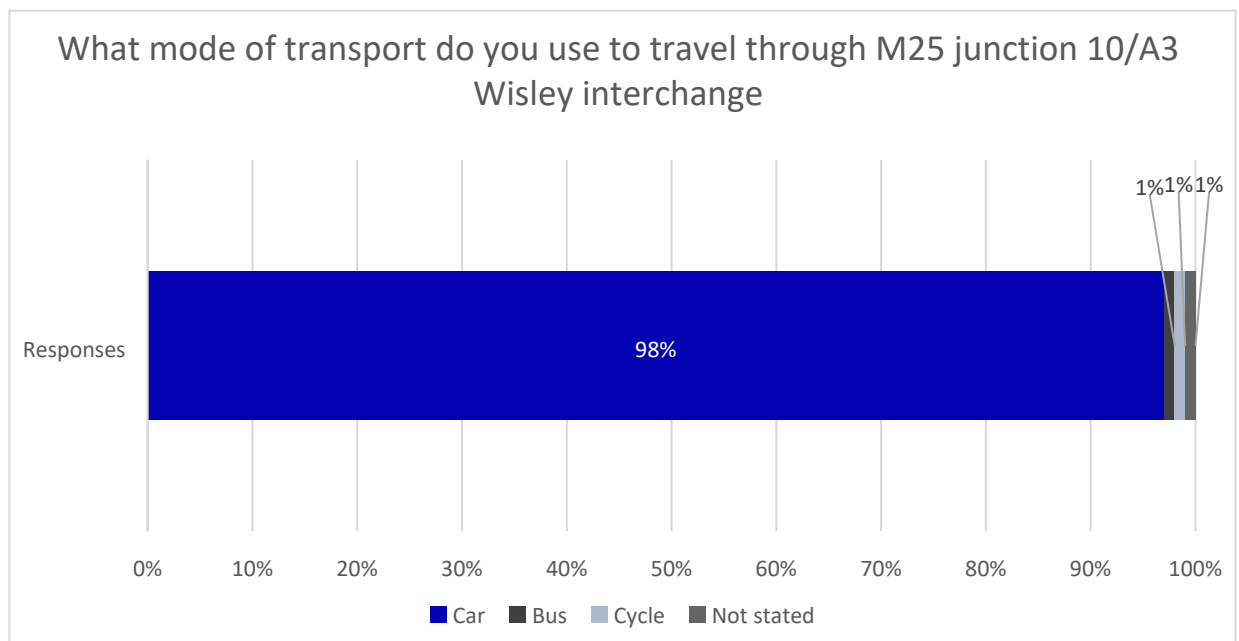


- 5.10.13. Question B2 asked respondents if they found the consultation materials useful.
- 58% thought yes, 17% thought no and 20% did not see any materials.
- 5.10.14. Question B3 asked respondents if they found any of the public exhibitions helpful in addressing their questions. Of those who responded:
- 18% stated yes, 11% stated no and 67% did not attend.
 - 16% of those who responded were happy with the exhibitions and presentations in general and 8% were happy with the information that was provided.
 - 11% were unable to attend as the exhibition locations were too far or not easy to access and 10% were unaware of any public exhibitions taking place.
 - 2% expressed concerns with the impacts of local road network not being addressed.
 - 7% thought the consultation exhibitions were biased towards the Scheme and 5% believe the staff were ill-informed.
- 5.10.15. Section C of the questionnaire asked respondents about their travel habits. The section was organised into five questions. A summary of headline themes and Highways England's response has been broken down into the five question areas. Question C1 asked respondents if they use the M25 junction 10/A3 Wisley interchange. 91% selected yes, 6% selected no and 1% was unsure. 2% didn't answer this question.
- 5.10.16. Question C2 asked respondents what mode of transport they use to travel through M25 junction 10/A3 Wisley interchange. Table 5.4 presents the results.

Table 5.4: Responses to question C2

Answer choices	Total
Car	1527
Bus	8
Cycle	8
Walk	4
HGV	1
LGV	3
Horse	1
Not stated	10
Total	1562

Figure 5.7: Graph showing questionnaire responses to question C2

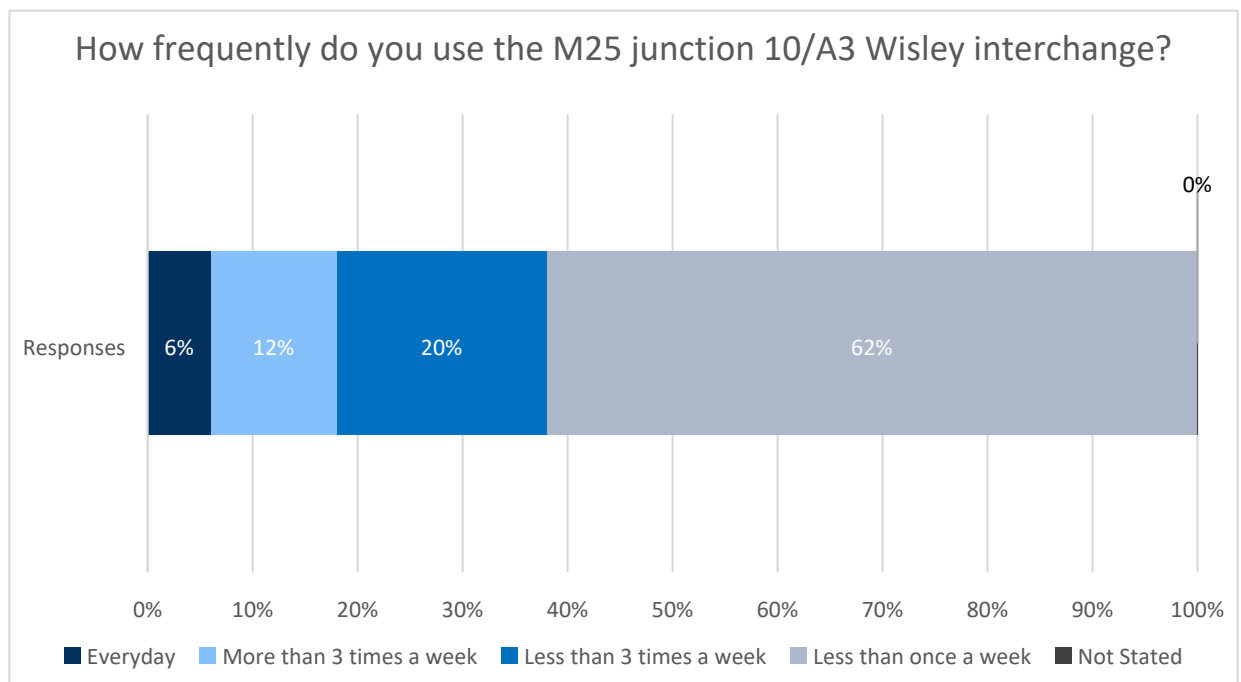


5.10.17. Question C3 asked respondents how frequently they use the M25 junction 10/A3 Wisley interchange. Table 5.5 presents the results.

Table 5.5: Responses to question C3

Answer choices	Responses	Total
Every day	6%	92
More than 3 times a week	12%	180
Less than 3 times a week	20%	309
Less than once a week	62%	974
Not Stated	0.4%	7
Total	100%	1562

Figure 5.8: Graph showing questionnaire responses to question C2

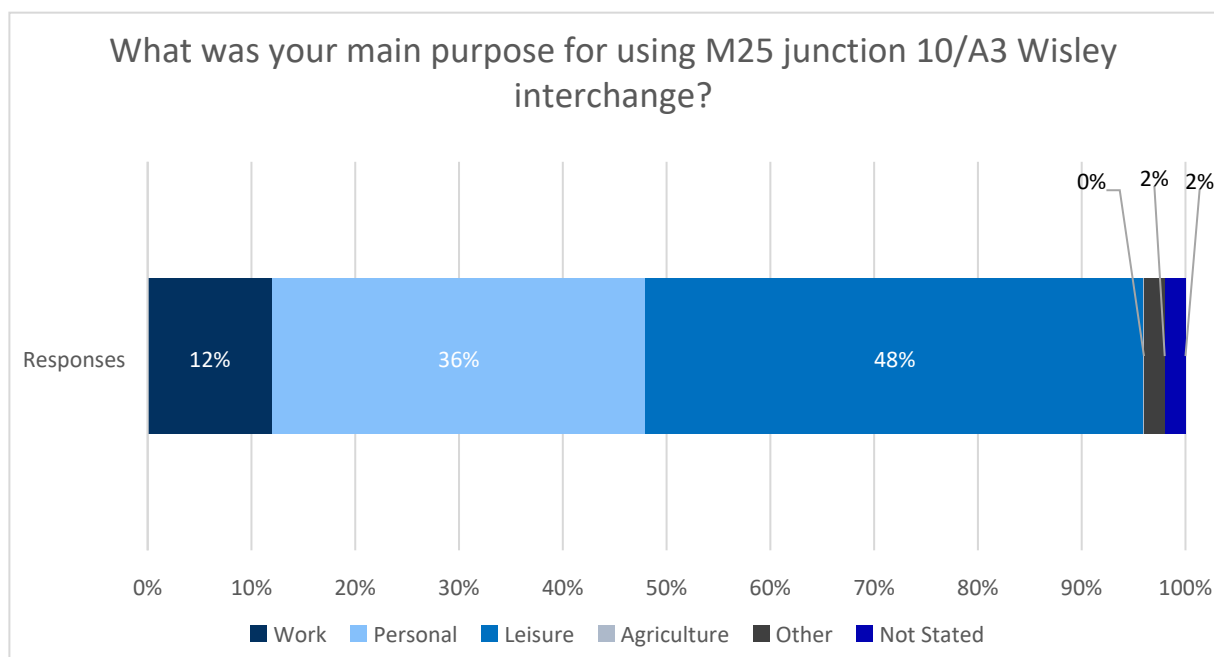


5.10.18. Question C4 asked respondents what was their main purpose for using M25 junction 10/A3 Wisley interchange. Table 5.6 presents the results.

Table 5.6: Responses to question C4

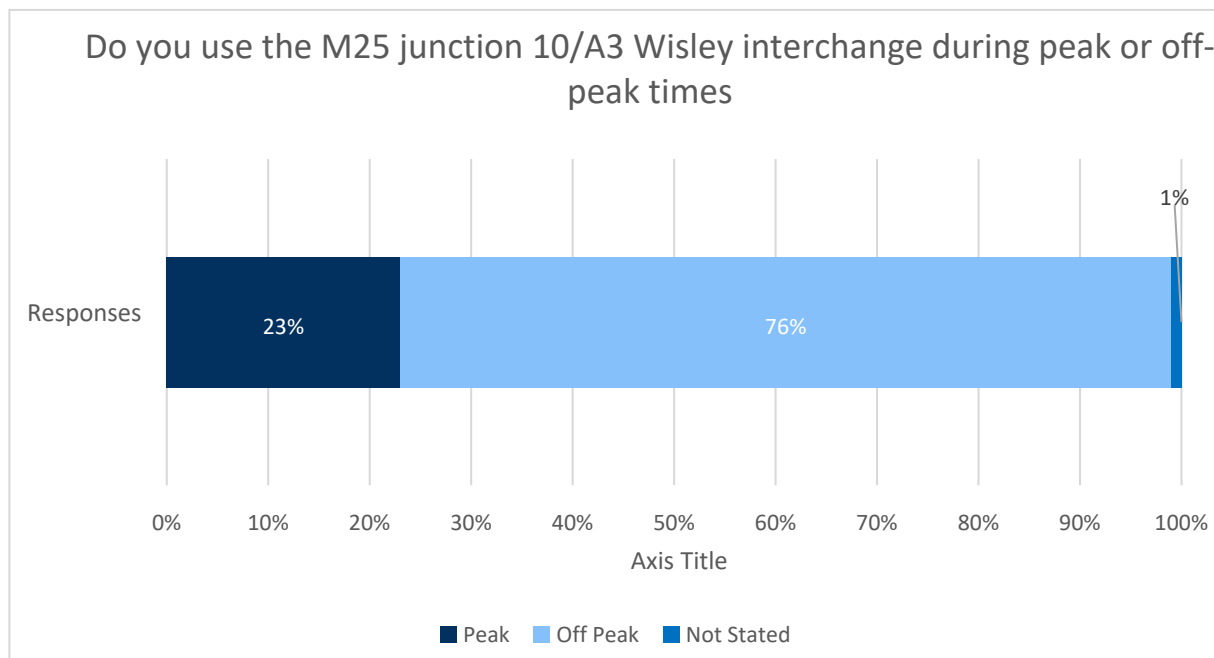
Answer choices	Responses	Total
Work	12%	193
Personal	36%	556
Leisure	48%	750
Agriculture	0.2%	3
Other	2%	33
Not Stated	2%	26
Total	100%	1561

Figure 5.9: Graph showing questionnaire responses to question C4



5.10.19. Question C5 asked respondents if they use the M25 junction 10/A3 Wisley interchange during peak or off-peak times. 23% of total respondents stated peak and 76% stated off-peak. 1% of responded did not state whether they travel during peak or off-peak times.

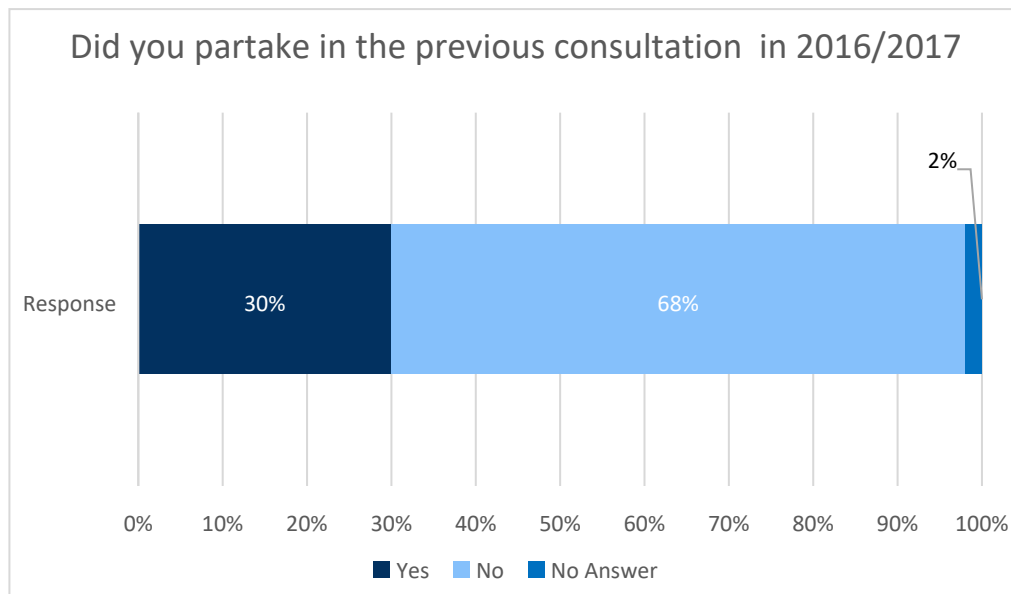
Figure 5.10: Graph showing questionnaire responses to question C5



5.10.20. Section D of the questionnaire asked respondents for feedback on the previous consultation and their initial reactions about the Scheme. The section was organised into five questions. A summary of headline themes and Highways England's response has been broken down into the five question areas

5.10.21. Question D1 asked respondents if they took part in the consultation on route options in 2016/2017. 30% of total respondents stated yes and 68% stated no. 2% of total respondents did not provide an answer.

Figure 5.11: Graph showing questionnaire responses to question D1

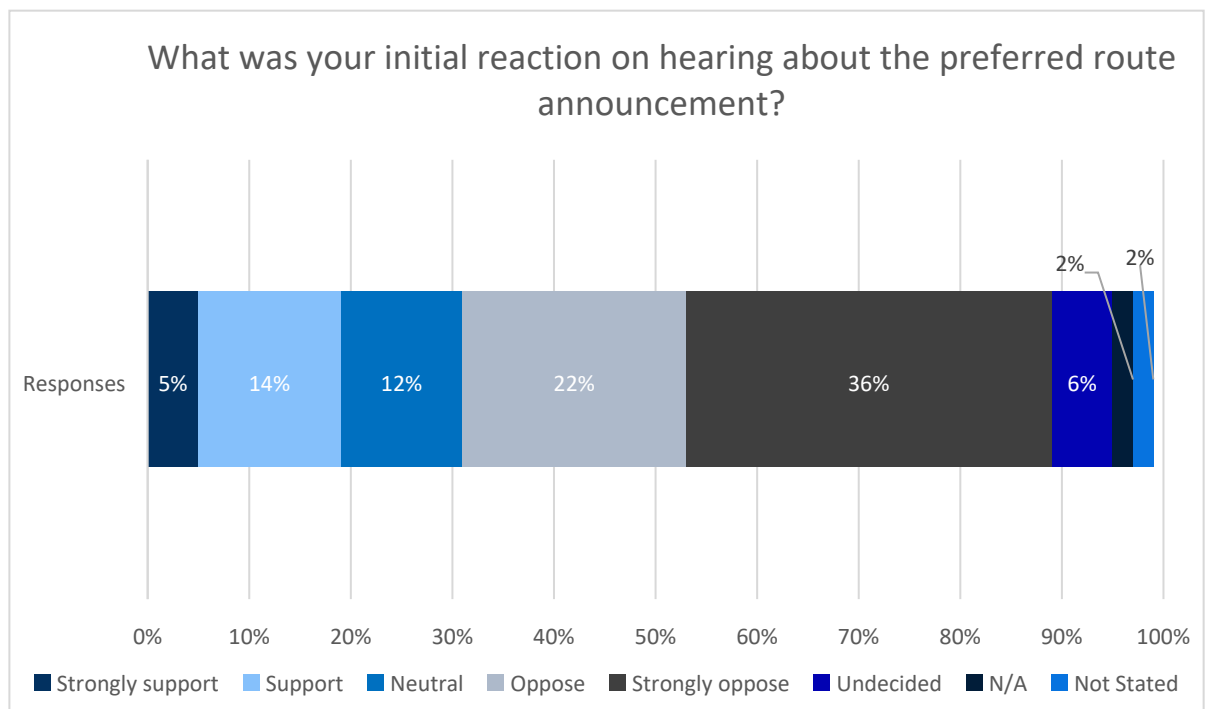


5.10.22. Question D2 asked respondents what their initial reaction was on hearing about the preferred route announcement. Table 5.7 presents the results.

Table 5.7: Responses to question D2

Answer choices	Responses	Total
Strongly support	5%	87
Support	14%	241
Neutral	12%	214
Oppose	22%	380
Strongly oppose	36%	625
Undecided	6%	107
N/A	2%	33
Not Stated	2%	33
Total	100%	1720

Figure 5.12: Graph Showing questionnaire responses to question D2

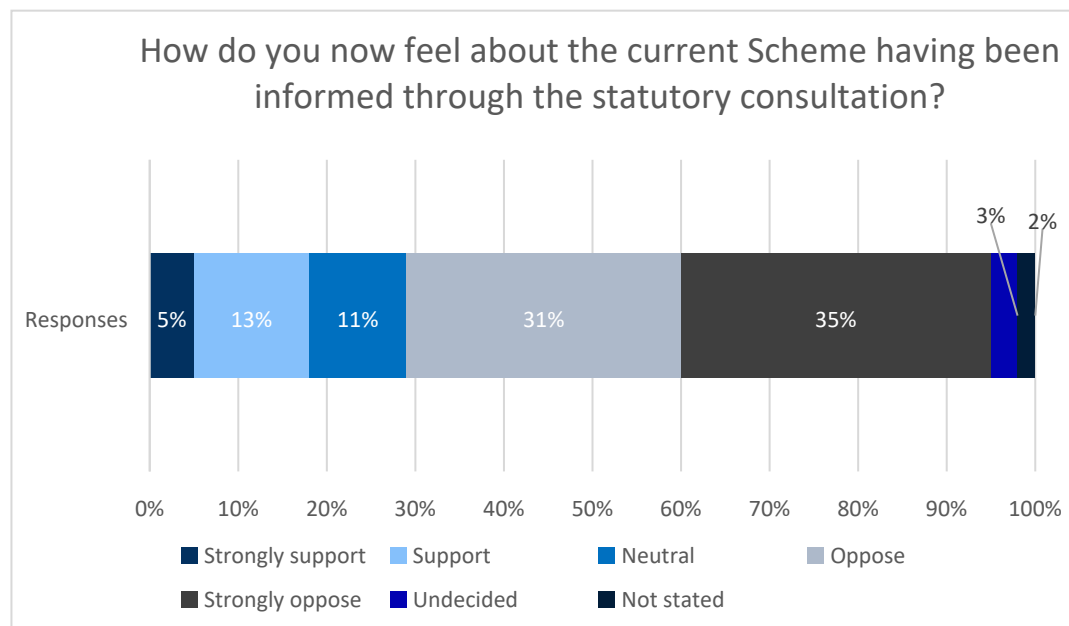


5.10.23. Question D3 asked respondents how they now feel about the current Scheme having been informed through the statutory consultation. Table 5.8 presents the results.

Table 5.8: Responses to question D3

Answer choices	Responses	Total
Strongly support	5%	78
Support	13%	226
Neutral	11%	195
Oppose	31%	528
Strongly oppose	35%	601
Undecided	3%	53
Not stated	2%	39
Total	100%	1720

Figure 5.13: Graph showing questionnaire responses to question D3



Question D4 asked respondents to provide written comments in answer to what extent they felt their views would contribute to the evolution of the design.

5.10.24. 37% of respondents were hopeful that their views will contribute to the evolution of the design, whereas 23% did not feel like their views will be considered with some of these respondents believing the views of minority groups will take precedence. 4% of respondents felt that their views will considerably effect the proposed Scheme design. However, 19% of respondents were not confident their views will be considered during any analysis for Scheme design changes, and a further 7% were unsure if their views will affect any change at all. 8% believed it would depend on the consensus of opinion and 4% stated it will depend on the extent to which views are being considered or taken on board. A small number of respondents (4%) believe the project team has already decided the Scheme they are going to deliver and hence their views will make no difference. Other comments suggest respondents believe there is bias towards the current Scheme, the team have proposed the wrong solution and that precedence will be given to businesses, developers and other stakeholders.

5.10.25. Question D5 encouraged respondents to provide further feedback about the Scheme. 535 responses were received to this question.

- 21% of respondents expressed concerns about the access to Wisley.
- 16% expressed concerns about the Scheme's impact on RHS Gardens Wisley.
- 10% of respondents commented on their preference of the proposed Scheme by RHS Gardens Wisley (maintaining direct access from the A3).
- 19% of respondents believe the Scheme will negatively impact on neighbouring areas, communities and parks.
- 17% believe there has been inadequate consideration of the environmental impacts caused by the Scheme.
- 15% of comments stated that they agree with the proposed Scheme or

parts of the Scheme.

- 13% believe the Scheme will not alleviate congestion nor it will move existing congestion elsewhere.

5.10.26. Respondents also provided additional feedback such as:

- they believe the Scheme is unnecessary.
- further noise reduction measures are required.
- the return on investment of the Scheme is too low and other options could provide better value for money.
- the Scheme should focus on reducing traffic and pollution.
- the disruption caused during the Scheme will outweigh the benefits once completed.

5.11. Key Scheme changes in response to Section 47 consultation

5.11.1. Table 5.9 provides a summary of key changes Highways England has made to the Scheme as a result of the Section 47 consultation and Figure 5.14 illustrates the location of scheme changes.

Figure 5.14: Map showing design change locations

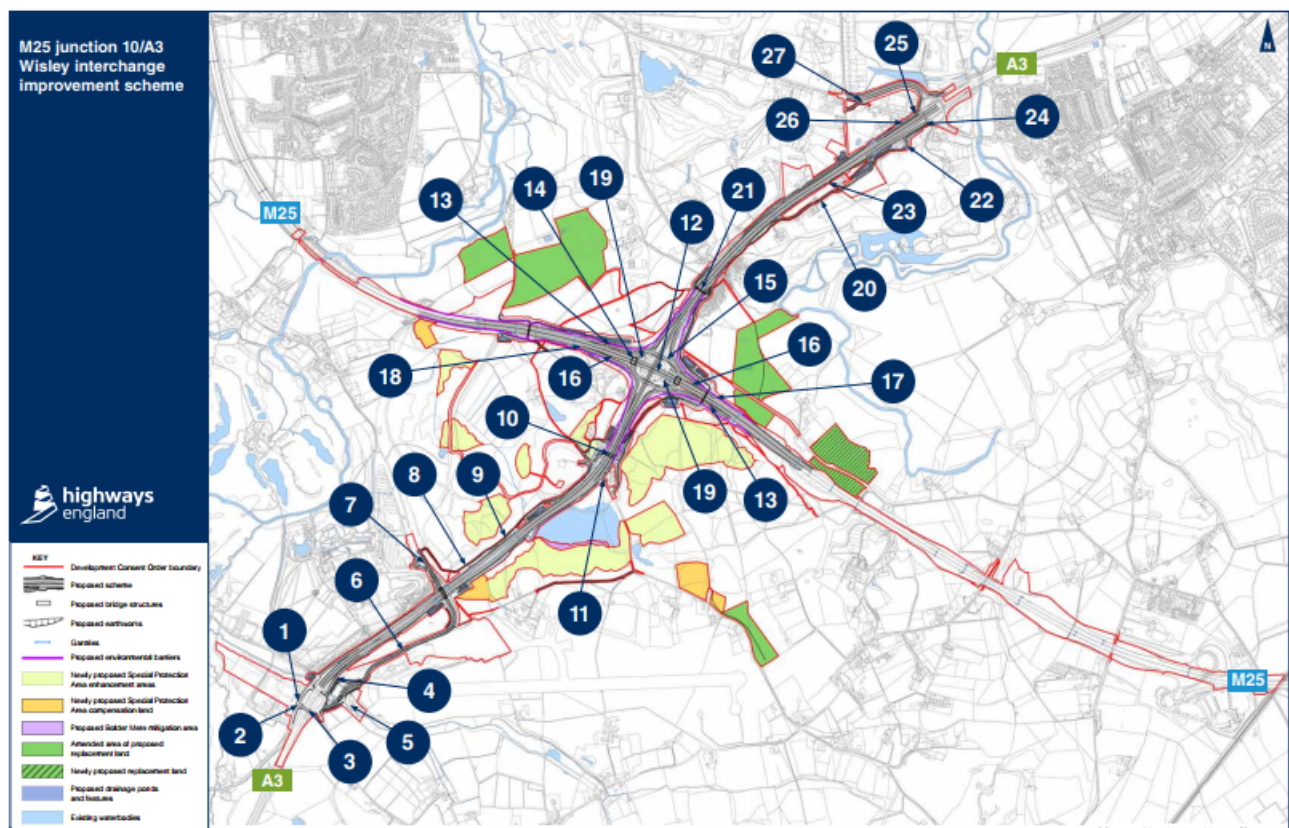


Table 5.9: Key explanation for design changes

	Scheme wide	<p>Identification of land to replace loss of common land and public open space.</p> <p>Identification of land to compensate for loss of land from the SPA. Identification of enhancement works within the SPA to compensate for adverse effects.</p> <p>Upgrades to or new Public Rights of Way and amendments to private means of access.</p> <p>Identification of land required for construction compounds and access routes.</p> <p>Relocation of gantries.</p> <p>Drainage design.</p>	As part of ongoing scheme development and stakeholder engagement, taking into consideration feedback and suggestions from statutory consultation.	Changes to the land required to deliver the scheme.
1.	Ockham Park Junction	To accommodate two lane entries and exits at Ockham Park Junction widening works will need to be undertaken to the roundabout.	Concern was raised about the safe operation of the junction given the high number of incidents compared to the rest of the SRN.	This will help to improve safety at the junction and provides better traffic flow and additional capacity.
2.	Ockham Park Junction	Full signalisation of Ockham Park Junction.	<p>Concern was raised about the safe operation of the roundabout.</p> <p>Consideration was also given to the future impacts on this roundabout from the proposed Wisley Airfield housing allocation.</p>	Controlling traffic flow at the roundabout will ensure that vehicles circulate in a safer manner and enable the roundabout to operate within capacity in the design year of 2037.
3.	Ockham Park Junction	<p>Provision of new non-motorised user (NMU) route linking the new Wisley Lane and Portsmouth Road via Ockham Park Junction.</p> <p>Widening works are required to accommodate the width of this additional NMU route on the approaches and the circulatory.</p>	Concern was raised about the lack of NMU provision at Ockham junction.	<p>These changes provide direct, safe connections for NMUs from one side of the A3 to the other and help to improve connectivity and opportunities for sustainable travel.</p> <p>The widening works will result in some additional land take. To avoid any widening works on the existing structures at Ockham Park Junction narrow lanes and shared-use NMU paths will be provided.</p>
4.	Ockham Park Junction	Incorporation of a bus stop into the scheme design at the Ockham Park Junction southbound off-slip and the installation of a new bus stop at RHS Garden Wisley car	Working with RHS Garden Wisley to improve connectivity to the garden.	<p>To replace the existing RHS Garden Wisley bus stop, two new bus stops will be installed.</p> <p>One will be in car park and the other approximately 800m to</p>

		park.		the south, where it will have a direct connection to the NMU network.
5.	Ockham Park Junction	Inclusion of flood compensation area at Stratford Brook.	To compensate for the potential increase in flooding through construction of the Wisley Lane bridge over the Stratford Brook.	An increase in the amount of land take will be required to provide flood compensation land. This will mean impacts from flooding will be greatly reduced.
6.	Wisley Lane	Realignment of the Wisley Lane diversion to better suit access to any potential development of the Wisley Airfield Site.	In the event that the potential development of the Wisley Airfield Site and our scheme were both to receive consent, there is the chance that works would be undertaken in similar time periods.	This reduces the risk of any conflict between the scheme and any potential development at Wisley Airfield.
7.	RHS Garden Wisley	Straightening of the Wisley Lane diversion immediately west of the Wisley Lane bridge and reverting to the existing access arrangement to the Garden.	Concern was raised by stakeholders about access into this attraction.	In realigning this stretch of road, land in the SPA that was previously directly impacted is no longer affected, reducing the impacts on the local environment and on this important attraction.
8.	Between Ockham Park Junction and M25 junction 10	Diversion of a gas main to follow the NMU route between Ockham Park Junction and M25 junction 10, away from the A3 verge.	This is to optimise the gas main diversion.	The amount of land take required for the local gas main's installation will be reduced. As this is in an environmentally sensitive area this helps to reduce the direct impacts on the local environment.
9.	Between Ockham Park Junction and M25 junction 10	Relocation of the NMU route from the eastern side of the A3 to the western side of A3 between Wisley Lane and Cockcrow overbridges. Includes aligning the Wisley Lane NMU route to the northern side of Wisley Lane overbridge.	Concern was raised about environmental impact from an NMU route located on the eastern side of the A3 as well as issues regarding the gas main diversion.	Provision of the NMU route away from the A3 carriageway improves the amenity of the route whilst removing the need to build the route through Bolder Mere. As well as improving safety, it can be integrated with diversion of a gas main.
10.	Between Ockham Park Junction and M25 junction 10	Relocating the private means of access across Cockcrow overbridge to the south side of the bridge deck, creating a 10m 'green bridge' for wildlife on the north side of the deck is planned. (Incorporation of the "green" element of the bridge is subject to a successful bid for additional funds.)	Concern was raised through stakeholder engagement about the severance of habitats and wildlife areas.	A 'green bridge' is planned to provide a connection between the two parts of the SPA/SSSI that are severed by the A3. Ecology surveys showed that consolidating the green corridor on the north side of the 'green bridge' will be more beneficial to local wildlife than having two separate green corridors on the north and south side.
11.	Between Ockham Park Junction and M25 junction 10	Provision of auxiliary lanes for the entry and exit of the Old Lane junction with the A3 southbound slip road.	Concern was raised about the safety of a future Old Lane entry to/exit from the A3.	The additional space provided for acceleration and deceleration at this junction will help to improve road safety for users.
12.	M25	Reduction from three lane	Concern was raised	This reduces the amount of

	junction 10	entries and exits to two-lane entries and exits at junction 10, except for the A3 southbound off-slip.	about the amount of land take required, the environmental impact from this and the value for money in having three lanes.	land required for the scheme and therefore reduces the impacts on the SPA, SSSI and commons, whilst still achieving the required improvements in traffic flow.
13.	M25 junction 10	A 3m wide hard shoulder has been provided on both of the M25 diverges for 100m.	There is a requirement for the scheme to meet smart motorway standards set out by Highways England.	Unfortunately, this will require further land take. However, this is necessary in order to meet safety standards set out by Highways England.
14.	M25 junction 10	Shortening of the roundabout on the western side of the circulatory, as proposed at Statutory Consultation, nearer to the existing roundabout.	The amount of land take, environmental impacts and value for money was a concern.	This reduces the amount of land take required for the scheme, therefore reducing the impacts on the SPA, SSSI and commons, whilst still achieving the required improvements to traffic flow.
15.	M25 junction 10	Reduction from five lanes to four lanes on the junction 10 circulatory.	The amount of land take, environmental impacts and value for money was a concern.	This means that less land take is required which helps to reduce the direct impacts on the local environment.
16.	M25 junction 10	Provision of Emergency Refuge Areas (ERAs) on the eastbound M25 carriageway to the east of junction 10 and on the westbound M25 carriageway to the west of junction 10.	There is a requirement for the scheme to meet smart motorways standards set out by Highways England.	The ERAs will provide safe refuge for any break downs in this length of M25 without a hard shoulder. Provision of ERAs on the M25 will require short retaining walls.
17.	M25 junction 10	Reduction of M25 anti-clockwise merge from three lanes to two lanes.	The amount of land take, environmental impacts and value for money was a concern.	Less land take will be required which helps to reduce the direct impacts on the local environment. The existing Hatchford Park overbridge will also be retained.
18.	M25 junction 10	Reduction of M25 clockwise merge from three lanes to two lanes.	The amount of land take, environmental impacts and value for money was a concern.	Less land take will be required which helps to reduce the direct impacts on the local environment. The existing Buxton Wood overbridge will also be retained.
19.	M25 junction 10	Demolition of the existing M25 junction 10 overbridges.	Although the overbridges are going to be made redundant as part of the scheme, there will still be a cost involved in maintaining them.	Maintenance responsibilities and costs will be removed.
20.	Between M25 junction 10 and Painshill Junction	Relocation of the Painshill local access road further away from the A3 carriageway. The section of the local access road between Painshill Junction and Court Close Farm will be shared with NMUs.	Concern was raised about the impact of this access road on Ancient Woodland, as well as access to local properties.	Environmental impacts are reduced as there will be less impact on the Ancient Woodland adjacent to the A3 southbound, as well as providing safer sustainable travel for NMU users away from the A3 traffic.

21.	Between M25 junction 10 and Painshill Junction	Vehicle access to the Redhill Bridge has been removed. The Redhill Bridge has been changed to an NMU only bridge.	Concern was raised at statutory consultation about the amount of land take required from Painshill Park and the potential impacts of the bridge and local access road traffic on the nearby Gothic Tower.	The new design to the Redhill Bridge as a bridleway makes it thinner and lower, therefore reducing visual impact on the nearby Gothic Tower in Painshill Park and reducing the land needed from the SSSI and common.
22.	Between M25 junction 10 and Painshill Junction	Provision of direct entry and exit access from the A3 southbound on-slip from Painshill Junction into the Painshill local access road.	Concern was raised about coach access into the Heyswood Girl Guides site and access to other properties in this area.	These changes will provide sufficient road capacity and access onto the Painshill local access road and local properties, whilst meeting Highways England's standards for risk and safety.
23.	Between M25 junction 10 and Painshill Junction	Entry point to local gas compound retained.	Concern was raised by a utility stakeholder that previous proposals were to remove the entry point to the local gas compound.	Access onto this site will remain open for occasional use; access will also be available from the local access road.
24.	Painshill Junction	Signalisation of the pedestrian crossing at the A3 southbound on-slip from Painshill Junction roundabout.	Concern was raised that crossing facilities were required to improve safety for pedestrians.	Pedestrian safety at this crossing will be improved and there will be better connectivity for NMUs and opportunities for sustainable travel.
25.	Painshill Junction	Signalisation of the pedestrian crossing at the end of the A3 northbound off-slip to Painshill. A staggered pedestrian crossing will be provided due to the increased crossing width.	Concern was raised at statutory consultation about the safety aspects of a crossing of the free-flow left turn slip at this junction.	Pedestrian safety at this crossing will be improved and there will be better connectivity for NMUs and opportunities for sustainable travel.
26.	Painshill Junction	Reduction from two lanes to one lane of the A3 northbound off-slip to Painshill Junction.	The amount of land take, environmental impacts and value for money was a concern.	There will be less land take required so close to Feltonfleet School, which also helps to reduce the direct impacts on the local environment.
27.	A245 Byfleet Road	Provision of a left in-left-out junction arrangement on Old Byfleet Road to allow vehicles to enter and leave the A245.	Concern was raised about the accessibility of this junction.	Provides safer and improved access for Feltonfleet School.

Table 5.10: Summary of key Scheme changes following Section 47 consultation

Scheme change	Change in response to:
Revised bus stop arrangements have been agreed with Surrey County Council (the effective operator of the 715 service) and RHS Garden Wisley, to provide a bus stop facility within the RHS Garden Wisley site. The Scheme design has been updated to reflect this. Bus stops on the Ockham Park Junction slip roads will also be retained.	Suggestion that replacement bus stops in the surrounds of Wisley Lane be re-provisioned at Wisley Gardens.
The amount of land take required to deliver the Scheme has been minimised wherever possible. In particular, options have been chosen that further minimise the impact on parcels of Ancient Woodland in the vicinity of the Scheme. Where impact on Ancient Woodland has been unavoidable, its loss will be compensated.	Concern raised about the direct loss or and disturbance to several Ancient Woodlands within the vicinity of the Scheme.
The design for Ockham Park Junction has been updated since the statutory consultation to include full signalisation. This ensures that entry speeds onto the roundabout will be reduced and that the roundabout will operate safely.	Consider measures to reduce the speed of vehicles entering Ockham Park Junction from the A3. Concern has also been raised about Ockham Park Junction being able to accommodate traffic growth.
The roundabout will be widened slightly to accommodate two lane entries and exits at each arm. This will help to improve safety at the junction, provide better traffic flow and add capacity.	Concern raised about the safe operation of Ockham Park Junction with there being an additional arm on the roundabout provided, and predicted higher levels of traffic,
New signal controlled crossings for pedestrians and cyclists will be provided at Painshill Junction.	Concern raised about the need to provide a pedestrian crossings on Painshill Junction,
The Scheme design has been improved to provide auxiliary lanes both at the exit and entry to/from Old Lane to ensure safer merging / diverging arrangement is provided which allows better opportunities for gap finding.	Concern about the safety of Old Lane now that the free flow left turn from the M25 will reduce traffic gaps.
All land take from Painshill Park has been considered meticulously to minimise the impact on the Park. Alternative access for properties adjacent to Painshill Park/the A3 has to be provided. Engagement with Painshill Park and all landowners in this area have been ongoing for some time. Approximately 15 options have been considered. The current design considers land take, property owners, Non-motorised Users (i.e. pedestrian, cyclist and equestrian) routes, the Grade 2 country park, environmental and ecological issues, Ancient Woodland, major utility diversions and paramount to all, safety of road users. The specific land take is as follows: Permanent land take: 0.568 Ha	Very concerned about the impact of the Scheme on Painshill Park, and in particular in the vicinity of the Gothic Tower.
The Scheme design has been amended to avoid the need to replace Buxton Wood Bridge. There is now therefore no impact on the Wisley Archery Club lease.	Redesign bridge next to Woking Archery Club to reduce land take.
The Scheme design has been refined to reduce the elongation of the roundabout on the western side. This in turn reduced the required footprint for the free-flow left lanes and slip roads on this side of the roundabout.	Concern the overall Scheme is too large, and the benefits of the roundabout could be delivered at a smaller scale via free-flow left turns at junction 10

Scheme change	Change in response to:
Highways England has secured extra funds to explore the opportunity to make the replacement Cockcrow Bridge a green bridge. This work is ongoing.	Replace Cockcrow Bridge with a green bridge, providing a wildlife corridor between existing areas of common.
The Scheme design has been further refined to address historic errors in bridleway/footpath designation.	Concern about facilities for horse riders being reduced.
Pond Farm has been taken out of the replacement land package and alternative areas have been proposed and agreed.	Concern that Pond Farm is wholly unsuitable as replacement SPA habitat; there is no potential to restore heathland.
The Scheme design has been improved to remove this potential issue of queuing at Old Lane. The geometry for the entrance to Old Lane has been improved along with removing the HGV parking to increase visibility. Exiting old lane has been converted from a standard priority junction to having auxiliary lane which merges with the on-slip over a longer distance.	Concern about additional queuing at Old Lane as a result of the free flow left turn on the roundabout.
Access arrangements to Pains Hill House properties have now been revised, with vehicular access from the slip road. There is therefore no longer any requirement for vehicles to use the Redhill Road Bridge. It will be designed for NMU use only and no longer be curved in nature.	Concerns were raised about the curved nature of the Redhill Road bridge for vehicular traffic. In particular there was concern that the bridge would need to be able safely accommodate traffic in both directions.
The design for the NMU route running between Wisley Lane and Cockcrow bridge has been moved to the northern side of the A3.	Concerns were raised regarding the efficacy and environmental impact of providing an NMU alongside/above Bolder Mere.
The scale of the elongated roundabout and the amount of land take required to construct slips roads facing west to the M25 was reduced. This has contributed to reducing the environmental impact of the Scheme in this area.	Concern was raised about the negative environmental impact of the Scheme in a very environmentally sensitive area, include special category land, such as Special Protection Area, Sites of Special Scientific Interest, Ancient Woodland and Common Land.
The Scheme design has been updated to incorporate a left in – left out arrangement at the Old Byfleet Road/ A245 westbound junction.	Concern was raised regarding the accessibility of the Old Byfleet Road with the left in only arrangement.

5.12. Summary of Scheme features that cannot be changed

- 5.12.1. Tables 5.11 to 5.24 provide a summary of elements of the Scheme which were raised or requested but were not possible to change due to unsupportable impact or alteration the change would make on the Scheme. These tables are organised by issue.

Table 5.11: Local road network impacts of the scheme – no change summary

Issue: Local road network impacts of the scheme	Highways England summary response
Does the short widening on the A245 towards Seven Hills Road have a negative impact on the surround local highway network?	Capacity at the Seven Hills Junction is constrained. The amount of growth resulting from the scheme is limited. The impact of the scheme on the surrounding local road network is therefore limited. Overall junction performance is improved in the DS models. The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Forecasting Package report. Highways England have worked with Surrey County Council to determine the best way of improving the signals. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation.
What impact does widening of the A245 have on the local road network and downstream flows after Seven Hills Road junction?	<p>An intended aim of the scheme is to attract traffic to the Strategic Road Network. Across a wide area the scheme supports this aim by reducing vehicle kilometres travelled on the Local Road Network. In the immediate vicinity of the scheme there will be some increases in flow however, there is mitigation in the form of signal and junction improvements at Seven Hills Road, Painshill and Ockham Park Junctions.</p> <p>The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Forecasting Report. Highways England are working with Surrey County Council to determine the best way of improving the signals. Current thinking is that the signal infrastructure will be updated, and the two signals linked. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation.</p>
Widen A245 between Seven Hills Road and Brooklands to avoid worsening of bottleneck for North bound traffic.	The extent of Highways England land finishes at Seven Hills Road junction. The A245 Byfleet Road is owned, operated and maintained by Surrey County Council. Any proposals relating to this matter should be addressed to Surrey County Council.
Suggest introducing a free-flow left turn at Seven Hills Road southbound to A245 eastbound.	This option is out of scope of this project and we will pass the suggestion on to Surrey County Council.
Opening Redhill road will alleviate traffic from A3/M25 heading towards Byfleet backing up on to the A3.	There are no plans to re-open Redhill Road.
A more substantial redesign of Sevens Hills Road Junction is required to improve rather than move congestion at this location.	This is not in scope of this scheme.

Table 5.12: Scheme principles and operation - no change summary

Issue: Scheme principles and operation	Highways England response
Concern that the traffic and safety benefits are modest for the level of investment / The scheme does not provide value for money.	The benefit-cost ratio (BCR) at Option Selection stage (PCF2) was 2.22 suggesting a High Value for Money. The scheme is forecast to save 595 accidents over 60 years generating an accident benefit of £44m Present Value.
The division of responsibility between Highways England and Surrey County Council has impacts on the wider geographic area have not been undertaken. They need to work together.	Highways England and Surrey County Council have been working closely together in the development of this scheme. Please refer to chapter 3 of the consultation main report to find out more information about how the two organisations have been working together on this project.
Concern that the significant additional congestion at Ockham Park Junction will undermine the A3 through travel improvements.	Signalising the junction will reduce delay at Ockham Park and enable the A3 to run smoothly.
Do not close off direct access from San Domenico and use an underpass to link the new side road to Seven Hills Road South. Petrol station at this location would provide an important amenity for A3 users	A petrol station at this location would be considered dangerous as the site is both too close to the M25 J10 and Painshill Junction. Access to the existing San Domenico site will be provided by a new road linking to Seven Hills Road South.
Providing free-flow left turns only, similar to M25 junction 8, would provide traffic benefit and cost a lot less. Just build these instead of the whole scheme.	<p>A scheme just constructing free-flow left turns at the junction 10 would not deliver as positive traffic flow and safety benefits as the proposed scheme.</p> <p>Junction modelling has shown that removing the left-turns only will not be sufficient to leave the junction operating within capacity. Additional lanes on the entries and circulatory are required. Additional length of lanes on the circulatory are also required.</p>
All that is required is traffic light phasing at M25 junction 10 to solve the problem.	Analysis suggests that far more than this is required. Given the environmental sensitivity of the area we are doing as little construction as possible to meet the aims of reducing congestion and improving safety.
Don't believe that the current design meets the scheme objectives.	An intended aim of the scheme is to enhance road safety and the operational efficiency of the Strategic Road Network. In the immediate vicinity of the scheme there will be some increases in flow however, there is mitigation in the form of signal and junction improvements at Seven Hills Road, Painshill and Ockham Park Junctions to improve the overall flow of traffic across the local road network.
Don't widen the A245 as you are just moving the car park.	The aim is to allow more stacking capacity away from the A3 to improve safety on this section. In the immediate vicinity of the scheme there will be some increases in flow however, there is mitigation in the form of signal and junction improvements at Seven Hills Road, Painshill and

Issue: Scheme principles and operation	Highways England response
	Ockham Park Junctions to improve the overall flow of traffic across the local road network.
Introduce smart motorway on A3 10 miles north and south of A3.	Current road classifications do not allow smart motorway operations to be constructed on a section of non-motorway. MIDAS (a system of advisory speed information) will be installed on the A3 between Ockham Park Junction and Painshill Junction.
Ensure that sufficient commuted sums are provided to SCC to pay for maintenance on new roads.	This will be addressed at a later stage in the scheme development and we expect to be raised in Surrey County Council's Statement of Common Ground.
Consider introducing tolling along the M25 and A3 to reduce demand.	This is out of scope for this project.
Move the Redhill Road Bridge further north to land in San Domenico - reducing impact on Painshill.	The bridge at Redhill Road has been redesigned to be Non-Motorised-User only. Access to the properties alongside the A3 is via a dedicated local access road from the A3 slip road/bus stop layby.
Scrap / Reconsider A245 widening.	The widening of the A245 provides important stacking capacity and helps move queuing traffic off the A3 where it currently poses a safety risk. Widening the A245 to the east of Seven Hills Road, combined with a free-flow left turn lane to the A3 northbound, will help discharge traffic more effectively away from the Seven Hills road junction in this direction.
Fewer vehicles (especially ones with only one occupant) will instantly achieve all the aims and objectives and with considerably less expense, disruption and permanent adverse impacts.	Noted however traffic modelling and forecasting have been undertaken on both the M25 and the A3, considering the likely impacts of the scheme on traffic levels both at the point the scheme opens (in 2022) and for the design year of the scheme (2037). Assessments of the housing and commercial development plans in the boroughs of Woking, Guildford and Elmbridge along with background traffic growth, suggest a daily traffic increase of over 22% at the junction. The scheme is designed to accommodate this growth.
In regard to the locations where replacement common land etc. is proposed. Can it be confirmed that none of these sites involve the compulsory purchase of other people's land? It would be unjust to, in effect, compel others to meet the Highways Department's statutory commitments in relation to the scheme. If they can be acquired by free negotiation, then they seem unobjectionable.	The project team is working with landowners to try and ensure that any replacement land acquired is done so via agreement. However, where there is a statutory requirement to acquire replacement land, Highways England will use its compulsory purchase powers if required.
I would avoid carving new roads into countryside. Instead, I would look at widening the A3 where needed (i.e. at the traffic hot spots).	The project is adding extra capacity to the A3 between Ockham Park Junction and junction 10 and junction 10 and Painshill Junction by widening from three to four lanes. Land take for the construction of this scheme has been minimised as far as possible.

Issue: Scheme principles and operation	Highways England response
Believe that the whole scheme is a short-term fix to the problems of congestion on the SRN in this area.	Traffic modelling and forecasting has been undertaken on both the M25 and the A3, considering the likely impacts of the scheme on traffic levels both at the point the scheme opens (in 2022) and for the design year of the scheme (2037). Assessments of the housing and commercial development plans in the boroughs of Woking, Guildford and Elmbridge along with background traffic growth, suggest a traffic increase of over 22% at the junction. The scheme is designed to accommodate this growth.
Clarification on the access arrangements for San Domenico site are required.	Direct access to the San Domenico site from the A3 will be closed as a result of the construction of the scheme. Alternative access will be provided via Seven Hills Road South. The effects on the site are assessed in the People and Communities Chapter of the Environmental Statement (Development Land). It is considered the effects will be significant adverse.
Believe that the access arrangements for Elm Lane and Old Lane are not adequate bearing in mind the potential housing development at the airfield.	<p>Elm Lane direct access / egress to the A3 mainline shall be from Elm Corner to Old Lane by converting the existing Byway Open to All Traffic (BOAT). This will provide a single-track road, a design consistent with residential accesses such as this one.</p> <p>Safety improvements to the Old Lane/A3 junction also provides an auxiliary lane is provided both at the exit and entry to/from Old Lane to ensure safer a merging / diverging arrangement.</p>
Support the selection of Option 14.	Noted.
Request for HE to clarify their position on Burnt Common slips.	This is out of scope for this project.
Concern that Old Lane proposals don't take into account the potential northbound closure of Old Lane associated with the Wisley Airfield development.	Our scheme has to assume that the development does not happen as they do not have permission at this stage. Discussions with developers and Surrey County Council will take place should permission be granted.
Do not understand the rationale behind moving the queue up at Painshill Junction/Seven Hills Road.	This will improve the safety of the A3 between Painshill and M25 J10.
Create a slip road from Hersham to Seven Hills Road to enable left turns to A245 without having to stop at the traffic lights.	The single two-way roads beyond Seven Hills Junction (i.e. Byfleet Road and Seven Hills Road) are owned and operated by Surrey County Council and are outside the remit of Highways England.

Table 5.13: Non-motorised users access and use – no change summary

Issue: Non-Motorised User access and use	Highways England response
Provisions for pedestrians, cyclists and horse riders are not required - remove from the scheme.	<p>Non-Motorised-User provision is affected by the scheme and thus needs to be treated. Furthermore, Highways England recognises the importance of their network in connect places and Non-Motorised-User enhancements is an important objective.</p> <p>Non-Motorised-User routes will be greatly improved as a result of the scheme. The current cycle/footpath directly beside the A3 and slips roads will be widened and properly segregated from the main carriageway, there will be both new and improved bridges (either dedicated Non-Motorised-User bridges or general traffic bridges with Non-Motorised-User facilities), and some footpaths will be upgraded to bridleways opening them up to horse-riders and cycle users, as well as pedestrians.</p>
I note that some of the mitigating measures to link populations include bridges - but that in a number of cases these are to be built only 'subject to sufficient funding'. This is not adequate - we need to have agreed and budgeted for measures else mitigation will be even weaker that it currently appears.	All of the proposed Non-Motorised-User bridges around J10 will be provided. It is the nature of that bridge that is subject to funding, i.e. whether there is additional funding available to enhance some bridges by making them green bridges providing links for fauna.
Ensure that NMU bridges are wide enough for cycling	Non-Motorised-User bridges will accommodate minimum dedicated widths of (3.5m) to comply with Design Manual for Roads and Bridges (DMRB) design standard BD 29/17. Non-Motorised-User routes are shared use with dedicated pedestrian, cyclist and equestrian corridors.
How will the new NMU routes link into RHS Garden Wisley?	From the A3 southbound side a new overbridge connecting Wisley Lane shall accommodate vehicular and all Non-Motorised-Users. On the northbound side a new Non-Motorised-User route shall connect Wisley Lane to a new Cockcrow Bridge. All Non-Motorised-User routes shall be designed to tie in and match existing at interface locations. A controlled crossing across Wisley Lane, linking the Non-Motorised-User route and the entrance to RHS Garden Wisley is proposed.
Ensure that NMU facilities are complete an end at destinations	Non-Motorised-User facilities will run the full length of the scheme from Ockham Park Junction to Painshill Junction, as they currently do. They will connect with the Portsmouth Road cycle lanes at the Ockham end (leading

Issue: Non-Motorised User access and use	Highways England response
	to/from Ripley) but there is currently no dedicated cycling infrastructure at the Painshill Junction end of the scheme. Our scheme will enable cyclists and pedestrians to cross the western side of Painshill Junction on shared facilities with controlled crossings but there is currently no dedicated cycle route leading into Cobham.
Improve cyclist safety at Ockham Park roundabout.	New Non-Motorised-User facilities have been included in the design. This will include signalised crossings at the junctions with the New Wisley Lane, Ockham Road North and Portsmouth Road.
Cycle infrastructure should be high quality and segregated from pedestrians as well as the mainline A3.	<p>Proposed cycle infrastructure is in accordance with Design Manual for Roads and Bridges (DMRB) TA 90/05. A 3m shared use Non-Motorised-User route is proposed by the A3 between Painshill and Ockham Park Junctions. It will be segregated from the A3 mainline carriageway. Furthermore, it will be segregated at all points where the route crosses the Strategic Road Network, it will do so on bridges rather than 'at grade' (at the level of the road).</p> <p>We will be including some sections of dedicated cycling infrastructure segregated from both motor traffic and pedestrians, but most of the route is likely to be shared. In practice, we anticipate that the main route (running parallel to the scheme) will attract considerable cycle flows but light pedestrian flows as they will be making mainly recreational trips on the more scenic and quieter public rights of way (e.g. footpaths and bridleways). Given the expected light pedestrian flows, it is anticipated that the usual problems of paths shared between cycle users and pedestrians, particularly when adjacent to a carriageway, will not apply.</p>
Provide separate footbridge over A3 to Wisley / provide cycle access.	<p>The new bridge over the A3 at Wisley lane will provide Non-Motorised-User facilities, including a shared cycle/footway and separate equestrian trail, separated from the vehicular carriageway. This removes the need for a separate structure, which would add cost and require additional sensitive land take.</p> <p>Included within this scheme is a continuous cycle route from Ockham Park Junction from Painshill Junction. There will also be a direct link from this route in to RHS Garden Wisley. All new cycling infrastructure will be physically separated from the A3.</p>

Issue: Non-Motorised User access and use	Highways England response
Ensure continued good access from Mill Lane under the A3 & across the new link road, with a good crossings of the roads including the new Wisley link road to the footpaths into the old Wisley airfield area.	The existing Mill Lane access arrangement will be maintained in the revised design for Ockham Park Roundabout.
If there are problems using land over Bolder Mere Lake, put a pontoon over the water with the non-motorize route going over the pontoon.	The scheme design has been revised to provide the Non-Motorised-User route on the western side of the A3, removing the requirement to provide a route close to Bolder Mere.
Providing a pavement for NMUs is unacceptable. It should be a hard wearing but unsealed surface.	Noted.
How will NMUs gain access to Elm Lane and what provision is made for crossing Wisley Lane?	Non-Motorised-User (NMU) (i.e. pedestrian, cyclist and equestrian) provision is included on the new Wisley Lane overbridge, which shall also include a two-way vehicular carriageway. The NMU route shall be on the northern side of the bridge. A connection then links to Elm Lane.
Will access for all NMUs be maintained along Elm Lane with a connection to the new Cockcrow Bridge?	A connection will be provided between the realigned Wisley Lane and Elm Lane. The new route between Elm Lane and Old Lane will be public highway and so will be available to cyclists. However, there are no specific proposals to provide cycle facilities along this route or along Old Lane.
NMUs should be separated from car park traffic between Old Lane and the NMU route/Cockcrow Bridge access.	The arrangement is likely to be similar to the existing arrangement. Details are to be developed. Vehicular access over the new Cockcrow Bridge will be restricted by a security gate (i.e. not full public vehicle access), controlled by Surrey Wildlife Trust and property owners. Speed limit is likely to be 5mph or 10mph (yet to be determined).
<p>How will NMUs and vehicles use Cockcrow Bridge?</p> <p>How will NMUs crossing Cockcrow Bridge to the west, pick up the road to the north?</p>	<p>Vehicular access over the new Cockcrow Bridge will be restricted by a security gate (i.e. not full public vehicle access), controlled by Surrey Wildlife Trust and property owners. Speed limit is likely to be 5mph or 10mph (yet to be determined). Non-Motorised-Users (NMUs) (i.e. pedestrians, cyclists and equestrians) shall have unrestricted access to the bridge.</p> <p>The main Non-Motorised-User route will now use Cockcrow Bridge, and will therefore continue to the north via its own dedicated alignment via a new bridge over the M25 and then onwards to the Painshill Junction.</p>
[in relation to Redhill Road Bridge] Is it intended that the road over the bridge will be part of a through route, with freely available connections off the A245 at each end? Will it be a public road? What is the expected volume of use of this road? -	This bridge has been revised in the design to carry Non-Motorised-Users only. The design has also been revised to now provide a straight span bridge. Sight lines across the bridge will be appropriate for Non-Motorised-Users.

Issue: Non-Motorised User access and use	Highways England response
Suggest that cyclists be allowed to re-enter the A3 mainline at the bottom of Seven Hills Road South.	There will be a cycle ban on the A3 between Ockham Park Junction and Painshill Junction. Cyclists will be able to join the carriageway travelling northbound from Painshill Junction.
Cycle route - why haven't you asked people what they think of the proposed cycle route? This is a really good idea and I would hope that it would be very much segregated away from the main A3 with adequate lighting.	Stakeholder engagement has been ongoing with various Non-Motorised-User (NMU) organisations (i.e. pedestrian, cyclist and equestrian). Proposed cyclist routes were presented to a variety of Non-Motorised-User organisations at a one day meeting. A plan was also provided at statutory consultation events where people could view the proposals.
No mention of the bus routes and bus stops. Please can you consider expanding buses into Wisley and making the bus stops more accessible and safe. This is so important that I can't understand why you haven't made more of it.	We have engaged with Surrey County Council, the bus route owner, to discuss service impacts and opportunities to improve this by adding a link direct to RHS Gardens Wisley.
Need to improve provision for pedestrians and cyclists to cross Painshill Junction.	All NMU provision at the Junction 10 roundabout shall be closed. Alternative dedicated Non-Motorised-User routes shall be provided. A combined pedestrian/cycleway shall run primarily adjacent to the southbound carriageway. A bridleway shall also run locally outside this between Redhill Road Bridge and the new Cockcrow Bridge. A dedicated Non-Motorised-User bridge shall span the M25 to the south-east of J10 to complete the link on the A3 southbound side. The two aforementioned bridges shall accommodate all three Non-Motorised-User routes to connect to the northbound side of the A3. These routes shall provide a safer and more environmentally friendly journey by segregating all Non-Motorised-Users from vehicular traffic.
Make public transport access to RHS Gardens Wisley an integral part of any design amendments.	Proposals are to provide a bus route and bus stop to RHS Gardens Wisley. Discussions have been started with Surrey County Council as the bus route operator and a decision will be made by Surrey County Council at a later date.
Ensure that cyclists will be able to cycle conveniently and safely between Pointers Road and Redhill Road.	It is proposed a new overbridge shall span the A3 approximately 150m south of Redhill Road. This bridge shall accommodate all Non-Motorised-Users (NMUs) (i.e. pedestrians, cyclists and equestrians). Connection to Pointers Road shall be via a Non-Motorised-User route running adjacent to the A3 southbound carriageway.
The damage to Painshill is inexcusable and unnecessary. There is no call for a service road along this side of the road - don't build one - if you must and I say you needn't just have a scruffy, narrow pedestrian path as now. I have lived here for 40 years and driven this road on average daily - and have never seen anyone use the existing dilapidated pedestrian path. This is a historic throwback and can easily be dropped.	It is a requirement of the scheme to maintain the Non-Motorised-User connections and ensure that Non-Motorised-Users can complete their journeys from start to end. Where possible the designers will provide improved facilities to provide safer Non-Motorised-User facilities. With regard to the access road to the properties alongside the A3, the updated design minimises land take from Painshill Park.

Issue: Non-Motorised User access and use	Highways England response
<p>Is there an intention to provide an NMU route at the fragmented orange line beside the A3 slip road to the Painshill Junction from the M25. If so, extending it back to the Seven Hills Road junction and pains hill junction will be most sensible for non-motorised users to gain access to both premises.</p>	<p>The scheme will deliver safe dedicated facilities for Non-Motorised-Users away from road traffic – including pedestrians, cyclists and horse riders. Around the junction, the existing crossings on the roundabout will be replaced with bridges. All the existing pedestrian bridges in the vicinity of the junction will need to be replaced due to the A3 and the M25 being widened.</p>
<p>With reference to NMU facilities - We urge that changes to access and facilities are considered holistically in the context of the sensitivities of the surrounding habitat and particularly the vulnerability of the Annex I birds to recreational disturbance. The PEIR identifies the potential for indirect impacts (para 7.6.10) and it is essential that recreational disturbance is appropriately assessed as one of these impacts with the potential to have an adverse effect the qualifying SPA bird species.</p>	<p>The potential recreational disturbance to the SPA and the Annex 1 species is assessed in the Habitats Regulation Assessment.</p>
<p>How will NMUs gain access to the common on the east side of Wisley Lane and to bridleway 8?</p>	<p>Bridleway 8 will intersect the Non-Motorised-User route just to the north of Wisley Lane, now that the Non-Motorised-User route is to run along the northern side of the A3 in this part of the scheme. There will, therefore, just be a simple T-junction layout between the bridleway and the Non-Motorised-User route (likely to be classified as a restricted byway)</p>
<p>Proposals show potential 'upgrades' to the bridleways across the common land to the bridges 'upstream' and 'downstream' over the M25: welcomed if these can be reasonable all-weather surfaces, so that cyclists have quieter less polluted (albeit longer) alternatives to the route alongside the A3.</p>	<p>These routes run across the SPA and/or SSSI; therefore the intention is to provide the status change to bridleway but not change the track surface, so that the appropriate right of access is provided to and across the commons but the potential for adverse effects on the designated habitats is minimised.</p>

Table 5.14: HGV traffic and parking – no change summary

Issue: HGV traffic and parking	Highways England response
How will HE manage the HGVs which thunder through the village to reach the old A3 just past the Burnt Common roundabout, used at a stopping area for the HGVs.	A survey of the existing HGV lay-by provision between M25 junction 10 and Guildford concluded that there is sufficient capacity for the displaced vehicles from near the junction to park and rest safely.
What arrangements are being made for HGVs on this stretch of the A3? - when lorries can no longer park as currently they do in the A3 laybys, where will they go?	A survey of the existing HGV lay-by provision between M25 junction 10 and Guildford concluded that there is sufficient capacity for the displaced vehicles from near the junction to park and rest safely.
Consider that the new Wisley Lane arrangements are not appropriate as they are not being designed for HGVs.	There are no HGV lay-bys being constructed as part of this scheme Wisley Lane realignment is designed to Design Manual for Roads and Bridges (DMRB) standards and will be checked for HGV swept paths. This means that the new route will be able to cater for HGV use.
Concern re the traffic implications of additional HGVs on the network during construction.	The traffic impact of construction vehicles has been carefully considered and is included in all of the environmental and traffic assessments for the scheme. Construction vehicle movements will be planned carefully to minimise the impact wherever possible.

Table 5.15: Stakeholder specific issues – no change

Issue: Stakeholder specific	Highways England response
Express disappointment at not being notified of the consultation as they believe they are a statutory consultee.	We have investigated the status of The Garden Trust and they are not listed as a Statutory Consultee for NSIPs.
<p>WAC members will have nowhere to continue their archery. We live in Pyrford and so moving to another archery club will affect their training as they will need to travel further.</p> <p>Perhaps another very local alternative could be provided? It would be relatively easy for us to move with minimal disruption to our members if something else in the Wisley area could be provided.</p>	<p>The design has been amended to avoid the need to replace Buxton Wood Bridge. There is now therefore no impact on the Wisley Archery Club lease.</p>

Table 5.16: Traffic modelling and economic modelling – no change

Issue: Traffic modelling and economic modelling	Highways England Response
Concern about the future capacity of Ockham Park roundabout.	For the purposes of the assessment a development at Wisley Airfield has been included as it is considered more than likely to go ahead (as it is in the Local Plan). To deal with the traffic flow at Ockham Park Junction generated by the development, mitigation as proposed by the developers has been included within the Do Minimum model. Subsequent additional traffic redistributed from Wisley Lane as a result of the J10 scheme has meant that the design proposes further improvements to the Ockham Park Junction to again mitigate for the impact. The J10 design leads to an improvement in operation at the junction compared to the Do Minimum.
Future proof the scheme by widening the A3 to 5 lanes.	Design Manual for Roads and Bridges (DMRB) TD22 calculations show that even with growth to 2037, five lanes would not be necessary. The cost of widening to five lanes would also far exceed the available budget.
Concern that 2 through lanes on the A3 is not sufficient.	Design Manual for Roads and Bridges (DMRB) TD22 calculations show that even with growth to 2037, three lanes on the A3 through the junction would not be necessary. The cost of widening to three lanes through the junction would exceed the available budget.
Evidence / reassurance of consideration of Seven Hills road / A245 upgrade to deal with rush hour traffic, smooth traffic flow and address the existing bottleneck.	<p>The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Forecasting Report. Highways England are working with Surrey County Council to determine the best way of improving the signals. Current thinking is that the signal infrastructure will be updated, and the two signals linked. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation.</p> <p>The demand for right-turn movements from the A245 westbound requires two lanes, and the scheme improves on the existing situation by converting the outside-lane flare to a full lane back to the Painshill Junction.</p>
No need to widen A3 - negating traffic lights will reduce congestion.	Design Manual for Roads and Bridges (DMRB) TD22 calculations show that four lanes are already required for the level of traffic using the road. Widening the A3 not only has traffic benefits but also safety benefits.

Issue: Traffic modelling and economic modelling	Highways England Response
<p>Suggestion that there should be 2 lanes diverging from M25 to A3 to ease traffic / flow and remove the queuing back from M25 past Cobham Services.</p>	<p>The current design is for a two lane diverge from the M25 clockwise. This turns into one lane for the free-flow left and two lanes for the right-turn. The modelling shows this is a sufficient arrangement and capacity for the design year.</p> <p>The design provides a lane drop from M25 in accordance with the traffic modelling results with the assumption that Through Junction Running will be incorporated to the scheme.</p>
<p>When this proposal was being discussed with residents in 2017 we were informed that the estimates for housing requirements were being revised as the government method for calculating them was not fit for purpose. Given that this proposal seems to have been in progress since well before 2017, how have changes to these assumptions been taken into account in calculating traffic volumes – and what are these revised assumptions? Also, what assumptions have been made about Heathrow? Both could materially change projections on which this project is based.</p>	<p>Modelling undertaken has used the standard Department for Transport (DfT) processes for determining growth assumptions. Woking, Elmbridge, Guildford have specific sites (from Local plans) constrained to TEMPRO, all other areas have TEMPRO growth assumption.</p>
<p>Were non-road based options considered? E.g. demand management</p>	<p>Yes, please refer to the TAR: https://highwaysengland.citizenspace.com/he/m25-junction-10-a3-wisley-interchange-improvement/supporting_documents/Stage%201%20Technical%20Appraisal%20Report%20V1.5a%20%20M25J10A3.pdf</p>
<p>Believe that based on the journey time saving data based in the SAR savings will be negligible by 2037 and therefore the scheme does not meet its objectives</p>	<p>The journey time savings compared to the Do Minimum shown are for 2037.</p>
<p>Suggest that without sufficient improvement to junction 10 people will use the A247 as a rat run when the M25 is congested.</p>	<p>This is correct and as such is a consideration for the scheme.</p>

Issue: Traffic modelling and economic modelling	Highways England Response
<p>As the current situation is already unacceptable the figures provided suggest that the option proposed will provide negligible benefit by 2037 in the crucial AM2 period just when children are making their way to school through the village. E.g. table 6.1 in the Scheme Assessment Report suggests delays in 2022 will amount to 357 vehicles hours. Your modelling suggests the delays under the chosen option will be 346 hours in 2027, a reduction of only 4%. With the annual traffic growth you suggest, from current levels to 2022 we can expect no relief from the scheme towards the end of the period. The scheme is therefore unlikely to meet its objectives in this important respect.</p>	<p>The scheme has been designed in the context of a 15-year lifespan, and in that respect the traffic modelling undertaken shows that the junction will continue to operate within capacity until at least that point. Furthermore, the chosen scheme is intended to be better performing than the existing layout in comparable future years, which is again achieved by this design. The scheme can therefore be shown to meet its objectives.</p>
<p>Concern about the validity of the traffic modelling. Use of data from Motion RHS application, based on Wisley Properties TA.</p>	<p>The traffic model has been validated to WebTAG guidelines. Development trips have been derived from Transport Assessments provided for RHS and Wisley Airfield.</p>
<p>Concern that closing direct access to Wisley Lane will result in greater pressures on the M25 J10.</p>	<p>Our traffic forecasting has modelled the impacts on local villages, and in particular the impacts on Ripley. One of the key scheme objectives is to improve the local road network. This scheme will result in less traffic on the local road network during the AM peak. Traffic through Ripley is forecast to increase as a result of background growth however, the improvements made to the Old Lane egress onto the A3 as part of the scheme will divert considerable southbound traffic from local developments away from Ripley, and the level of traffic through Newark Lane junction will change by -2% in the 2037 AM peak and +2% in the 2037 PM peak.</p> <p>Highways England will be working hard to minimise disruption during the construction of the scheme and will work to ensure that the same number of lanes will be open during construction. However, it is likely there will be narrower lanes and speed restrictions during the construction of the scheme. The development of this scheme will improve congestion at the junction in the longer term.</p>
<p>Local road users will face delays at the Ockham Park Junction which will have a number of traffic lights - the priority is likely to be to avoid traffic backup on to the A3.</p>	<p>The extra capacity added by widening the A3 to four lanes (from three) means this is not a consequence of the scheme.</p>

Issue: Traffic modelling and economic modelling	Highways England Response
What about the petrol station proposed between J10 and Painshill? How will this impact traffic?	The drive through coffee shop is now open and we are engaging with the site owners and operators about the change to access this scheme will require. It is not anticipated that this site will impact on traffic on the A3 as direct access will be closed under the scheme design.

Table 5.17: South facing slips at Ockham Park Junction – no change

Issue: South facing slips at Ockham Park Junction	Highways England response
No consideration of Guildford Borough Local Plan/ 4 way junction. Traffic going south from Ockham Park Junction travel will short-cut through Ripley to Burnt Common - not travel north to junction 10 and turn around to go south.	South facing slips are not within the scope of this project.
To avoid additional congestion in Ripley, either retain/improve entry/exit into Wisley Lane or provide South facing slip roads at Ockham Park Junction.	South facing slips from Ockham Park Junction are not within the scope of this scheme.

Table 5.18: Impacts on Ripley village – no change

Issue: Impacts on Ripley Village	Highways England response
<p>Concern re the closure of Wisley Lane leading to drivers redirecting through Ripley in the AM peak</p>	<p>With no mitigation it is likely that trips to/from Wisley Lane from the south will travel via Ripley. However, the A3 will be the signed route for Wisley Lane.</p> <p>Our traffic forecasting has modelled the impacts on local villages, and in particular the impacts on Ripley.</p> <p>One of the key scheme objectives is to improve the local road network.</p> <p>Our updated PCF stage 3 modelling started by looking at what happens with no scheme – in this scenario traffic in the AM peak increased from 1,800 vehicles an hour today to 2,400 vehicles in 2037. (2037 is the “design life” of the scheme which is what we work to, which is 15 years after the scheme opens. This is a 36% increase on today’s traffic. When we modelled the traffic through Ripley with the proposed scheme, the improvements made to the Old Lane egress onto the A3 as part of the scheme will divert considerable southbound traffic from local developments away from Ripley, and the level of traffic through Newark Lane junction is predicted to reduce by -2% in the 2037 same AM peak. These figures encompass all arms of the Newark Lane junction – i.e. Rose Lane and the high street as well. With regards to Newark Lane itself, today the junction sees 400 vehicles in the AM peak, and in 2037 if we “do nothing” this will fall to 270 vehicles. However, with the scheme, this falls further to 250 vehicles in the AM peak.</p> <p>The A3 will be the signed route for Wisley Lane. In comparison to the level of growth generated by developments in the area, the increases due solely to the scheme are minimal.</p>
<p>Concern that the scheme will generate significant additional congestion through Ripley during construction</p>	<p>Highways England will be working hard to minimise disruption during the construction of the scheme and will work to ensure that the same number of lanes will be open during construction. However, it is likely there will be narrower lanes and speed restrictions during the construction of the scheme. The development of this scheme will improve congestion at the junction in the longer term.</p>
<p>What mitigation is proposed in Ripley for the increase in traffic?</p>	<p>No measures are currently proposed in Ripley as is beyond scheme limits. Discussions are continuing with SCC on the local road network. An intended aim of the scheme is to enhance road safety and the operational efficiency of the SRN. In the immediate vicinity of the scheme there will be some increases in flow however, there is mitigation in the form of signal and junction improvements at Seven Hills Road, Painshill and Ockham Park Junctions to improve the overall flow of traffic across the local road network.</p>

Table 5.19: Planning and housing growth – no change

Issue: Planning, housing and local growth considerations	Highways England response
Need to take into account the Guildford draft Local Plan.	The Planning Statement includes a full assessment of the Scheme against the Guildford Borough Council Submission Local Plan (December 2017) and any subsequent updates.
Concern about the impact on properties surrounding Seven Hills Road junction as it will bring the road closer to their property.	The effects on these properties has been assessed in the Chapter 13 People and Communities in the Environmental Statement (Private dwellings).
Don't believe that enough thought has been given to housing growth.	The Traffic model includes housing (and other development) sites in Woking, Elmbridge, Guildford that meet the agreed threshold - from Local Plans and in discussion with the boroughs. All other areas have growth assumptions.
Does the proposed Wisley Lane access account for new housing on Wisley Airfield / proposed industrial composters.	The development does take into account the potential for development on the former Wisley Airfield site in the Cumulative Effects Assessment and the Traffic Model.
Compensation for residents affected by pollution and construction works.	Compensation claims and arrangements will be addressed at a later stage in the project with the affected land owners or parties.
Growth impacts should take into account specific developments further afield in the Guildford Local plan, i.e. Gosden.	All development within Guildford's draft local plan is included within the development assumptions including Gosden Hill.
Do not believe enough thought and consideration has been given to housing growth proposals and the impact that this is going to have on this junction. A housing development for more than 2000 houses and associated facilities on Wisley Airfield has recently been sent to Secretary of State by the Planning Inspector for a decision. There is little or no public transport in the area which means car dependency will be high adding to an already congested area.	All development assumptions provided by Elmbridge, Woking and Guildford have been included. No increase in growth has been made for Heathrow's plans in line with advice provided by the DfT.

Issue: Planning, housing and local growth considerations	Highways England response
<p>Believe that the access arrangements for Elm Lane and Old Lane are not adequate bearing in mind the potential housing developments nearby.</p>	<p>Elm Lane direct access / egress to the A3 mainline shall be from Elm Corner to Old Lane by converting the existing Byway Open to All Traffic (B.O.A.T). This will provide a single-track road, a design consistent with residential accesses such as this one. With regard to the housing development planned nearby, we assume this is referring to Wisley Airfield. As the site has not received planning permission it is not part of our design for considerations for Elm Lane and Old Lane.</p> <p>Safety improvements to the Old Lane/A3 junction make access to the A3 safer than it is currently.</p> <p>These arrangements are considered adequate, and have been agreed with the residents of Elm Lane.</p>
<p>Do not believe that adequate thought has been given to the level of local and regional growth.</p>	<p>Traffic modelling and forecasting has been undertaken on both the M25 and the A3, considering the likely impacts of the scheme on traffic levels both at the point the scheme opens (in 2022) and for the design year of the scheme (2037). Assessments of the housing and commercial development plans in the boroughs of Woking, Guildford and Elmbridge along with background traffic growth, suggest a traffic increase of over 22% at the junction. The scheme is designed to accommodate this growth.</p>

Table 5.20: Access to Wisley Lane and RHS Gardens Wisley Gardens site impacts – no change

Issue: Access to Wisley Lane and RHS Gardens Wisley site impacts	Highways England response
Concern that Wisley Lane direct access will decrease number of visitors to RHS Gardens Wisley.	It is not considered that the proposed new Wisley Lane will decrease visitor numbers for RHS Gardens Wisley. Effects on RHS Gardens Wisley have been considered in the People and Communities ES Chapter 13.
Do not believe that traffic will go to Wisley Lane via A3 route but will use Ripley instead.	<p>Our traffic forecasting has modelled the impacts on local villages, and in particular the impacts on Ripley. This scheme will result in less traffic on the local road network during the AM peak. Traffic through Ripley is forecast to increase as a result of background growth however, the improvements made to the Old Lane egress onto the A3 as part of the scheme will divert considerable southbound traffic from local developments away from Ripley, and the level of traffic through Newark Lane junction will change by -2% in the 2037 AM peak and +2% in the 2037 PM peak.</p> <p>Highways England will be working hard to minimise disruption during the construction of the scheme and will work to ensure that the same number of lanes will be open during construction. However, it is likely there will be narrower lanes and speed restrictions during the construction of the scheme. The development of this scheme will improve congestion at the junction in the longer term.</p>
Concerned about the increase of traffic impacting on RHS Gardens Wisley's operations.	<p>We have engaged extensively with RHS Gardens Wisley in order to develop the new access arrangements. This land take will have no impact on the operations of the Garden and we are working with the RHS to ensure that the designs will complement the re-designed car park that forms part of their masterplan improvements.</p> <p>Under our proposals, there are some trees at risk on RHS Garden Wisley's land. These trees are located outside of the pay line of RHS Gardens Wisley and are not protected by any tree preservation orders.</p>

Issue: Access to Wisley Lane and RHS Gardens Wisley site impacts	Highways England response
Express support for RHS Gardens Wisley advocating a northbound slip road onto the A3 from Wisley Lane as it will help alleviate pollution.	Support for RHS Gardens Wisley is noted. Air quality assessment information can be found in Chapter 5 of the Environmental Statement. Direct access on to the A3 has been subject to review by Highways England's Chief Engineer and a statement made by the Roads Minister confirmed that direct access would not be permitted on safety grounds.
Strongly objects to the proposals for closing the existing Wisley Lane entrance to and from RHS Gardens Wisley and replacing it with a more easterly entrance fed by an A3 fly over and two way access from and to Ockham Park Junction - considers the proposal fundamentally flawed as the proposed two way "Wisley Lane access" would effectively sterilise yet another substantial area of land along its length between it and the A3, and (f) The two way access road would add unnecessary polluting miles to the journeys of those visiting RHS Gardens Wisley. The access road itself, including the bridge over the A3, would inevitably result in queuing traffic along its length particularly at peak times: the prevailing south west wind will then carry the pollution across Elm Corner and the SPA.	The Wisley Lane proposal was chosen as the least damaging and safest option for access to Wisley. Although it has a number of drawbacks it is the best of the feasible alternatives and is the safest in road safety terms.
Suggest that the new Wisley Access road be sufficiently wide to allow vehicles to park to enjoy the Ancient Woodland.	Noted
The proposed scheme increases traffic miles in and out of Wisley Garden and therefore has a negative environmental impact, specifically when forcing more vehicles to use the A3 / M25 interchange to access their route south on the A3. This means more congestion and more pollution and this part of the scheme should be removed from the proposals.	The new access route to Wisley Lane and RHS Gardens Wisley's car park, via the two-way bridge over the A3, will result in longer journeys for some visitors. Visitors to RHS Gardens Wisley travelling from the Guildford direction (20% of the current visitor traffic) are most affected by the changes and will have to travel for an extra seven minutes whereas visitors arriving from the rest of the country who travel through M25 J10 will be largely unaffected. For all users of Wisley Lane this new route is both safer and considerably more pleasant than the current arrangements.

Issue: Access to Wisley Lane and RHS Gardens Wisley site impacts	Highways England response
The removal of land from within the RHS Gardens Wisley to be used in widening the carriageway is not acceptable.	There is no land take required from RHS Gardens Wisley to widen the A3 from three lanes to four lanes. A modest amount of land is required permanently to construct the realigned Wisley Lane bridge, all of which is situated outside the fence line of the Gardens itself. An improved entry and exit to RHS Gardens Wisley will also be provided, including a new bus stop arrangement.
New route into Wisley. You will push traffic onto the only other road through Pyrford which takes traffic over the very small river bridge crossing which is one way and very narrow.	The route to Wisley village, and to Pyrford and West Byfleet via Pyrford Lock is unaffected. The realignment of Wisley Lane between RHS Gardens Wisley and Ockham Park Junction shall be improved to provide a full width two-way carriageway and Non-Motorised-User routes (pedestrian, cyclist and equestrian). This is a safer arrangement to avoid the existing direct access/egress from Wisley Lane to the A3 which is exacerbated by widening of the A3 from dual 3 lanes to dual four lanes.
Clear signage for the RHS Gardens on the northbound is essential and although visitors will probably follow the Satnav on their first visit, if they are badly held up because of the additional U-turn they will find a different way the next time, which will mean going through Ripley village.	Road signage will be used to encourage drivers to use the A3 and M25 junction 10 to access RHS Gardens Wisley from the South. Road signage will begin before the Burnt Common junction.
Take land from the RHS to build access road without impacting Ancient Woodland at Ockham.	Impact on the Ancient Woodland has been minimised.
Consider using Mill Lane as alternative access to RHS Gardens Wisley Gardens.	RHS Gardens Wisley do not favour a revised access via Mill Lane, and it has not been taken forward as a design concept.
Support the RHS Gardens Wisley alternative plans - should be fully or partly considered as they overcome problems of the current proposals.	Noted. We are in ongoing discussions with RHS Gardens Wisley and their proposals for access and egress have been considered in detail. The proposed bridge access is the safer option and therefore the preferred option by Highways England.
Objects to Wisley Lane access due to congestion issues at Ockham Park Junction.	The proposed alterations to the highway layout and traffic signals at the Ockham Park Junction have been modelled using the microsimulation tool S-Paramics. In 2037 the scheme is anticipated to result in an increase of flow of between 8% and 13% at peak

Issue: Access to Wisley Lane and RHS Gardens Wisley site impacts	Highways England response
	times. In the morning peak average delay per vehicle is predicted to reduce by between 40 and 110 seconds, whilst in the PM peak average delay is anticipated to increase by up to 12 seconds. LINSIG junction modelling of the Ockham Park Junction anticipates that the scheme will allow the junction to operate within practical capacity at all times - an improvement on the without scheme scenario where the junction would operate beyond practical capacity in all peak periods.
Objects to RHS' Wisley Lane proposal due to safety and manoeuvring across 2 lanes northbound.	The scheme's proposal is to close direct access from Wisley Lane to the A3, removing the possibility of vehicles attempting to cross two lanes of traffic a short distance before the junction 10 off slip road. A new link between Wisley Lane and the Ockham Park Junction via a bridge across the A3 will be provided as an alternative.
Broad agreement with Wisley Lane proposals	This is noted.
Do not remove left turn from Wisley Lane onto A3, as proposed by RHS Gardens Wisley - Wisley Lane traffic volume is not substantial.	Retaining the Wisley Lane left turn onto A3 reduces the weaving distance between Ockham Northbound on slip and Northbound Junction 10 off slip. This results in substandard weaving lengths therefore will not be a compliant design as per the Design Manual for Roads and Bridges (DMRB) standards. Highways England therefore do not consider this to be a safe arrangement, in particular considering the A3 northbound being widened to four lanes. Between 2010 and 2017 14 collisions were recorded between the end of the Wisley Lane / A3 merge and the start of the signed M25 diverge lane (approximately 300m apart). On this section of the A3 the collision rate is three times the normal rate for the type of road.
Create an alternative route linking Wisley Lane directly into junction 10.	It is not possible to connect directly to junction 10 because the new design will include a free-flow left turn from the A3 northbound to the M25 eastbound. This option was also rejected because it would require additional land take from Wisley Common which is a Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI).
The impact on the setting of the RHS, a Grade 2* listed garden will be drastically impacted by a new elevated overpass which will be visible to both visitors in Gardens and to all visitors as they approach.	The overbridge carrying the diverted Wisley Lane access is necessary to improve safety on this section of the A3. It will be similar in impact to the existing footbridge in that location albeit with

Issue: Access to Wisley Lane and RHS Gardens Wisley site impacts	Highways England response
	vehicular traffic rather than pedestrians. The scheme has been developed to minimise tree loss (including along the A3 boundary of RHS Gardens Wisley) and hence reduce the visual impact of the proposals as far as possible. Planting on the bridge approaches will help to reduce impact further over time.
Support the proposal for closing off direct access to/from Wisley Lane to the A3.	Note the support for this element of the scheme.

Table 5.21: Environmental concerns – no change

Issue: Environmental concerns	Highways England response
Ask that the wider picture is considered to ensure minimal disruption to the environment.	The Scheme has been developed to minimise as far as possible effects on the local environment. Construction works will be controlled to ensure that effects during the building of the Scheme are also minimised.
The total cumulative impact of all significant proposed developments in this area on environment and quality of life in the area have not been addressed. Negative impacts of increased traffic volumes, pollution, and environmental destruction have been considered apparently in isolation of the impact of other developments in the area e.g. Terminal 5, Wisley Airfield, and additional housing developments along the A3 near Fairmile and in Oxshott.	<p>One of the objectives of this scheme is to support local growth. Assumptions about housing and job growth have been taken from the emerging Local Plans of Guildford, Woking and Elmbridge Borough Council's, including allocated sites in the vicinity of the A3. Highways England has not used specific data from the Wisley Airfield in the planning of this scheme.</p> <p>The total cumulative impact of all local developments (and background growth from further afield) on traffic and environment has been addressed as is the standard protocol for transport models following the DfT's Transport Appraisal Guidance.</p> <p>As far as the noise assessment is concerned, there are no significant effects in this area that are directly attributable to the Scheme, but there are large noise increases on local roads at the southern boundary of the development that are caused by the development and not the Scheme (as shown by comparing the Future Year noise contour change maps to the Opening Year maps – the large changes appear in both the Do Minimum and Do Something Future Year indicating the change is independent of the Scheme). It is outside the remit of the Scheme to provide mitigation for this.</p> <p>Delays, including stationary traffic, are the underlying basic principle of user benefits and as such are captured in the economic appraisal of the scheme. Air quality assessments take into account speeds on roads in the with and without scheme scenarios.</p>
Concerned about loss of SPA, SSSI and common land - asks that replacement land is comparable to allow conservation of flora and fauna.	The Scheme provides suitable areas of replacement land to compensate for the loss of Special Protection Area (SPA), Sites of Special Scientific Interest (SSSI) and common land and includes proposals to enhance the SPA. The Environmental Statement covers these issues in more detail in Chapter 7.
Asks that noise pollution is addressed by installing a quiet road surface on M25 and A3.	A quiet road surface is proposed for the A3 but it is not feasible to introduce one on the M25 due to its concrete construction. Replacement noise barriers will be provided along the M25 and parts of the A3 near Junction 10.

Issue: Environmental concerns	Highways England response
Concerned about noise pollution at Painshill Park.	The effects of the Scheme on noise are being assessed and initial findings suggest that there will be little difference in noise levels but if there are suitable mitigation measures will be included. Please refer to Chapter 6 of the Environmental Statement .
Queries the necessity for the proposed replacement Cockcrow bridge (from Pond Farm and the Birchmere Campsite) to provide for vehicular use, but in any event would ask that any replacement be a “green bridge” in order to facilitate a wildlife corridor.	The replacement Cockcrow bridge has to provide access for vehicles as the existing vehicle access to the land west of the A3 will be closed by the scheme. It is likely that the bridge will be developed as a 'green bridge' and Highways England are working on design options.
The proposed replacement land either side of Pointers Road is currently infested with rhododendron and unfit for recreational use and of poor wildlife value. What steps will be taken permanently to eradicate the infestation before it becomes vested as replacement land? Will these steps be taken at the expense of Highways England?	The replacement land will be developed and managed to make it suitable as common land or public open space at Highways England's expense as part of the scheme.
How will the replacement land at Hatchford End be tied in to existing land with public access on Ockham Common?	The area of replacement land at Hatchford End is contiguous with Ockham Common.
Issues with the factual accuracy Environmental Scoping Report (6.12.17) with regards to its descriptions of Painshill Park.	The Environmental Scoping Report reflects the information within the Historic Environment Record. The assessment of effects that will be undertaken as part of the ES will be based on the current condition of these assets.
State that Air Quality and emissions will be improved from road freight vehicles when solutions are found to ensure free flowing traffic. Congestion creates poor air quality.	Noted. Please refer to Chapter 5 of the Environmental Statement for Air Quality assessments.
Appreciate that the design has sought to minimise land take from the SSSI/SPA and the Ancient Woodland affected by the scheme.	Noted.
We consider that the PEIR appropriately identifies the study area for assessment of any significant adverse ecological effects on nature conservation resources.	Noted.

Issue: Environmental concerns	Highways England response
<p>Concerned that the PEIR under values the land take from the SPA (para 7.6.16). Whilst we acknowledge that the footprint of the Scheme does not currently include Annex I bird breeding territories this is because the habitat on the site is currently unsuitable. However, this is former lowland heathland and therefore any assessment must appropriately reflect the potential of these areas to be restored to heathland and support Annex I birds in the future. In addition the supporting and buffering function that this habitat currently offers is not appropriately recognised.</p>	<p>This is described in detail in the Habitats Regulations Appraisal.</p>
<p>We note that the details of the mitigation and compensation measures are yet to be finalised and the RSPB welcomes the continued opportunity to discuss these measures to ensure that they are appropriate. At the moment there is currently insufficient information on the potential mitigation and compensation measures to allow us to provide detailed comment.</p>	<p>We intend to liaise further with RSPB and other stakeholders to develop the scheme.</p>
<p>It is understood from the PEIR that the Scheme will require 26ha of permanent land take, including 6.6ha from the SPA and 10.9ha from the SSSI. A further 32.8ha of temporary land take is anticipated, including 6.7ha from the SPA and 11.3ha from the SSSI. It was understood that a ratio of 1:3 was to be used for replacement land to account for the likelihood that the replacement habitat would not immediately be in suitable condition and to provide for greater certainty to ensure there would be no net loss. From the scheme layout plan it appears that Pond Farm (detailed comments on its suitability below) is the only area of replacement land that has been specifically identified as compensation for SPA habitat lost. The RSPB has significant concerns with this proposal, in addition this site is smaller than the area to be permanently lost and we question generally that sufficient replacement land has been identified to address permanent and temporary land take / habitat loss.</p>	<p>The proposals for replacement land and SPA compensation and enhancement have been significantly revised in consultation with stakeholders since the consultation and now provide a comprehensive package of measures which addresses the impacts on the SPA.</p> <p>A 1:1 ratio for replacement land Vs permanent land take, and 3:1 for enhancement areas vs permanent + temporary land take has been agreed.</p>

Issue: Environmental concerns	Highways England response
<p>Regarding the provision of SPA compensation land, whilst it is preferable to provide this habitat as close to the area of loss, it is critical that any new habitat is appropriate to support the function of the SPA as a whole. Therefore, should suitable replacement land areas not be available adjacent to the Ockham and Wisley component of the SPA we encourage that a wider review of suitable areas which would effectively contribute to the SPA is undertaken.</p>	<p>The compensation land for Special Protection Area (SPA) lost will be selected on the basis of its suitability to satisfactorily replace the areas lost.</p>
<p>We support measures aimed at better managing access on the SPA to direct users away from the most sensitive habitats for the Annex I birds within the SPA. Consequently, we have reservations regarding the proposed improvement of facilities within the SPA such as better surfacing / improved car parking as this is general understood to have the potential to encourage recreational use. Any measures proposed would need to be rigorously assessed for potential displacement impacts upon the Annex I birds. There is currently insufficient information on these proposals to provide detailed comment.</p>	<p>The scheme does not include measures to improve car parking.</p>
<p>We note it is appropriately recognised that Ancient Woodland is an irreplaceable habitat and design revisions should aim to reduce any loss of this habitat further.</p>	<p>Noted.</p>
<p>It is considered that there is substantial opportunity to improve habitat quality as part of this Scheme and it is hoped that this can be realised.</p>	<p>The scheme will include measures to compensate for the loss of areas of SPA as well as enhancement of the existing SPA.</p>
<p>We note that the HRA is currently being undertaken and is not part of this consultation, therefore we have not provided detailed comment at this stage. We do however, agree with the screening conclusion that significant effects on the SPA are likely and that further assessment will be required through an Appropriate Assessment. We would welcome continued engagement in this process.</p>	<p>Comment noted, we will continue to engage with RSPB through the development of the Appropriate Assessment.</p>

Issue: Environmental concerns	Highways England response
We note that environmental impacts, mitigation, compensation and enhancement measures are being progressed and we would welcome continued inclusion in these discussions.	Noted.
Noise barriers/fencing should be provided along the length of the improved scheme.	Noise barriers will be included within the scheme, where required, to mitigate the effects of increased noise levels.
Consider the extra fuel emissions caused by increasing journey lengths for this scheme.	The effect of the scheme on emissions has been assessed and considered in the development of proposals. Please see Chapter 6 of the Environmental Statement.
Replacement land needs to be provided for all green belt land taken.	<p>There is no legal requirement to provide replacement Green Belt land and the Scheme will seek to minimise effects on the openness of the Green Belt. Replacement land will be provided for Common Land and public open space.</p> <p>Section 5 and s.6 of the Green Belt (London and Home Counties) Act 1938 apply to local authorities disposing of land in the Green Belt and do not apply to land within the Green Belt that is subject to compulsory acquisition by a third party promoter such as Highways England.</p>
Concern about the safety of milestones along the A3 - we urge consideration of their safety, future and replacement after the project is finished as close to their original sites as possible. If this is not possible then they should be placed in a museum such as Surrey Heath.	Noted - we will ensure that these milestones are retained and reused when construction is complete wherever possible and saved in a museum if not.
We accept that the location is sensitive but the overall impression is that this minimalist solution in trying to avoid controversy has given insufficient weight to considerations of traffic flow and safety balanced by the development of alternative mitigation strategies.	The scheme as proposed achieves the traffic and safety objectives set out for the project whilst minimising the impact on the local environment.

Issue: Environmental concerns	Highways England response
<p>Have concern on the huge environmental impact on the TBHSPA and Loss of SPA land and the integrity of the heathland and the fragile habitat it provides. Any land taken must be replaced at the correct formula and be contiguous to the existing SPA in order to allow the replacement habitat the best chance to establish in the shortest timescale. Compensatory common land/open space should be sufficiently close to users so that it can be used without resorting to the use of a car.</p>	<p>The scheme as proposed minimises the impact on the Thames Basin Heaths (TBH) Special Protection Area (SPA) as far as possible. Land taken from the Special Protection Area will be located and compensated for at ratios that have been agreed with Statutory and non-Statutory Environmental Bodies. Similarly the common land and public open space land lost will be replaced at locations contiguous with existing areas to avoid the need for car journeys.</p>
<p>Have concern about significant impact of increased traffic volume on air quality in the SPA. The impact of all the additional nitrogen deposition will be harmful to the TBHSPA is also incapable of mitigation. Concerns about pollution in Ripley High Street and Newark Lane which are already close to the permitted limits.</p>	<p>The effect of the scheme on nitrogen deposition and other pollutants has been considered in the development of the scheme and is fully reported in the Environmental Statement and Habitat Regulation Assessment, along with necessary mitigation measures.</p> <p>It should be noted though that the annual average nitrogen dioxide concentrations measured in Ripley High Street and Newark Lane have been below the national objective in both 2016 and 2017, indicating relatively good air quality in this area.</p>
<p>Have concern about impact of the proposals on heritage assets.</p>	<p>Noted, the avoidance or minimisation of impacts on heritage assets was been a key issue in the development of the scheme.</p>
<p>Concerns that the impact of the high-water table has not been properly been taken into account. In the past five years Bolder Mere lake has flooded onto the A3S on at least one occasion, resulting in a danger to road users and lengthy delays. Any widening of the A3 in this location will impact the water table and will need to be carefully managed. Old Lane and Elm Lane are frequently affected by localised flooding which would infer that the water table in this location is also very high. Stratford Brook passes under the new access to the RHS and there will therefore be a need to mitigate the pollution run off from this slip road in order to avoid river contamination particularly as there are abstraction licences in place downstream of this location.</p>	<p>The scheme takes account of the water table in the area and manages any effects. Flooding from Bolder Mere onto the A3 may have been caused by blockage of the outfall arrangements but will be considered in the design. The scheme will include improved pollution prevention measures to avoid contaminated run off affecting water resources in the area.</p> <p>Geology and soil (LG 12/11/2018) Noted, please refer to Environmental Statement Chapter 8 and Chapter 10. The proposed ground investigation described within chapter 10 of the Environmental Statement and the appendix document which summarised the scope of the investigation includes the installation of groundwater monitoring wells and monitoring work to identify groundwater levels. This will be carried out before construction works. High groundwater is expected to be localised therefore any works would not include large scale dewatering.</p>

Issue: Environmental concerns	Highways England response
Noise and light pollution from the A3 and M25 is intrusive for local residents. As the roads are widened, the loss of trees will exacerbate noise levels both for residents and for visitors to both the RHS and Painshill. Light pollution for local residents will become more intrusive.	We are aware of the noise and light pollution effects of the existing roads and have assessed the change in those effects with the scheme. We are proposing to retain vegetation around the M25 and A3 to maintain suitable screening levels and will also be replanting the areas affected by the construction of the works to enhance screening. The scheme includes noise barriers to replace the existing ones which would be removed and includes new barriers where justified by noise levels. The scheme will also include the minimum lighting necessary for the safe operation of the roads and we are investigating the removal of lighting from some sections of the A3.
Extremely concerned about: Loss of SPA. The SPA is part of a habitats network. Any land taken must be replaced and immediately protected as SPA land in order to allow the replacement habitat the best chance to establish in the shortest timescale.	Concern noted and a Habitats Regulation Assessment (HRA) including the IROPI case will be prepared to support the Development Consent Order application along with the Environmental Statement.
Extremely concerned about: impact on Painshill Park. significant concerns about the noise impact of the widened A3 on the Grade 1 listed landscape and a number of listed buildings within the park.	A full noise assessment has been undertaken to understand the effect of the scheme and identify any necessary mitigation. This is reported in the Environmental Statement, Chapter 6.
The unnamed woodland at TQ066577 will become completely surrounded by the proposed slip road. This will result in the long-term impacts of isolation, increased noise and light pollution from traffic, as well as dust pollution during the constructional phases of the proposal. The woodland will also be subject to increased nitrogen oxide emissions from vehicles, which can change the character of woodland vegetation (in terms of species composition) through altering nutrient conditions.	In accordance with guidance from Highways England and Natural England, the approach to the air quality assessment includes assessing the effects of vehicle emissions on nationally and internationally designated ecological sites, which does not include Ancient Woodland. During construction, it is however, acknowledged that the Ancient Woodland could potentially be affected by dust emissions, and mitigation measures should be put in place to minimise any adverse effects during the construction period.
Both Brickfield Copse and the unnamed woodland at TQ10025799 border the M25. The Trust would request that protective screens are erected prior to and during construction of the road improvements, in order to protect the woodland from the aforementioned impacts of dust pollution. We would also request that the boundaries of the Ancient Woodlands are clearly identifiable to all workers, to reduce the risk of accidental damage.	If these areas fall within the area likely to be affected by construction dust emissions, then appropriate mitigation measures will be implemented to minimise adverse effects.

Issue: Environmental concerns	Highways England response
What is the environmental impact of the temporary works?	The Environmental Statement assesses the environmental impact of the temporary works throughout the topic chapters.
Improvement of habitats in replacement land to include better foliage for pollinating insects.	Noted. Please refer to the Environmental Statement Chapter 7.
Consider introducing litter signage in commons area where they are likely to be greater numbers of people.	Noted.
Believe that there has been insufficient replacement land provided for - ratios need to be higher.	The ratio for replacement land is based on precedents from previous schemes.
Introduce noise fencing for the length of Painshill Park Garden's boundary.	The noise assessment undertaken as part of the Environmental Statement (Chapter 6) has identified areas where noise fencing is necessary. Where the noise modelling has not identified a need for noise mitigation, no noise mitigation measures will be implemented.
Noise reducing road surfacing should be used throughout the scheme.	<p>An Environmental Statement has been prepared that assesses the impact of the scheme on noise and suggests noise mitigation measures, such as noise reducing road surfacing, where necessary.</p> <p>The noise assessment undertaken as part of the Environmental Statement (Chapter 6) has identified areas where noise reducing tarmac and noise bunds are necessary. Where the noise modelling has not identified a need for noise mitigation, no noise mitigation measures will be implemented.</p>
Plant additional trees alongside A3 and M25 for noise reduction purposes.	<p>Trees and shrubs will be planted as part of the future landscape proposals, where space and other conditions allow these will be planted along both the A3 & M25, however this landscape planting scheme has yet to be finalised.</p> <p>Tree planting is generally not considered to reduce measured noise levels, although it can provide some masking noise in windy weather and can serve to separate the noise from views of the traffic generating it.</p>
Suggest that air quality impacts on the SPA are illegal (they have undertaken their own AQ analysis).	The approach to the air quality assessment of the effects on the Special Protection Area (SPA) has been undertaken in accordance with Highways England and Natural England. The results and the significance of any effect on the Special Protection Area, is reported in Chapter 5 of the Environmental Statement.

Issue: Environmental concerns	Highways England response
Replacement SPA and Common land should be contiguous and replaced at the correct formula.	Replacement land is not a Special Protection Area (SPA) issue but is provided in exchange for losses from land with open public access; it will be contiguous with the existing areas of common land and open space.
Noise mitigation measures should be used in all areas outside of common land.	The noise assessment undertaken as part of the Environmental Statement (Chapter 6) has identified areas where noise reduction barriers/fencing are necessary. Where the noise modelling has not identified a need for noise mitigation, no noise mitigation measures will be implemented.
Lighting levels should be reduced to minimise the impact on the SPA.	Lighting proposals for environmental consideration have been carried out in collaboration with the environment team to establish the appropriate mitigation for the scheme. The extent of light spill likely to affect any adjacent Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), Local Nature Reserve (LNR), Site of Nature Conservation Interest (SNCI) and Ancient Woodland has been minimised through careful selection of equipment and robust design. The use of an LED light source and good lighting design provide a reduction of the environmental impact of the proposed lighting.
Plant additional trees alongside A3 for Elm corner residents.	Trees and shrubs will be planted as part of the future landscape proposals, where space and other conditions allow these will be planted along both the A3 & M25, however this landscape planting scheme has yet to be finalised.
In whom will the replacement land be vested?	This depends on the manner in which land is acquired and is dependent on ongoing negotiations with landowners.
Reduce speed limit to 50mph for noise reduction purposes.	Assuming this related to changing from 70mph to 50mph on the A3, the road traffic noise level reduction would be minimal only up to 2dB assuming that the traffic flow and composition is unchanged as well.
Do not widen A245 on pollution grounds.	Widening of the A245 is required to improve flow and capacity. It's impact in air quality is assessed in Chapter 5 of the Environmental Statement.
Land take - Replacement land should be contiguous with the SPA. It is not. It is wholly inadequate to purchase pockets of non-contiguous land which are unlikely to be maintained as heathland, therefore without the necessary wildlife corridors.	Replacement land is not a Special Protection Area (SPA) issue but is provided in exchange for losses from land with open public access; it will be contiguous with the existing areas of common land and open space. Substantial areas of SPA enhancement areas are also included and the package of measures has been agreed with and has the support of Natural England and Surrey Wildlife Trust.

Issue: Environmental concerns	Highways England response
<p>Ancient Woodland - Despite the proposed scheme mainly avoiding designated Ancient Woodland, the RHS over bridge proposals nonetheless 'island' the Ancient Woodland, and will require removal of other ancient native trees in Elm Corner SNCI adjacent to SSSI and SPA designated land. If this option goes ahead, a wildlife corridor should be constructed under the bridge to link the Ancient Woodland to SPA designated land.</p>	<p>There will be access for wildlife between these areas with the revised scheme.</p>
<p>Rose Lane in Ripley appears to be exposed to circa 60dB of noise pollution from the A3 and the current plans show nothing to improve this.</p>	<p>The scheme's proposals do not extend south of the Ockham Park Junction and it is not within the remit of the scheme to manage noise levels outside of its study area.</p>
<p>The proposed closure of direct access to some of the surrounding local amenities and properties cannot possibly be good for air quality (which your Environmental Information report states has already breached national air quality objectives in places) when you are proposing significant increases in journey lengths.</p>	<p>The air quality assessment uses data from the traffic model to estimate pollutant concentrations at receptors and determine the change with the scheme. In addition, emissions from road vehicles using the affected roads are estimated. The results of the assessment are found in Chapter 5 of the Environmental Statement.</p>
<p>Land take:- I agree with the proviso that any Land Take from Painshill Park must be minimised and that a Secant type vertical concrete retaining wall be drilled before the earth bank is removed and after the earth bank is removed the vertical retaining wall be clad with wire baskets full of stone chippings/rocks to eliminate sound reflection.</p> <p>I request that you also use stone filled wire baskets against all your other proposed structures to prevent sound being reflected into otherwise quiet habitats. Stone filled baskets are significantly better at preventing escape of airborne sound as they also absorb sound whereas the timber fencing you have previously used only acts as a slight barrier and still allows the sound to be reflected back across the carriageway.</p>	<p>Thank you for your suggestion regarding the use of gabions. These will be considered along with other noise mitigation options, although there is no promise that gabions will be selected as other environmental aspects also need to be considered (such as landscaping).</p>

Issue: Environmental concerns	Highways England response
<p>From the PEIR: "The effect on air quality will be examined once this information is available." (2.4.1)</p> <p>"At this stage, details of the mitigation and compensation measures that would combine to form the necessary mitigation have not yet been finalised." (4.1.3)</p> <p>If the above cannot be addressed to a satisfactory extent, the scheme should be stopped. The public cannot comment on whether mitigation methods are appropriate if these are not clearly presented. Currently this information is incomplete.</p>	<p>The Preliminary Environmental Information Report provided information on the impact of the scheme from the assessment work undertaken to date and proposed mitigation measures to reduce the impact. It is not a record of the final environmental impact assessment of the scheme. That is the Environmental Statement which has been prepared and forms part of the documentation submitted to the Planning Inspectorate for the Development Consent Order.</p>
<p>Still not happy about the amount of woodland damaged by this project. Surely the worksites that will be returned to their original owners can be sited where they will have no impact on the trees</p>	<p>Please refer to the ES for detail on land take mitigation and compensation for both temporary and permanent land needs.</p>
<p>My general view is that the relative environmental impacts are exaggerated for the proposed schemes. Proposed scheme has traffic stop/start at the highest road level = noise generation and transmission which will in practice cause more disruption than freer flowing solutions.</p>	<p>Noted.</p>
<p>The air quality in Byfleet and Cobham and at the A245-Seven Hills Road junction will not improve if more queuing cars are a result of the scheme's implementation.</p>	<p>Air quality assessments and recommendation are contained in the Environmental Statement, please see Chapter 5.</p>
<p>Any replacement land will take many years to replace the value of land being lost therefore additional measures should be taken to enhance existing protected areas. There is also no mention of light pollution which can be very significant for flora and fauna impacts.</p>	<p>Areas of replacement land are provided at a ratio of three provided for every one lost. The scheme also includes measures to enhance the existing protected areas. Light pollution has been considered in the assessment of the scheme and mitigation measures suggested where appropriate.</p>
<p>I have not been able to ascertain from documents provided whether there is genuinely as much land for mitigation as that which is being lost (i.e. not just the land taken - but also that which will be blighted), the quality of this, or whether there are sufficient connections between these locations to properly maintain biodiversity in the area.</p>	<p>The scheme includes suitable replacement land for that which has been taken at ratios that have been agreed with environmental stakeholders. The areas have been selected to maintain and enhance connectivity between habitats.</p>

Issue: Environmental concerns	Highways England response
<p>I note that temporary site construction facilities are being placed in environmentally sensitive areas (as far as I can see, particularly in a large block in the north west of the development). These could cause irreparable ecological damage so should be placed elsewhere.</p>	<p>The location and size of construction compounds has been reviewed to minimise their impact on the surrounding environment. However some of the compounds need to be close to the works so scope for locating them elsewhere is limited.</p>
<p>Wisley Airfield itself could be purchased and allowed to revert back to wild status to compensate for the significant environmental damage that this development will cause (subject to the advice to suitable independent environmental organisations) - both as a result of the direct removal of areas of wild land and of the significant blight of pollution, noise and dust on what remains.</p>	<p>The Wisley Airfield site is privately owned and is subject to extant planning permission in one area, and is also listed in the Local Plan as a site for housing growth and as such we cannot at this stage earmark it as an opportunity for replacement land.</p>
<p>There is no mention of the semaphore tower at Chatley Heath in the list of monuments. The plans appear to suggest that the new slip road from the M25 northbound to the A3 westbound will pass even closer to this than the M25 does at present. Are any mitigation plans being considered? The widened roads will presumably increase noise levels for visitors to all the sites but it is not clear to what extent environmental barriers and screening will be utilised.</p>	<p>The noise assessment undertaken as part of the Environmental Statement (Chapter 6) has identified areas where noise reduction barriers/fencing are necessary and considers noise levels at Semaphore Tower. Where the noise modelling has not identified a need for noise mitigation, no noise mitigation measures will be implemented.</p>
<p>As regards air pollution and noise pollution:-</p> <ul style="list-style-type: none"> • How will the results of mitigating these be publicised? • What are "acceptable" targets? • If such targets are not met, what budget is set aside for further work so that they are and in what time frame? • It is not sufficient to have "Analysis of air quality effects and implementation of measures to mitigate pollutant levels ...". <p>Actual whatever-it-takes measures must be budgeted for and put in place to make noise and air pollution levels BETTER THAN TODAY, and on an improving scale after the work is completed at least in line with government requirements.</p>	<p>Air and noise pollution mitigation will be presented in the Environmental Statement available on Highways England website, on the Planning Inspectorate's website and at deposit points (council offices, libraries etc) in the local area. Mitigation measures for construction would be determined by the constructor and agreed with the local planning authority prior to construction. The air quality assessment follows guidance provided in the Highways England's Design Manual for Roads and Bridges and Interim Advice Notes Advice is provided for determining a significant adverse effect, rather than a target, by examining the number of properties exceeding air quality criteria, and the changes expected with the scheme. The noise assessment also uses assessment criteria published in the DMRB, but also sets threshold levels to establish the onset of adverse or significant adverse effects based best practice used for infrastructure projects and research into dose-response relationships undertaken for road traffic noise. The Noise Policy Statement for England and National Planning Policy Framework obligate us to consider the different effect levels in our assessment and use them as a basis for identifying</p>

Issue: Environmental concerns	Highways England response
	<p>areas where impacts could be reduced (considering both pre-existing noise levels and the effect of the Scheme), taking into account context.</p> <p>Our analysis, based on traffic models indicates that noise levels will decrease in the vicinity of the scheme due to the introduction of a low noise surface on all carriageways of the A3 and new and replacement noise barriers along the M25 and no further work is necessary. If the air quality assessment indicates that a significant adverse effect is likely with the scheme, then mitigation measures would be proposed to reduce any such effect. At present we cannot comment on budgets.</p> <p>Noise levels are expected to improve for most receptors, including Noise Important Areas located close to the Scheme. Where there are noise increases directly attributable to the Scheme, the magnitude of the increase is considered “negligible” by the DMRB as it would not be perceptible. Mitigation measures for air quality would only be required where the assessment of the scheme has shown that there would be a significant adverse effect. The scheme is designed to alleviate congestion, which should reduce traffic emissions, and improve air quality.</p>
All replacement land should be designated as SPA immediately.	Noted.
We believe that the environmental impact of the scheme is significant, unacceptable, and incapable of mitigation.	Noted.
Believe that the circuitous route to RHS Gardens Wisley will increase poor air quality in the area.	<p>The proposed route to RHS Gardens Wisley with the scheme will slightly increase the journey for some road users approaching or leaving RHS Gardens Wisley, which will lead to a general increase in pollutant emissions. However, the significance of any effect on air quality involves examining changes in pollutant concentrations at receptors. The assessment takes into account changes in traffic with the scheme as well as any realignments to roads.</p>
As it says, there is also the potential for harmful spillages of pollutants into the local environment if there are accidents on these roads. How will this be mitigated?	A Construction Environment Management Plan will cover issues related to potential incidents and mitigation for such events.
Extremely concerned about: Loss of SPA. The SPA is part of a habitats network. Any land taken must be replaced and immediately protected as SPA land in order to allow the	Concern noted and a Habitats Regulation Assessment (HRA) including the IROPI case will be prepared to support the Development Consent Order application along with the Environmental Statement.

Issue: Environmental concerns	Highways England response
replacement habitat the best chance to establish in the shortest timescale.	
Have reservations about improving the car parking in the SPA.	The car park by Ockham Bites is located outside of the Site of Specific Scientific Interest and Special Protection Area. It is located within the Ockham and Wisley Local Nature Reserve only.
DOT absorptive noise abatement fencing to be provided and low noise surface proposed for A3 resurfacing is extended to include resurfacing over the Ockham Park roundabout, which is at a higher elevation and contributes a large portion of local noise pollution.	This section is outside the scheme limit. The cost of noise barriers to be attached to the existing Ockham Bridge structure would be likely to very high.
The proposed light-screening fence between the new Painshill properties access road and the A3 must be upgraded to a noise-cancelling barrier reflecting latest technology.	Anti-dazzle fencing is proposed where the local access road is close to the A3. Replacement noise barriers will be provided on the M25 and Junction 10.

Table 5.22: Scheme design – no change

Issue: Scheme design	Highways England response
Resurface the M25 between junctions 9 and 10, removing the concrete.	This is out of scope for this project.
Turn off traffic lights on Painshill Junction in the inter-peak period.	There is no intention to change traffic light operation hours.
Believe the A245 improvements are flawed as Seven Hills Road junction will still be a bottleneck.	The operation of the A245/Seven Hills junction is covered in detail within the PCF3 Traffic Modelling Report. Highways England are working with Surrey County Council to determine the best way of improving the signals. Current thinking is that the signal infrastructure will be updated, and linked. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation and allow for improved signal timings. The single two-way roads beyond Seven Hills Junction (i.e. Byfleet Road and Seven Hills Road) are owned and operated by Surrey County Council and are outside the remit of Highways England.
Believe that the designs for Old Lane and Elm Lane are not adequate bearing mind the increase in traffic likely from the Airfield development.	Elm Lane direct access / egress to the A3 mainline shall be from Elm Corner to old lane by converting the existing Byway Open to All Traffic (BOAT). This will provide a single track road, a design consistent with residential accesses such as this one. In addition, safety improvements to the Old Lane/A3 junction make access to the A3 safer than it is currently.
Provide a dedicated free flow left turn from A245 westbound - A3 Southbound.	Performance on the Cobham arm of the A245 is within capacity in the Do Something modelling. There is no evidence to suggest a free-flow left is required. This is not feasible as a new dedicated free-flow left turn at this location would impact on the existing private access on this side of the roundabout, and require the possible demolition of listed properties.
Can the proposed Redhill Road bridge be moved 60-70 metres further to the south to reduce the impact on Painshill Park?	It would not be possible to move the bridge 60 to 70m further to the south as this would require considerably a considerably larger structure to accommodate the change in ground topography, requiring a bridge starting at near road level with the A3, rather than several metres above it.
What intelligent traffic light phasing design has been undertaken at the new junction 10.	It is proposed is to run Junction 10 on MOVA which is an adaptive method of control and is capable of reacting to changing traffic conditions by adjusting the traffic signal timings accordingly. This site will also be connected to the Highways England urban traffic control system such that an operator can force certain restrictions or priorities in the event extraordinary events on the surrounding network.
Change the allocation of lanes at A245 w-bound Seven Hills Road junction to two straight on - one right.	Traffic modelling carried out for the design year confirmed that a single free flow left turning lane is sufficient to meet the required capacity for the design year. Therefore, a single lane free flow left turns have been provided accordingly.

Issue: Scheme design	Highways England response
Dual carriageway for the A245 between Seven Hills Road and Brooklands.	This is outside the scope and ownership of Highways England. The A245 between Seven Hills Road and Brooklands is owned and maintained by Surrey County Council.
Future proof design so that right turns can be made free flow in the future.	Option 9, which included right turn free flow was dropped in preference to the current option 14 following a public consultation on the scheme. Option 14 is designed to meet traffic demands at the design year of 2037 and has been revised in order to include free-flow left turns on all arms.
Traffic light phasing between Painshill Park roundabout and Seven Hills Road needs improvement.	<p>The proposed alterations to the highway layout and traffic signals at the combined Painshill Junction and Seven Hills Road junction have been modelled using the microsimulation tool S-Paramics.</p> <p>The proposed alterations to the highway layout and traffic signals at the combined Painshill Junction and Seven Hills Road junction have been modelled using the microsimulation tool S-Paramics. In 2037 the scheme is anticipated to result in an increase of flow of between 3 and 8% through the Painshill Junction and between 6% and 17% at the Seven Hills Road junction at peak times. The average delay per vehicle is anticipated to reduce by approximately 90 seconds in the both AM peak period hours. In the PM peak period, average delay is anticipated to reduce by 14 seconds between 1600 and 1700, although an increase of 30 seconds is predicted between 1700 and 1800. LINSIG junction modelling of the network predicts that all arms of both junctions will operate within capacity. LINSIG junction modelling of the network predicts that all arms of both junctions will operate within capacity.</p>
Physical barrier between the diverging lanes and the northbound A3 to reduce late weaving.	Introducing a physical barrier between traffic lanes would be a safety hazard. Signing, signalling and CCTV cameras are proposed to control traffic.
The replacement Cockcrow bridge needs to be two way to accommodate traffic levels.	Cockcrow bridge access road has been designed as a single-track road with passing places shared with the NMU route due to low traffic flows. Highways England are also working on a feasibility design for this structure to become a green bridge, providing a link for fauna between these two sections of the common.
Consider providing Old Lane with a dedicated slip road before merging onto A3.	An auxiliary lane is provided both at the exit and entry to/from Old Lane to ensure safer merging / diverging arrangement is provided.

Issue: Scheme design	Highways England response
Build an additional roundabout on top of the existing one. Existing one used for M25 right turns, new one for A3 right turns.	This design would require major structural works and replacement of the A3 viaduct which would exceed the scheme budget.
Considers there needs to be traffic lights on the free-flow left turn A3-A245 to regulate traffic flow.	The design for the free-flow left turn from the A3 Northbound off slip road to the A245 westbound has been revised to include a traffic signal on the turn to provide pedestrian and cyclist access across. Note this does not include traffic regulation function.
Keep Old Lane open.	The scheme proposal is for Old Lane to remain open with improvements entry and existing arrangements provided via auxiliary lanes.
The volume of traffic coming off the A3 will have precedence and therefore stop traffic coming off the Wisley Lane on to the Ockham Park Junction roundabout.	The design for Ockham Park Junction has been revised to include full signalisation, NMU facilities, and a widened two lane approach from Ockham Road North. This will mean that traffic attempting to exit from the new Wisley Lane alignment will benefit from traffic signals, providing them with dedicated time to access the roundabout.
Provide clearer more logical road markings to improve the current ambiguity and poor lane discipline.	All traffic signs and road markings shall comply with DfT national standards (Traffic Signs Regulations and Traffic Signs Manual). Any particular issues deemed necessary (e.g. site layout unclear and could create a safety issue etc.) shall be assessed with appropriate features.
Widen A245 between Seven Hills Road and Byfleet.	The extent of Highways England land finishes at Seven Hills Road junction. The A245 Byfleet Road is owned, operated and maintained by Surrey County Council. Any proposals relating to this matter should be addressed to Surrey County Council.
Traffic signals need updating to a MOVA system.	MOVA (an adaptive method of control) will be the primary method of control for all new sites. The current proposal is also to upgrade Painshill Junction to the MOVA system. All sites will also be connected to Highways England Urban Traffic Control (UTC) and if deemed beneficial, will have a MOVA / SCOOT hybrid control.
The amount of land being taken for the bridge movement is unnecessarily large and does not need to take all of our shooting line. (Buxton Wood Bridge).	This is no longer applicable as the Buxton Wood bridge structure is being retained in the revised design.
Ensure that the land take impact of the two-way access road from Ockham Park Junction on agricultural land holding is minimized by restricting the requirement to temporary working space use only.	We can advise that at present permanent land take is 0.203 Ha.
Provision of a continuous local access road should be provided between the Painshill and Ockham Park Junctions to remove all motorway prohibited and non-motorised traffic from the A3. This would allow motorway regulations to be applied on a section of the A3 from Hook junction to near Guildford.	This proposal is outside the scope of this scheme. The legal ramifications, environmental effect and significant cost associated with this proposal could not be justified.

Issue: Scheme design	Highways England response
It would be better to tunnel under the road and avoid losing a large amount of forest in the process, even if the economic cost is greater.	An underpass has been considered at this location as part of a variety of options. Key considerations for adopting the overbridge are as follows: 1). Easier and quicker construction cost; 2). Whether a bridge or underpass solution is adopted the land footprint that affects tree roots would be fairly similar; 3). the use of an underpass would not be suitable for equestrians (horses likely to reject) and possibly some pedestrians; 4). an underpass would need a pumping station for drainage and lighting which would require long-term maintenance and associated costs; 5). noise of piling and jacking during construction would likely be unacceptable to RHS Garden and residents of Elm Corner; 6). less disruption to the travelling public, and 7). lower construction cost. The provision of an overbridge for vehicles to access Wisley Lane is not expected to noticeably alter the noise environment given the already high levels of noise in the area and the low speeds of traffic on the realigned Wisley Lane.
What steps will be taken to restrict speed on the new Wisley Lane on the approach to the bridge?	The new component of Wisley Lane has been designed to accommodate a speed of up to 30mph and along this stretch of Wisley Lane the proposal is for the speed limit to be 30mph. New traffic signs and road markings will be provided in accordance with Design Manual for Roads and Bridges (DMRB).
What is the purpose of including part of the Ockham Bites car park in the Red Line Boundary?	All proposed works (permanent and temporary) have to be included in the Red Line Boundary. The land adjacent to Ockham Bites is to construct earthworks for the new replacement Cockcrow Bridge that shall provide access for vehicles, pedestrians, cyclists and equestrians.
Will there be sufficient visibility over the curved bridge, i.e. the Redhill Road Bridge for traffic to see each other from either side?	This bridge has been revised in the design to carry Non-Motorised-Users only. The design has also been revised to now provide a straight span bridge. Sight lines across the bridge will be appropriate for non-motorised users.
Questioned the justification of using TD41/95 as a rationale for stopping up public highway connection to trunk roads.	For clarity, TD 41/95 has been used for stopping-up accesses to the A3. TD 42/95 has been used for side road junction connections.
Suggest that the new Wisley Access road be sufficiently wide to allow vehicles to park to enjoy the Ancient Woodland.	There are no plans to provide parking facilities along the realigned Wisley Lane. Access to the Ancient Woodland could be achieved from parking in the amenities area of the adjacent airfield development and connecting via links to existing footpaths etc.
Measures need to be taken to prevent Redhill Road becoming a rat run with the new Seven Hills Road South connection.	Proposals are to close off the end of Redhill Road or alternatively the access road near a point to Long Orchard Farm. These options shall be subject to further discussions with the local residents concerned. Closure would be to vehicles (e.g., gated barrier or re-mountable bollards) to allow emergency vehicle access. Non-Motorised-Users (NMUs), (i.e. pedestrians, cyclists and equestrians) would have uninterrupted access.

Issue: Scheme design	Highways England response
<p>I suspect it would be impossible to find a single person that lives locally that would support the proposed changes to the Old Lane/A3 junction and the relocation of the recreational area that abuts it. It makes no sense whatsoever and is a complete waste of tax payers money. The junction is seldom used and (other than perhaps making it clear that the inside lane is for joining traffic) there is no need for any improvement. Traffic joins the slip road - NOT the A3. I live on Ockham Lane and use the junction 2 or 3 times a day. I am therefore well placed to make this observation.</p>	<p>The proposed design requires a two lane ghost island merge from Junction 10. Old Lane entry is positioned in close proximity to the A3 merge. Therefore, provision of an auxiliary lane from Old lane to A3 provides a safe arrangement to allow sufficient time for gap finding.</p>
<p>I hope feedback will lead Highways England to reconsider provision of a fully free flowing interchange between the M25 & A3.</p>	<p>A fully-free flowing scheme is beyond the budget of this scheme and as such is not a feasible option.</p>
<p>Use continuous white lines and camera enforcement to improve lane discipline.</p>	<p>Continuous white lines are only used as edge lines or as part of a system where they must not be crossed and not for use as lane lines. Using them would suggest drivers are not allowed to change lanes which clearly we don't want to do. To my knowledge camera enforcement is not generally used for this but ITS may know better.</p>
<p>Amend the design so that free flow right turns can be added at a later date when required.</p>	<p>This is not possible.</p>
<p>Consider a tunnel or cutting for the A3 to reduce impacts.</p>	<p>An underpass has been considered at this location as part of a variety of options. Key considerations for adopting the overbridge are as follows: 1). Easier and quicker construction cost; 2). Whether a bridge or underpass solution is adopted the land footprint that affects tree roots would be fairly similar; 3). the use of an underpass would not be suitable for equestrians (horses likely to reject) and possibly some pedestrians; 4). an underpass would need a pumping station for drainage and lighting which would require long-term maintenance and associated costs; 5). noise of piling and jacking during construction would likely be unacceptable to RHS Garden and residents of Elm Corner; 6). less disruption to the travelling public, and 7). lower construction cost.</p>
<p>What measures are being considered in the design to prevent last minute cutting in on the approaches to the junction?</p>	<p>Queues on the approaches to the M25 Junction 10 roundabout mean that some drivers will cut-in at the last minute to avoid queues and slow moving traffic. By providing increased capacity through the roundabout and slip roads, there will be less benefit in carrying out this risky manoeuvre. Improved signs, road markings and additional signals will also provide better information for drivers on the approach to the junction.</p>

Issue: Scheme design	Highways England response
Should become a variable speed limit scheme, i.e. like smart motorways.	Above lane control signals similar to those in use on smart motorways are currently being considered. These signals would be linked to the incident detection and automatic signalling systems which can automatically set variable, advisory speed limits dependant on traffic conditions. They can also be set by traffic operators in the event of incidents or planned operations on the road network.
Improve signage at the junction, and sign lanes further back from the junction.	Gantries will sign the lanes prior to the junction in line with Design Manual for Roads and Bridges (DMRB).
Should a trial of the free flow junctions be undertaken before they are built?	The intent of the free flow left turns is to increase the capacity of the junctions. Traffic modelling carried out for the design year confirms that providing the free-flow left turns aids in increasing the capacity where provided. Free flow left turns have been introduced in previous projects and have been effective in relieving congestion.
Ensure that the layby to the north of Wisley Lane is removed.	The proposals are to stop-up the lay-by/frontage road providing access/egress to the A3 from Wisley Lane. A new overbridge shall be provided from Wisley Lane to the opposite side of the A3 (on the line of Elm Lane) and turn southwards and connect to Ockham Park Junction.
Ensure that the replacement Cockcrow bridge is two for its entire length.	Traffic flows are expected to be very low and may not warrant the increased cost of a widened bridge deck to provide two lanes. We are expecting records of traffic count data from Surrey Wildlife Trust and the Boy Scouts to enable determination of carriageway width. A widened single lane of passing bays may be an alternative solution.
Link Old Lane to Ockham Road north (via Elm Lane), instead of direct access onto A3.	Following consultation with residents of Elm Corner, their preferred connection to the A3 is via Old Lane. A link between Old Lane and Ockham Rd (North) would not be feasible due to environmental and residential property constraints.
Concern that widening the A245 and the increased traffic will cause congestion at the A245/Seven Hills Road junction.	Widening the A245 will provide greater capacity and improve traffic flow at this location.
Concern that congestion will just be moved elsewhere.	Dedicated free-flow left turns on the proposed new roundabout will add more capacity, which will help smooth the flow of traffic and reduce journey times. The extra capacity on the A3 delivered by increasing the road to four lanes (from three) on two stretches, will also help reduce congestion on the A3. Firstly, by improving the traffic flow at the roundabout, it will reduce delays for people using the roundabout and consequently reduce queuing on the slip roads up to the junction from the M25. Secondly, by reducing conflict at the roundabout and improving safety, there will be fewer incidents on both the A3 and M25 that cause congestion. Finally, by delivering this scheme alongside the M25 junction 10-16 smart motorway scheme, the results will be complementary to each other reducing congestion on both the A3 and the M25.

Issue: Scheme design	Highways England response
Reposition the RHS Gardens Wisley access bridge to take land from the old aerodrome rather than Ancient Woodland.	The access bridge has been positioned to avoid Ancient Woodland and minimises environmental impact of land take.
If the A3 were to be lowered into a cutting (or better still cut and cover) there would be a lot more room to solve the problems at ground level.	This is not a feasible solution that can be taken forward within the budget of this scheme.
Don't agree with appeasing excess traffic on the M25 as it only builds up again after widening is completed.	Traffic modelling and forecasting has been undertaken on both the M25 and the A3, considering the likely impacts of the scheme on traffic levels both at the point the scheme opens (in 2022) and for the design year of the scheme (2037). Assessments of the housing and commercial development plans in the boroughs of Woking, Guildford and Elmbridge along with background traffic growth, suggest a traffic increase of over 22% at the junction. The scheme is designed to accommodate this growth.
Objection to the proposals for the A3 southbound widening because of the particular and cumulative adverse impacts upon the Painshill Park Register Site and in particular the Painshill Park trust are around and including the Gothic Tower.	Concerns noted.
Access to Pond Farm could have been via the RHS access route but that the RHS have refused permission as it would involve re-siting their compost heap. This may be hearsay, but in my opinion, this is not an acceptable reason.	Access would be viable via the RHS access route but could not be available at all times as the site is restricted when the facility is in operation. This is a safety critical consideration and as such the access via Cockcrow Bridge is the preferred option.
Close Old Lane.	We have no plans to close Old Lane.
Reconsider Option 16.	This option has been rejected on environmental grounds and exceeding the budget cost.
Abandon the scheme.	The scheme is part of the Government's Regional Investment Programme which Highways England will deliver. This £15billion of investment in England's motorways and major A roads will see over £11bn of this capital funding has been committed between 2015 and 2020 and includes over 400 miles of extra capacity that will be delivered by creating a spine of smart motorways as well as major upgrades.
Ancient Woodland - Despite the proposed scheme mainly avoiding designated Ancient Woodland, the RHS over bridge proposals nonetheless 'island' the	Noted, please refer to the Environmental Statement.

Issue: Scheme design	Highways England response
Ancient Woodland, and will require removal of other ancient native trees in Elm Corner SNCI adjacent to SSSI and SPA designated land. If this option goes ahead, a wildlife corridor should be constructed under the bridge to link the Ancient Woodland to SPA designated land.	
The proposed closure of direct access to some of the surrounding local amenities and properties cannot possibly be good for air quality (which your Environmental Information report states has already breached national air quality objectives in places) when you are proposing significant increases in journey lengths.	Unclear which parcels of land are being referred to - air quality assessments can be found in Chapter 5 of the Environmental Statement.

Table 5.23: Safety – no change

Issue: Safety	Highways England response
Removal of hard shoulder on M25 poses safety risk.	Conversion of the hard shoulder to a permanent running lane has been carried out on many smart motorway schemes across the network. Early results from monitoring these schemes has been encouraging. Two years of operations on M25 J5-7 has seen the collision rate significantly reduced with the scheme meeting its safety objectives.
Include average speed cameras (on A3).	Assessment of collisions has shown that most are concentrated around junctions and slip roads and have been as a result of congestion-related 'shunts' or lane changing incidents. Exceeding the speed limit has been recorded in police reports as a primary contributory factor in only two of 313 personal injury collisions over a five year period. Average speed camera sites are generally considered more effective over a longer distance and can be used at sites where a significant number of collisions are scattered along a length of road and for major road works enforcement.
Use money budgeted for scheme to instead mend dangerous potholes and road surfaces.	(Assuming this is referring to local roads.) Highways England are responsible for maintaining the strategic network of motorway and major 'A' roads where defects are prioritised on safety grounds.
Concern about accident levels. Concern about whether the improvement delivers accident reduction.	One of the key drivers for this scheme is to improve safety, and the scheme proposed has defined safety gains. Safety is a key priority for Highways England and this project is following a strict safety governance regime. This involves input from safety specialists and stakeholders. A comprehensive safety plan has been drawn up and targets have been set to reduce collisions on the scheme. The scheme is forecast to save 595 accidents over 60 years generating an accident benefit of £44m Present Value.
Safety concerns with new Wisley Lane access adjoining Ockham Park Junction considering speed of vehicles entering the roundabout from the slip road and the said increase in traffic.	A dedicated access road from Ockham Park Junction will avoid the difficulties and conflicts that are currently experienced when joining or leaving the A3. This location has seen a large number of personal injury collisions over the past 5 years. This is a key improvement for the scheme and will improve safety.
Do not believe the scheme will improve safety as speeds around free flowing elements will be higher.	The free-flow left-turns are all single lanes with no conflicting movements. The scheme reduces the amount of queuing vehicles on the approaches to the junctions. Front to rear shunts, weaving and conflicting traffic movements account for the majority of collisions at the junction. Free-flowing movements at the junction will therefore reduce the number of collisions recorded at the junction.

Issue: Safety	Highways England response
Question the cost benefit ration of the scheme - in particular whether an improved safety record is worth the expenditure.	The benefit-cost ratio (BCR) at Option Selection stage (PCF2) was 2.22 suggesting a High Value for Money. The scheme is forecast to save 595 accidents over 60 years generating an accident benefit of £44m Present Value.
Reduce the speed limit on the A3 to improve safety instead of widening.	Highways England do not believe that this would address current and future projected traffic capacity at peak times. The police have also raised concerns about enforcement of a lower speed at this location.
Do we think that the Old Lane entrance/exit can be built safely? Should speed limits along Old Lane be considered?	The revised access to Elm Corner residents will provide an access route via an existing Byway Open to All Traffic (BOAT), which serves as an existing access to some properties off Old Lane. Highways England believe that as this access sites on the outside of the bend in Old Lane, sight lines are adequate for this sort of junction, and therefore believe that this arrangement will be safe. The current speed limit of 40mph along Old Lane will be retained.
Widening the A3 from 3 to 4 lanes will not improve safety.	Congestion and queuing is a key factor in collisions on the approaches to M25 J10. Extra capacity on the A3 and the free-flow lanes provided will facilitate improved movements between the A3 and M25 without affecting the capacity of the mainline A3. Accident analysis using the standard DfT tool COBA-LT shows that the scheme will save 157 accidents on the mainline A3 between Ockham and Painshill over the 60 year appraisal period.
Concerned about the safety of Old Lane exit as a result of the free-flow left from the M25.	Since the statutory public consultation, the entry and exit to Old Lane from the southbound A3 slip road from junction 10 has been improved as much as possible. The entry from Old Lane onto A3 includes a 100m long auxiliary lane. This lane provides sufficient time for drivers merging onto A3 from Old Lane to find a gap and merge safely.
As an alternative to the scheme, consider other methods such as enforcing speed limits, driver awareness education and re-education as a means to improve safety, roadside information boards, information installed into sat-nav devices.	These measures may have some impact in terms of road safety, but will do little to alleviate congestion, one of the key objectives of this scheme.
Don't believe that the modest accident reduction predicted is a sufficient outcome for the scheme to meet its safety objective.	There is no target for safety improvements at specific schemes. Our reduction contributes to Highways England network-wide targets.

Issue: Safety	Highways England response
Concern that the traffic and safety benefits are modest for the level of investment.	The benefit-cost ratio (BCR) at Option Selection stage (PCF2) was 2.22 suggesting a High Value for Money. The scheme is forecast to save 595 accidents over 60 years generating an accident benefit of £44m Present Value.
Concern that safety record will worsen during the construction period.	The construction management plan and traffic management plan will ensure safe operation during construction. This will include speed limit, layout and signage to support customers.
Do not introduce through junction running on the M25 as this will cause more accidents .	As well as designing highway schemes to the latest standards, Highways England follows a strict safety governance process on its major project schemes, to ensure that any safety risks are assessed and evaluated and suitable control measures put in place to keep users (and workers) safe. The Atkins design team has had access to Highways England technical experts to advise on specific aspects of the project as the design has developed. The scheme has been presented to the Operations Technical Leadership Group which challenges the operational concept and has to be satisfied that any risks have been identified and mitigated, and that the scheme can be operated safely. Challenging safety targets are set and each scheme is subject to a detailed six month operational monitoring period upon opening, with a longer three year monitoring period to assess scheme performance. Independent road safety audits are also carried out at key stages of the project.

Table 5.24: Construction impacts – no change

Issue: Construction period impacts	Highways England response
<p>A site on the former Wisley Airfield is identified in the plans as a work site during the construction phase, using old Elm Lane and the current access from the A3. The selected site is unnecessarily adjacent to a number of residential receptors which will also be affected by noise and views of HGVs and other large machinery used within the construction site. There is a vast area of alternative space on the airfield where this site could be located, which would significantly decrease loss of amenity during the construction phase. Please revisit this aspect of the plans and relocate the site farther from residential properties.</p>	<p>The Wisley Airfield site has been identified as a location for the storage of topsoil for the duration of construction. HGV traffic forecasts will be included in the outline Construction Environment Management Plan, which will be submitted as part of the Development Consent Order Application.</p>
<p>Request that protective screens are erected prior to and during construction to protect the woodland from the impacts of dust pollution.</p>	<p>The contractor will be required to implement dust control measures as part of the Construction Environmental Management Plan. Details of this will be developed in later stages of the project but this request will be noted for future action.</p>
<p>Concern over road safety during construction.</p>	<p>Both a Construction Environment Management Plan and a Traffic Management Plan will be put in place prior to the start of works, with the full cooperation of local stakeholders including emergency services. Traffic management is subject to safety assessments. Incident management plans and detailed local operating agreement will be formulated. Other measures such as CCTV coverage, free recovery and speed compliance and enforcement measures will be included.</p>
<p>Concerned about impact on equestrians, cyclists and walkers during construction.</p>	<p>The contractor will put in place measures during the construction to limit as far as possible the disruption and disturbance to equestrians, cyclist and walkers. These will include diversions where necessary to maintain routes around the area.</p>
<p>When will the construction impacts on commuters be made available to the public?</p>	<p>The construction implications are considered as part of the Environmental Statement and the Construction Management Plan.</p>

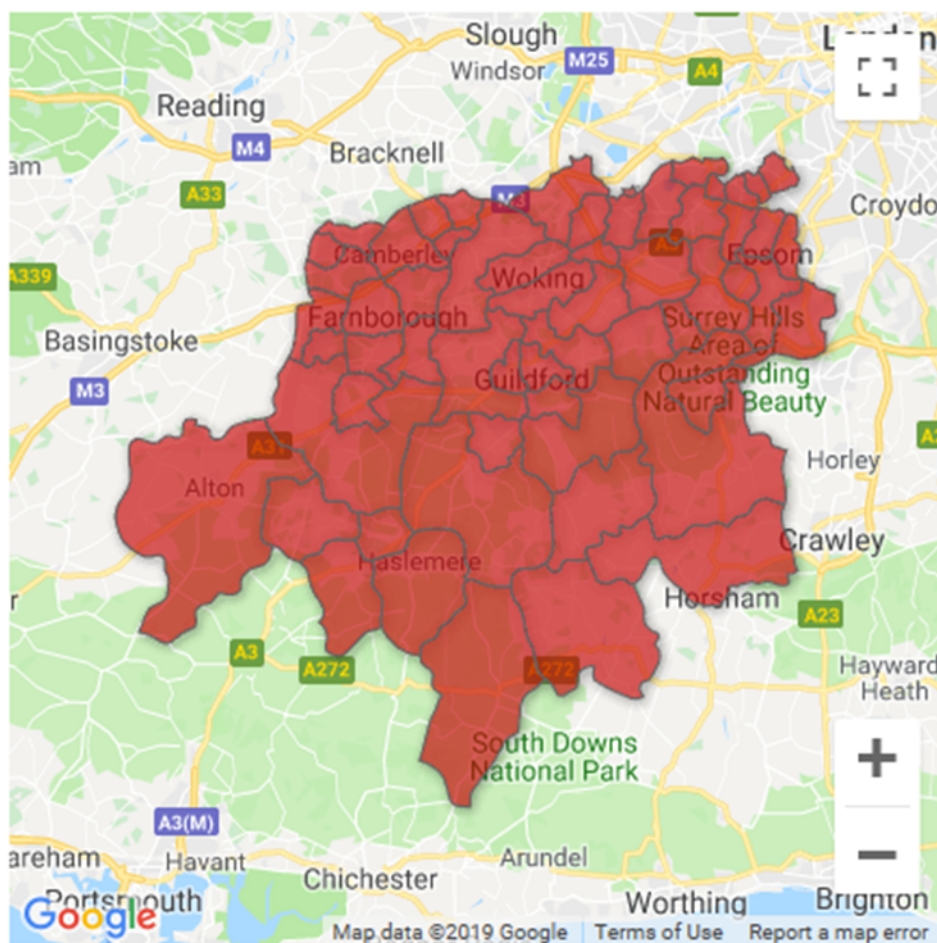
5.13. Publicity notice (Section 48)

- 5.13.1. This chapter sets out the activities undertaken by Highways England to comply with Section 48 of the Act, which imposes a duty to publish a notice of the proposed application in accordance with Regulation 4 of the APFP Regulations.
- 5.13.2. Regulation 13 of the EIA Regulations also requires the Section 48 notice to be sent to the EIA consultation bodies.

5.14. Section 48 publicity

- 5.14.1. A notice was published, in accordance with the APFP Regulations, in the public notice section of a national newspaper, the London Gazette and in a local newspaper for two consecutive weeks. Highways England published the notice in The Times (circulation 435,061) and The London Gazette (no circulation data, online only) nationally and in the Surrey Advertiser (average readership for the Surrey Advertiser is 67,317 and www.getsurrey.co.uk monthly unique users 1,022,492 monthly unique browsers, Source: Publisher) for two consecutive weeks.

Figure 5.15: Surrey Advertiser distribution map



Source: Newspaper Society

- 5.14.2. Letters advising Section 42 consultees and EIA consultation bodies about the consultation were sent out on 2 February 2018. A total of 782 letters were sent by post or email, a copy of the letter is in Annex E. In accordance with Regulation 13 of the IP EIA Regulations, a copy of the Section 48 notice accompanied the letters. Publicity commenced to align with the start of the Section 42 and 47 consultations. Copies of all published notices are in Annexes F and G and Table 5.25 provides a chronological summary of the notices.

Table 5.25: Chronology of publication of Section 48 notices

Date	Newspaper	Area
2 February 2018	Surrey Advertiser	Guildford, Woking, Ripley and Cobham
9 February 2018	Surrey Advertiser	Guildford, Woking, Ripley and Cobham
9 February 2018	The Times	National coverage
9 February 2018	London Gazette	National coverage

5.15. Results of consultation

- 5.15.1. The Section 48 consultation closed on 26 March 2018. Highways England did not receive any responses specific to the Section 48 consultation (the details of which was set out in a notice along with notification of the consultation materials).

6. Additional consultation

6.1. Introduction

- 6.1.1. Highways England undertook three additional periods of consultation following on from the main statutory consultation period. This section provides an overview of the consultations and the results for each.
- 6.1.2. For the purposes of this report the additional consultations are titled as 'land interest statutory consultation', and 'targeted / additional targeted consultation (which encompasses both non-statutory and statutory consultation).
- 6.1.3. As a result of ongoing diligent inquiries, where newly identified persons with interest in land are identified they will be informed of the scheme and the opportunity to make a representation through the DCO

6.2. Land interest statutory consultation

- 6.2.1. A four-week additional round of statutory consultation under Section 42 of the Act took place from 16 March 2018 to the 19 April 2018 (35 days). The approach to this consultation was discussed in advance with the Inspectorate.
- 6.2.2. This consultation specifically related to the Red Line Boundary, as additional land interests in respect of category 1, 2 and 3 interests included in Section 44 of the Act were identified as a result of further title and land questionnaire investigations. As this period of consultation began during the Section 47 statutory public consultation (12 February 2018 – 26 March 2018) these landowners had access to the same consultation materials, as detailed in Annex G, at the deposit points or by attending the final consultation event in person on 23 March.
- 6.2.3. Letters were issued to the eight affected Section 42 consultees on 16 March 2018. A copy of the consultation brochure was issued with the letter. A copy of the letter is included in Annex E.
- 6.2.4. Despite diligent inquiry, very shortly before the submission of the application, four additional land interests were identified. These parties have been included in the Book of Reference (application document TR010030/APP/4.3) and will be notified once the application has been accepted, to enable them, if they wish to engage with the examination of the application.

6.3. Targeted consultation (statutory and non-statutory)

- 6.3.1. Following Scheme development after the statutory consultation period, Highways England undertook an additional period of targeted consultation. The consultation approach was shared and agreed with PINS and the aims of the consultation were:
 - To meet the Planning Act requirements to consult all impacted landowners and to provide statutory bodies the opportunity to comment on the changes to the Scheme
 - To enable consultees' feedback to be taken into consideration in the Scheme development.
- 6.3.2. The statutory element of consultation was targeted towards affected landowners

under Section 44 of the Act, and Prescribed Bodies under Section 42(1)(a) of the ACT whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design changes – either where new land parcels came within the revised Red Line Boundary or where previously identified land take requirements changed. The non-statutory activity applied to those parties whose land now falls outside the Red Line Boundary altogether as a result of Scheme design changes.

- 6.3.3. Statutory undertakers, prescribed under Section 42 (1)(a) of the ACT who are responsible for services, equipment or apparatus likely to be affected by any of the design changes, were also informed of the consultation in a non-statutory basis.
- 6.3.4. Prescribed Bodies were also contacted by letter to inform them of design changes which may or may not affect the issues which they have a statutory responsibility to consider and respond to. This was a non-statutory activity.
- 6.3.5. This consultation began on the 14 November 2018 and ran for a 31-day period until 14 December 2018.
- 6.3.6. In addition, Section 43 local authorities were invited to respond to the consultation from 20 November to 20 December (31 days).
- 6.3.7. The consultation approach was shared and agreed with PINS and the aims of the consultation were:
 - To meet the Planning Act requirements to consult all impacted landowners and to provide statutory bodies the opportunity to comment on the changes to the Scheme
 - To enable consultees' feedback to be taken into consideration in the Scheme development.
- 6.3.8. A letter was sent to all affected landowners informing them of the additional Section 42 consultation. Each letter included a targeted consultation brochure and a land plan outlining the impact of the revised design on the landowners interest. This included newly identified interests, people whose land might be affected to a different extent than previously envisaged, and those who are no longer directly affected. Letters were tailored to the circumstances of the landowner. Copies of these letters and all targeted consultation materials are available in Annex J.
- 6.3.9. Highways England also offered a meeting to those landowners whose land was affected to a different extent, or who were newly affected to allow these individuals to answer any questions that arose from the targeted consultation. Affected Prescribed Bodies were written to via email where one was available, and were provided with a copy of the targeted consultation brochure and a pack of general arrangement drawings. Statutory Undertakers were provided with a copy of general arrangement drawings outlining their interest and how it might be affected. A copy of the letters sent are included in Annex J.

6.4. Results of targeted consultation (November / December 2018)

- 6.4.1. Land interest consultation - There were no responses received to the land interest consultation.

- 6.4.2. Additional targeted consultation – statutory and non-statutory.
- 6.4.3. The second consultation closed on 14 December 2018 with a total of 361 responses received, which included:
- 222 Customer Contact Centre (CCCs) sent to Highways England
 - 105 long form responses
 - two email responses
 - 13 meetings/teleconferences
 - 19 telephone calls/discussions.
- 6.4.4. Some consultees responded a number of times via multiple media, which is reflected in the numbers above.
- 6.4.5. Responses were received from a mixture of landowners, MPs, County and Borough Councils along with Statutory Environmental Bodies.
- 6.4.6. Of the 361 responses received, 79% related to the Girlguiding London West's Heyswood campsite, due to online petitioning and campaigning.
- 6.4.7. In order to fairly reflect all consultation responses and issues raised, all submissions made in relation to Girlguiding London West's Heyswood campsite have been treated as one campaign and responses consolidated. All issues raised by the group have however been reflected below and considered by Highway England, to adequately note their importance:
- Safeguarding is the key priority for the site. Highways England is aware that this is a key consideration for this site and will be working with the group to develop appropriate and adequate safety and security measures such as fencing and tree screening etc.
 - Severance of the site and maintaining access and use of the Ancient Woodland. Locked gates and fences would impair the use of this, resulting in a lack of freedom for site users. *Highways England appreciates the impact of this on the site and will endeavour to mitigate this where possible. This included providing a Masterplanner to visit the site to discuss options for maximum efficient use of the redesigned site.*
 - Loss of land, reduced recreational opportunities, relocation of site buildings and potential impact on the health of young people. *Highways England understands the impact on the site and is working with the group to try and mitigate this where possible. Compensation for lost land will also be paid.*
 - Costs of any changes to the site, relocation of building etc. Highways England would cover all direct costs of the Scheme, for example changes to sewerage, relocation/rebuilding of buildings etc.
 - Gas main relocation through the site under the existing track. Highways England acknowledges that this will cause some disruption for the site and compensation would be available for temporary land take.
- 6.4.8. Throughout the Scheme development, Highways England held meetings with Girlguiding London West site representatives and is continuing to liaise with the group at every opportunity to work collaboratively on taking the Scheme forward. Further detail on these meetings is set out in Chapter 2 of this report.

6.4.9. Highways England has also carefully considered all responses received and account was taken where applicable when finalising the Scheme proposals. Annex H.1.2 lists issues raised, the organisation responding, whether a change was made as a result of the response and Highways England's response.

6.4.10. Key themes/issues raised are summarised below.

- Negative environmental impact, relating to:
 - Adequacy of replacement land
 - Potential worsened air quality and its impact on SPA
 - Appropriate restoration of topsoil storage areas
 - Loss of landowner trees, common land, Ancient Woodland, veteran trees, and greenbelt
 - Noise and light pollution and effect on local residents' health (also during construction)
 - Requested mitigation measures including noise reducing road surfacing and barriers
 - The affect new bridge will have on the SPA and the SSSI in terms of noise, air and light pollution
 - Changes to flood compensation land, effects on runoff, need for water pipe diversion concern for the impact on abstraction and contamination, effects on biodiversity equilibrium of whole area and loss of habitat for wildlife
 - Impact on historically sensitive sites such as Ockham Park and Painshill Park and sensitive receptor sites.
- Positive environmental feedback, relating to:
 - Latest design changes reducing environmental impact (noise attenuation, reduced visual intrusiveness, reductions to the overall land-take impact on the SSSI/SPA, reduction to the impact on Ancient Woodland adjacent to A3 southbound at Painshill
 - Limited impact on Bolder Mere
 - Flood compensation area for Stratford Brook no longer needed
 - Commitment to achieving biodiversity net gain through the green bridge and other works.
- Safety, relating to:
 - BOAT 525/Old Lane junction
 - Old Lane/green bridge interface (new bridge exit now on to Old Lane, just after the A3/Old exit lane)
 - Lower speed limits suggested for the A245, Byfleet Road and Seven Hills Road along with resurfacing of the A245
 - Safety concerns for properties adjacent for vehicles joining/leaving the A3
 - Concerns over vehicles safely passing on local access roads

- Concern over HGVs using Redhill Road to connect to the A245 due to the golfers and equestrian users
- Concern about increased risks of accidents if the lanes change from a left hand turn to a straight-ahead movement on Byfleet Road.
- Impact on the local road network, relating to:
 - Detrimental impact on the local road network including Three Farm Meadows, Ripley, Ockham Park Junction, Wisley Airfield, concerns about local traffic to/from RHS Gardens Wisley
 - Disruption during construction and potential increased impacts as now joined up with smart motorway construction
 - Signal optimisation at Seven Hills and Painshill Junctions
 - Emphasis that the final Construction Traffic Management Plan should include provision for a mechanism to inform major road users about works affecting local network.
- Visual impact, relating to:
 - Reducing the visual impact of gantries and lighting particularly on registered landscapes, considering impact of NMU bridge at Redhill Road on the Gothic Tower
 - Visual impacts during the construction phase.
- Specific landowner queries, relating to:
 - Impacts on individual properties
 - Landowners wishing to sell parcels of land different to those identified by Highways England
 - Impacts on Wisley Airfield and the potential development
 - Clarification on land acquisition process and timescales.
- Planning-related, and DCO Process, relating to:
 - Confirmation on DCO process and timescales
 - Proposed nature of consultation and Highways England's relationship with specific bodies
 - Whether if SPA replacement land moves the 400m buffer further south in two locations this will impact upon development which is in the Guildford Local Plan, specific effects on Wisley Airfield development.

6.5. Key changes as a response to additional consultation

6.5.1. Table 6.1 summarises the key changes Highways England has undertaken in response to the additional targeted consultation.

Table 6.1: Summary of key Scheme changes following additional targeted consultation

Scheme change	Change in response to:
The existing bridleway has been revised and now runs along the edge of a carriageway instead, then via the traffic signals to WPIL land holding. To accommodate the proposed employment area and to facilitate access to both the employment area and the Wisley Airfield spine road in a safe and efficient manner from the proposed Wisley Lane diversion.	Concerns over bridleway conflict with WPIL property industrial building/employment zone.
Red Line Boundary change so that the SPA buffer is no longer in conflict with Housing allocations.	Requested reduction in size of the SPA land adjacent to Elm Lane as the buffer zone for this impinges on the WPIL / Guildford Local Plan housing allocations.
An attenuation pond adjacent to the A245 near Manor Pond is being progressed which will allow for additional potential land required for the pond, outfall pipe and maintenance access.	Request to allow sufficient land near Manor Pond to allow for pollution control if required by Environment Agency.
Changes to A245/Seven Hills Road junction: A free flow left slip into Seven Hills Road (S), blocking of right turn and ahead movements from Seven Hills Road (N).	Suggestion for these changes made, fully supported by local highway authority.
Proposed flood compensation area on WPIL site has been removed from the Red Line Boundary.	Objection to the proposed additional Red Line area as flood compensation. The flood compensation area should be removed from the DCO as it is not necessary.
Existing bridleway has been revised and now runs along the edge of a carriageway instead, then via the traffic signals to WPIL land holding.	Upgrades to or new public rights of way to create a bridleway linking the off-slip at Ockham Lane with the proposed Wisley Lane. A tie-in access is required from the proposed Wisley Lane to the employment area.
Lower speed limited proposed (40mph) for A245 agreed with local authority. Resurfacing will only be undertaken if directly required as part of the scheme.	Suggestion for a lower speed limit on the A245 and that it be resurfaced.
If there is not a sign already in the signing plans, one will be added.	Ask for a brown sign indicating the exit for Painshill at M25 Junction 10 in both directions.
A cycle link between A3 northbound carriageway and B2215 Portsmouth Road is now proposed.	NMU link from A3 northbound south of Ockham Park Junction to Portsmouth Road B2215. Cycle ban on A3 between Ockham Park Junction and Painshill Junction. A link on A3 northbound south of Ockham Park Junction is required for cyclists to exit the A3. Recommends a change in design.
Topographic survey undertaken to investigate this issue. The same NMU horizontal alignment will be retained however the vertical alignment will be amended to reduce impact on the badger sett.	Wisley NMU by Hut Hill. Investigate realignment of NMU route to avoid a badger sett.
The proposal for an NMU route adjacent to the A3 northbound is now being progressed and the LAR will terminate at Court Close Farm, the adjacent property. Hence the LAR will be used by the residents and maintenance vehicles with no emergency vehicle access, to lessen impact on site. Suggestion to be adopted.	A245 NMU route alongside westbound carriageway between Painshill Junction and Seven Hills Road Junction. Changes to A245/Seven Hills Road junction: A free flow left slip into Seven Hills Road (s), blocking of right turn and ahead movements from Seven Hills Road (n).

6.6. Summary of Scheme features that cannot be changed

- 6.6.1. Table 6.2 provides a summary of elements of the Scheme which were not possible to change due to unsupportable impact or alteration the change would make on the Scheme.

Table 6.2: Summary of changes requested not incorporated in Scheme design

Element of Scheme not changed	Reason for no change
Noise barrier requested in the Painshill area of the A3 to protect residents.	Noise barriers are being implemented where necessary, following noise assessments. Requirement assessed - noise barrier not required at this location.
Request to move Painshill local access road adjacent to A3, rather than through Heyswood Campsite.	Option investigated and drawing produced. Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, this option cannot be progressed.
Painshill NMU route to be moved adjacent to the A3.	This option was being explored but has been superseded with the rerouting of NMU to northbound A3 instead. This proposal for an NMU route adjacent to the A3 northbound is now being progressed.
Painshill LAR to be moved into the gas compound to reduce land take.	Option investigated and drawing produced. Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, this option cannot be progressed.
Noise barriers requested for the length of the Painshill Park frontage with the A3.	Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, this option cannot be progressed.
Indicate that there is a cycle route around the whole of Ockham Park Junction.	This option has been investigated and cannot be progressed as there is only sufficient space available on the northern side of the roundabout.
Upgrade the crossing of Ockham Park Junction on the north side of Ockham Park Junction (and Pegasus crossing).	This option has been investigated and cannot be progressed as there is insufficient space available to provide a Pegasus crossing.
Bus stop on the northbound on-slip (near Mill Lane).	This option has not been progressed as there is a bus stop near here on the B2215 Portsmouth Road from Ripley and the suggested bus stop is not in a safe location on the slip road.
Highways England should adopt the NMU route and redesign to minimise orphaned private land.	This is not Highways England policy.
Include all of Seven Hills Road (S) in the Red Line Boundary.	Not necessary to do so.

Element of Scheme not changed	Reason for no change
Include Old Byfleet Road in the Red Line Boundary.	Not necessary to do so.
Rerouting of the Heyswood access road either closer to the A3 or around the campsite to avoid visibility of camp, loss of Heyswood land, improve safeguarding opportunities and lessen impact of air pollution.	<p>Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, these options cannot be progressed.</p> <p>This proposal for an NMU route adjacent to the A3 northbound is now being progressed and the LAR will terminate at Court Close Farm, the adjacent property. Hence the LAR will be used by the residents and maintenance vehicles with no emergency vehicle access, to lessen impact on site.</p>
Use of noise reducing tarmac.	This is being implemented where necessary.
Proposed construction site compound for topsoil storage in this area should have appropriate restoration conditions attached to any approval.	This is a DCO requirement and will be done.
Fencing and other accommodation works associated with the Painshill access road to be kept simple to reduce visual impact.	This will be taken on board during detailed design.
Requested removal of three pylons to improve the visual impact (particularly on the Gothic Tower and Temple of Bacchus).	This is outside of the scope of this project.
Painshill LAR and NMU route to be moved adjacent to the A3.	<p>Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, the NMU option close to the A3 cannot be progressed.</p> <p>This proposal for an NMU route adjacent to the A3 northbound is now being progressed and the LAR will terminate at Court Close Farm, the adjacent property. Hence the LAR will be used by the residents and maintenance vehicles with no emergency vehicle access, to lessen impact on site.</p>
Noise barriers requested along the A3 (in particular close to the Gothic Tower, Temple of Bacchus and Elysian Plain).	Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, this option cannot be progressed.
Noise reducing tarmac to be applied to the section of M25 east of J10.	This is outside of the scope of this project.
Suggestion that the central reservation be utilised to provide access to RHS Gardens Wisley.	This has been previously considered and rejected, as it is not possible here due to narrow width and levels.

Element of Scheme not changed	Reason for no change
Request that the 'old A3 road' stays open as public access. This is to benefit the businesses along Redhill Road who regularly use the old A3 for HGVs instead of using Redhill Road to access the A245 as they believe it is safer.	It is not possible to provide a diverge from the A3 northbound slip road to Redhill Road due to safety reasons. There is insufficient weaving length from J10 free left turn to the suggested diverge.
Alternative route around southern boundary of Heyswood running adjacent to Painshill Park.	<p>Option investigated and drawing produced. However, it is a circuitous route, would have cost implications and is very close to Painshill Park, meaning it is unlikely to be an acceptable option.</p> <p>The proposal for an NMU route adjacent to the A3 northbound is now being progressed and the LAR will terminate at Court Close Farm, the adjacent property. Hence the LAR will be used by the residents and maintenance vehicles with no emergency vehicle access, to lessen impact on site.</p>
Property would potentially prefer a wider LAR of 5.5m to access site.	The proposed LAR is already above standard required width for access requirements, therefore additional width is not necessary.
Concerns about changes being made to the Seven Hills Road/Byfleet Road junction, in that the left hand only turn from Byfleet Road onto Seven Hills Road will be changed to allow traffic to go straight onto the new third lane, encouraging speeding in close proximity to property and raising the risk of an incident.	The A245 east bound approach is three lanes on the approach to the traffic signals. The inside lane is proposed to be ahead and left turn. A safety audit has been carried out and did not raise any concerns. The road will be subject to a 40mph speed limit.
Requested resurfacing of the Seven Hills Road/Byfleet Road junction if possible, as this is in poor condition.	This will only be undertaken if directly required as part of the scheme.
Detailed designs of the RHS Gardens Wisley bridge should consider the Grade II* registered garden, to mitigate any detrimental impact.	This is noted and will be considered during detailed design.
Requested that the proposed overhead gantries and associated lighting either side of the proposed new Wisley Lane Bridge are not visible from within the registered RHS Gardens Wisley landscape.	This is noted and will be considered during detailed design.
Design of the attenuation features adjacent to the new slip road at Ockham to maximise biodiversity and not consisting of any bed or bank reinforcement. Any outlets into the Stratford Brook should be designed with a natural entry route.	This is noted and will be considered during detailed design.

Element of Scheme not changed	Reason for no change
Suggestion to make Redhill Road into a one-way road which has direct access from the A3.	This has been investigated and will not be progressed as part of the scheme and is not supported by local highway authority.
<p>Suggestion to build an alternative route avoiding Heyswood Campsite.</p> <p>Also suggested looking at vertical expansion of the A3 instead of expanding horizontally across the ground, i.e. tunnels or flyover possibilities.</p>	<p>Discussion with Natural England advised that the scheme must avoid Ancient Woodland, therefore limited alternative routes. However, further investigation into rerouting NMU to northbound A3 is being undertaken and option to terminate LAR at adjacent property (no emergency vehicle access) also being examined, to lessen impact on site.</p> <p>Alternative options rules out during previous design and consultation stages, for example Option 9 (flyover structure).</p>
Suggestion that the two-way service road planned on the north side of the A3 can be connected to the access way near Heyswood. Suggestion to extend the access way in front of Heyswood campsite over a bridge crossing the A3 to connect to the service road on the north side of the A3.	A vehicular bridge crossing over the A3 has previously been rejected in favour of the current NMU bridge.
Seeking clarity on the intentions, land area and timing of the use of this land for topsoil storage and construction compound use. The preference is for this land to be removed from the DCO or as a second preference it be made very clear that this land is to only be used temporarily.	This will be a temporary land take and usage.
Requested confirmation that the New Haw Viaduct is an existing structure to which no works are planned under the scheme or any other current scheme.	Not confirmed, this is outside of the scope of this project.
Encourages discussion around how Highways England might be able to help in lessening the visual damage of the electricity pylons in the Painshill Park area.	This is outside of the scope of this project.
Request stronger ecology aims and commit to achieving biodiversity net gain for the scheme.	This is noted.
In respect of existing National Grid Electricity Transmission (NGET) infrastructure, this will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus; providing that the order affects NGET apparatus in any way.	This is noted.

Element of Scheme not changed	Reason for no change
Suggests that we remove the pylons which "infringe the beauty of Painshill Park" and bury the associated cables underground and also hopes that Highways England reduces noise disturbance by means of noise barriers in appropriate locations.	Pylon removal is outside of the scope of this project.
The NMU route will pass along the edge of the ecologically sensitive Wisley Common, where drainage north towards the wetland features in the interior of the common must not be impeded. The specification for the NMU route therefore requires careful thought; for example, a tarmacadam surface would not be suitable here, if so intended. Drainage channels must be carefully culverted beneath the route, as this area can be very wet seasonally, especially at the south-western (Wisley Lane) corner.	This is noted, the scheme will use a surface suitable for NMU usage and will include adequate drainage.
No mention of any other of the structural specifications for the green/habitat bridge. The margins need to have a solid barrier of a minimum recommended height of 1m, preferably higher. This is to provide some degree of visual/noise/pollution screening; present a physical barrier to wildlife being blown or falling onto the carriageway; and to prevent erosion of the habitat substrate from wind and precipitation.	This is noted and will be considered during detailed design.
Suggests that noise barriers are equally necessary alongside the A3. At the very least, the mitigation for ecological impacts at Bolder Mere (part of the SPA/SSSI/LNR and a Water Framework Directive surface waterbody) should include both noise baffling and visual screening for this sensitive receptor site.	Noise barriers are being implemented where necessary, following noise assessments. Requirement assessed - noise barrier not required at this location.
Forestry Commission - Refers to National Planning Policy Framework (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 suitable compensation strategy exists" Also suggests that deforestation proposals are considered as part of that EIA.	Noted, the scheme is designed to minimise any loss of Ancient Woodland.

Element of Scheme not changed	Reason for no change
Request to consider alternative proposals for RHS Gardens Wisley to improve journey time, concerns for the future air quality, request to see the modelling relevant to Ockham Park Junction, specific comments with regards to future bus service provision, request details of NMU routes nearby.	Issuing further information requested and responding to specific comments.
Regarding Painshill Park - noise barriers running from the northwest corner of the landscape for approximately 1/3rd of a mile would help to reduce the noise pollution in this area.	Noise barriers are being implemented where necessary, following noise assessments. In addition, discussion with Natural England advised that the scheme (including noise barriers) must avoid Ancient Woodland.
Regarding Painshill Park - the pylons could be removed and the cables buried as part of the work on the A3.	This is outside of the scope of this project.
Painshill NMU route moved closer to A3 to save trees. Additional retaining wall required.	The proposal for an NMU route adjacent to the A3 northbound is now being progressed and the LAR will terminate at Court Close Farm, the adjacent property. Hence the LAR will be used by the residents and maintenance vehicles with no emergency vehicle access, to lessen impact on site.
Painshill NMU and LAR to be moved to reduce impact on Heyswood site.	Option investigated and drawing produced, would mean additional Ancient Woodland land take. Discussion with Natural England advised that the scheme must avoid Ancient Woodland. Therefore, this option cannot be progressed.
Move Painshill LAR between pylon and gas compound. Potentially widen LAR to 5.5m width.	This has been checked and there is insufficient space between the pylon and the gas compound fence for the required LAR, verges and clearance to the pylon. The proposed LAR is already above standard required width for access requirements, therefore additional width is not necessary.
A3 moved to northwest to lessen impact on Painshill properties along southbound A3.	Further investigation of this option undertaken and drawing produced. Option deemed unfeasible due to amount of land needed for widened carriageway, hard strip, widened verge and local access road. Also issues with achieving the full stopping sight distance on the A3, along with impact on Long Orchard, San Domenico and Feltonfleet school land. As well as impact on Ancient Woodland north of gas compound.

Element of Scheme not changed	Reason for no change
A245 carriageway realignment to move retaining wall away from Manor Pond.	Retaining walls and Statutory Undertakers diversions would be required as well as more land take from Feltonfleet School. In addition to full reconstruction of A245 carriageways and central reserve. Therefore, not being progressed.
Spur from the Painshill Junction/use of the existing NMU route joining the roundabout via a two-way spur road off the existing roundabout.	There is insufficient space between the A245 Portsmouth Road and the A3 southbound slip road to provide a signalised junction to a suitable standard.

6.7. Additional targeted consultation

- 6.7.1. Highways England subsequently undertook one further additional period of non-statutory consultation, following on from the main statutory consultation period and first additional non-statutory targeted consultation. These three periods of consultation were:
- Main statutory consultation: 12 February to 26 March 2018
 - Additional non-statutory targeted consultation: 14 November to 14 December 2018
 - Second additional non-statutory targeted consultation: 3 April to 3 May 2019.
- 6.7.2. This section provides an overview of the second additional non-statutory targeted consultation (3 April to 3 May 2019) and the feedback this produced. Following some minor non-material scheme design changes made after the additional consultation period, Highways England undertook a second additional period of targeted consultation. The consultation approach was shared and agreed with PINS and the host Local Authorities in accordance with the SoCC. The aims of the consultation were:
- To meet the Planning Act requirements to consult all impacted landowners and to provide statutory bodies the opportunity to comment on the changes to the Scheme
 - To enable consultees' feedback to be taken into consideration in the Scheme development.
- 6.7.3. The statutory element of consultation was targeted towards affected landowners under Section 44 of the ACT, and Prescribed Bodies under Section 42(1)(a) of the ACT whose role, duties or responsibilities, or area of interest could be affected as a result of the Scheme design changes – either where new land parcels came within the revised Red Line Boundary or where previously identified land take requirements changed.
- 6.7.4. The non-statutory activity applied to those parties whose land now falls outside the Red Line Boundary altogether as a result of Scheme design changes.
- 6.7.5. Statutory undertakers, prescribed under Section 42 (1)(a) of the ACT who are responsible for services, equipment or apparatus likely to be affected by any of

the design changes, were also consulted on a non-statutory basis.

- 6.7.6. Identified Prescribed Bodies were also contacted by letter to inform them of design changes which may or may not affect the issues which they have a statutory responsibility to consider and respond on. This was a non-statutory activity. This consultation began on the 3 April 2019 and ran for a 30-day period until 3 May 2019.
- 6.7.7. A letter was sent to all affected landowners informing them of the additional Section 42 consultation. Each letter included a set of scheme drawings showing the proposed changes. This included newly identified interests, people whose land might be affected to a different extent than previously envisaged, and those who are no longer directly affected. Letters were tailored to the circumstances of the landowner. Copies of these letters and all targeted consultation materials are available in Annex K.
- 6.7.8. Affected Prescribed Bodies were written to via email where one was available and otherwise via letter.
- 6.7.9. Statutory Undertakers were provided with a copy of drawings outlining their interest and how it might be affected. A copy of the letters sent are included in Annex K.
- 6.7.10. As part of ongoing diligent enquiries, following the Book of Reference refresh 12 additional parties (land owners or those with a land interest) were identified. As a result of this new information consultation was undertaken with these parties from 29 April to 29 May 2019. A copy of the letter sent is included in Annex K.
- 6.7.11. No responses to the 29 April to 29 May 2019 consultation were received.
- 6.7.12. The design changes consulted on are summarised in Table 6.3 below, along with the scheme drawing reference depicting these changes. This information was included in all letters issued to all impacted landowners and statutory bodies as set out above.

Table 6.3 Design changes consulted on in additional targeted consultation

Scheme design change description
As agreed with the Environment Agency, the proposed flood compensation land at Stratford Brook is no longer required. New enhancements to the watercourse, including tree clearance and backwater creation are proposed.
The bridleway through the northern side of Ockham Park Junction has been removed.
The bridleway on the side of the Wisley Lane realignment is retained and is proposed to be extended to Ockham Road North junction.
Proposed gas pipe diversion realigned.
Proposed bridleway connecting the realigned Wisley Lane to the bus stop on the southbound off-slip to Ockham Park Junction has been removed.
An exit for cyclists has been provided from the A3 northbound carriageway, towards Portsmouth Road, south of Ockham Park Junction.
The Special Protection Area (SPA) compensation land adjacent to Elm Lane has been removed and the SPA compensation land adjacent to the M25 clockwise carriageway between junctions 10 and 11, has been enlarged.
There is also a reduction in SPA compensation land adjacent to Old Lane.
A new area for tree planting will be provided next to Buxton Wood.

Scheme design change description

The scheme DCO boundary has been extended at Wisley Lane and Elm Lane to enable a reduction in speed limit, consistent with the local highway network.

Further areas of habitat enhancement at Bolder Mere will be provided.

A new pond is proposed for pollution control at Manor Pond.

Proposed shared footway/cycle track route will be provided adjacent to the A245 westbound carriageway, between Seven Hills Road junction and Painshill Junction.

Access to Feltonfleet School will be improved by closing the left in/out access and adding a left filter on the A245 to Seven Hills Road (South). This will improve the performance of the junction.

Traffic exiting Seven Hills Road (North) will no longer be able to make a right turn onto the A245 or pass straight over onto Seven Hills Road (South). Traffic exiting the A245 (from Byfleet) will no longer be able to make a right turn into Seven Hills Road (South).

Old Byfleet Road will become private, for the use of Feltonfleet School only.

6.8. Results of additional targeted consultation

6.8.1 The consultation closed on 3 May 2019. A total of 23 responses and queries were received, broken down by media as follows:

- 13 letters
- 9 email responses
- 1 telephone call.

Some consultees responded a number of times via multiple media, these have not been double counted in the numbers above.

6.8.2 Three face-to-face meetings were held as a result of queries raised during the additional targeted consultation.

6.8.3 Responses were received from a mixture of landowners, MPs, County and Borough Councils along with Statutory Environmental Bodies.

6.8.4 Highways England has carefully considered all responses received and account was taken where applicable when finalising the Scheme proposals. Annex K lists issues raised, the organisation responding, whether a change was made as a result of the response and Highways England's response.

6.8.5 Key themes/issues raised included:

- The banning of the right turn from Seven Hills Road (North) towards Byfleet on the A245;
- Painshill Park emergency access from A3 at Gothic Tower;
- Impacts on Heyswood campsite with regards to the NMU route and safeguarding provision of the site;
- Mis-labelling of land parcel in scheme drawing; and
- NMU route relocation adjacent to the A3 Northbound.

6.8.6 Table 6.4 summarises the key changes Highways England has undertaken in response to the second additional targeted consultation.

Table 6.4 Summary of key Scheme changes following second additional targeted consultation

Scheme change	Response
Request land take reduced in the vicinity of the A245 and the southern part of the site to relocate soakaway where there is a proposed gantry and to retain trees along the A3.	To be considered as part of detailed design
Labelling error on Map 2C raised by a number of stakeholders and request confirmation that land has been labelled as SPA compensation land in error and will not be taken forward as SPA compensation land	Accepted and map has been updated
Gate (automatic) at west end of the Heyswood Campsite where the access road continues to Close Court Farm. This is to make the campsite fully secure.	To be considered as part of detailed design
Landowner requests to retain the animal shelter on his land. He also asked to retain two additional areas of his land, offering an alternative piece of land on the south-east of his land holding.	Accepted and land acquisition discussions are underway.
Land being sold by one land owner to another that the scheme wishes to acquire. Request for a change in the boundary of the land we acquire will the offer of other land to replace what he'd like to retain.	Accepted and land acquisition discussions are underway.
Retain as much of the foliage next to the eastbound A245 (between Seven Hills Junction and Painshill Junction) as possible during and after widening the road for the additional 3rd lane.	To be considered as part of detailed design.
Concerns regarding the proposed location of construction compounds (at the Southern end of Seven Hills Road; north east of the Cockrow Bridge and at Elm Corner) in terms of potential to impact on protected species in these locations. Concerned that measures are taken to reduce the potential for disturbance and that previously provided advice in this respect is adhered to.	This has been considered in the Environmental Statement and Construction Environmental Management Plan.
Flood Compensation area at Stratford Brook - WPIL wish for Highways England to consider re-profiling some of the steeper areas of banks to the watercourse to make them more accessible for amphibians.	To be considered as part of detailed design.
Fence Line along the proposed Wisley Lane - WPIL request that the Red Line (and permanent land take) is minimised in this area in order to avoid the loss of developable land within the allocation Boundary of Allocation A35. This should include limits of adoption and fence lines to be as close as possible to the built highway. The fence should be shown directly adjacent to the proposed highways land for adoption.	To be considered as part of detailed design.
WPIL support the proposed tie in of the Wisely Lane Diversion to Ockham Park Junction. WPIL object to proposed scheme as drawn as no access provided to facilitate the proposed main spine road through the Wisley new settlement. They request an	To be considered as part of detailed design.

Scheme change	Response
amendment to facilitate a junction into the Wisley new settlement site with an appropriate level of capacity for the projected traffic flows is required.	
Request to secure gas main protection works between the new A3/Wisely Lane overbridge and Ancient Woodland as part of the DCO works to permit a potential access road into allocation A35 via Wisley diversion	To be considered as part of detailed design.
Additional tree planting requested on Buxton Wood.	To be considered as part of detailed design.

Table 6.5 Summary of scheme elements not changed

Element of scheme not changed	Reason for no change
Painshill Park wish to retain the access from the A3 to the west side of the park, for safety and maintenance reasons (emergency access).	All access and egress to and from the A3 (with the exception of Old Lane) are being closed due to the widening of the A3.
Retain the right turn from Seven Hills Road (North) towards Byfleet on the A245.	Modelling for Seven Hills junction is provided and discussed in the Transport Assessment, once available this can be shared. In summary, the removal of the ahead/right turn lane allows the signals to run in a more efficient manner, reducing the amount of lost green time, thereby providing overall benefits to users of the junction. Those vehicles previously making the right/ahead movement (approx. 17% of the total Seven Hills Rd North flow) will reroute either by performing a u-turn at Painshill or taking an alternative routes.
Question why siting the shared footway/cycle way adjacent to the multi lane A245 serves? Design change suggested: for scope to be given to routing it along the Old Byfleet Road.	The project team in consultation with Surrey County Council and Feltonfleet School has agreed to de-classify Old Byfleet Road.
The Council state the last engineering drawings provided did not show how access is provided to facilitate the main spine road through the former Wisley Airfield Site. Requirement (1) of Policy A35 in the Adopted Local Plan states that 'Primary vehicular access to the site allocation will be via the A3 Ockham Park Junction' . The Council have requested plan is amended to show how access will be facilitated via the new Wisley Lane.	A plan will be provided.
The Planning Inspector in his report on the Local Plan concluded that inclusion of the Burnt Common slip roads in the Plan was sound (para.133)1. With the adoption of the Local Plan, Guildford have requested HE revise its previous position (as stated in letter dated 3 October 2018) and include North facing Slip Road at Burnt Common slip road as part of the DCO scheme.	This is not is scope of the project.
We have looked through all of our previous pre-application correspondence and whilst we have been notified verbally that the review of the Stratford Brook model has demonstrated that the flood compensation for the new bridge is no longer required, we have not yet been provided any evidence to this effect. We are therefore not currently in a position to confirm that flood compensation is no longer required until we have seen such evidence. We need to see a detailed Flood Risk Assessment (FRA) that clearly demonstrates that there will be no increase in flood risk.	This issue has since been discussed with the stakeholder and will be detailed in the Statement of Common Ground.

7. Environmental Impact Assessment

7.1. Introduction

- 7.1.1. Highways England commenced an early Environmental Impact Assessment (EIA) scoping process at the start of the pre-application process in September 2017 compiling a 'Scoping Report' for submission to PINs in December 2017. A letter was sent to the Inspectorate on the 8 December 2017 under Regulation 8(1) of the infrastructure planning (Environment Impact Assessment) Regulations 2017. See Annex B for a copy of the letter.
- 7.1.2. This was followed by a response from the Inspectorate in the form of a 'Scoping Opinion Report', amalgamating all stakeholder responses received during the allotted period, in turn providing the foundation for consultation with relevant statutory bodies. The consultees were included in the section 42 consultation. The Scoping Opinion is provided in Annex 1.1 of the Environmental Statement.

7.2. Statement of Community Consultation

- 7.2.1. In accordance with Regulation 12 of the EIA regulations the SoCC included information concerning the PEIR and informed the community that the document would be available as part of the community consultation material.
- 7.2.2. The SoCC stated the following:

The Scheme is an Environmental Impact Assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Impact Assessment Report will therefore be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEIR) will be published for comment at the time of the consultation. It will set out the information that we have compiled to date, so that people will be able to gain a better understanding of the likely significant environmental implications of the proposals. It will also indicate, in general terms, the potential mitigation measures that could be implemented to minimise or reduce negative impacts and set out the reasons why other alternative solutions have been discounted.

The PEIR will be available online and will be free to inspect at the public viewing locations listed at the end of this document. We will publicise when and where the PEIR and other consultation documents can be inspected in line with the arrangements set out in this SoCC.

- Preliminary Environmental Information Report (PEIR)
- The Preliminary Environmental Information Report was published in three volumes:
- Preliminary Environmental Information Report - Volume 1 Main Report
- Preliminary Environmental Information Report - Volume 2 Appendices
- Preliminary Environmental Information Report - Volume 3 Figures Part 1 & Part 2.

The purpose of this Preliminary Environmental Information Report (PEIR) is to provide consultees with the information compiled by Highways England to

date about the predicted environmental impacts of the Scheme and the proposed mitigation measures, and to inform the pre-application statutory consultation on the proposals. The report describes the Scheme, including construction details as currently proposed, timescales for delivery and alternatives considered.

For each environmental topic, the report:

- Describes the environmental baseline data collection work undertaken to date
- Describes the existing baseline environment, based on the primary and secondary data collection to date
- Identifies further work that is ongoing or that is likely to be undertaken to complete the Environmental Impact Assessment (EIA)
- Provides an assessment of the likely environmental impacts of the Scheme based on the currently available information
- Describes the range of mitigation measures that will be considered to avoid, reduce/mitigate or offset the identified environmental impacts.

7.3. Preliminary Environmental Information Report – Non-Technical Summary

- 7.3.1. Highways England created a non-technical ‘Preliminary Environmental Information Report – Non-Technical Summary’ to accompany the PEIR as part of the Section 42, 47 and 48 consultations. This was also used to support consultation material during the formal consultation events, informing non-technical stakeholders on environmental information.

7.4. Environmental Statement

- 7.4.1. Relevant chapters of the draft Environmental have been shared with the relevant Statutory Environmental Bodies.
- 7.4.2. The Water Framework Directive has also been discussed and shared with the Environment Agency along with the relevant chapters of the Environmental Statement.

8. Post-statutory consultation engagement

8.1. Introduction

- 8.1.1. Paragraph 81 of the MHCLG Guidance states that it is good practice that those who have contributed to consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.
- 8.1.2. All ongoing engagement with both statutory and non-statutory stakeholders is set out in Chapter 2, Tables 2.1 to 2.6. A scheme newsletter was also issued in August 2018 and published on the Scheme webpage.

9. Conclusion

9.1. Outcome of consultation and engagement

9.1.1. Highways England has undertaken significant engagement with both statutory and non-statutory stakeholders since the consultation closed on 26 March 2018. These meetings, workshops and briefings have all informed Scheme design. Whilst it has not been possible to address all requests made by stakeholders, significant progress has been made on key issues including:

- Refinement of scheme design
- Land take and compensation/mitigation arrangements
- NMU provision and routing
- A245 design and access arrangements to Feltonfleet School.

9.1.2. Highways England will be pursuing Statements of Common Ground (SoCG), which set out where issues have been resolved or remain outstanding. Three SoCGs are being prepared, with the Environment Agency, Natural England and Historic England, and the remaining SoCGs will be developed post-submission.

9.2. Compliance

9.2.1. Highways England has complied with the Act, relevant regulations and guidance in relation to the DCO pre-application process, and has carried out consultation in accordance with the actions set out in the SoCC. Table 9.1 demonstrates how Highways England has complied with the relevant requirements of:

- Planning Act 2008
- Infrastructure Planning (Applications: Prescribed Forums and Procedure Regulations) 2009
- MHCLG's Planning Act 2008: Guidance on the pre-application process.

Table 9.1: Compliance with the Act, Regulations and Guidance

Section	Requirement	Compliance
Planning Act 2008		
Section 37	Applications for orders granting development consent (3)(c) Be accompanied by the consultation report.	Highways England has produced a consultation report as part of the application that details: <ul style="list-style-type: none"> How Highways England has complied with Sections 42, 47 and 48 The responses received The account taken of the responses.
Section 42	Duty to consult The applicant must consult:	
	a) Such persons as may be prescribed.	Highways England has consulted with the relevant bodies prescribed in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 as set out in the list supplied by PINS under Regulation 11(1)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (full list in Annex D).
	b) Each local authority that is within Section 43	Highways England has consulted with the relevant local authorities as set out in the list supplied by PINS under Regulation 11(1)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (full list in Annex D).
	c) Each person who is within 1 or more of the categories set out in Section 44.	All parties identified under Section 44 have been recorded in a Book of Reference and have been consulted.
Section 45	Timetable for consultation under Section 42 1) The applicant must, when consulting a person under Section 42, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation.	Consultees were informed of the deadlines for receipt of responses in the notification letters, which contained the date and time of the deadline (Copies of the letters are contained in Annex F and G).
	2) A deadline notified under subsection (1) must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.	The statutory, non-statutory and community consultations ran from 12 February 2018 to 26 March 2018 (49 days). The land interest consultation ran from 16 March 2018 to 19 April 2018 (34 days). The targeted consultation ran from 14 November 2018 to 14 December

Section	Requirement	Compliance
		2018 (31 days). An additional targeted consultation ran from 3 April to 3 May 2019 (30 days).
	3) In sub-section (2) “the consultation documents” means the documents supplied to the person by the applicant for the purpose of consulting the person	A full list of consultation materials provided is available in section 5.3.1. Consultation materials are provided in Annex H.
Section 46	Duty to notify 1) The applicant must supply the Secretary of State with such information in relation to the proposed application as the applicant would supply to the Secretary of State for the purpose of complying with Section 42 if the applicant were required by that section to consult the Secretary of State about the proposed application.	In Annex D, the Department for Transport is included as a statutory consultee.
	2) The applicant must comply with sub-section (1) on or before commencing consultation under Section 42.	This notification was timed to coincide with the commencement of the Section 42 consultation.
Section 47	Duty to consult local community 1) The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land.	Highways England prepared a draft Statement of Community Consultation (SoCC). The SoCC set out how it proposed to consult the community (see Chapter 5 of this report for further information on the SoCC and Annex C).
	2) Before preparing the statement, the applicant must consult each local authority that is within Section 43(1) about what is to be in the statement.	Highways England consulted with Elmbridge Borough Council, Guildford Borough Council and Surrey County Council on the SoCC (see Chapter 5 of this report for further information on the SoCC and Annex C).
	3) The deadline for the receipt by the applicant of a local authority's response to consultation under sub-section (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.	Highways England notified the persons responsible at the relevant local authorities of the SoCC on 29 November 2017. Electronic copies of the draft SoCC and notification letter were emailed. Consultees were advised to respond by 11 January 2018, providing a period of 31 days for responses while making an allowance for the Christmas holiday period (as outlined in the notification letter). See Annex C.
	4) In sub-section (3) “the consultation documents” means the documents supplied to the local authority by the applicant for the purpose of consulting the local authority under sub-section (2).	The draft SoCC was supplied to the local authorities. See Annex C.
	5) In preparing the statement, the applicant must have regard	Chapter 3 outlines the comments received from Local Authorities on the

Section	Requirement	Compliance
	to any response to consultation under sub-section (2) that is received by the applicant before the deadline imposed by sub-section (3)	SoCC, and the regard Highways England had to these. See Annex C for full correspondence.
	6) In section 47(6) of the Planning Act 2008 (duties of applicant for development consent to publicise the statement setting out how the applicant proposes to consult the local community) – (a) for “must publish it –” substitute “must – (za) make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land,”,(b)in paragraph (a) (duty to publish statement in local newspaper) – (i) at the beginning insert “publish, ”, and (ii) after “land” insert “ , a notice stating where and when the statement can be inspected ”, and (c) in paragraph (b) (duty to publish statement in any other prescribed manner) for “in such other manner” substitute “publish the statement in such manner ”.	Consultation materials were available for inspection at ten deposit points located in the vicinity of the Scheme. The list of deposit points is available in Annex H. Highways England published a Section 47 notice in the Surrey Advertiser on 9 February 2018. See Annex E.
	7) The applicant must carry out consultation in accordance with the proposals set out in the statement.	Highways England conducted the consultation process in accordance with the SoCC. The SoCC compliance table is in Chapter 3, Table 3.5.
Section 48	Duty to publicise 1) The applicant must publicise the proposed application in the prescribed manner.	Highways England published a Section 48 notice in accordance with Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. See Chapter 6 for further details of the notice publication timetable.
Section 49	Duty to take account of responses to consultation and publicity 1) Sub-section (2) applies where the applicant – (a) Has complied with Sections 42, 47 and 48. (b) Proposes to go ahead with making an application for an order granting development consent (whether or not in the same terms as the proposed application).	Highways England has complied with Sections 42, 47 and 48. Highways England will now submit an application for an order granting development consent.
	2) The applicant must, when deciding whether the application that the applicant is actually to make should be in the same terms as the proposed application, have regard to any relevant responses.	Highways England has had regard to all relevant responses. Relevant responses are considered in the following chapters and appendices: Section 42: Chapter 4 provides a summary of key issues raised and Highways England response. Full responses are considered in Annex I. Section 47: Chapter 5 provides a summary of key issues raised and

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		Highways England response. Full responses are considered in Annex J. No responses were received to the Section 48 consultation.
Section 50	Guidance about pre-application procedure 1) Guidance may be issued about how to comply with the requirements of this Chapter. (2) Guidance under this section may be issued by the Secretary of State. (3) The applicant must have regard to any guidance under this section.	Highways England had regard to and applied guidance from the Planning Inspectorate and the Ministry for Housing, Communities and Local Government.
Infrastructure Planning (Applications: Prescribed Forums and Procedure Regulations) 2009		
Regulation 3	Prescribed consultees. The persons prescribed for the purposes of Section 42(a) (duty to consult) are those listed in column 1 of the table in Schedule 1 to these Regulations, who must be consulted in the circumstances specified in relation to each such person in column 2 of that table.	Highways England consulted with all persons prescribed under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. See Annex D for a full list of the consultees and comparison with the Schedule 1 list.
Regulation 4	(2) The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application –	See Annex F for copies of the Section 48 notices, published by Highways England as detailed below
	(a) For at least 2 successive weeks in 1 or more local newspapers circulating in the vicinity in which the proposed development would be situated.	The Section 48 notice was published on 2 and 9 February 2018 in the Surrey Advertiser.
	(b) Once in a national newspaper.	The Section 48 notice was published on 9 February 2018 in The Times.
	(c) Once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette.	The Section 48 notice was published on 9 February 2018 in The London Gazette.
	(3) The matters which the notice must include are –	The Section 48 Notice included all the matters listed under Regulation 4(3).
	(a) The name and address of the applicant.	The name and address of the applicant: HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ.
	(b) A statement that the applicant intends to make an application for development consent to the Secretary of State.	The Section 48 Notice states HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ (the "Applicant") proposes to make an application (the "Application")

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		under Section 37 of the Planning Act 2008 for a Development Consent Order for the proposed M25 junction 10/A3 Wisley interchange Improvement Scheme.
	(c) A statement as to whether the application is EIA development.	The Section 48 Notice states the project is an Environmental Impact Assessment development ('EIA development'), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.
	(d) A summary of the main proposals, specifying the location or route of the proposed Development.	<p>The Section 48 Notices state that the main aspects of the project include:</p> <ul style="list-style-type: none"> • Upgrading the existing roundabout at M25 junction 10 • Widen the A3 between Painshill and Ockham • Convert the existing hard shoulder on the M25 to an additional running lane on the M25 though junction 10 • Widen the A245 Byfleet road at Painshill and improve crossing and facilities for non-motorised users
	(e) A statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least 1 address in the vicinity of the proposed development) and times set out in the notice:	<p>The Section 48 Notices state that copies of the consultation materials may be inspected free of charge from 12 February to 26 March 2018 at the following locations:</p> <p>Guildford Borough Council (Monday to Thursday 08:30 - 17:00 and Friday 08:30 - 16:30) Millmead House, Millmead, Guildford, Surrey GU2 4BB</p> <p>Elmbridge Borough Council (Monday to Thursday 08:45 - 17:00 and Friday 08:45 - 16:45) Civic Centre, High Street, Esher, Surrey KT10 9SD</p> <p>Surrey County Council (Monday to Friday 08:00 - 17:00) Penrhyn Road, Kingston upon Thames, Surrey KT1 2DW</p> <p>Addlestone Library (Tuesday to Saturday 09:30 - 17:00) Runnymede Civic Centre, Station Road, Addlestone, Surrey KT15 2AF</p> <p>Byfleet Community Library (Tuesday 10:00 - 16:00; Wednesday 18:00 - 20:00; Thursday 15:00 - 17:00; Friday & Saturday 10:00 - 16:00; and Sunday 14:00 - 16:00) High Road, Byfleet, Surrey KT14 7QN</p> <p>Cobham Library</p>

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		<p>(Tuesday to Saturday 09:30 - 17:00) The Cedar Centre, Cedar Road, Cobham, Surrey KT11 2AE Horsley Library (Monday 14:00 - 17:00; Tuesday, Thursday & Friday 10:00 - 13:00 & 14:00 - 17:00; and Saturday 10:00 - 16:00) Parade Court, Ockham Road South, East Horsley, Surrey KT24 6QR Walton Library (Monday - Friday (excl. Tuesday) 09:30 - 17:30; Tuesday 09:30 - 19:00; Saturday 09:30 - 17:00; and Sunday 11:00 - 17:00) 54 The Heart, Walton on Thames, Surrey KT12 1GH West Byfleet Library (Monday 14:00 - 17:00; Tuesday, Thursday & Friday 10:00 - 13:00 & 14:00 - 17:00; and Saturday 10:00 - 16:00) The Corner, West Byfleet, Surrey, KT14 6NY Woking Library (Monday, Wednesday & Friday 09:30 - 17:30; Tuesday 09:30 - 19:00; and Saturday 09:30 - 17:00) Gloucester Walk, Woking, Surrey GU21 6EP</p>
	(f) The latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i))	The Section 48 Notice states that copies of the consultation materials may be inspected free of charge from 12 February to 26 March 2018.
	(g) Whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge	The Section 48 Notice states that CD copies of all consultation materials can be provided free of charge. Paper copies of the Scheme consultation brochure and feedback form, this Section 48 Notice and the Statement of Community Consultation will be supplied free of charge. For paper copies of any other materials, including the PEIR, a reasonable charge will need to be made to covering printing, postage and VAT at 20%, up to a maximum of £200.
	(h) Details of how to respond to the publicity.	<p>The Section 48 Notice states that any comments on or responses to the consultation can be given:</p> <p>online by completing the feedback form at www.highways.gov.uk/m25j10 by completing a paper copy of the feedback form and sending to FREEPOST M25 junction 10/A3 Wisley interchange or in writing to FREEPOST M25 junction 10/A3 Wisley interchange or</p>

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		by email to info@highwaysengland.co.uk
	(i) A deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published.	The Section 48 notice states that all comments and responses must be received no later than Monday 26 March 2018 at 23:45.
Planning Act 2008 – Guidance on the pre-application process (MHCLG)		
Paragraph 17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	Highways England consultation materials were designed in a specific template and contained the Scheme title and contact details. The consultation brochure and questionnaire and the updated consultation brochure all included introductions about the Scheme and the consultation process.
Paragraph 18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	A specific email address and project page was created for the Scheme. This enabled the community to contact the project team direct. Face-to-face meetings were held with community representatives. Informal consultation with key stakeholders commenced from April 2016 and is detailed in Tables 2.1 – 2.6.
Paragraph 20	Experience suggests that, to be of most value, consultation should be: Based on accurate information that gives consultees a clear view of What is proposed including any options. Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed. Engaging and accessible.	The community consultation brochure, questionnaire and display boards clearly set out the design features, layout and location. The questionnaire reflected the brochure to help consultees in providing feedback to Highways England. The start of the consultations commenced 14 months in advance of the proposed application dates allowing time to review and amend the design accordingly. The consultation programme allowed consultees to engage face-to-face with the project Scheme, access details in their own homes and post questions through a number of channels. All materials were produced to be accessible and easy to understand. Images and displays were designed to be informative but not complicated.
Paragraph 21	Applicants should satisfy themselves that they have complied with all statutory requirements ⁴ and applicable guidance (including this guidance) so they can reasonably expect that their application will not be rejected on the grounds of inadequate consultation.	This table sets out how Highways England has complied with both its statutory requirements and the associated guidance in carrying out the consultations.
	Where an applicant has not been able to follow this guidance, they should provide comments setting out why this is the	

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	case, in the consultation report.	
Paragraph 24	A 'one-size-fits-all' approach is not, therefore, appropriate. Instead, applicants, who are best placed to understand the detail of their specific project, and the relevant local authorities, who have a unique knowledge of their local communities, should as far as possible work together to develop plans for consultation. The aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced.	Highways England worked closely with Surrey County Council, Elmbridge Borough Council and Guildford Borough Council in developing the plan for statutory consultation. This is evidenced in the collaborative approach undertaken in developing the SoCC (see Annex C for correspondence).
Paragraph 25	Consultation should be thorough, effective and proportionate.	<p>A six-week consultation period was felt to be a sufficient period of time for the Section 42, 47 and 48 consultations, allowing for:</p> <ul style="list-style-type: none"> • Consultees to engage with Highways England multiple times if required • Sufficient exhibitions to be held • Sufficient time for consultees to respond. <p>Highways England supported a range of communication channels in support of consultees. Where stated an email was sent in place of a postal letter and the stakeholder database incorporated multiple contacts.</p> <p>Additional non-statutory targeted consultations were held in November / December 2018 and April / May 2019 to capture feedback on design changes made as a result of the statutory consultation.</p>
	Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted.	
	Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response.	
	Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this.	
Paragraph 26	Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.	Highways England engaged with all parties as required by the Planning Act 2008 during the non-statutory and formal statutory stages. In addition, Highways England identified and consulted with a wide range of non-statutory persons and groups to include residents living within the vicinity of the Scheme. See Annexes C, E and F.
	The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself.	
	Sections 42 – 44 of the Planning Act and Regulations 11 set out details of who should be consulted, including local authorities, the Marine Management Organisation (where	

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	appropriate), other statutory bodies, and persons having an interest in the land to be developed.	
	Section 47 in the Planning Act sets out the applicant's statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.	
Paragraph 27	The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the preapplication process.	<p>Early engagement with Prescribed Bodies commenced in April 2016 (see Tables 2.1 – 2.6).</p> <p>The non-statutory consultation notified many bodies in addition those the project team anticipated would be statutory consultees. Both the non-statutory and statutory consultations were shared widely on social media encouraging as many individuals and organisations as possible to respond.</p>
	Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage.	
	In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.	
Paragraph 28	From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the Secretary of State will not expect strict compliance with the statutory requirements. Whether or not an alternative is identified, the consultation report should briefly note any cases where compliance with statutory requirements was impossible and the reasons why.	All statutory bodies contained within Schedule 1 of the APFP Regulations (as amended) that meet the relevance test were consulted.
Paragraph	Applicants will often need detailed technical input from expert	Early engagement with expert bodies commenced from April 2016.

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29	bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process.	Section 2 of this report outlines all of the organisations.
	It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	Highways England have agreed a regular programme of discourse with statutory consultees, including setting up a regular local authority liaison meeting with the host local authorities, meeting every six weeks.
Paragraph 35	The applicant has a duty under section 47 of the Planning Act to prepare a Statement of Community Consultation, and then to conduct its consultation in line with that statement. Before doing so, the applicant must consult on their Statement of Community Consultation with each local authority in whose area the proposed development is situated.	An SoCC was prepared (see Annex C) and the relevant local authorities were consulted on the draft as required by Section 47 of the Planning Act (as amended).
Paragraph 36	Even where it is intended that a development would take place within a single local authority area, it is possible that its impacts could be significantly wider than just that local authority's area - for example if the development was located close to a neighbouring authority. Where an applicant decides to consult people living in a wider area who could be affected by the project (e.g. through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the Statement of Community Consultation.	The SoCC states that the consultations are promoted through a door-to-door letter drop to circa 90,000 residents and businesses located within the Scheme location [to include the parishes of Ockham, Ripley and Effingham, and the villages of Cobham and Old Woking]. This is the Scheme's primary consultation area. Additionally, those individuals who are registered on the Scheme web pages to receive further communications are notified with an email.
Paragraph 37	However, prior to submitting their draft Statement of Community Consultation applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An applicant is therefore likely to need to engage in discussions with local authorities over a longer period than the minimum requirements set out in the Act.	Highways England held two meetings with the host local authorities specifically to consider the SoCC. This included one meeting prior to submitting a draft SoCC for consultation to the Local Authorities, and one after to discuss collectively the suggested changes to the document.
Paragraph 41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in	Highways England's responses to all the issues raised by the host local authorities regarding the SoCC are provided in section 4 of the report.

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	their consultation report their course of action to the Secretary of State when they submit their application.	
Paragraph 42	Where a local authority decides that it does not wish to respond to a consultation request on the Statement of Community Consultation, the applicant should make reasonable efforts to ensure that all affected communities are consulted.	N/A
Paragraph 43	Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the Secretary of State.	Early engagement with the host local authorities commenced in April 2016. See Tables 2.1 – 2.6.
Paragraph 50	It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.	As part of the identification of the Scheme area early land referencing was undertaken and a programme of early discussions undertaken. The programme has continued during the pre-application submission and identified additional parties. All known land interests have been consulted under Section 42 and Highways England will make every reasonable effort to ensure that the Book of Reference is up-to-date at the point of submission.
Paragraph 51	Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.	Two periods of non-statutory targeted consultation were undertaken after the statutory consultation to consult with newly-identified landowners or those with a land interest about the scheme as a result of the refresh of the Book of Reference.
Paragraph 52	Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	Highways England have outlined in the report how they dealt with eight additional landowners identified through diligent enquiry during the statutory consultation. Highways England held two periods of additional non-statutory consultation to enable newly identified land interests to have an

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		<p>opportunity to comment on the Scheme.</p> <p>As a result of ongoing diligent inquiries, where newly identified persons with interest in land are identified they will be informed of the scheme and the opportunity to make a representation through the DCO</p>
Paragraph 53	<p>Local people have a vital role to play at the pre-application stage. People should have as much influence as is realistic and possible over decisions which shape their lives and communities. It is therefore critical that they are engaged with project proposals at an early stage. Because they live, work and socialise in the affected area, local people are particularly well placed to comment on what the impact of proposals on their local community might be; or what mitigating measures might be appropriate; or what other opportunities might exist for meeting the project's objectives.</p>	<p>Highways England undertook a non-statutory consultation from December 2016 to January 2017 which provided local people with an opportunity to comment on the impact of the proposals and influence the Scheme design.</p> <p>The statutory consultation ran from 12 February 2018 – 26 March 2018 and also provided local people with an opportunity to comment on the impact of the proposals and influence the Scheme design.</p>
Paragraph 54	<p>In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.</p>	<p>The range of methods used to consultation different groups both during the non-statutory and statutory consultations are outlined in chapters 4 and 5 respectively.</p>
Paragraph 55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where</p>	<p>A consultation brochure and public exhibition boards set out the design features of the Scheme. A questionnaire was produced to help focus consultees responses on the areas Highways England were keen to seek feedback on. See Annex H.</p>

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	documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.	
Paragraph 56	Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals (e.g. through visual impacts or increased traffic flow).	The SoCC states that the consultations are promoted through a door-to-door letter drop to c.90,000 residents and businesses located within the Scheme location [to include the parishes of Ockham, Ripley and Effingham, and the villages of Cobham and Old Woking]. This is the Scheme's primary consultation area. Additionally, those individuals who are registered on the Scheme web pages to receive further communications are notified with an email. See Annex C.
Paragraph 57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.	The SoCC included dates and location details of events, details of deposit sites and information on response channels. The SoCC advised that all consultation documents were available at all 10 viewing places as listed in the SoCC and all documents were available from 12 February to 26 March 2018. See Annex C.
Paragraph 58	Applicants are required to publicise their proposed application under Section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.	The Section 48 notice was published in the Surrey Advertiser on 2 and 9 February 2018 to coincide with the start of the consultations. See Annex G.
Paragraph 68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.	A six-week consultation period was provided for the community consultation. This allowed the community time to view the proposals, ask questions and submit a response. Six weeks were also given for Section 42 and 48 consultees. The time duration for Section 42 facilitated on-going meetings and dialogue.

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Paragraph 69	Applicants will often also require detailed technical advice from consultees and it is likely that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.	Early engagement with consultees commenced from April 2016, and there has been a continuous dialogue through the process to help inform the Scheme design. See Tables 2.1 – 2.6.
Paragraph 70	To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods. For example, applicants might wish to consider undertaking non-statutory early consultation at a stage where options are still being considered.	An eight-week non-statutory consultation was carried out from December 2016 to January 2017 to consult on two options presented by Highways England.
Paragraph 71	Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.	N/A
Paragraph 72	The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.	A six-week period of consultation was chosen by Highways England for Sections 42, 47 and 48. All consultations ran concurrently.

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Paragraph 73	Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	Two rounds of additional targeted non-statutory consultation were undertaken (November / December 2018 and April / May 2019) and the consultation approach for both was agreed with the local authorities. See Annex J and K for correspondence.
Paragraph 74	Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned. In such cases, applicants should undertake further re-consultation on the new proposals, and should supply consultees with sufficient information to enable them to understand the nature of the change and any likely significant impacts (but not necessarily the full suite of consultation documents), and allow at least 28 days for consultees to respond.	N/A
Paragraph 75	If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change the application or materially changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.	Highways England undertook targeted consultation in November / December 2018 as well as April / May 2019. All affected parties identified are detailed in the Book of Reference and were written to, see letters in Annexes J and K.
Paragraph 76	In circumstances where a particular issue has arisen during the preapplication consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community	N/A

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	Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.	
Paragraph 77	Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	Highways England took regard from local experts in planning the consultation programme. An open invitation for Highways England to attend local events promoted a fair and flexible programme. Highways England continued discussions with the local authorities, environmental bodies and utility companies during the consultation process and after.
Paragraph 80	Therefore, the consultation report should: provide a general description of the consultation process undertaken, which can helpfully include a timeline;	See Chapter 5.
	set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate;	See this table.
	set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation;	See Chapters 4 & 5 and Annexes H and I.
	set out a summary of relevant responses to consultation (but not a complete list of responses);	See Chapter 4 & 5 and Annexes H and I.
	provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;	See Chapter 4 & 5.
	provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts;	See Chapters 4 & 5 and Annexes H and I.
	where the applicant has not followed the advice of the local	N/A

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	authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and	
	be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.	See Chapter 4 & 5.
	It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.	Highways England has published a non-statutory consultation report and upon DCO acceptance a summary report of the statutory consultation results will be published. Highways England has also provided regular updates on its website.
Paragraph 83	The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.	The consultation report will be available on the Highways England website and at the public viewing locations used to promote the consultation materials.
Paragraph 84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	The consultation report, where appropriate, directs the reader to the specific DCO documents which contain the relevant technical information.
Paragraph 91	For the pre-application consultation process, applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the project. The information required may be different for different types and sizes of projects. It may also vary	A Preliminary Environmental Information Report (PEIR) was produced for the consultation to summarise the environmental findings at the current stage of the project.

Section	Requirement	Compliance
	depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement.	
The Planning Inspectorate's advice note 14: Compiling the Consultation Report		
	Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.	See Chapter 3.
	The applicant should include a full list of the prescribed consultees as part of the consultation report.	A full list of the prescribed consultees can be found in Annex D.
	A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included, this could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	See Chapter 3.
	Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.	The Book of Reference includes all required information with regard to compulsory acquisition. The Statement of Reasons, Annex B sets out the progress of negotiations to date with affected persons. It is the intention of Highways England to submit further updates post-application, either when appropriate or as directed by the Examining Authority. These details are not included in the Annex to the Consultation Report due to GDPR compliance requirements.
	It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.	See Chapter 3.
	Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and non-statutory consultation separately will assist	See Chapter 6.

Section	Requirement	Compliance
	when it comes to determining compliance with statutory requirements.	
	<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:</p> <p>S42 prescribed consultees (including s43 and s44);</p> <p>S47 community consultees; and</p> <p>S48 responses to statutory publicity.</p> <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	See Chapters 4, 5 & 6 and Annexes H and I.
	A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.	See Chapters 4, 5 and 6 and Annexes H and I.

10. List of Annexes

ANNEX A: Non-statutory consultation materials

ANNEX B: The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

ANNEX C: Statement of Community Consultation

ANNEX D: List of Statutory Consultees compared to PINS Scoping List and Schedule 1 of APFP Regulations

ANNEX E: Section 42 & 46 letters

ANNEX F: Section 47 statutory consultation letters and Section 48 Notice

ANNEX G: Section 47 consultation materials

ANNEX H: Tables evidencing regard had to consultation responses (in accordance with S42 of the Planning Act 2008) or Evidence of compliance with S49 of the Planning Act 2008

ANNEX I: Tables evidencing regard had to consultation responses (in accordance with S47 of the Planning Act 2008) or Evidence of compliance with S49 of the Planning Act 2008

ANNEX J: Targeted consultation letters and materials

ANNEX K: Additional targeted consultation letters and materials

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