

# **M25 junction 10/A3 Wisley interchange**

**TR010030**

## **10.1 Report on Proposed Scheme Changes**

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## Infrastructure Planning

### Planning Act 2008

## M25 junction 10/A3 Wisley interchange

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

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#### 10.1 Report on Proposed Scheme Changes

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<b>Author:</b>	M25 junction 10/A3 Wisley interchange project team, Highways England

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# 1. Introduction

## 1.1 Background and purpose

- 1.1.1 Highways England made an application under section 37 of the Planning Act 2008 for an order granting development consent (DCO) for the proposed M25 junction 10/A3 Wisley interchange project ('the Scheme'). This application was submitted on 19 June 2019 and was accepted for examination on 17 July 2019.
- 1.1.2 Since the application was made, and following consideration of the representations which have been made by interested parties, Highways England has identified six changes to the Scheme (the Proposed Changes) as described further in section 2 below. They will reduce the impacts of the Scheme on the environment, the local community and landowners and enhance its buildability.
- 1.1.3 Highways England first notified its intention to request changes to the Scheme in a letter to the Planning Inspectorate dated 4 November 2019.
- 1.1.4 Highways England carried out a targeted non-statutory consultation in respect of the Proposed Changes between January and February 2020. Further information regarding the targeted consultation, together with Highways England's analysis of the responses submitted, is contained in the consultation report addendum which accompanies the request to make Scheme changes.
- 1.1.5 This document sets out the background to the Proposed Changes, including in overview the amendments to the draft development consent order (dDCO) which are necessary to give effect to them, together with an assessment of the environmental impact of each change.
- 1.1.6 This document explains the amendments to the documents submitted with the application which are necessary in consequence of the Proposed Changes. This document also contains at Section 9 a schedule of all of the application documents which are affected by the Proposed Changes together with other documents which have been prepared in support of them.
- 1.1.7 Two of the changes (Change 1 and Change 5) engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('the 2010 Regulations') (as amended). Further information regarding how Highways England intends to comply with the requirements of the 2010 Regulations is provided within the covering letter accompanying these proposed changes to the application.
- 1.1.8 Appendix A of this document includes drawings which illustrate the proposed changes to land acquisition associated with the Proposed Changes compared with relevant extracts from the submitted land plans. These drawings are provided for information only.

## 2. Proposed Changes

### 2.1 Scheme changes

- 2.1.1 The Proposed Changes are listed below and have been made following ongoing design refinement and engagement and feedback from key stakeholders, including the local authorities, statutory environmental bodies and affected landowners.
- **Change 1** Extension of the proposed Cockcrow green bridge.
  - **Change 2** Incorporation of two toad underpasses at Old Lane and other mitigation measures.
  - **Change 3** Removal of part of the proposed improvements to the A245 eastbound between the junction with Seven Hills Road and the Painshill interchange.
  - **Change 4** Amendments to construction working hours specified in requirement 3 (Construction and handover environmental management plans) of the dDCO.
  - **Change 5** Adjustments to the Order limits in the dDCO to accommodate a revised diversion of a gas main.
  - **Change 6** Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic).
- 2.1.2 Details of the proposed changes are included in Sections 3 to 8 below with a schedule of all the current Application documents updated as a result of the changes included in Section 9.

### 3. Change 1 – Extension of the proposed Cockcrow Green Bridge (Work No. 35(b))

#### 3.1 Description of Proposed Change

3.1.1 Following stakeholder engagement, Highways England proposes to increase the width of the green verge at the new Cockcrow Bridge from the 10 metres provided for as part of Work No. 35(b) in Schedule 1 of the dDCO to a 25 metre width. This change is supported by relevant stakeholders including Surrey County Council and Surrey Wildlife Trust.

3.1.2 As with the 10 metre green verge element of Work No. 35(b) as originally proposed, this change will only be implemented in the event of the approval of an application for funding from Highways England's environmental designated funds programme.

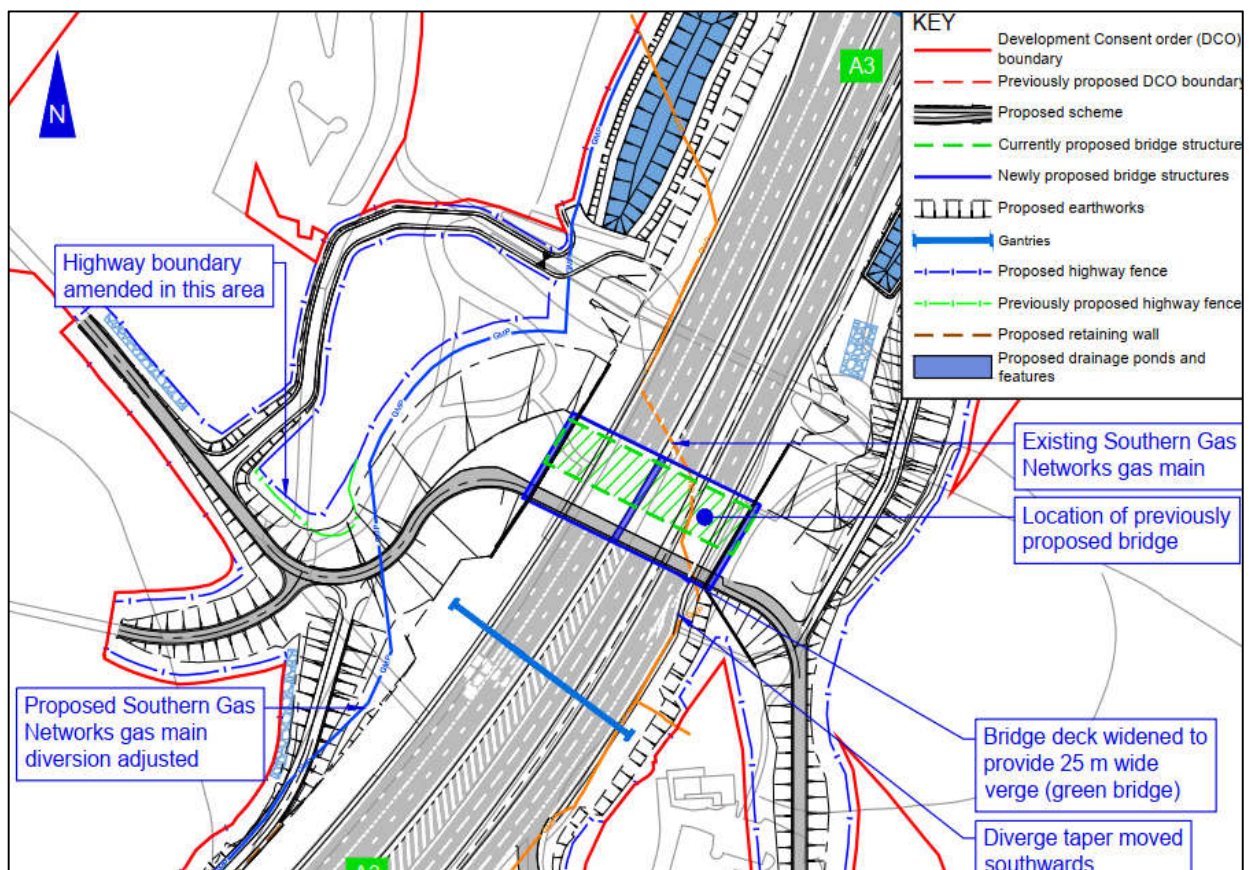


Figure 3.1 – Widened “Green Element” of Cockcrow Bridge



## 3.2 Impact of Change

3.2.1 This amendment will not involve any changes to the red line boundary however it will change the category of land acquisition and size of a number of land plots within the application. The changes to the land-take required for this change are shown on the Land Plans and addendum to the Book of Reference submitted in support of the Proposed Changes. As noted in Section 1 above, this change engages the 2010 Regulations.

3.2.2 It will also increase the footprint of the green bridge within the existing Scheme boundary on account of the wider approach ramps which will be necessary given the expanded width of the bridge.

3.2.3 The widened approach embankments will require the placement of an additional 5000 m<sup>3</sup> of material.

### Air quality

3.2.4 No noticeable effect.

### Noise and vibration

3.2.5 No noticeable effect.

### Biodiversity

3.2.6 The green element of Cockcrow bridge is not required as mitigation for the Scheme, and will be an additional enhancement, providing connectivity between Ockham Common and Wisley Common to address historic issues relating to the severance of ecological habitats by the existing A3.

3.2.7 This change will increase the width of the green element and therefore provide additional connectivity to habitats for a variety of species.

3.2.8 The provision of a green bridge at Cockcrow was not included in the environmental impact assessment for the Scheme as it is an enhancement and not a form of mitigation necessary to reduce the environmental effects of the Scheme. Accordingly, the change will not lead to any changes in the biodiversity assessment for the Scheme as the assessment has not relied upon the provision of a green bridge of any width.

### Road drainage and the water environment

3.2.9 No noticeable effect.

### Geology and Soils

3.2.10 Environmental Statement Chapter 10: Geology and soils [APP-055] assumes groundworks, including piling, could occur anywhere within the red line boundary. No noticeable effect.

### Landscape

3.2.11 The proposed extended green bridge falls within the existing red line boundary where works associated with the bridge and other Scheme elements would require complete vegetation clearance so there would be no additional vegetation loss associated with this change.

- 3.2.12 Although construction effects would last for 1-2 months longer than the current proposal there would be very little discernible change in long term visual impact on Hut Hill Cottage or the Ockham Bites café, both of which are to the south (ie non widened) side of the bridge. There would be some change in views of the bridge from the common land/open space and rights of way either side of the bridge but the increase in width of the structure would be offset by the increased green element on the deck and planting on the enlarged embankments. For road users the enlarged green bridge would be a more significant element in views from the road but this is not considered to be significant.
- 3.2.13 The widened bridge would provide greater visual connectivity between the land on either side of the A3 and as such provide a positive contribution to the landscape character of the area.

### **Cultural heritage**

- 3.2.14 The widened approach ramps will slightly increase in the area in which potential buried archaeology might be encountered. This can be appropriately mitigated by an appropriate scheme of archaeological investigation such as is secured under requirement 14 of Schedule 2 of the dDCO.

### **Materials and Waste**

- 3.2.15 As stated previously, the widening of the embankments for the approach to the bridge will require importing an additional 5,000 m<sup>3</sup> of fill material, largely consisting of aggregate. Additional quantities of other construction materials including concrete and steel will be required, however these are expected to be minor.
- 3.2.16 In the context of the wider Scheme, the additional fill material required for Cockcrow Green Bridge represents approximately 1% of the total fill material required. Adding the additional fill material to the total fill material required does not change the outcome of the materials and waste assessment presented in the Environmental Statement.

### **People and Communities**

- 3.2.17 No noticeable effect.

### **Climate**

- 3.2.18 No noticeable effect.

### **Health**

- 3.2.19 No noticeable effect.



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

### 4.1 Description of Proposed Change

- 4.1.1 In response to stakeholder representations, Highways England has identified mitigation for an increase in toad mortality which is likely to occur at Old Lane and Elm Lane as a result of the Scheme prior to mitigation.
- 4.1.2 Accordingly, Highways England proposes to develop mitigation measures to include two toad underpasses at a section of Old Lane together with reptilian fencing to direct the toads to the underpass crossing points. Additional signage will also be provided along Elm Lane.

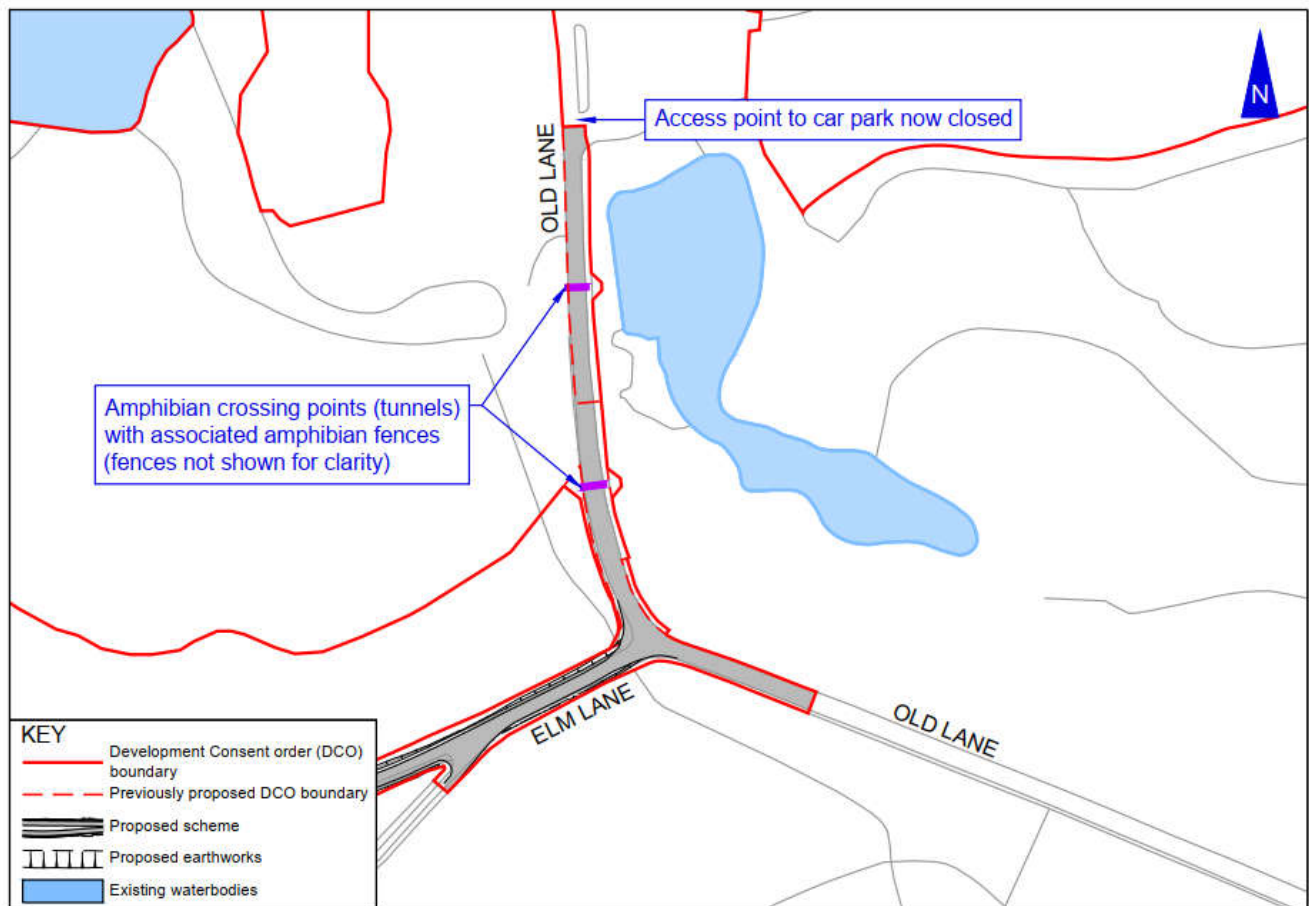


Figure 4.1 – Proposed Toad Underpasses on Old Lane

- 4.1.3 The proximity and relative level of the water body to the east of Elm Lane means that the form of the underpass is likely to be shallow and most likely to be contained within the structure of the existing carriageway.

## 4.2 Impact of Change

- 4.2.1 This change will result in a minor amendment to the redline boundary at Old Lane affecting Surrey County Council as landowner although only temporary possession powers will be needed to implement the change.

### **Air quality**

- 4.2.2 No noticeable effect.

### **Noise and vibration**

- 4.2.3 No noticeable effect.

### **Biodiversity**

- 4.2.4 Environmental Statement (ES) Chapter 7: Biodiversity [APP-052] considers the impacts of the Scheme on Conservation Verges as identified in the Surrey Road Verge Habitat Action Plan. The citation for the Bolder Mere Conservation Verge, which includes Old Lane, notes that its biodiversity interest lies in its population of common toad (which it states is of county importance) and that it is a registered toad crossing. The environmental assessment concludes that there would be a neutral effect on the Conservation Verge as a result of the operational Scheme but does not report the effects due to predicted increases in traffic flows specifically.
- 4.2.5 It is, however, recognised that there is already a high mortality rate for toads at Old Lane and the predicted increases in traffic as a result of the Scheme are likely to exacerbate this situation further.
- 4.2.6 A study by Hels and Buchwald (2001) [see footnote 1] assessed the mortality rates of amphibians (including common toads) in response to traffic flows. Based on this study, it is estimated that an increase of an AADT from the current baseline of 4,735 to 9,433 vehicles on Old Lane with the scheme, as predicted in 2037, could result in an increase in mortality rates from approximately 60% to over 70%. Therefore, without mitigation, the operational impact of the Scheme would lead to an adverse effect of moderate significance on the qualifying feature of the Bolder Mere Conservation Verge.
- 4.2.7 The amendment to the Scheme will consist of two toad underpasses at a section of Old Lane together with wildlife fencing to direct the toads to the underpass crossing points. This will allow safe dispersal to and from the two breeding ponds on either side of Old Lane for a section of the road approximately 150 m in length. In addition, signage will be provided at Elm Lane to increase vehicle users' awareness of the possibility of toads on the lane.
- 4.2.8 These measures will mitigate for the increase in mortality as a result of the operational Scheme and will reduce the number of mortalities along this stretch of Old Lane from current levels. Therefore, the mitigation measures are predicted to result in a positive effect of slight significance on the qualifying feature of the Bolder Mere Conservation Verge.

## **Road drainage and the water environment**

- 4.2.9 No noticeable effect.

## **Geology and Soils**

- 4.2.10 No significant change to the findings of the geology and soils assessment within the Environmental Statement are anticipated as a result of the proposed road crossings at Old Lane.

## **Landscape**

- 4.2.11 The proposals include two 150 m lengths of 300 mm high wildlife barrier either side of Old Lane which would have negligible effect on the landscape or visual impact of the scheme.

## **Cultural heritage**

- 4.2.12 No noticeable effect.

## **Materials and Waste**

- 4.2.13 No noticeable effect.

## **People and Communities**

- 4.2.14 No noticeable effect.

## **Climate**

- 4.2.15 No noticeable effect.

## **Health**

- 4.2.16 No noticeable effect.

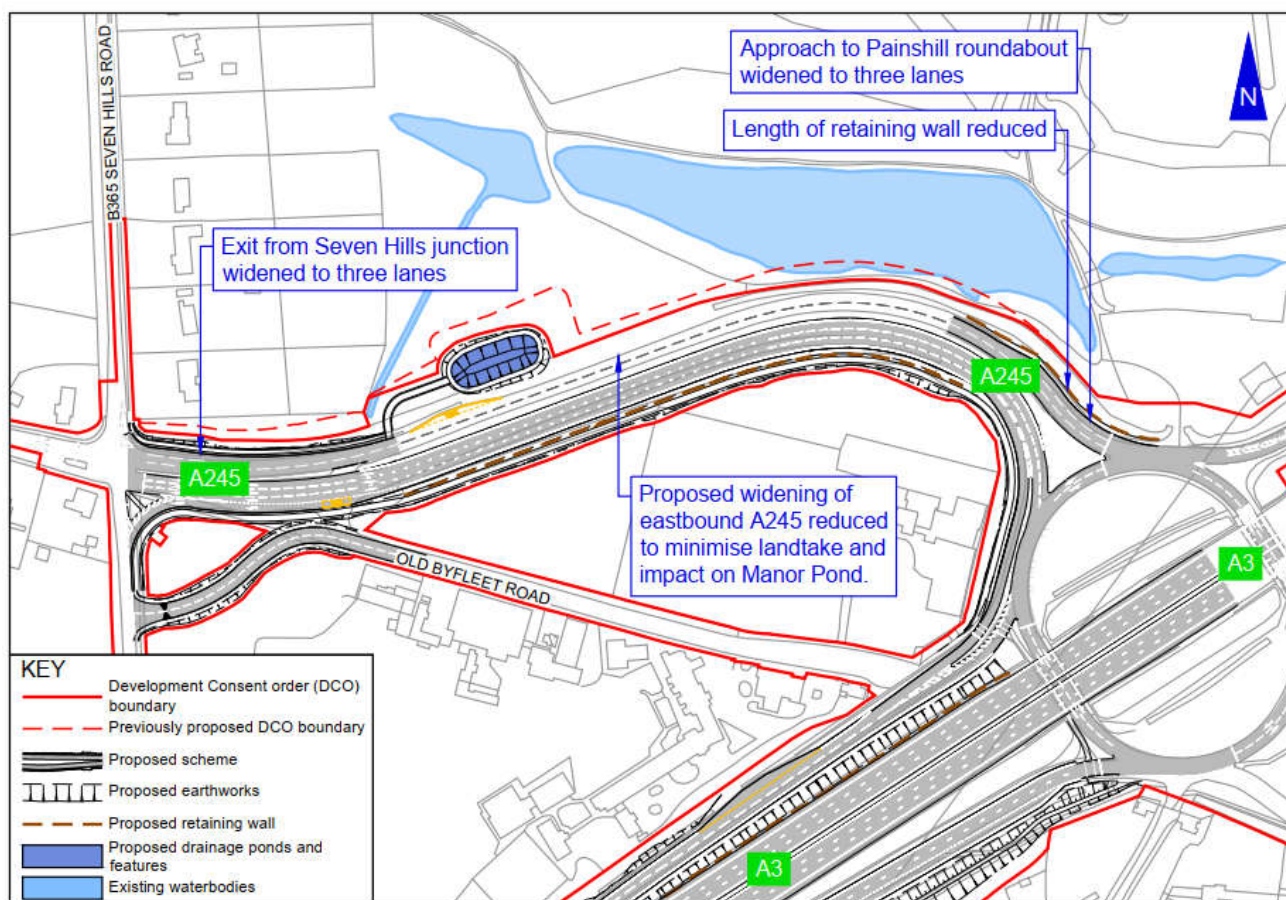
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<sup>1</sup> Hels, T. and Buchwald, E (2001) The effect of road kills on amphibian populations. *Biological Conservation* 99 (331-340)

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

### 5.1 Description of Proposed Change

- 5.1.1 Shortly before the submission of the application for development consent for the Scheme, Highways England incorporated, at the request of Surrey County Council, a banned right-turn at the junction between the A245 westbound and Seven Hills Road.
- 5.1.2 Highways England has undertaken further traffic modelling of the traffic flows at this junction in consequence of the incorporation of a banned right-turn and in the light of that modelling it is no longer necessary to widen the entirety of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill interchange.
- 5.1.3 Further information on the traffic modelling is provided in Volume 10.7 Transport Assessment Report addendum submitted in conjunction with this Report.
- 5.1.4 Accordingly, it is no longer necessary to construct Work No. 47(c), comprising the construction of a retaining wall at Manor Pond, which it is proposed will be removed from the dDCO in consequence of this change.



**Figure 5.1 – Revised Layout of A245 Eastbound Carriageway**

## 5.2 Impact of Change

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

### **Air quality**

- 5.2.2 Further traffic modelling has been undertaken to investigate the impact of the omission of the eastbound widening between the Seven Hills Road junction and the Painshill junction. This has, in turn been fed into the air quality model which indicates that there would not be any material change at the closest receptors to the junction (R28, R29 and R30). As none of these receptors would be expected to have any exceedances with the Scheme, there would not be any change to the conclusions within the ES as a result of this proposed change.

### **Noise and vibration**

- 5.2.3 As with the air quality assessment, the revised traffic modelling data was used to review the noise model. This indicated that the noise levels with the revised scheme would be slightly lower than those with the DCO scheme but, when reported in accordance with the Design Manual for Roads and Bridges (DMRB) methodology, the impacts of both schemes would be the same.

### **Biodiversity**

- 5.2.4 The change will reduce the vegetation loss associated with this element, specifically bankside and marginal vegetation associated with the retaining wall. Within the Environmental Statement Chapter 7: Biodiversity [APP-052], it was anticipated that the Scheme would result in a direct permanent loss of terrestrial lake margin habitat and temporary habitat fragmentation, with localised losses and disturbance to benthic aquatic macroinvertebrates and macrophytes resulting from the construction of the wall. The widening of the A245 and associated retaining wall would have resulted in a permanent adverse effect of slight significance on Manor Pond, which is considered of local value.
- 5.2.5 However, this change will result in no permanent loss of terrestrial lake margin habitat, and will not cause habitat fragmentation, with no localised losses or disturbance to benthic aquatic macroinvertebrates or macrophytes. Overall, this change to the proposal for the A245 eastbound will remove the potential impacts to Manor Pond, with no negative effects anticipated on the water body.
- 5.2.6 Some Scheme components affect a number of ephemeral headwater ditches and ponds. In order to ensure sufficient mitigation is secured for the effects of the Scheme on all affected water features within the River Mole catchment, habitat improvements at Chatley Wood Pond will be undertaken. These habitat improvements will not change as a result of the alteration to the A245 eastbound scheme component.

### **Road drainage and the water environment**

- 5.2.7 With the A245 no longer being widened to three lanes there will be a reduction in the area of highway draining to the water environment. This is likely to reduce the impact on the receiving water feature.



- 5.2.8 The removal of the construction of a retaining wall at Manor Pond will result in the riparian zone of Manor Pond not being impacted. However, the Water Framework Directive (WFD) compliance assessment [APP-045] concluded that the construction of the retaining wall is expected to have no effect on the Mole (Horley to Hersham) water body. Therefore, the removal of the construction of the retaining wall at Manor Pond would not change the outcome of the WFD compliance assessment.
- 5.2.9 The construction of a retaining wall at Manor Pond was expected to cause a minor / localised adverse effect on the Chobham Bagshot Beds groundwater body. However, the WFD compliance assessment concluded that the Chobham Bagshot Beds groundwater body would be compliant with the requirements of the WFD. Therefore, the removal of the construction of the retaining wall at Manor Pond would not change the outcome of the WFD compliance assessment.

### **Geology and Soils**

- 5.2.10 A reduction in construction works in this area would be a minor benefit to receptors in the vicinity (i.e. less dust generation), however, there are no other noticeable effects.

### **Landscape**

- 5.2.11 The change to the proposals for the A245 eastbound will reduce the vegetation loss associated with this element of the scheme. This part of the A245 is well screened from neighbouring properties, particularly on Seven Hills Road (north) and the Felton fleet School so there would be no change in visual impact on these properties. There would be benefits for fishermen using Manor Pond and for users of the footpaths along this section of the A245 through a reduction in construction activities and reduced tree loss.

### **Cultural heritage**

- 5.2.12 No noticeable effect.

### **Materials and Waste**

- 5.2.13 Retaining the existing eastbound carriageway width for the majority of the A245 between the Painshill Junction and Seven Hills Road will reduce the quantity of material required for construction including asphalt, concrete, aggregate and materials for the retaining wall. This, however, is not expected to change the overall effects which have been presented in the Environmental Statement.

### **People and Communities**

- 5.2.14 The proposed changes to the A245 will be located slightly further away from residential receptors on Seven Hills Road – including Squirrel Wood, The Spinney, Little Warren, Manor Pond House, Two Beeches and Tudor House – but this would not cause the effects as reported in the ES to be any different as regards this issue (Environmental Statement Chapter 13: People and communities [APP-058], Table 13.29).



## **Climate**

5.2.15 No noticeable effect.

## **Health**

5.2.16 No noticeable effect.

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

### **6.1 Description of Proposed Change**

- 6.1.1 Requirement 3 of the dDCO currently provides that construction working hours on Saturdays will be limited to 08:00 to 13:00 save where one of the exceptions specified in sub-paragraphs (i) to (viii) applies.
- 6.1.2 Highways England proposes to amend the working hours provided for in Requirement 3 to allow for construction works to be carried out on Mondays to Saturdays between 07:00 to 19:00, subject to the same exceptions specified in sub-paragraphs (i) to (viii).

### **6.2 Impact of Change**

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

#### **Air quality**

- 6.2.3 No noticeable effect.

#### **Noise and vibration**

- 6.2.4 As Saturday afternoons are a more sensitive time period, the threshold noise levels for the LOAEL (lowest observed adverse effect level) and the SOAEL (significant observed adverse effect level) may be lower depending on the existing ambient noise levels. Lower threshold levels increase the likelihood of an adverse or a significant adverse effect from construction noise.
- 6.2.5 No new adverse or significant adverse effects are likely to occur at the noise sensitive receptors reported in the Environmental Statement Chapter 6: Noise and Vibration [APP-051]. This is because the LOAEL and SOAEL thresholds are either unlikely to change for Saturday afternoons or due to existing ambient noise levels high enough to not result in any new LOAEL or SOAEL exceedances.

#### **Biodiversity**

- 6.2.6 No noticeable effect.

## **Road drainage and the water environment**

6.2.7 No noticeable effect.

## **Geology and Soils**

6.2.8 No noticeable effect.

## **Landscape**

6.2.9 This change has the potential to increase the visual impact of the Scheme associated with construction activities. As this is an extension to Saturday working there is greater potential to effect recreational users of the common/open space around the junction as well as residents of houses close to the works who could be present more during the weekends. This adverse effect should be weighed against the potential saving in duration of construction activity that this change might bring. Without further detail of where the construction activities would take place during the additional hours it is not possible to be specific on impacts on particular receptors.

## **Cultural heritage**

6.2.10 No noticeable effect.

## **Materials and Waste**

6.2.11 No noticeable effect.

## **People and Communities**

6.2.12 There is not expected to be any additional effect on RHS Garden Wisley and Painshill Park or their visitors due to this change. The effects of longer working hours should be balanced against the fact that they would enable a shorter overall construction period.

## **Climate**

6.2.13 No noticeable effect.

## **Health**

6.2.14 No noticeable effect.

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

### 7.1 Description of Proposed Change

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

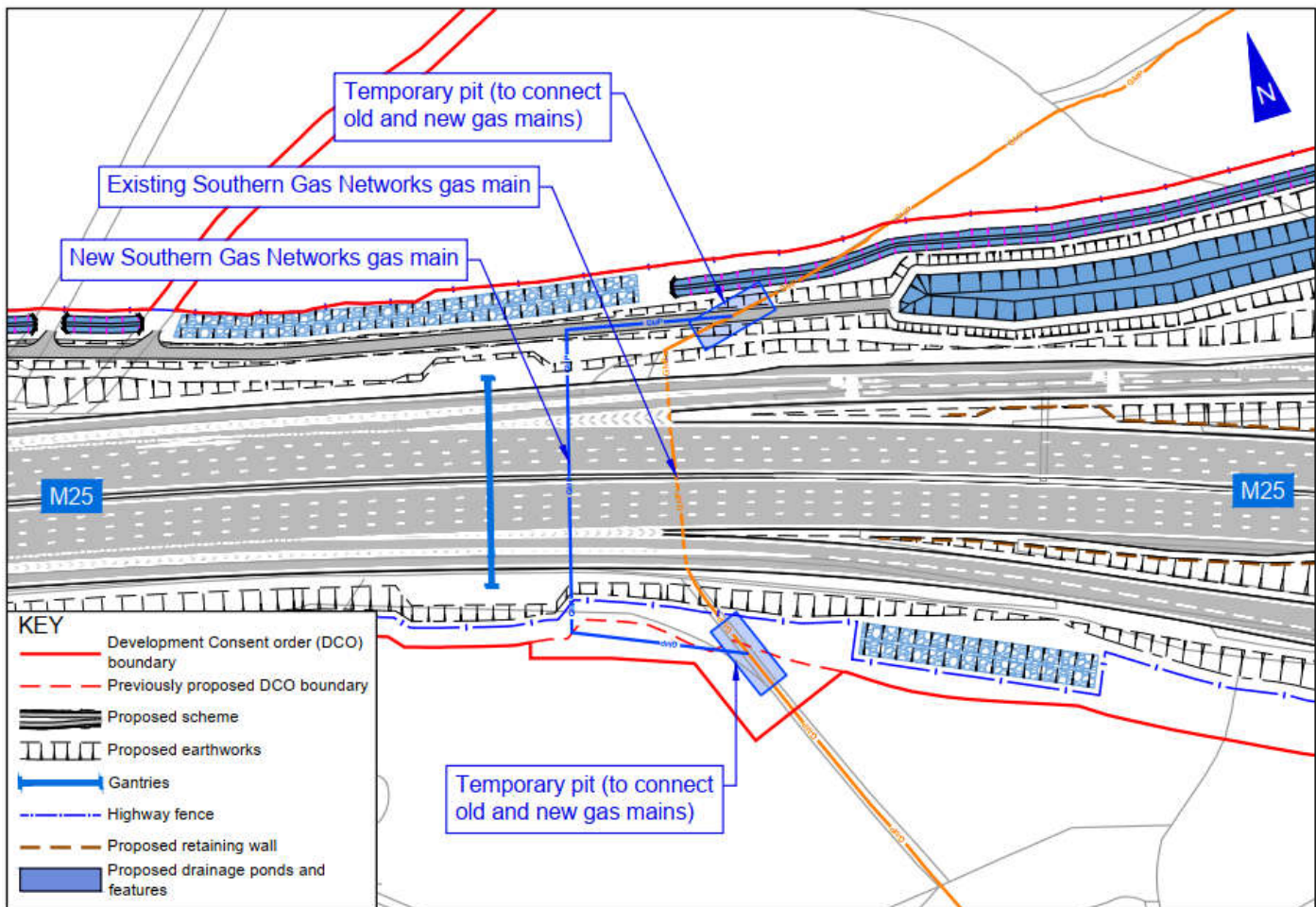


Figure 7.1 – Amendments to Order limits to accommodate new Gas Main Crossing

## 7.2 Impact of Change

7.2.1 The change would involve a very modest amount of additional land from Surrey County Council and Surrey Wildlife Trust (as lessee of Surrey County Council) to the south of the M25. A temporary working area would be needed in order to carry out the diversionary works. Permanent rights over a smaller area of land would thereafter be needed for the benefit of the statutory undertaker in order to access and maintain the apparatus. As noted in section 1 above, this change engages the 2010 Regulations.

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

### **Air quality**

7.2.3 No noticeable effect.

### **Noise and vibration**

7.2.4 No noticeable effect.

### **Biodiversity**

7.2.5 The new gas main crossing will require two thrust pits and two stopple pits to connect to the existing main.

7.2.6 One of these thrust pits and stopple pits falls within the Thames Basin Heaths SPA, resulting in an additional temporary land take of 0.12 ha from the SPA/SSSI. It is set within the belt of woodland surrounding the M25 and will lead to no additional potential for disturbance to qualifying features of the SPA above that reported in the Environmental Statement and the Habitats Regulations Assessment. This will result in the temporary land take to increase very slightly from 8.6 ha for the SPA to 8.7 ha, and the temporary land take will increase very slightly from 16.0 ha to 16.1 ha for the SSSI.

7.2.7 Engagement with key stakeholders was carried out in 2019 prior to the targeted consultation in January 2020. Natural England has confirmed in response to the targeted consultation that it is satisfied that the small scale of activity is unlikely to pose a risk of significant impacts on Annex 1 birds.

7.2.8 This is a minor change and the residual effects will remain the same (large permanent positive).

### **Road drainage and the water environment**

7.2.9 No noticeable effect.

## **Geology and Soils**

- 7.2.10 The proposed gas main crossing beneath the M25 would require ground works in areas currently not included in the Geology and Soils assessment or covered by the ground investigation. Therefore, additional intrusive investigation and assessment would be required. No active dewatering methods can be used if the works extend below the water table, therefore groundwater levels need to be confirmed. However, the mitigation measures already included within the Environmental Statement Chapter 10: Geology and soils [APP-055] are considered to be sufficient and overall there is considered to be no noticeable effect.

## **Landscape**

- 7.2.11 The proposed pit to facilitate the installation of the gas main would require the clearance of a larger area (approximately 1165m<sup>2</sup>) of mature woodland to the south of the M25. This set within an area of existing woodland and the visual impact of this change would be limited by the surrounding, retained vegetation so that the adverse impact would be negligible. After construction the cleared ground would be restored and replanted so that there would be no long term change in impact with the proposal.

## **Cultural heritage**

- 7.2.12 No noticeable effect.

## **Materials and Waste**

- 7.2.13 No noticeable effect.

## **People and Communities**

- 7.2.14 The proposed pit to facilitate the installation of the gas main would fall within the Ockham and Wisley Commons and require a larger area of works (approximately 1165m<sup>2</sup>) to the south of the M25. After construction, the cleared ground would be restored and replanted so that there would be no long-term change in impact with the proposal.

## **Climate**

- 7.2.15 No noticeable effect.

## **Health**

- 7.2.16 No noticeable effect.



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

### **8.1 Description of Proposed Change**

- 8.1.1 Shortly before submission of the application for development consent for the Scheme, Surrey County Council (being the local highway authority for this highway) notified Highways England that, notwithstanding its earlier support for a speed limit of 40 miles per hour in this location, it would prefer a speed limit of 20 miles per hour.
- 8.1.2 Highways England did not incorporate Surrey County Council's request in the version of the dDCO as applied for as there was insufficient time to consult with the residents of Elm Corner who would be affected by this change.
- 8.1.3 It is now proposed to reduce the speed limit for this section of Elm Lane from 40 miles per hour to 20 miles per hour in accordance with the wishes of Surrey County Council.

### **8.2 Impact of Change**

- 8.2.1 As well as accommodating the wishes of Surrey County Council, the incorporation of this change would also help to mitigate the effect on toad mortality described under the heading Change 2 above. There would be no other noticeable environmental effects associated with this change.

## 9. Amendments to current Application documents

9.1.1 The proposed changes have resulted in amendments to a number of the current application documents as set out below.

DCO Change Request Document			Current Application/ Examination Document		
Title	Volume Number	Rev	PINS Ref	HE Vol	Doc Title
Report on proposed Scheme changes	10.1	0	-	-	-
DCO Change Drawings	10.2	1	-	-	-
Statement of Reasons Addendum	10.3	1	APP-022	4.1	Statement of Reasons
Funding Statement Addendum	10.4	1	APP-024	4.2	Funding Statement
Book of Reference Addendum	10.5	1	APP-025	4.3	Book of Reference
			REP2-015	9.2	Schedule of Change to the Book of Reference
Consultation Report Addendum	10.6	1	APP-026	5.1	Consultation Report Main Report
Transport Assessment Report Addendum	10.7	1	APP-136	7.4	Transport Assessment Report
Schedule of Change to Book of Reference	10.8	1	APP-025	4.3	Book of Reference
			REP2-015	9.2	Schedule of Change to the Book of Reference
Environmental Statement: Chapter 9 Landscape Figures 1 of 2	10.9	1	APP-072	6.4	Environmental Statement: Chapter 9 Landscape Figures 1 of 2
Habitats Regulations Assessment Figures	10.10	1	APP-039	5.3	Habitats Regulations Assessment Figures
Schedule of proposed amendments to draft Development Consent Order	10.11	1	REP2-023	3.1	Draft Development Consent Order
Habitat Regulations Assessment Annex A	5.3	2	APP -040	5.3	Habitats Regulations Assessment Annex A
Habitat Regulations Assessment Annex B	5.3	1	APP -041	5.3	Habitat Regulations Assessment Annex B

DCO Change Request Document			Current Application/ Examination Document		
Title	Volume Number	Rev	PINS Ref	HE Vol	Doc Title
Habitat Regulations Assessment Annex C	5.3	1	APP -042	5.3	Habitat Regulations Assessment Annex C
Habitat Regulations Assessment: Stage 2	5.3	1	APP -043	5.3	Habitat Regulations Assessment: Stage 2
Habitat Regulations Assessment: Stage 3-5	5.3	1	APP -044	5.3	Habitat Regulations Assessment: Stage 3-5
Water Framework Directive Assessment Report	5.4	1	APP -045	5.4	Water Framework Directive Assessment Report
Environmental Statement Non-Technical Summary	6.2	1	APP-048	6.2	Environmental Statement Non-Technical Summary
Environmental Statement (Chapters 1-4)	6.3	1	APP-049	6.3	Environmental Statement (Chapters 1-4)
Environmental Statement Chapter 6: Noise and Vibration	6.3	1	APP-051	6.3	Environmental Statement Chapter 6: Noise and Vibration
Environmental Statement Chapter 7: Biodiversity	6.3	1	APP-052	6.3	Environmental Statement Chapter 7: Biodiversity
Environmental Statement Chapter 8: Road drainage and the water environment	6.3	1	APP-053	6.3	Environmental Statement Chapter 8: Road drainage and the water environment
Environmental Statement Chapter 9: Landscape	6.3	1	APP-054	6.3	Environmental Statement Chapter 9: Landscape
Environmental Statement Chapter 10: Geology and soils	6.3	1	APP-055	6.3	Environmental Statement Chapter 10: Geology and soils
Environmental Statement Chapter 12: Materials and waste	6.3	1	APP-057	6.3	Environmental Statement Chapter 12: Materials and waste
Environmental Statement Chapter 13: People and communities	6.3	1	APP-058	6.3	Environmental Statement Chapter 13: People and communities
Environmental Statement Chapter 17: Summary	6.3	1	APP-062	6.3	Environmental Statement Chapter 17: Summary
Environmental Statement Appendix 7.6 Aquatic Ecology	7.6	1	APP-092	7.6	Environmental Statement Appendix 7.6 Aquatic Ecology
Environmental Statement Appendix 7.19 SPA	7.19	2	APP-105	7.19	Environmental Statement Appendix 7.19 SPA

DCO Change Request Document			Current Application/ Examination Document		
Title	Volume Number	Rev	PINS Ref	HE Vol	Doc Title
management and monitoring plan					management and monitoring plan
Environmental Statement Appendix 7.20 Landscape and ecology management and monitoring plan	7.2	1	APP-106	7.2	Environmental Statement Appendix 7.20 Landscape and ecology management and monitoring plan
Outline Construction Environmental Management Plan	7.2	2	APP-134	7.2	Outline Construction Environmental Management Plan
Register of Environmental Actions and Commitments	7.3	2	APP-135	7.3	Register of Environmental Actions and Commitments

## 10. Summary of impact of proposed changes

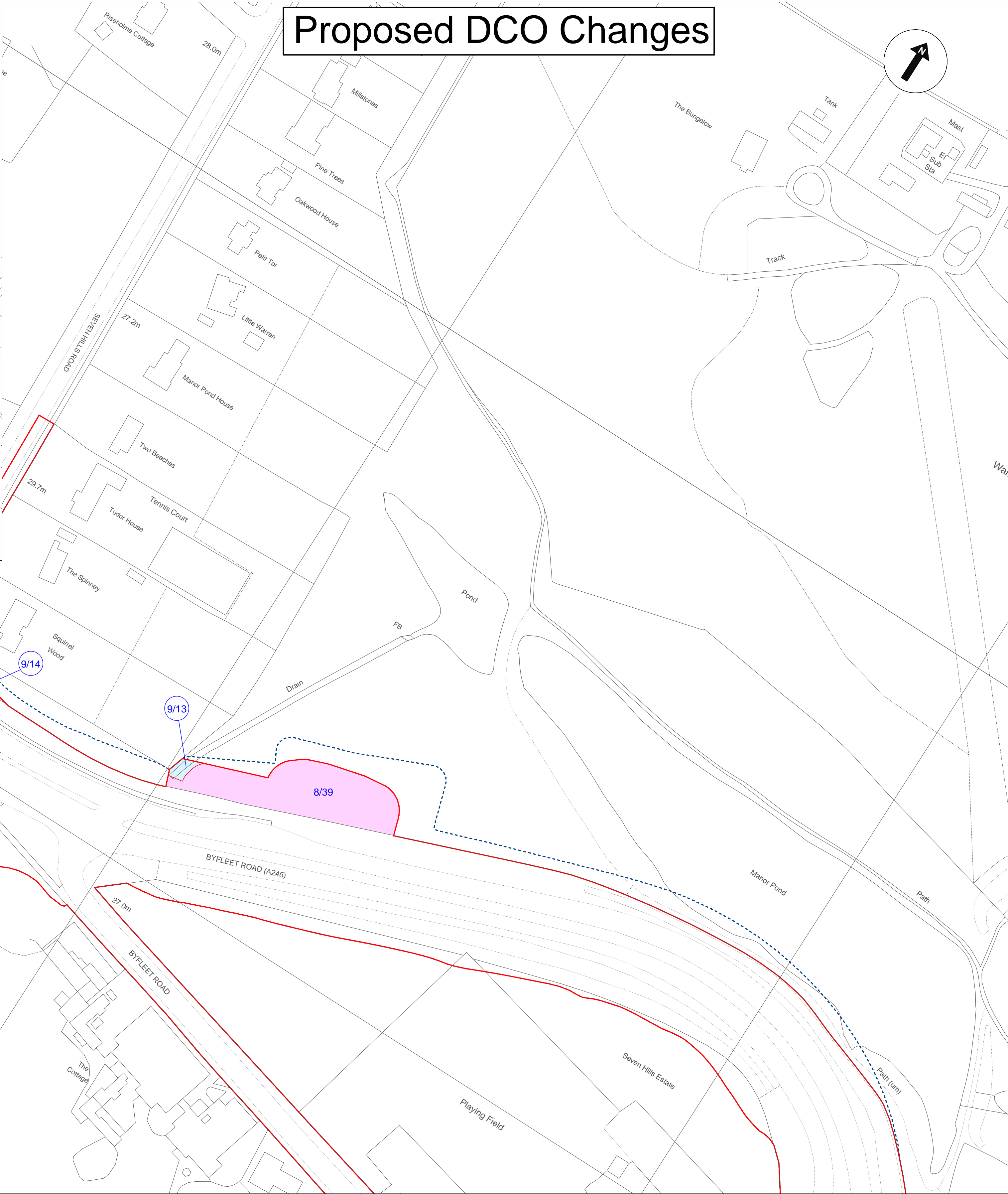
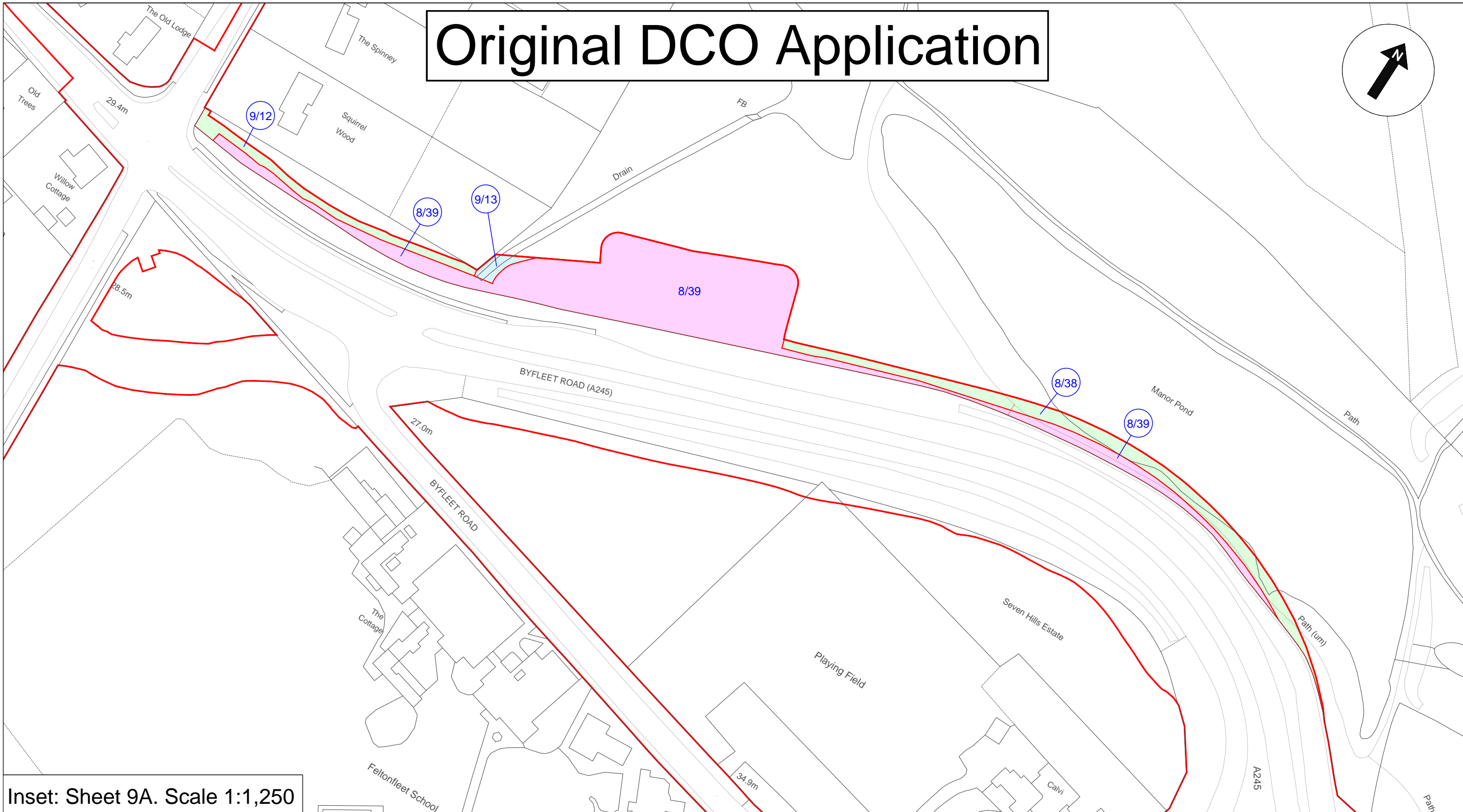
- 10.1.1 Overall it has been assessed that the proposed changes do not significantly change the purpose, intent or impact of the original application.
- 10.1.2 In addition, a cumulative environmental assessment for the Scheme would not change from that described in the Environmental Statement. There would be no alteration in the significant environmental effects identified as arising from the overall Scheme as a result of the Proposed Changes.

# Appendix A.

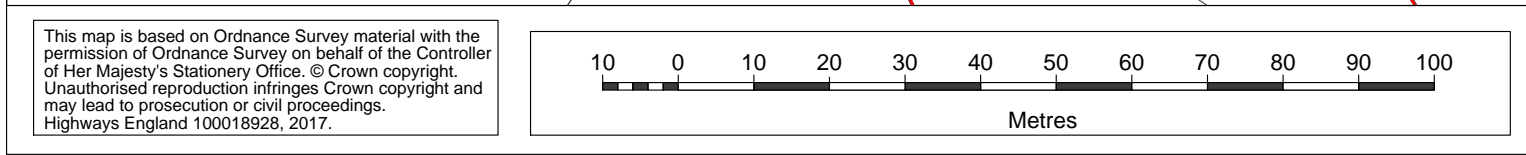


# Original DCO Application

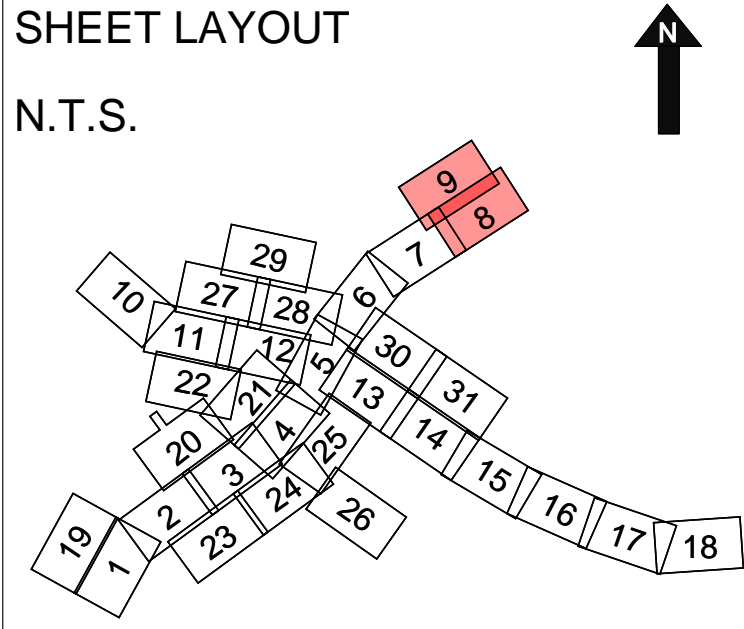
# Proposed DCO Changes



Inset: Sheet 9A. Scale 1:1,250



- Notes:**
- The legend is based on that used for the submitted Land Plans - not all items detailed in the legend are present on this plan;
  - Land Parcel/Plot numbers are annotated in blue and are made up of a Land Plan Sheet Number and then a unique plot number. These plot numbers correspond to those represented in the Book of Reference;
  - All parcels in this plan fall within the Borough of Elmbridge;
  - This plan illustrates proposed changes to the submitted Development Consent Order (DCO) boundary that affect the A3/A245 Painshill Junction;
  - The parcels affected by the amended DCO appear on sheets 8 & 9 for site A3/A245 Painshill Junction. The plan has been re-positioned to accommodate the affected parcels to appear on one sheet;
  - Only the affected land parcels based on the Proposed DCO changes have been included on the plan;
  - This plan should be reviewed alongside the accompanying list of plot numbers for your land interests and how they are affected.
- Legend:**
- Development Consent Order (DCO) boundary
  - Local Authority boundary
  - Land to be acquired – permanent title acquisition
  - Land to be used temporarily and rights to be acquired permanently
  - Land to be used temporarily
  - Land not subject to compulsory acquisition or temporary possession
  - Development Consent Order (DCO) boundary - Submission alignment



Description							Drawing suitability:		Status:	Project title:							
Status	Revision	Draw	Checked	Reviewed	Authorised	Issue Date	APPROVED - PUBLISHED			A1	M25 Junction10/A3 Wisley Interchange						
Description							Created by:			Drawing Title:							
Description							TerraQuest Solutions Limited Quayside Tower 252-260 Broad Street Birmingham B1 2HF				Amended land requirements - proposed DCO changes (A3/A245 Painshill Junction)						
Status	Revision	Draw	Checked	Reviewed	Authorised	Issue Date	w: www.terraquest.co.uk e: info@terraquest.co.uk			Business & Property Solutions <small>A Mears Group plc Company</small>							
Description							Client:				Drawing Number:		Rev:				
Status	A4	Revision	3.0	Draw	LFA	Checked	PMC	Reviewed	MHE	Authorised	GBO	Issue Date	03/01/2020	HE551522-ATK-EAC-J10-DR-LM-000002		4.0	
Description							SUBMITTED FOR DEADLINE 4							HE Pin: HE551522		Scale: 1:1,000	Original Size: A1
Status	A1	Revision	4.0	Draw	SHE	Checked	LFA	Reviewed	AMU	Authorised	xxx	Issue Date	07/02/2020				



# Original DCO Application

# Proposed DCO Changes

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Inset A

Inset B

Inset C

Scale: 1:150

Scale: 1:150

Scale: 1:150



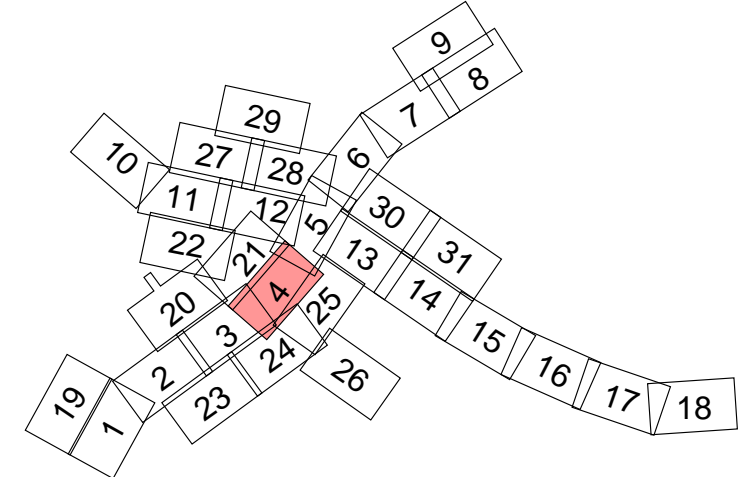
**Notes:**

- The legend is based on that used for the submitted Land Plans - not all items detailed in the legend are present on this plan;
- Land Parcel/Plot numbers are annotated in blue and are made up of a Land Plan Sheet Number and then a unique plot number. These plot numbers correspond to those represented in the Book of Reference;
- All parcels in this plan fall within the Borough of Elmbridge;
- This plan illustrates proposed changes to the submitted Development Consent Order (DCO) boundary that affect the Cockrow Overbridge Verge Widening;
- The parcels affected by the amended DCO appears on sheet 4 for site Cockrow Overbridge Verge Widening. This plan has been re-positioned to accommodate the affected parcels to appear neatly on the plan;
- Only the affected land parcels based on the Proposed DCO changes have been included on the plan;
- This plan should be reviewed alongside the accompanying list of plot numbers for your land interests and how they are affected.



**Legend:**

- Development Consent Order (DCO) boundary
- Local Authority boundary
- Land to be acquired – permanent title acquisition
- Land to be used temporarily and rights to be acquired permanently
- Land to be used temporarily
- Land not subject to compulsory acquisition or temporary possession
- Development Consent Order (DCO) boundary - Submission alignment

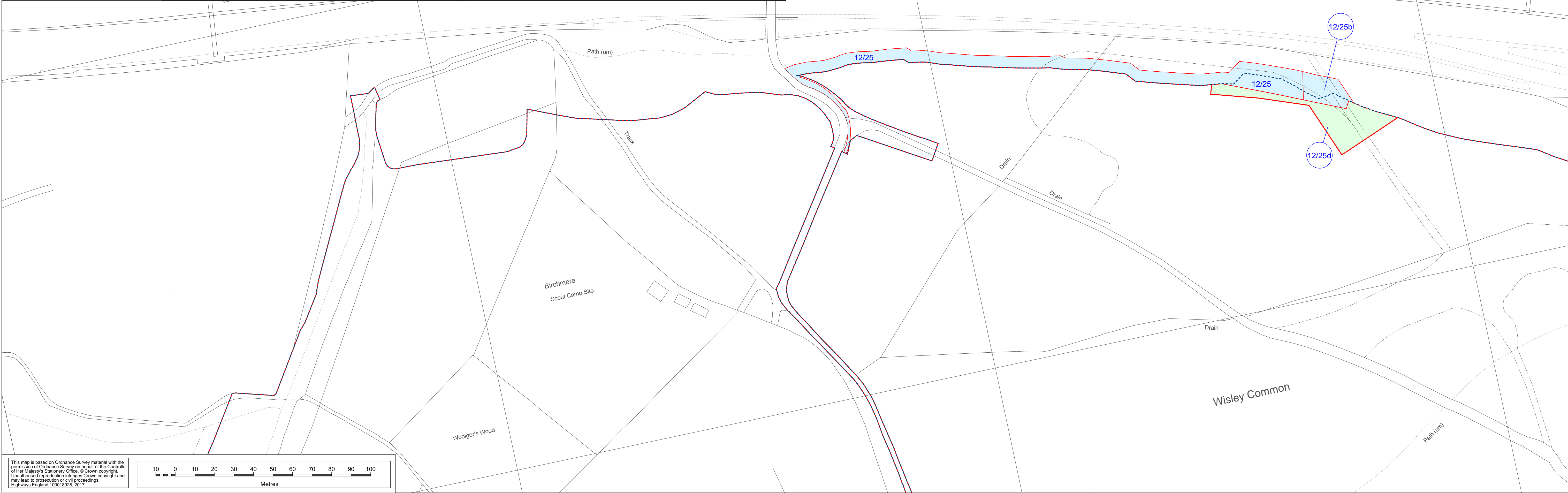
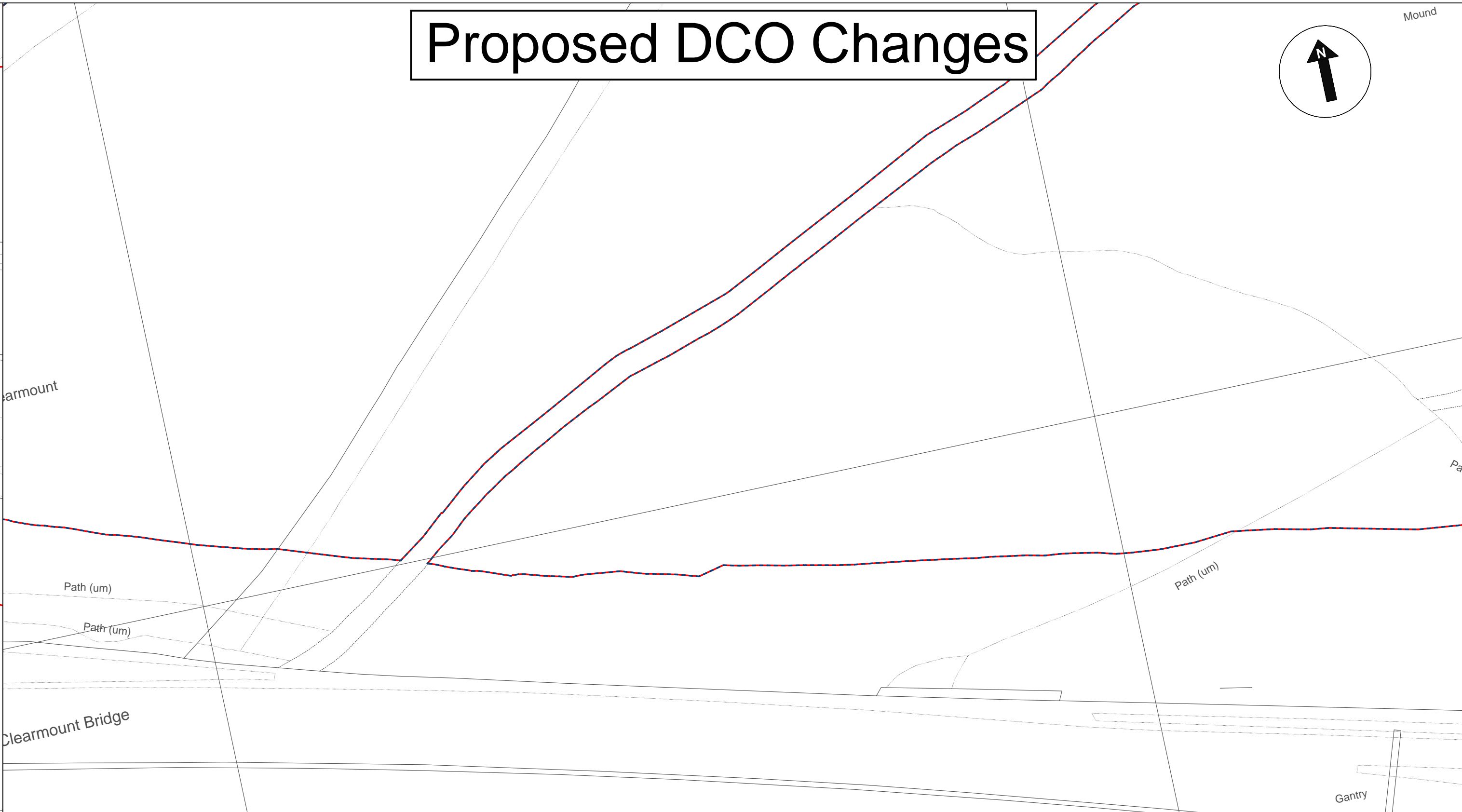
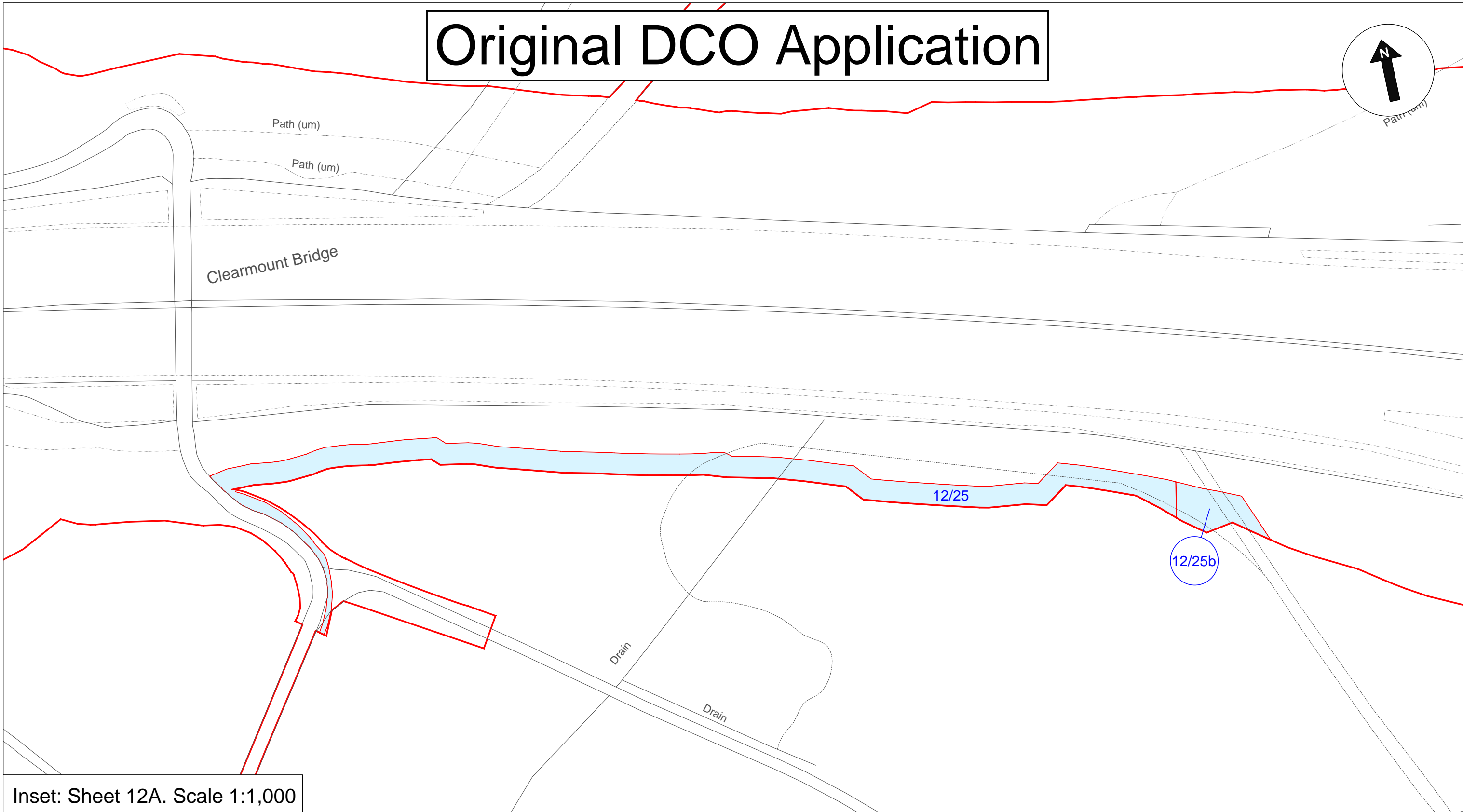
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DCO APPLICATION						
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A4	3.0	LFA	PMC	MHE	GB0	03/01/2020
Description						
SUBMITTED FOR DEADLINE 4						
Status	Revision	Draw	Checked	Reviewed	Authorised	Issue Date
A1	4.0	SHE	LFA	AMU	xxx	07/02/2020

Drawing Suitability:		Status:	Project Title:	
APPROVED - PUBLISHED		A1	M25 Junction10/A3 Wisley Interchange	
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<p>TerraQuest Solutions Limited Quayside Tower 252-260 Broad Street Birmingham B1 2HF</p> <p>w: <a href="http://www.terraquest.co.uk">www.terraquest.co.uk</a> e: <a href="mailto:info@terraquest.co.uk">info@terraquest.co.uk</a></p>		<p> <b>TerraQuest</b>  <b>Business &amp; Property Solutions</b> <small>A Medis Group plc Company</small></p> <p>Amended land requirements - Proposed DCO changes (Cockcrow Overbridge Verge Widening)</p>		
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<p>Working on behalf of</p> 		HE551522-ATK-EAC-J10-DR-LM-000001		4.0
		HE Pin: HE551522	Scale: 1:1,000	Original Size: A1





**Notes:**

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- Land Parcel/Plot numbers are annotated in blue and are made up of a Land Plan Sheet Number and then a unique plot number. These plot numbers correspond to those represented in the Book of Reference;
- All parcels in this plan fall within the Borough of Elmbridge;
- This plan illustrates proposed changes to the submitted Development Consent Order (DCO) boundary that affect the Medium Pressure SGN Main M25 Crossing East of Junction 10;
- The parcels affected by the amended DCO appear on sheet 12 for site Medium Pressure SGN Main M25 Crossing. The plan has been re-positioned to accommodate the affected parcels in order to appear neatly on the plan;
- Only the affected land parcels based on the Proposed DCO changes have been included on the plan;
- This plan should be reviewed alongside the accompanying list of plot numbers for your land interests and how they are affected.

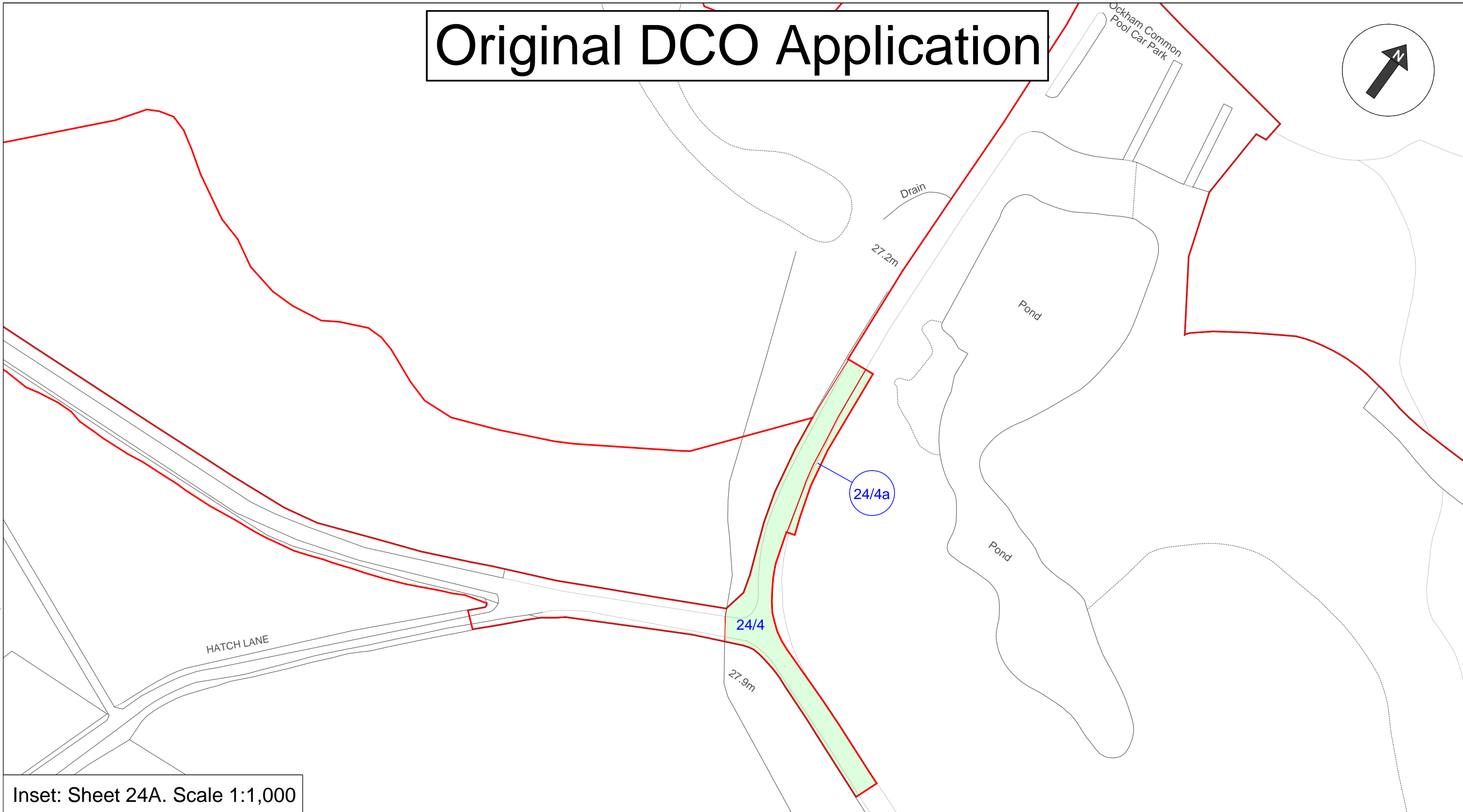
**Legend:**

- Development Consent Order (DCO) boundary
- Local Authority boundary
- Land to be acquired – permanent title acquisition
- Land to be used temporarily and rights to be acquired permanently
- Land to be used temporarily
- Land not subject to compulsory acquisition or temporary possession
- Development Consent Order (DCO) boundary - Submission alignment

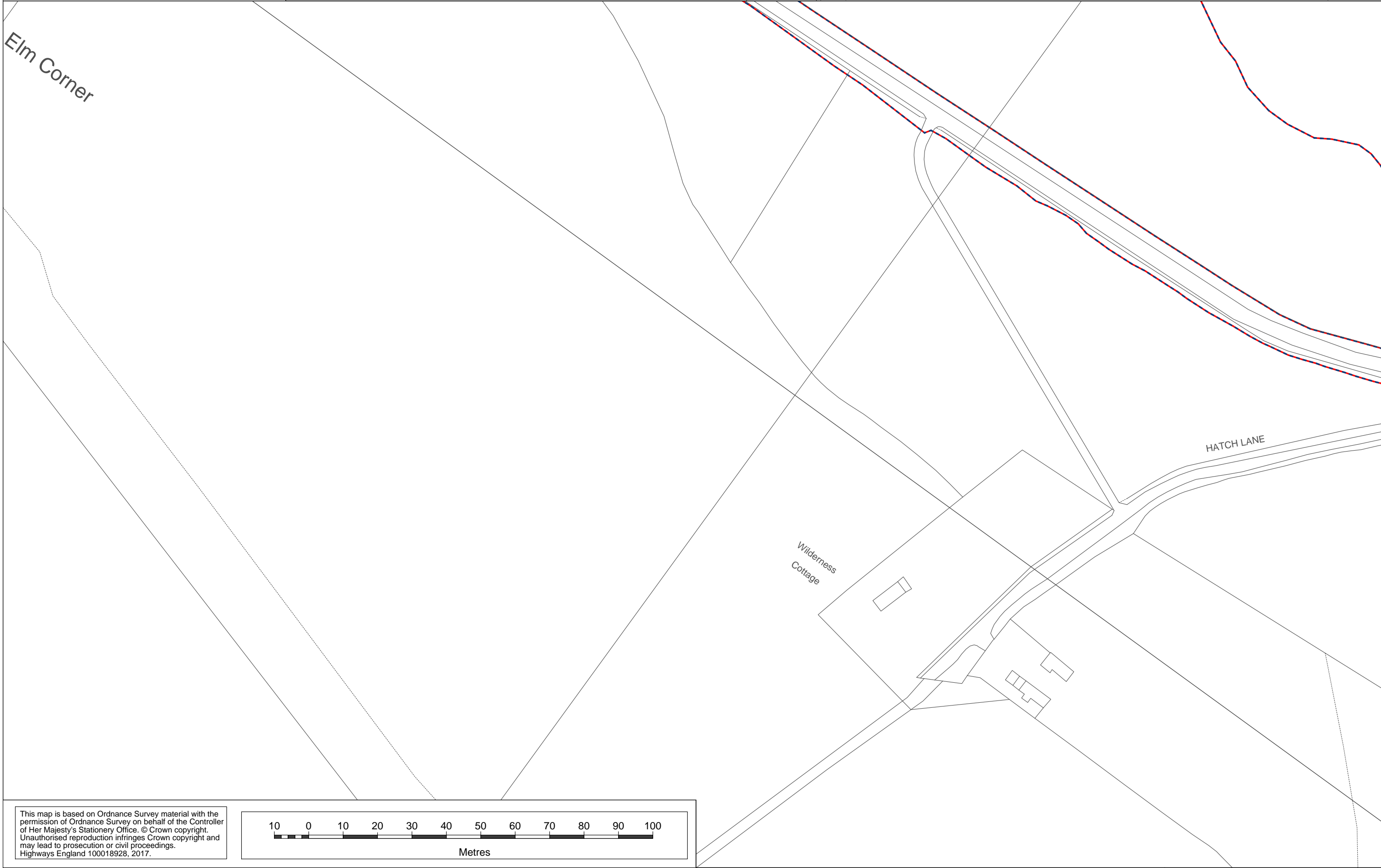
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Status	Revision	Draw	Checked	Reviewed	Authorised	Issue Date																									
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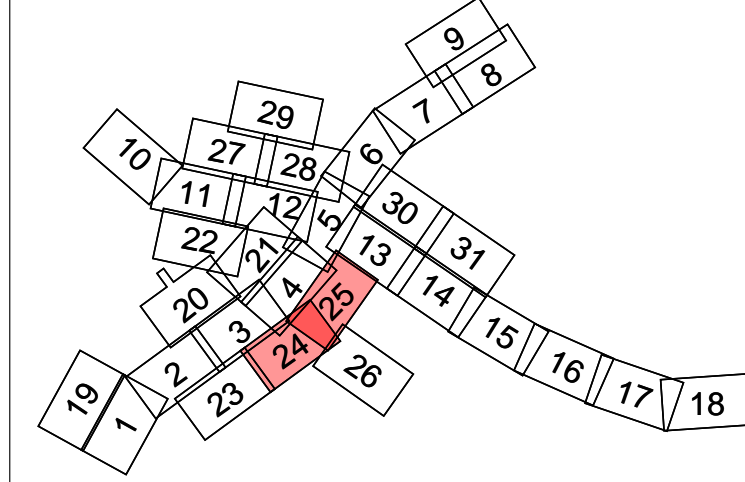
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- All parcels in this plan fall within the Borough of Elmbridge;
- This plan illustrates proposed changes to the submitted Development Consent Order (DCO) boundary that affect the Old Lane Toad Underpass;
- The parcels affected by the amended DCO appear on sheets 24 & 25 for site Old Lane Toad Underpass. The plan has been re-positioned to accommodate the affected parcels to appear on one sheet;
- Only the affected land parcels based on the Proposed DCO changes have been included on the plan;
- This plan should be reviewed alongside the accompanying list of plot numbers for your land interests and how they are affected.

Legend:



- Development Consent Order (DCO) boundary
- Local Authority boundary
- Land to be acquired – permanent title acquisition
- Land to be used temporarily and rights to be acquired permanently
- Land to be used temporarily
- Land not subject to compulsory acquisition or temporary possession
- Development Consent Order (DCO) boundary - Submission alignment

SHEET LAYOUT

N.T.S.



Description						
Status	Revision	Draw	Checked	Reviewed	Authorised	Issue Date
Description						
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DCO APPLICATION						
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A4	3.0	LFA	PMC	MHE	GBD	03/01/2020
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APPROVED - PUBLISHED		A1	M25 Junction10/A3 Wisley Interchange	
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<p>TerraQuest Solutions Limited Quayside Tower 252-260 Broad Street Birmingham B1 2HF</p> <p>w: <a href="http://www.terraquest.co.uk">www.terraquest.co.uk</a> e: <a href="mailto:info@terraquest.co.uk">info@terraquest.co.uk</a></p>		<p> <b>TerraQuest</b> <b>Business &amp; Property Solutions</b> <small>A Marsh Group plc Company</small></p> <p>Amended land requirements - Proposed DCO changes (Old Lane Toad Crossings)</p>		
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