

M25 junction 10/A3 Wisley interchange improvement scheme

Targeted non-statutory consultation



6 January to 4 February 2020

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About us

Highways England is responsible for the operation, maintenance and improvement of England's motorways and major A roads, known as the strategic road network (SRN).

In 2014 the Government announced its Road Investment Strategy, which set aside £15 billion of funds for over 100 major schemes to improve safety, ease congestion and enhance, renew and improve the SRN. Within this, the M25 junction 10/A3 Wisley interchange was identified as one of the key investments for the London and south-east region.

Introduction

The M25 junction 10 is on a section of the motorway network that is of national and strategic importance. The M25 is a critical route around London and a key link between the Channel ports and much of mainland UK, as well as providing the main access route for Heathrow Airport. The A3, which intersects the M25 at junction 10, is a regionally important route between Portsmouth and London and provides access to major employment areas at Guildford, Brooklands and Kingston-upon-Thames.

The M25 junction 10 has been identified for improvement as it experiences heavy congestion on a daily basis. This junction also has a poor safety record that needs to be addressed. Highways England records on traffic accidents show that M25 junction 10 has the highest number of casualties of any junction on the M25.

In peak hours, traffic on the A3 regularly queues beyond Ockham Park junction for northbound traffic and beyond Painshill junction for southbound traffic. This causes significant delays to users accessing both the M25 and the A3, as well as those continuing in either direction along the A3. Similar problems are experienced by users joining and leaving the M25 at junction 10.

This situation is likely to deteriorate further given traffic forecasts associated with population and economic growth in the south-east. If no action is taken, there will be a significant negative impact on traffic flow, road safety, the environment and customer satisfaction. It will also be very difficult to keep traffic moving when things go wrong. Ultimately, if we do not address the situation, the ability of the junction to perform its role in supporting local and regional aspirations for development and growth will be compromised. It will also continue to affect the quality of life for the many commuters who depend on this part of the network.

The scheme objectives and its environmental context

The scheme has been influenced by the environmental context of the land surrounding M25 junction 10 and on either side of the A3, which is environmentally sensitive. It encompasses heathland and woodland that is designated as part of the Thames Basin Heaths Special Protection Area (SPA), which is of European importance for nature conservation. This SPA designation forms part of the larger Ockham and Wisley Commons Site of Special Scientific Interest (SSSI), a nationally important conservation designation.

There are parcels of ancient woodland alongside the A3, as well as nationally important registered parks and gardens at Painshill Park and RHS Garden Wisley. There are scheduled monuments and listed buildings close to the interchange.

The common land and public open space surrounding the junction is a valued outdoor recreational resource and the area is within the green belt.

The area immediately surrounding M25 junction 10 is sparsely populated; however, there are properties adjacent to the A3 and the communities of Cobham, Byfleet, Ripley and Ockham are nearby.

We recognise that these are affected to varying degrees by traffic using local roads to access the A3 and M25, making them potentially sensitive to changes in flows along these routes. We have assessed the transport and safety issues at M25 junction 10, as well as the environmental context, to inform our scheme objectives.

In summary the key scheme objectives are to:

- Improve journey time reliability and reduce delay.
- Improve safety and reduce both collision frequency and severity on the mainline A3, slip roads and M25 junction 10 gyratory.
- Improve crossing facilities for pedestrians, cyclists and horse riders and incorporate safe, convenient, accessible and attractive routes.
- Avoid or mitigate against causing adverse effects elsewhere on the local road network.
- Support projected population and economic growth in the area.

The environmental design objectives in summary are to:

- Avoid, reduce, mitigate and/or compensate for any significant adverse effects or substantial harm through good design.
- Improve the quality of life for local residents by mitigating any significant noise effects and supporting targets on air quality.
- Seek good design, balancing functionality with achieving positive environmental outcomes.

Full details of the scheme objectives can be found in the Introduction to the Application and Scheme Description, available on the Planning Inspectorate website <https://infrastructure.planninginspectorate.gov.uk/>

The proposed scheme

The proposed scheme, as submitted within the development consent order application, includes:

- An elongated and widened roundabout at M25 junction 10 to provide more capacity.
- Four new dedicated free-flow slip roads, to enable all left-turning traffic using junction 10 to bypass the traffic lights.
- Amending and extending the M25 and A3 slip roads at junction 10 to cater for the increased rates of traffic flow through the junction.
- Widening the A3 from three to four lanes in each direction, on both sides of junction 10, between the Painshill junction to the north and Ockham Park junction to the south, to increase capacity and meet the latest design and safety standards.
- Widening the A245 Byfleet Road to the west of the A3 Painshill junction, to provide three lanes in each direction and increase the capacity of the road to accommodate traffic joining and leaving the A3, including two free-flow left turn lanes at Painshill junction.
- Amending local road and private accesses from the A3 to improve safety and reduce severance.
- Improving routes for non-motorised users (NMUs) such as pedestrians, cyclists and horse riders.
- Providing an extra lane on the existing hard shoulder of the M25 through junction 10.

About this targeted non-statutory consultation

Highways England made an application for development consent order (DCO) under the Planning Act 2008 for the M25 junction 10/A3 Wisley interchange scheme (the scheme) on 19 June 2019. It was accepted by the Planning Inspectorate for examination on 17 July 2019.

Further development of the scheme since the DCO application has identified potential changes to the scheme details, which will have an effect on the application. The intention to make changes to the scheme was first notified by Highways England in a letter to the Planning Inspectorate dated 4 November 2019.

There are six changes we are proposing for the scheme which aim to further reduce the impacts on the environment, the local community and landowners and enhance buildability following consideration of representations which have been made to the Planning Inspectorate. We have written to the Planning Inspectorate to make them aware and would now like to hear your views on the changes we're proposing to make.

This document sets out the background to these proposed changes, together with a summary of the impact of the change on the scheme.

We are now consulting affected statutory organisations (as defined by the Planning Act 2008), landowners and people with an interest in affected land, and interested parties registered with the Planning Inspectorate, about these changes. This consultation relates purely to the proposed changes to the scheme.

**The consultation runs from
6 January to 4 February 2020**

**The consultation closes at
23:45 on 4 February 2020**

Following consultation, all feedback will be taken into consideration and outlined in a Consultation Statement. Highways England will then decide whether to make a formal request to the Planning Inspectorate, with an updated Environmental Statement, for changes to the scheme. The deadline for this is 11 February 2020. If the changes are submitted, it will be a matter for the Planning Inspectorate to decide whether to accept them alongside the original application. Should Highways England decide not to make a formal request for changes, or if the Planning Inspectorate rejects any changes submitted, the development consent order examination continues with the original, proposed scheme.



Scheme changes

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

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

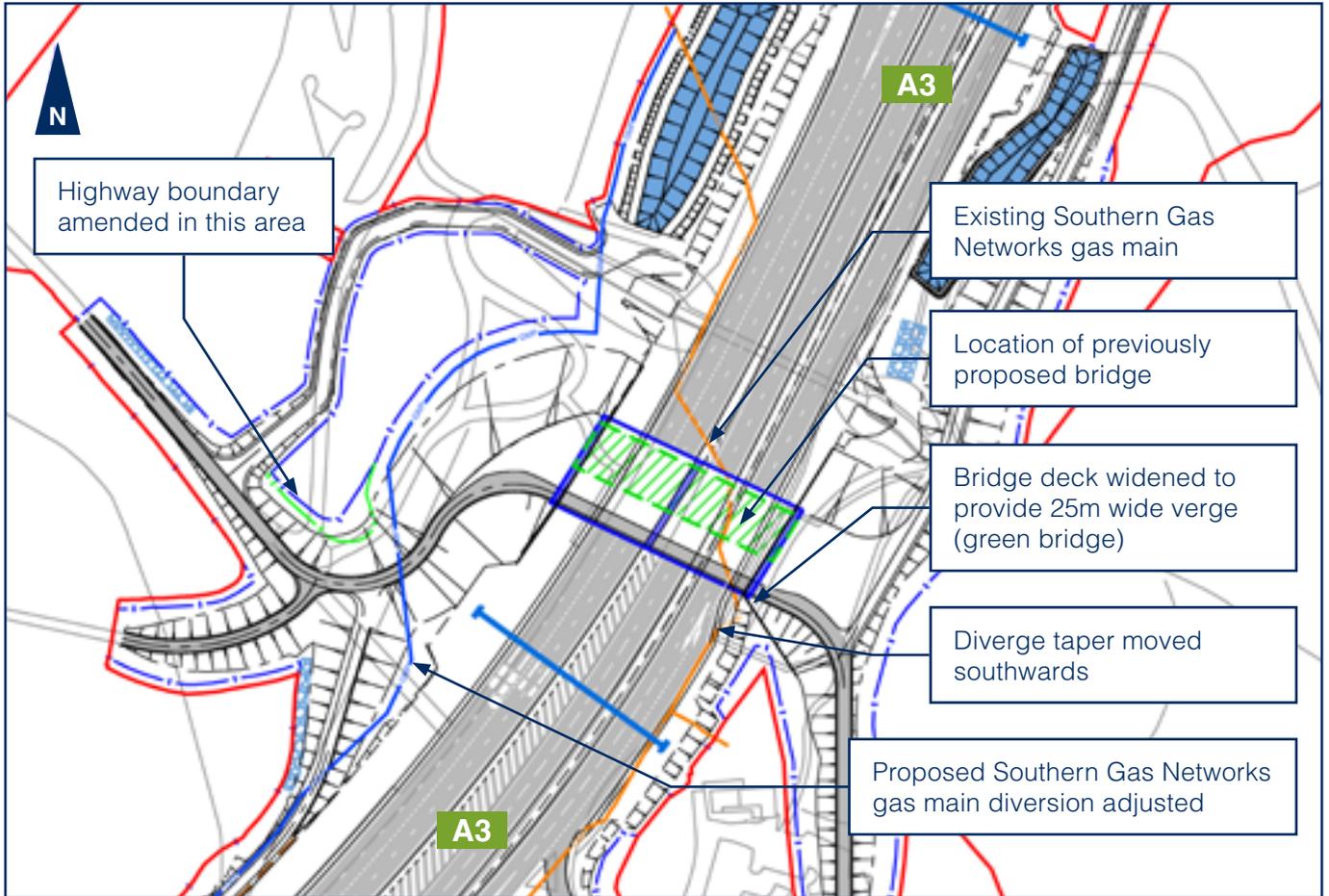
Change 1 – Extension of the proposed green element on Cockcrow Bridge

Highways England included a 10m-wide green verge at Cockcrow overbridge in the application for the scheme. Following feedback from stakeholders, Highways England proposes to widen the green verge of the proposed Cockcrow Green Bridge from 10m to 25m. This widened green verge will not involve any changes to the scheme boundary, however it will increase the bridge footprint within the existing scheme boundary, due to the need for wider approach ramps.

This green verge was subject to securing funding through Highways England's Designated Funds Programme. If secured, these funds would cover the additional costs of replacing the existing Footpath 17 Cockcrow overbridge with a green verge structure. The proposal to widen the green verge to 25m is subject to the same requirement of a successful application for designated funds. If designated funds are not secured, the green verge will not be delivered as part of this scheme.

The environmental effects of the proposed change are set out below:

Topic	Effect
Biodiversity	The green element of Cockcrow Bridge is not required as mitigation for the scheme but is provided as an additional enhancement to improve connectivity for wildlife between Ockham Common and Wisley Common. It addresses historical issues relating to the severance of ecological habitats by the widening of and growth of traffic on the A3. The increased width of the green element will make it more attractive to wildlife and make a better connection between the habitats either side of the A3.
Landscape	Although construction impacts in this location would extend for an additional two to three months, there would be very little change to the long-term visual impact on Hut Hill Cottage or the Ockham Bites café, both located to the south (non-widened) side of the bridge. There would be some change in the views of the bridge from the common land/ open space and rights of way either side of the bridge, but the increased width of the structure would be offset by the additional green element on the deck and by planting on the wider embankments. For road users on the A3, the enlarged green bridge would provide a noticeably changed view from the road. The widened bridge would provide greater visual connectivity between the land on either side of the A3, enhancing the landscape character of the area.
Cultural heritage	The widened approach ramps will slightly increase the risk of potential buried archaeology being encountered. This risk will be mitigated by undertaking archaeological investigation to determine whether any archaeology is present.
Materials and waste	The widening of the embankments for the approach to the bridge will require an additional 5000m ³ of fill material, largely consisting of aggregate. This represents approximately one per cent of the total fill material required for the scheme and does not change the outcome of the materials and waste assessment presented in the Environmental Statement.



KEY

	Development Consent Order (DCO) boundary		Gantries
	Previously proposed DCO boundary		Proposed highway fence
	Proposed scheme		Previously proposed highway fence
	Currently proposed bridge structures		Proposed retaining wall
	Newly proposed bridge structures		Proposed drainage ponds and features
	Proposed earthworks		

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

In response to stakeholder feedback, Highways England has identified mitigation measures to address the potential for increased toad mortality at Old Lane and Elm Lane as a result of the scheme.

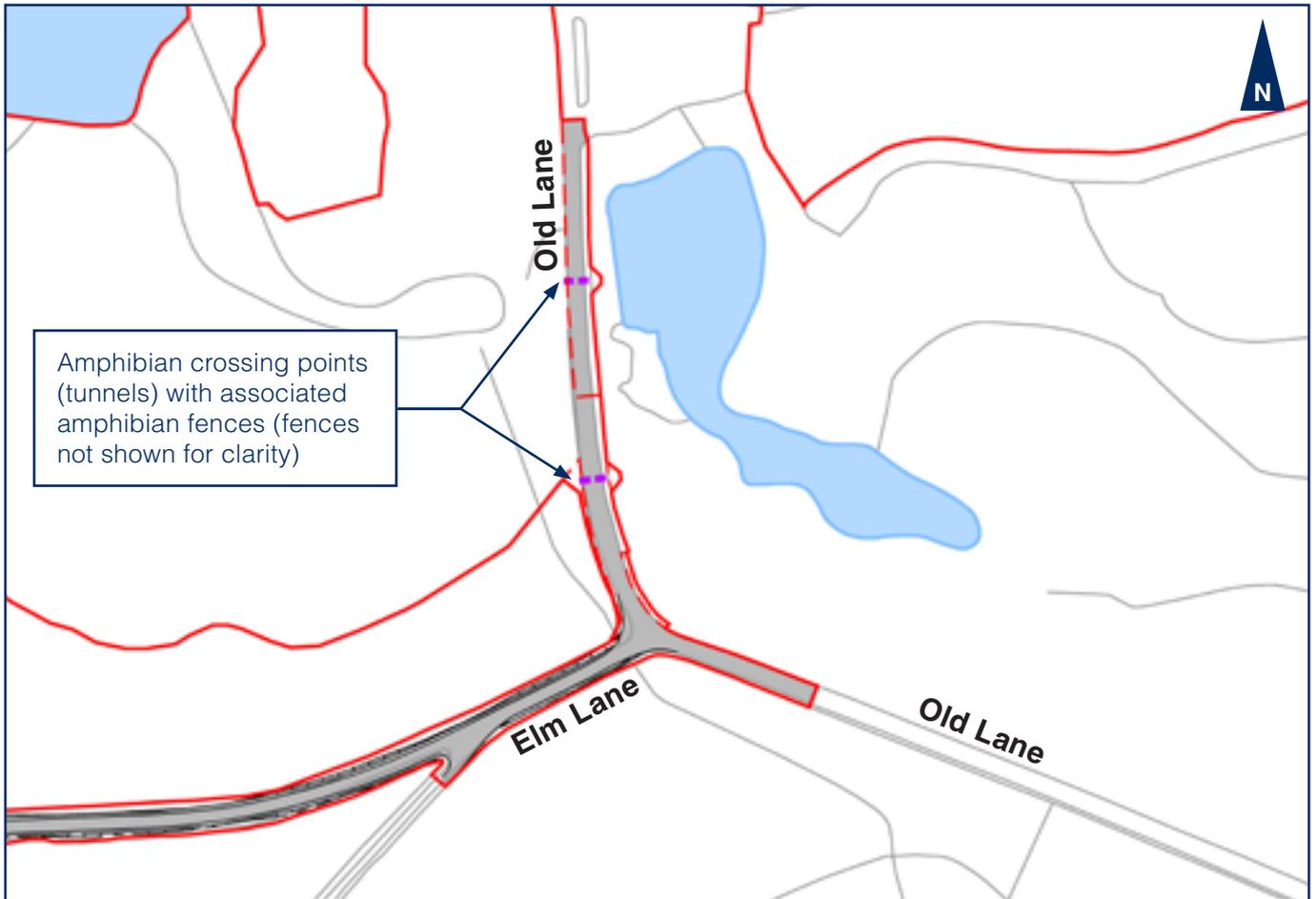
Highways England proposes to introduce two toad underpasses at a section of Old Lane, along with wildlife fencing to direct the toads to the underpass crossing points. Signage for vehicle users alerting them to toads crossing is also proposed at Elm Lane.

The proposed underpasses will need to be shallow and contained within the structure of the existing carriageway due to the proximity and relative level of the water body to the east of Old Lane.

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

The environmental effects of the proposed change are set out below:

Topic	Effect
Biodiversity	Two new underpasses and accompanying measures will mitigate the potential increase in toad mortality that would result from the original scheme proposals. These measures will also reduce existing levels of toad mortality along this stretch of Old Lane.



KEY

- Development Consent Order (DCO) boundary
- Previously proposed DCO boundary
- Proposed scheme
- Proposed earthworks
- Existing waterbodies

Change 3 – Removal of part of the proposed improvements to the A245 eastbound between the Seven Hills Road and Painshill junctions

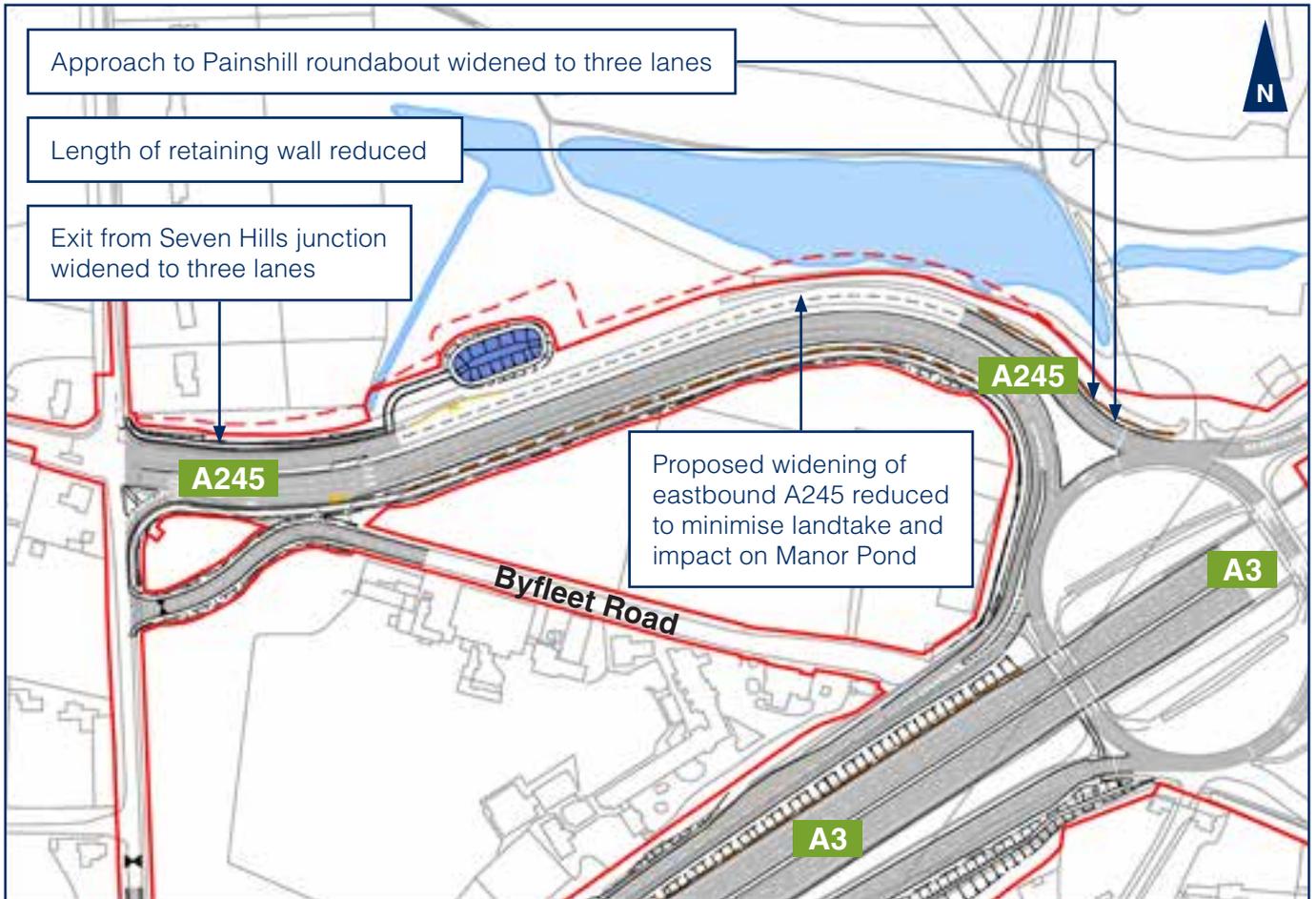
Highways England has carried out further traffic modelling to predict traffic flows at this junction, which shows it is no longer necessary to widen all of this section of the A245 to three lanes as it passes Manor Pond and approaches the A245/A3 Painshill junction.

As a result, there will be no widening of the eastbound carriageway of the A245 at this location, which means it is no longer necessary to build a retaining wall at Manor Pond. This is proposed to be removed from the scheme.

The key benefit of this change is that it removes the current impact of the scheme on Manor Pond. The change will also reduce the extent of land needed from the two affected landowners.

The environmental effects of the proposed change are set out below:

Topic	Effect
Air quality	Modelled impacts of the change on traffic flows suggest that the variation in the number of vehicles through Seven Hills junction would be fewer than 100 vehicles per hour and this would not alter the findings of the air quality assessment in the Environmental Statement.
Noise and vibration	The minor change in the modelled traffic flows means the conclusions of the noise assessments set out in the Environmental Statement submitted with the application remain the same.
Biodiversity	Change to the proposal for the A245 eastbound will remove the potential impacts on Manor Pond, with no negative effects now anticipated on the water body.
Road drainage and water environment	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. Removing the need to extend the retaining wall at Manor Pond will also mean that the water within Manor Pond will no longer be affected. The change to the scheme at Manor Pond would not change the assessment set out in the Environmental Statement.
Landscape	The change to the proposals will reduce the vegetation loss associated with this element of the scheme, with approximately 3000m ² less woodland and trees affected. This part of the A245 is well screened from neighbouring properties, particularly on Seven Hills Road north and the Feltonfleet School, so there would be no change in visual impact on these properties. There would be benefits for anglers at Manor Pond and for users of the footpaths along this section of the A245 through a reduction in construction activities and tree loss.
Materials and waste	There will be less material required for construction, including materials for the retaining wall.
People and communities	The proposed changes to the A245 won't be as close to residential receptors on Seven Hills Road, including Squirrel Wood, The Spinney, Little Warren, Manor Pond House, Two Beeches and Tudor House, but any reduction in impact as a result of the change would be negligible.



KEY			
	Development Consent Order (DCO) boundary		Proposed retaining wall
	Previously proposed DCO boundary		Proposed drainage ponds and features
	Proposed scheme		Existing waterbodies
	Proposed earthworks		

Change 4 – Amendments to Saturday construction working hours

Highways England proposes to amend the working hours on Saturdays to allow for construction works to be carried out between 07:00 and 19:00, rather than ending at 13:00. This would see Monday to Saturday construction working hours between 07:00 and 19:00.

This change would alter the working hours which have been assessed in the Environmental Statement submitted with the DCO application.

The proposed extended working hours would provide opportunities to shorten the overall length of the construction programme.

There is not expected to be any additional effect on RHS Garden Wisley and Painshill Park or their visitors due to this change. The environmental effects of the proposed change are set out below:

Topic	Effect
Noise and vibration	Saturday afternoons are a more sensitive time for noise effects, and changes in noise levels can therefore be more important, depending on the level of background noise. Because receptors are more sensitive on Saturday afternoons, there is a greater potential for significant noise effects to occur during these hours. However, as the background noise levels in the area of the scheme are high, there would be no new adverse or significant adverse effect on noise sensitive receptors associated with this change.
Landscape	This change has the potential to increase the visual impact of the scheme due to extended hours of construction. Extended Saturday working could affect recreational users of the common/open space around the junction. This change may bring a potential benefit in reducing the overall duration of construction activities.

Change 5 – Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic)

Highways England is proposing to reduce the speed limit on a section of Elm Lane from 40 miles per hour to 20 miles per hour as requested by Surrey County Council. This change would also help to mitigate the effect on toad mortality described in Change 2. There would be no other noticeable effects associated with this change.



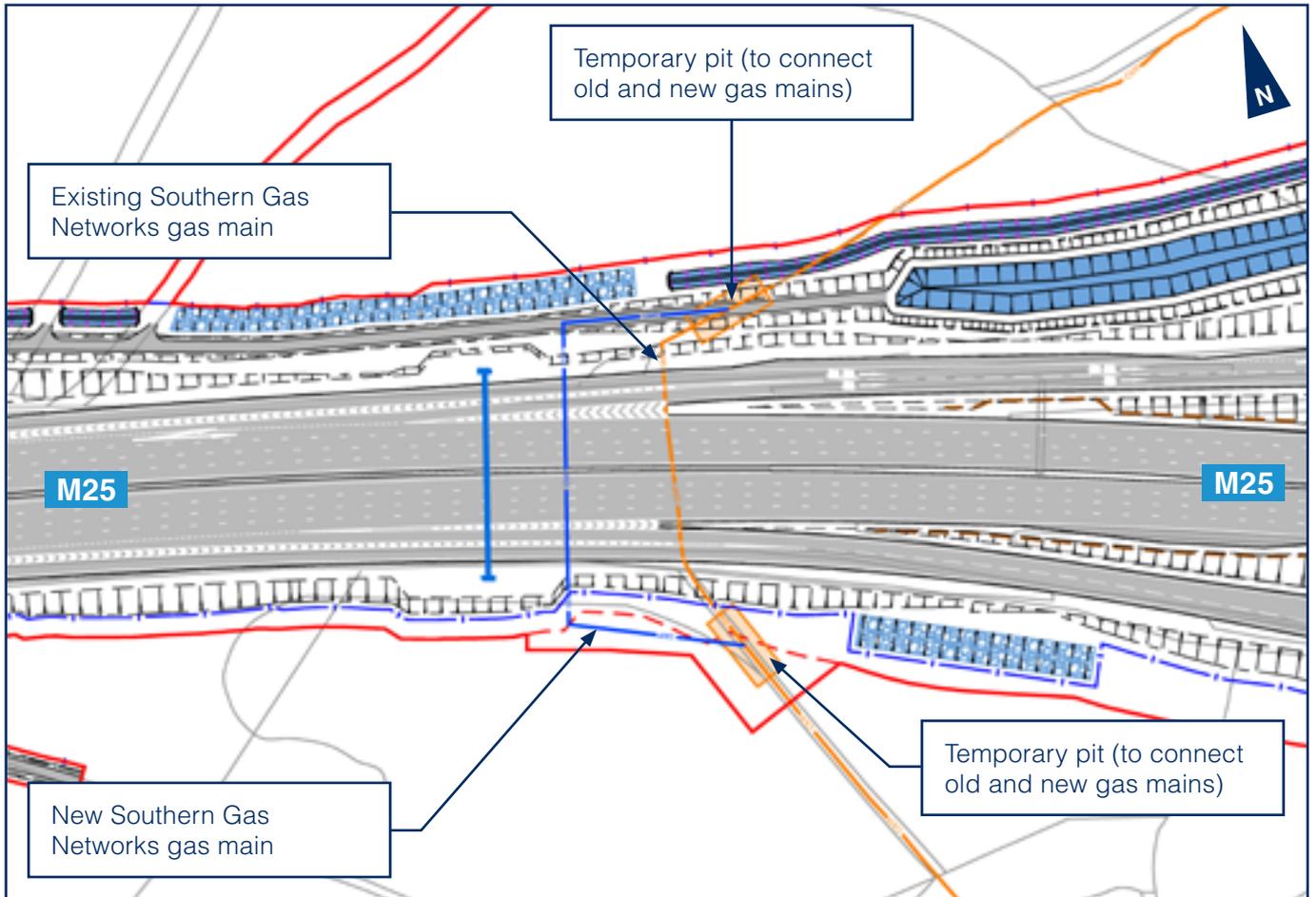
The existing Elm Lane is an unsurfaced track and it will be surfaced to allow residents to access Elm Corner from Old Lane by car

Change 6 – Adjustments to the Order limits in the draft development consent order to accommodate the diversion of a gas main

Further discussions with the utility company have identified that the existing gas main under the M25 could not be used as originally proposed and this means there is a need for a new gas main under the motorway. As a result, Highways England is proposing to extend the boundary of the scheme at the western end of the M25 slip road onto the clockwise M25 carriageway to accommodate a new gas main crossing of the M25. This will require the acquisition of additional land to accommodate these works.

The environmental effects of the proposed change are set out below:

Topic	Effect
Biodiversity	The new gas main crossing works to the south of the M25 are within the Thames Basin Heaths Special Protection Area (SPA) and the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) and result in an additional temporary land take of 1165m ² . These works are set within the belt of woodland surrounding the M25 and will not increase the potential for disturbance to qualifying features of the SPA above that reported in the Environmental Statement and the Habitats Regulations Assessment.
Geology and soils	It is not expected that there will be any change in the assessment of effects.
Landscape	The proposed working area required for the installation of the gas main would need the clearance of a larger area of mature woodland to the south of the M25. This is set within an area of existing woodland and the visual impact of this change would be limited by the surrounding, retained vegetation. The adverse impact would be negligible. After construction, the cleared ground would be restored and replanted.
People and communities	The proposed change would require an additional 1165m ² of temporary land take from the common land on the south side of the M25, and there would be no access for users to this additional area for the duration of these works. The area would be restored after construction so there would be no long-term loss of access to this area. The additional temporary land take can be accommodated within the current provision of replacement land.



KEY

	Development Consent Order (DCO) boundary		Gantries
	Previously proposed DCO boundary		Highway fence
	Proposed scheme		Proposed retaining wall
	Proposed earthworks		Proposed drainage ponds and features

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Have your say

We have invited specific landowners and those with property interests, statutory organisations affected by the scheme (as defined by the Planning Act 2008) and interested parties registered with the Planning Inspectorate to comment on the changes as part of this targeted non-statutory consultation.

Feedback on any aspect of the changes can be sent:

- **by emailing: info@highwaysengland.co.uk Please name the scheme in the subject box**
- **or by writing to us at FREEPOST M25 junction 10/A3 Wisley Interchange**

This targeted consultation brochure is also available online on the project website:

www.highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange

A hardcopy of this brochure can be viewed at Highways England during business hours at:
Highways England, Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

We welcome your feedback on any aspect of the changes to the scheme.

All feedback will be taken into consideration and outlined in the Consultation Statement. If Highways England decides to make a formal request for a change to the scheme, the Consultation Statement will form part of the application submitted to the Planning Inspectorate.

Our consultation runs from Monday, 6 January to Tuesday, 4 February, 2020.

All responses must be received by 23.45 on 4 February 2020.

Get in touch

If you have any questions about the information in this brochure or the targeted consultation, please get in touch.

- Call: **0300 1235000** (24 hours)
- Email us: info@highwaysengland.co.uk
- Write to us: **M25 J10 Project Team, RIP South East**

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