

River Thames  
Scheme



# Statutory Consultation Brochure

22 January - 4 March 2024

# Foreword



**Caroline Douglass,**  
Executive Director for  
Flood and Coastal Risk  
Management



Welcome to the statutory consultation on the River Thames Scheme (RTS).

The scheme is a partnership between the Environment Agency and Surrey County Council and local borough partners, that will reduce the risk of flooding for communities along the River Thames between Egham and Teddington. It will bring benefits to the local environment and improve the wellbeing of those who live, work, and spend their time on the river. This consultation gives you the opportunity to have your say on our proposals.

Our aim for the scheme is to help local communities adapt to the increasing risk of flooding that we face from climate change. This will be achieved through the creation of a new flood channel, in two parts, and capacity improvements to the last three weirs on the Thames and to the river in the Desborough area. The channel will give excess water a route through which to flow when river levels are too high. Other improvements will be carried out across this section of the river to further reduce the threat of floods.

At the same time, we want to take this opportunity to enhance the environment by providing new or restoring existing habitats for wildlife to thrive. Our plan will see the creation of new wetlands and the extension of current habitats through measures such as tree planting. We will also help people to live more in tune with nature by providing better access to green spaces and enabling new sustainable travel options.

The full extent of these proposals will be achieved by the granting of a Development Consent Order (DCO). The DCO will give us the necessary permission to get the scheme built and provide the flood protection our communities need.

To help us shape the final design in preparation of our DCO application to the Planning Inspectorate, I encourage you to please get involved in this consultation.

Your thoughts and comments will be crucial to making RTS a success.



**Cllr Tim Oliver,**  
Leader, Surrey  
County Council

As Leader for Surrey County Council, I am committed to improving outcomes for people across the county, including growing a sustainable economy, tackling health inequality, enabling a greener future; ensuring communities are empowered and thriving. Our guiding mission is essentially improving quality of life for everyone - that no one is left behind.

The River Thames Scheme (RTS) encompasses all of that, with its core aims being to reduce the risk of flooding, develop more sustainable travel, create more open green spaces, and improve biodiversity, while encouraging inclusive economic growth. Each element of the scheme will work in tandem to deliver the benefits for communities to help them live more sustainably, realising positive and lasting change for the future.

In 2014, many residents experienced the destructive impact of flooding. It caused damage and devastation to homes and businesses. The recovery from a natural disaster of this nature for communities and infrastructure can take years, and the likelihood of more extreme flooding is set to increase.

The cost of flooding quickly runs into billions, so we need investment now to reduce spiralling costs resulting from flood damage. The scheme will reduce flooding risk to minimise these events happening in the future, seeking to greatly reduce the worry of flooding and subsequent damage to people's homes and livelihoods.

The RTS will create a new flood channel built in two sections – one through Runnymede (between Egham Hythe and Chertsey), and one through Spelthorne (between Littleton North lake and the Desborough Cut). It also includes capacity increases downstream of the Desborough Cut and the weirs at Sunbury, Molesey and Teddington.

This is a great opportunity to take a holistic approach to improving the environment, enhancing people's lives, and supporting our climate change goals. One key element of this scheme is listening to communities via consultation. This is a meaningful way to participate in shaping and realising this vision for the future. Please take the time to inform yourself of the detail of this scheme and respond to the consultation.

This is a long-term investment, and the RTS will provide a positive legacy beyond flood risk reduction and water management in our communities. We welcome your involvement and views to deliver this hugely beneficial scheme.

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# 1. About the scheme

The River Thames Scheme (RTS) will reduce the risk of flooding to thousands of homes, businesses and vital infrastructure while unlocking the economic, health and environmental benefits of the river between Egham and Teddington and responding to the challenges of climate change and nature recovery.

The scheme represents a new landscape-based approach to creating healthier, more resilient, and more sustainable communities. The scheme will create new areas of green and blue open space with recreational facilities and a nature recovery network and provide sustainable travel connections to link communities together.

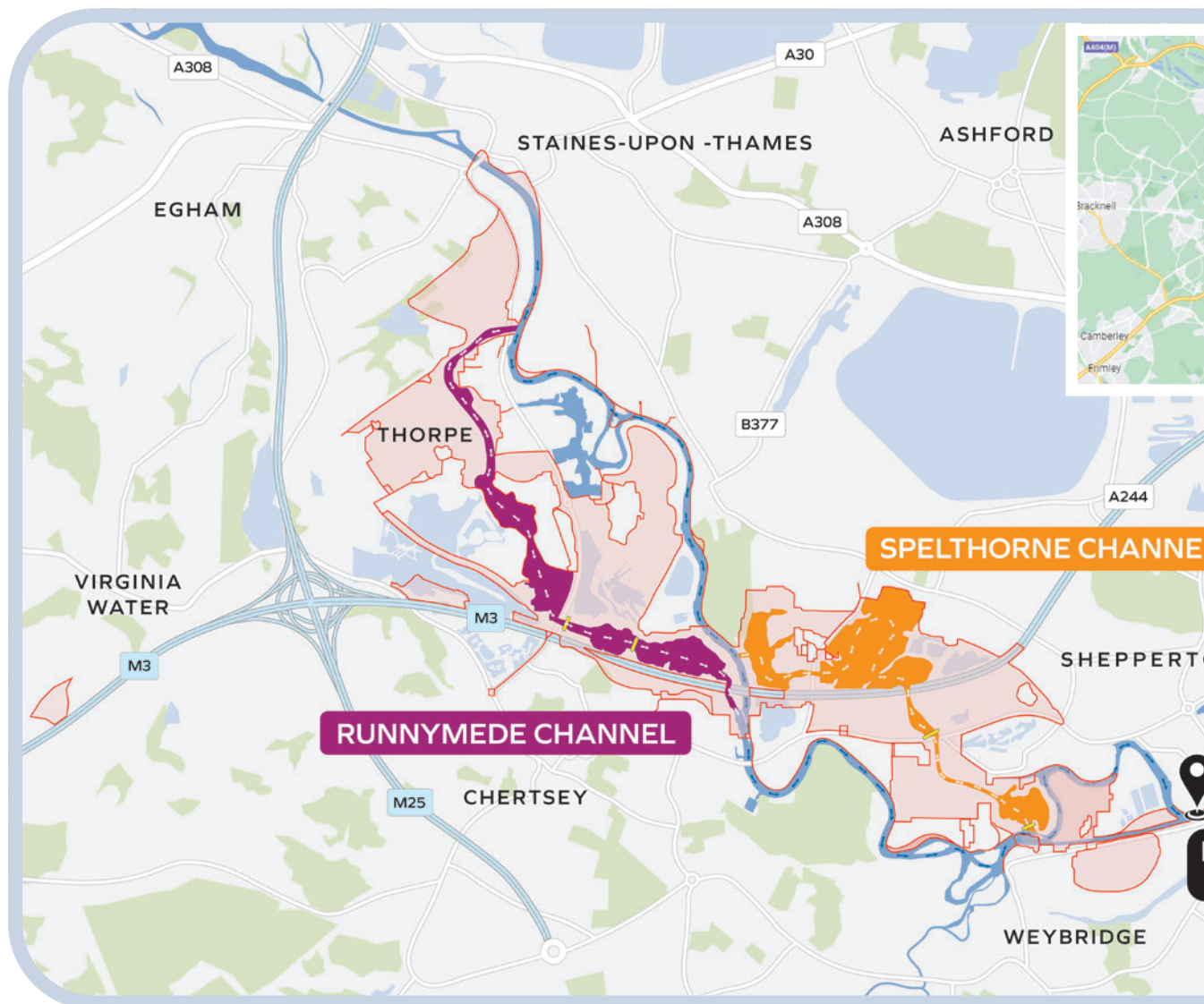
The RTS is the first flood and climate mitigation project to be described as nationally significant, reflecting its scope and ambition.

The Environment Agency and Surrey County Council are working together to deliver the River Thames Scheme in partnership with other local authorities – Runnymede Borough Council, Spelthorne Borough Council, and Elmbridge Borough Council – and other interested organisations: The Royal Borough of Kingston Upon Thames, The Royal Borough of Windsor and Maidenhead, London Borough of Richmond Upon Thames, Spelthorne Business Forum, Thames Regional Flood and Coastal Committee, and Thames Water.

Every component of the scheme is a significant addition to existing blue and green infrastructure, working in tandem to provide communal benefits.

The scheme will include a new flood channel in two sections, passing through the boroughs of Runnymede and Spelthorne in Surrey, as well as the bed lowering of the River Thames downstream of the Desborough Cut. Additionally, there will be increases in capacity at three weirs along the Thames. Complementing this, the channel will be bordered by new expanses of public green open space, creating opportunities for recreation and engagement with nature.

New routes for pedestrians and cyclists will run along the channel and through the new public spaces, linking different elements of the scheme with communities and providing better connections within and across the area.



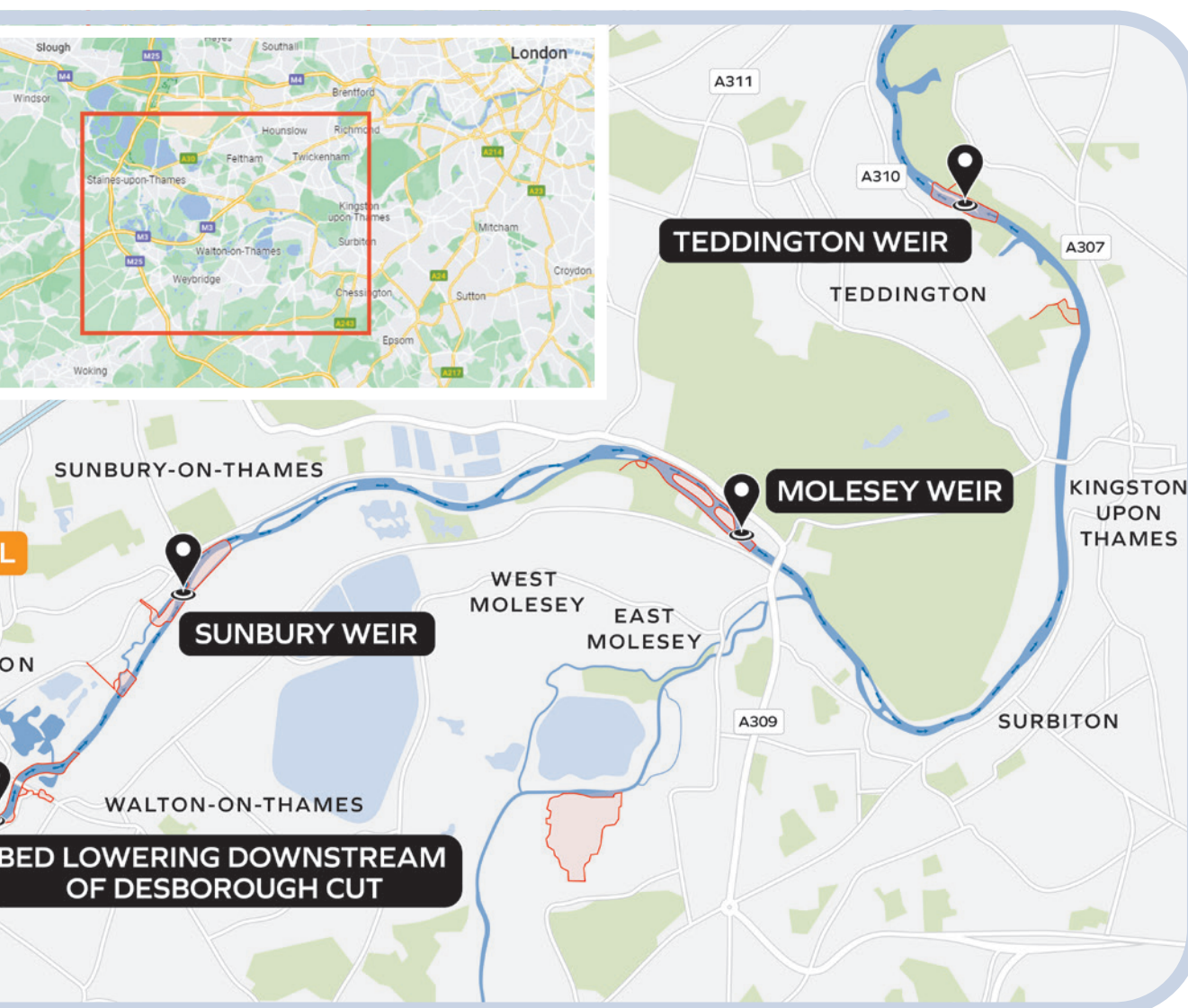
Areas of new and improved habitat for wildlife and nature recovery will connect with existing nature sites and wildlife corridors to provide a new nature recovery network along the length of the channel that supports even more biodiversity.

We have used the feedback from our earlier consultations to help us develop the design of the River Thames Scheme.

### **The River Thames Scheme**

The River Thames is enjoyed by thousands of residents, tourists, workers and businesses every day. People use it to exercise, boat, fish, connect with nature and in the process, benefit from improved mental health and feelings of wellbeing.





The stretch of river and the floodplain between Egham and Teddington offers miles of open-space opportunity, but it is currently constrained by flood risk, lack of access and poor-quality natural habitats. Overcoming these restraints requires investment.

Detailed work on the current River Thames Scheme started just over a decade ago, though the idea for a flood relief scheme along this section of the River Thames has been around for decades.

Once the scheme is complete, the Environment Agency will own and maintain the blue infrastructure while Surrey County Council will own and maintain the green infrastructure.

You can read more about its development in Chapter 5: Development of the scheme.



# OUR VISION

“The River Thames Scheme will reduce flood risk to people living and working near the Thames, enhance the resilience of nationally important infrastructure, contribute to a vibrant local economy and maximise the social and environmental value of the river”

## OUR GOALS

A landscape-based approach to creating a healthier, more sustainable, and more resilient community.

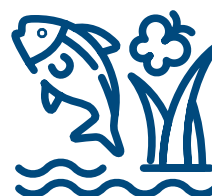
We will:



Reduce the risk of flooding for dwellings, businesses and infrastructure.



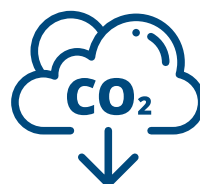
Improve access to quality green open spaces, connection with wildlife and more sustainable travel network.



Create a network of high quality habitat and achieve biodiversity gain.



Facilitate sustainable and inclusive economic growth.



Enable delivery and design that contribute to EA, SCC and Partner climate goals relating to carbon use.

## Key features of the scheme



### Flood risk reduction

The River Thames between Egham and Teddington runs through the largest area of populated but undefended floodplain in England.

In addition to the towns and villages in this area, the landscape has been heavily shaped by major infrastructure and extensive mineral workings. This has resulted in an area in which many homes and businesses are at risk of flooding, within a landscape which suffers from physical constraints, meaning that the open space isn't used to its full potential.

Our new flood channel will reduce the risk of flooding to 11,000 homes and 1,600 businesses and infrastructure, while encouraging inclusive economic growth, increasing biodiversity and responding to the dual challenges of climate change and nature recovery.



### Green open space opportunity

The scheme is a vital initiative; finding sustainable ways for people to enjoy the outdoors and access nature.

It promotes healthier lifestyles while safeguarding the environment. In Surrey, maintaining access to open spaces along the River Thames is a top priority.

However, some areas between Egham and Teddington currently lack easy access to the river. The county has a busy road network, so the scheme aims to link communities in a more sustainable manner, offering improved access to the river and new green and blue open spaces, creating a more harmonious balance between people and nature.



### Natural habitats

The river and its surrounding area have rich and diverse natural habitats which are essential for biodiversity, helping to support a wide range of fish, animals and birds. Creating, restoring and improving wildlife habitats is extremely important. We will provide new and improved high-quality habitats, linking them to existing habitats where needed, to leave more areas for wildlife than before.



### Active travel

The health and resilience of communities will be further enhanced, and sustainable growth encouraged by the provision of better access to green and blue open spaces and an enhanced active travel network, such as an improved set of cycling and walking routes.

The new or improved active travel network will run outside, along, and across the channel corridor and through the new open spaces, linking different elements of the scheme with communities and providing better connections within and across the area.

### What is 'green' and 'blue' infrastructure?

'Blue' infrastructure refers to landscape and engineering that captures water and provides flood mitigation and natural drainage.

'Green' infrastructure refers to landscape and amenities for community use (such as play areas, open spaces and areas for active recreation). It also refers to ecological and natural landscapes that provide habitats and environmental benefits, such as wildlife sites, heaths and woodlands.

## 2. About this consultation

As part of the Development Consent Order (DCO) process, we are consulting with communities, land interests and stakeholders affected by, or with an interest in, our plans for the River Thames Scheme.

This consultation is a statutory consultation being carried out in accordance with the Planning Act 2008 (and associated legislation and guidance). This is an important part of the planning process for the scheme. More information about the planning process can be found in **Chapter 3: Permission to build and operate the scheme** of this brochure.

Our approach to this consultation has been developed with the relevant local authorities and is set out in our Statement of Community Consultation (SoCC), which is available on our website and in the locations outlined in the which is available on our website and in the locations outlined in **Chapter 12: We want your feedback**.

Following our consultation in 2022, the scheme's design has significantly advanced, shaped by feedback from our engagement with local communities, stakeholders, and ongoing assessments.

We're now at an important stage and we are seeking your views on the updated design. All the images in this brochure are indicative our latest design proposals. Your input is essential to refine our proposals, and we welcome your opinions and suggestions.

We have also provided our preliminary assessments of the environmental impacts of the scheme and our proposed mitigation for you to review and consider if there are any further aspects you think we need to consider. Further information can be found in **Chapter 10: Environmental effects**.

It is your opportunity to shape the scheme before we submit our application to the Planning Inspectorate. Your feedback is important, and we will use the comments and information we receive to help us to develop and refine the scheme.

There is more information on this in **Chapter 12: We want your feedback** of this brochure.

## 2.1 How we will use your response

We will produce a consultation report which will summarise the findings.

The report will also include information on how we have had regard to feedback and how this has informed any changes to our proposals or refinements of the scheme. The report will be submitted as part of our DCO application to the Secretary of State for Environment, Food and Rural Affairs via the Planning Inspectorate and will be available to the public following submission of the application, which is expected to be in early 2025.

For further information about the process of applying for development consent, please see **Chapter 3: Permission to build and operate the scheme.**



## 3. Permission to build and operate the scheme

The River Thames Scheme (RTS) is described by the government as nationally significant, reflecting its scope, size, ambition and complexity.

Permission for the scheme was initially to be sought through the Town and Country Planning Act process but, in light of the scheme being considered as nationally significant, we are now following a process set out in the Planning Act 2008 for a Development Consent Order (DCO).

The DCO process still allows opportunities for you to give your views, including in response to this consultation, which will help us to develop our proposals.

### 3.1 What is a Development Consent Order?

A DCO would give us permission to build and operate the scheme. Unlike other processes, it means we would only apply once for almost all the different types of consent we need, including appropriate land powers. This ensures that most scheme elements are examined, considered and granted in one go, making the process simpler and more efficient.

To successfully develop the scheme for our DCO application, we must engage and consult with lots of different people and organisations including the public, residents and landowners, local councils, and regulatory bodies.

There are legal requirements about how consultation should be carried out and reported on to ensure that we have sought and had regard to the views of consultees through consultation and ongoing engagement in developing the scheme.

Following further development of the scheme, after the statutory consultation, the DCO application will be submitted to the Planning Inspectorate. They will consider and examine our application and make a recommendation to the Secretary of State for Environment, Food



## THE DEVELOPMENT CONSENT ORDER APPLICATION PROCESS



and Rural Affairs. The Secretary of State will then make the final decision on whether a DCO should be granted. This is discussed further in **Chapter 13: Next steps** of this brochure.

Local Planning Authorities do not determine the DCO application, but the Planning Act 2008 process is set up to ensure that they have a key role in the pre-application and Examination processes to scrutinise our proposals.

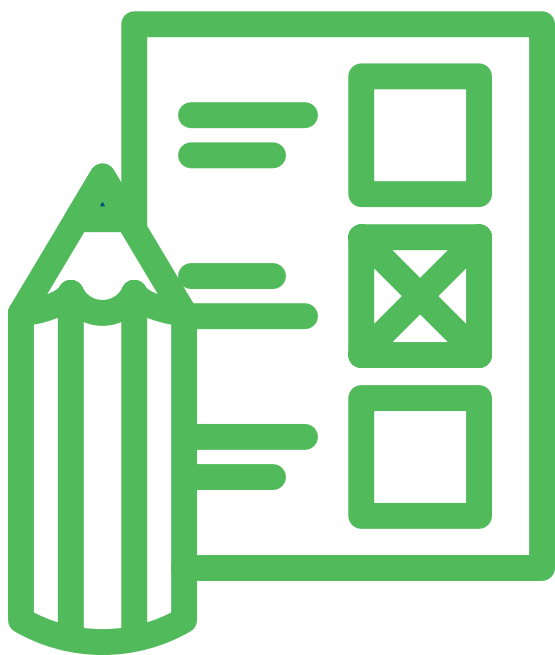
## 3.2 Where are we now?

We're currently in the pre-application stage of the DCO process. This is your opportunity to share your views and shape the scheme that we submit.

At the examination stage there will be opportunities for parties to register as an Interested Party to share their views on the DCO application.

Further information about registering as an Interested Party can be found on the UK Planning Inspectorate (PINS) website: Advice Note 8.2: How to register to participate in an Examination | National Infrastructure Planning ([planninginspectorate.gov.uk](https://www.planninginspectorate.gov.uk)).

For further information about the stages of the DCO process, please see **Chapter 13: Next Steps** of this brochure.





## 4. Our vision

The River Thames Scheme (RTS) will reduce flood risk and increase our resilience to climate change whilst enhancing biodiversity, supporting nature recovery and contributing to local economic vibrancy.

Through an integrated approach that utilises green and blue infrastructure, the scheme is driven by both national and local policy frameworks.

This chapter establishes the context for the scheme, outlining how our established goals reflect the objectives of relevant policies and strategies at national and local level.

### National aspirations

In alignment with Government objectives, the River Thames Scheme addresses the impacts of climate change, focusing on increasing resilience to floods and coastal erosion.

The Government's Environmental Improvement Plan (EIP), updated in January 2023, outlines a sustainable vision for land use and nature restoration, to which the RTS is closely aligned.

The scheme also resonates with the goals of various other national strategies, including:

- The 25 Year Environment Plan and the Environment Act 2021
- Local Nature Recovery Strategies (LNRS) which were mandated by the Environment Act 2021
- The commitment to achieve net zero carbon emissions by 2050
- The National Flood and Coastal Erosion Risk Management Strategy for England
- The Government's policy on Flood and Coastal Erosion Risk Management



### What is a floodplain?

A floodplain is an important area of land next to a river which gets submerged in water when the river floods.

### Local ambitions

Locally, the scheme contributes to LNRS by reducing flood risks and fostering environments that nurture both people and wildlife.

It promotes health, well-being, and climate resilience while also bolstering natural habitats and biodiversity.

### Making sure our goals meet national and local needs

The RTS is a forward-thinking response to climate change, community needs, and economic development.

It aims to protect more than 11,000 homes and 1,600 businesses in Surrey and West London while also supporting local businesses by enhancing leisure and cultural access, and by fostering green, clean, connected communities.



Chertsey, Surrey

## 4.1 **Goal 1: Minimise flooding impact**

Historically, the River Thames has flooded often. In 2014, such flooding affected 900 homes, disrupting families and services. Climate change has heightened this risk.

Alongside the national policy outlined above, the scheme acts as a cornerstone to Surrey's strategy to mitigate flood risk, promoting resilience and well-being.

It also complements Richmond upon Thames Strategic Flood Risk Assessment, which informs their Local Plan.



## 4.2 **Goal 2: Enhance green spaces, wildlife interaction, and sustainable travel**

We aim to create recreational areas with new paths and leisure areas, reflecting Surrey's 'Access to All' programme and Climate Change Strategy.

Providing more green space along the river will open opportunities for leisure activities such as jogging, walking, cycling, sports and games. These green spaces can provide social, mental, and physical health benefits for our community and drive economic growth.

The focus on sustainable connectivity, in particular improvements to rights of way and cycle routes, aligns with the Government's green transport strategy, Richmond upon Thames' Local Plan, Surrey's 2017-2032 Flood Risk Management Strategy and the 2022 Surrey-wide Local Transport Plan. It also aligns with the objectives of the emerging Public Rights of Way Improvement Plan.



## 4.3 **Goal 3: Enhance habitats and boost biodiversity**

The river area is home to a variety of species, from fish to birds.

Our commitment is to develop premium habitats and promote biodiversity along the Thames that contributes to LNRS and is in step with the national biodiversity plans set out in the Environment Act 2021 and the EIP.

We intend to enhance local habitats, support developments that link ecosystems, and boost biodiversity to benefit priority species through creating new habitats.



## 4.4 **Goal 4: Promote sustainable economic growth for all**

The scheme aligns with Surrey's Climate Change Strategy, emphasising sustainable travel, health, and enhancing green spaces. Other key policies guiding this goal include the National Planning Policy Framework.

By averting potential flood damage, the scheme will save more than £3 billion.

It will also invigorate the local economy by creating green spaces that encourage leisure and tourism, benefiting businesses along the river.

Our plan supports:

- tapping into the River Thames' economic potential
- improving access to leisure, culture, green spaces, and health amenities
- promoting clean, green, connected communities
- ensuring easier and safer travel
- boosting local businesses through increased tourism, recreational opportunities, and retail growth



## 4.5 **Goal 5: Support carbon-reduction goals set by the Environment Agency, SCC, and partners**

The scheme promotes carbon reduction through tree planting and by encouraging eco-friendly transport, in line with Surrey's and the Environment Agency's goals.

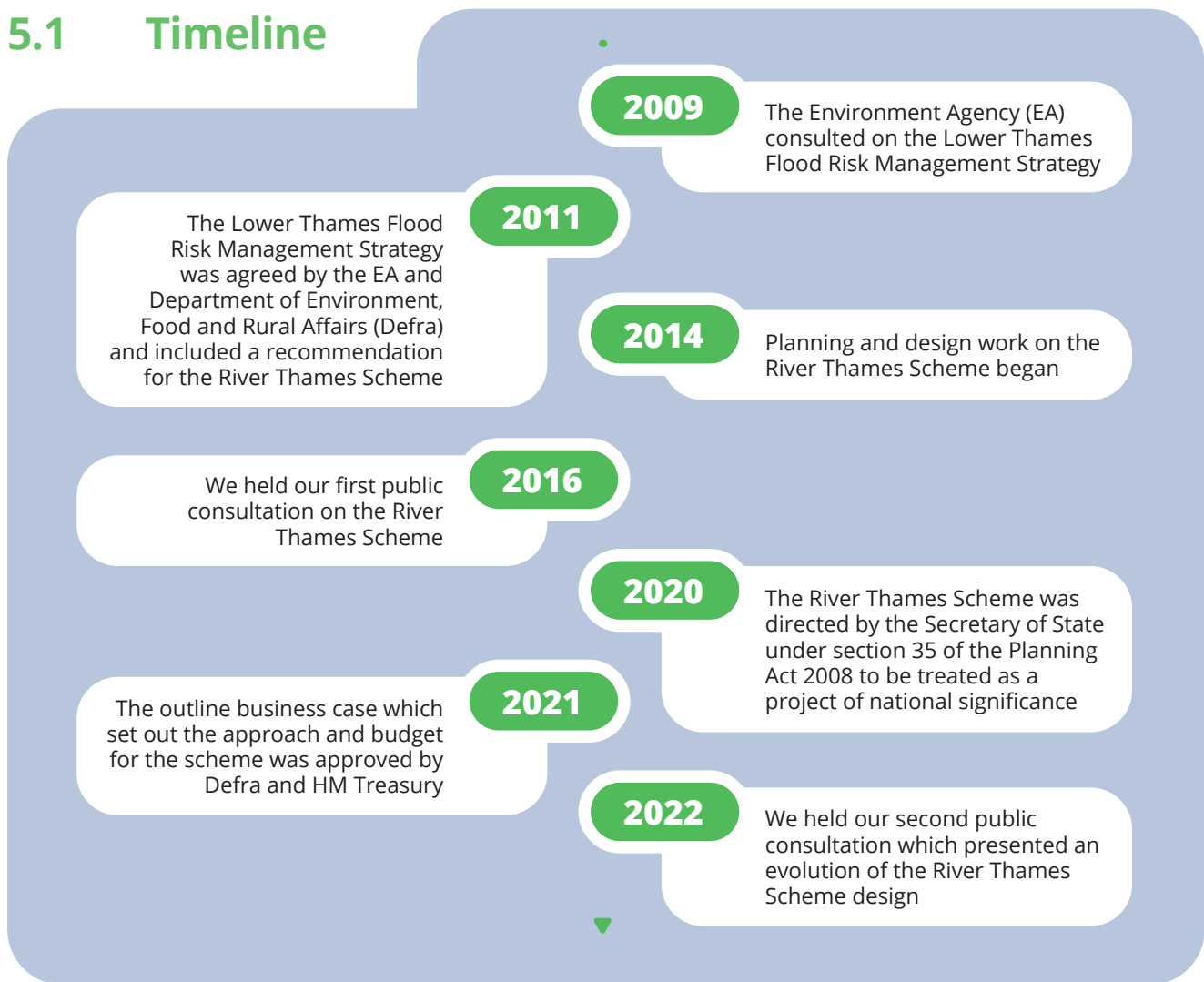
Key policies guiding this goal include the National Planning Policy Framework, which encourages a transition to a low carbon future, the Government's Tree Strategy, and our partner's local plans that push for carbon-minimising development.

The scheme's approach to materials and waste, to use as much as possible elsewhere in the scheme, will help to reduce construction traffic, air quality and noise impact, and reduce our carbon footprint.



# 5. Developing the scheme

## 5.1 Timeline





## 5.2 Lower Thames Flood Risk Management Strategy (LTFRMS) (2009-2011)

We listened to public concern that more should be done to address the issue of flooding and in 2009, developed and held a consultation on the Lower Thames Flood Risk Management Strategy. The aim of the strategy was to take a long-term, sustainable approach to managing flood risk over the next 100 years by reducing flood risk to homes, businesses, utilities and transport infrastructure while protecting historic sites, wildlife and the environment. The strategy's preferred option was for three separate but consecutive new flood diversion channels between Datchet and Shepperton. It also proposed modifying weirs by increasing the capacity of Sunbury, Molesey and Teddington weirs to convey water during a flood and widening Desborough Cut by 3 to 4m on the southern bank, between the river and the road to improve the flow of water.

In developing the draft strategy, the Environment Agency met with local authorities and interest groups such as the Royal Society for the Protection of Birds (RSPB), River Thames Society, Runnymede Flood Forum, Thames Landscape Strategy and landowners to talk about our plans. The key stakeholders contributed to the strategy by raising concerns and providing valuable advice. Following public consultation, the Lower Thames Flood Risk Management Strategy received Environment Agency Board approval in November 2010. Subsequently, the preferred option of the strategy, and that would become the River Thames Scheme, received approval to continue with development in July 2011, by the UK Government's Department for the Environment, Food and Rural Affairs (Defra).

## 5.3 How the scheme has developed (2011-2022)

The key developments to the scheme since 2011 have been:

- changes to the flood channel alignments
- changes to the design of weirs
- development of the design of structures, such as bridges, in discussion with National Highways, local highways authorities, Network Rail and landowners
- investigation of opportunities for enhancement throughout the development of the proposals, including engagement with the public and statutory partners
- options to manage water flow in the Desborough Cut, with our preferred option presented at our consultation in 2022

## 5.4 What has happened since our last consultation? (2022-Today)

Since the 2022 consultation, we have been continuing our work to develop a scheme that provides the best balance of economic, environmental, community, technical and landowner considerations.

We have:

- amended the alignment of the Spelthorne Channel at Sheepwalk to provide greater benefits around the connectivity of the green open spaces as well as to provide safety improvements for road junctions of Sheepwalk and Chertsey Road. Information on this realignment can be found in the Preliminary Environmental Information Report (PEIR)
- updated the hydraulic modelling to account for the removal of the Datchet to Hythe End channel to understand the flow of water through the scheme
- continued to develop our Landscape and Green Infrastructure design including considering additional recreational activities and active travel – further information on this can be found in **Chapter 6: Development of the Landscape & Green Infrastructure Design**.
- taken opportunities to create habitats for wildlife, with the aim of achieving improved biodiversity and nature recovery. A key element of this development has been the incorporation of priority areas of habitat development into the scheme design
- engaged with landowners along the route on the developing design in relation to their property
- assessed the type of ground in the area and what that means for construction, operation and maintenance of the scheme

This ongoing work will continue to ensure we are able to develop the best solution for protecting communities, securing the economy and enhancing the River Thames, and your feedback to this statutory consultation will help inform that work.

## 5.5 Options considered and discounted so far

The following options have been presented in consultation by us before, but no longer form part of our proposals:

- Creation of a Berkshire channel section
- Regular programme of dredging
- Desborough Cut widening
- Provision of more widespread local flood defences

Information on the previous options considered and why they are no longer being brought forward can be found in the River Thames Scheme Non-Statutory Consultation Report and the Environmental Impact Assessment Scoping Report 2022, both available on the scheme website at [www.riverthamesscheme.org.uk](http://www.riverthamesscheme.org.uk)

## 5.6 How feedback has shaped the River Thames Scheme

To date, we have engaged and consulted a wide range of stakeholders to share information about our proposals and gather views to help us shape our scheme, as well as meeting regulatory requirements for a successful DCO submission.

Information on how comments and feedback have been taken on board can be found in the River Thames Scheme Matter Raised Report and in the Preliminary Environmental Information Report.



# 6. Development of the Landscape & Green Infrastructure design

To fully maximise the opportunity to create a connected, high-quality new major public green infrastructure asset, the project team began in early 2022 to develop the Landscape and Green Infrastructure (L&GI) design for the River Thames Scheme.

The process of the design work for the proposed L&GI began with four conceptual landscape 'themes' which focussed on some of the key objectives of the scheme. These themes were called:

## 1. Visually Connected Green Spaces

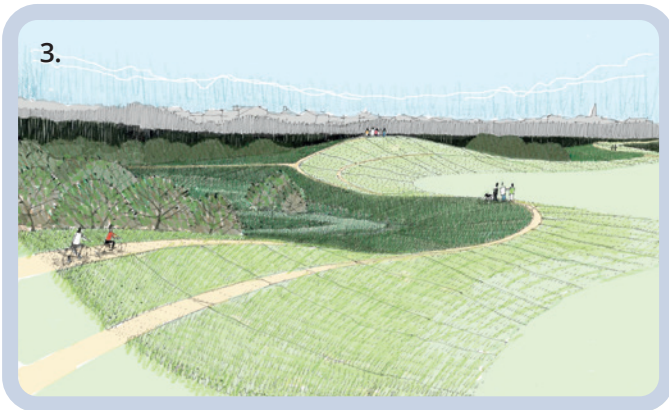
Open spaces with significantly raised landforms to provide for new visual connections across the breadth of the RTS





## 2. Active Recreation, Green Spaces

Open spaces for intensive active recreation and sports, seeking to attract visitors from a wide area



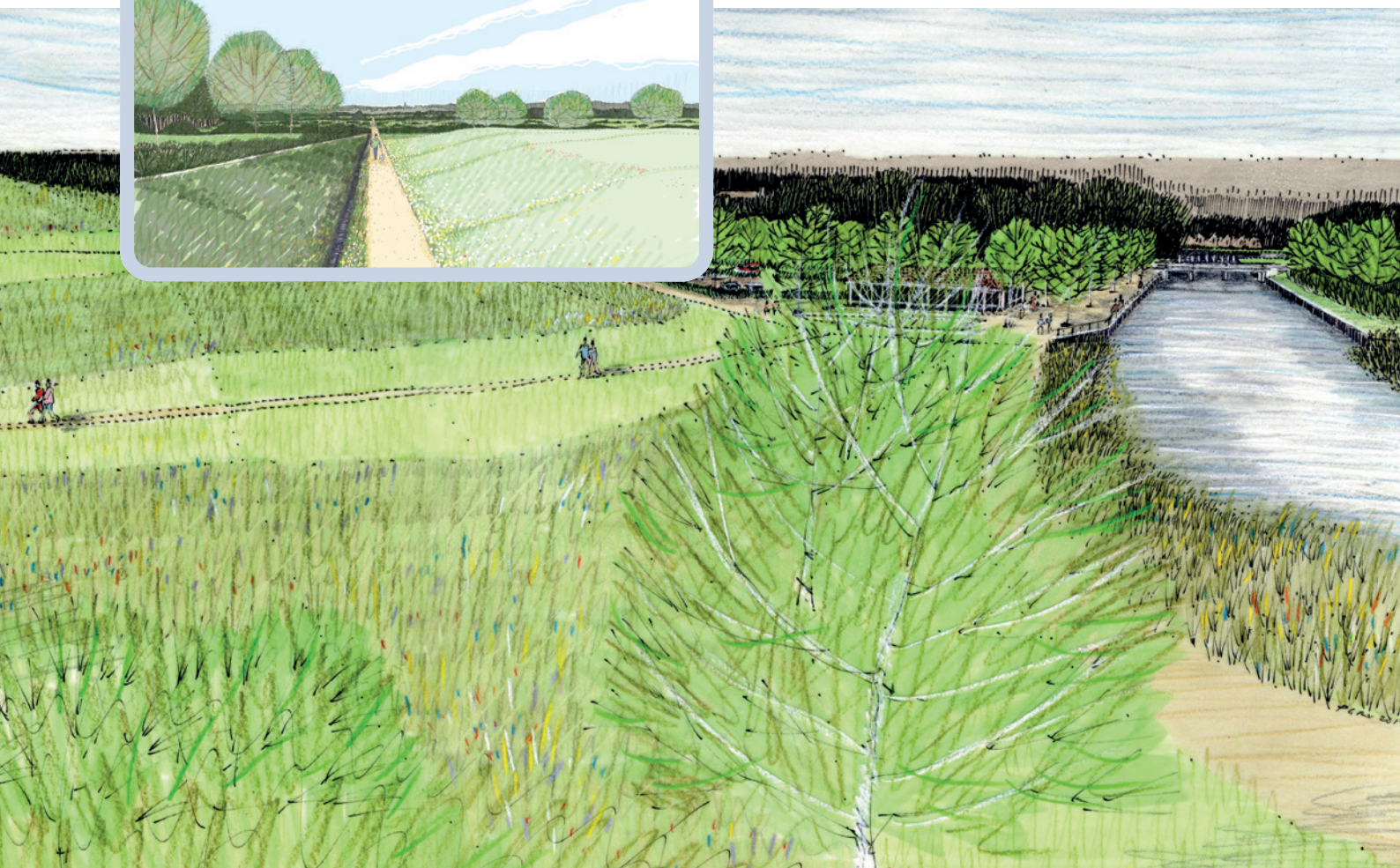
## 3. Active Travel, 'Snaking Rampart'

A commuter and recreation route for cyclists, pedestrians and other wheeled mobility users, linking communities and the new green open spaces



## 4. Enhanced Ecological Value

Ecological benefits for wildlife and habitats, with relatively restricted access opportunities



The themes were put through an options appraisal process which tested the themes against factors such as planning policies, flood risk, buildability, affordability, carbon generation/mitigation and biodiversity/ecology.

The process also involved engagement workshops with Local Planning Authorities and Special Interests Groups. The feedback received, together with the result of the appraisal, led to the development of two preferred options and two sub-options. Both options included new green open spaces at Royal Hythe, Penton Park (including a new blue open space at Abbey 1 Lake), Sheepwalk and part of Land South of Chertsey Road. The options also included wide-ranging ecological enhancements. The options were:

**1. Option 1**

A fully connected active travel route, along the length of the scheme, with two new bridges over the river

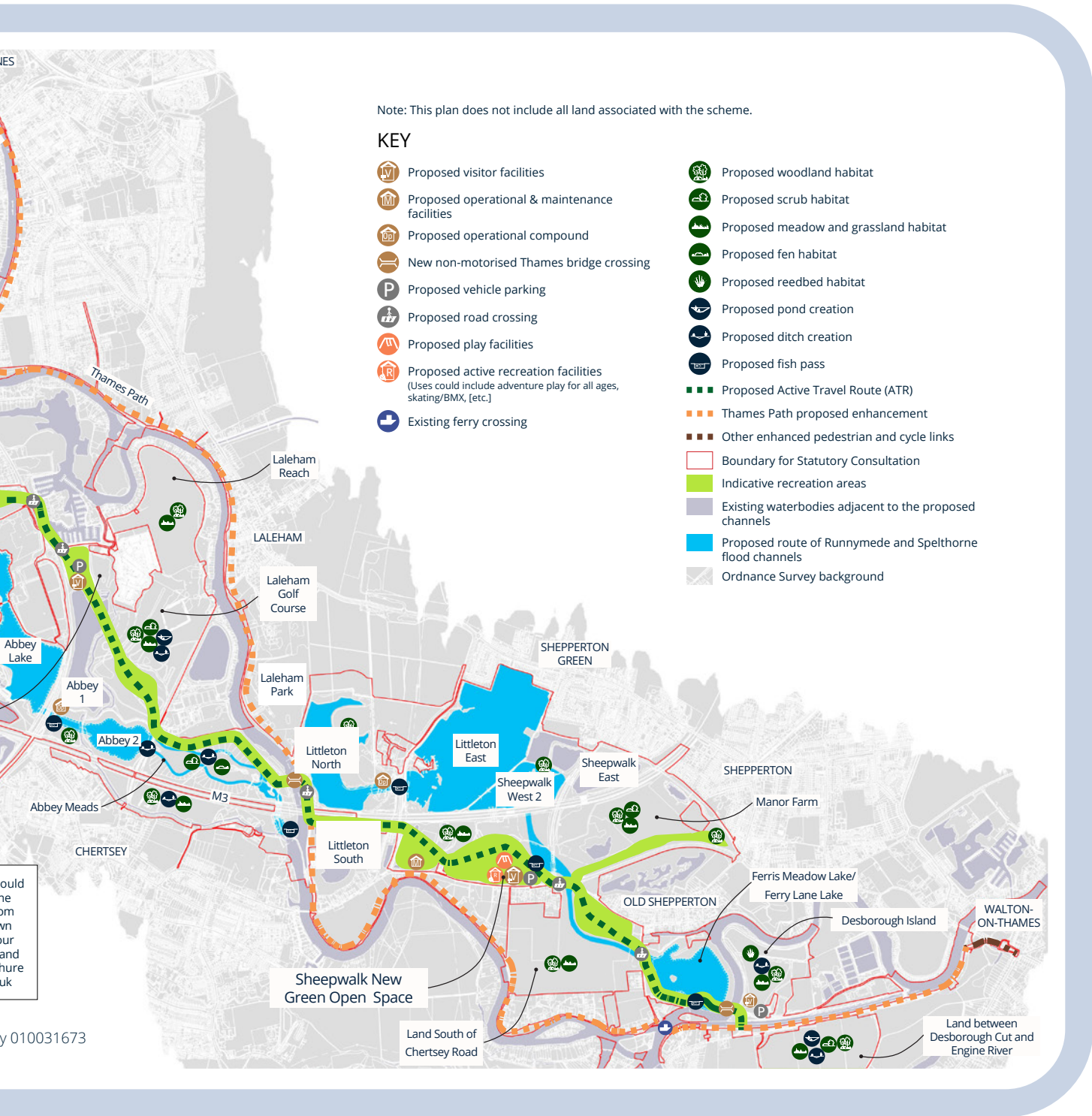
**2. Option 2**

Enhanced active travel provision but without a fully connected active travel route or connections across the river

In addition, two sub-options were identified, which provided for, by example, for (a) low-key, passive uses for the open spaces (such as walking, jogging and informal kickabout) or (b) more active, intensive recreational and sporting uses (such as skating/BMX, sport pitches and adventure play). These two sub-options could apply to either of the main options.

These options underwent a further stage of appraisal in which Option 1 was selected as the preferred L&GI option to secure connectivity across the river and integration with local communities whilst also achieving better general policy and flood risk compliance.





It was decided that the core design under Option 1 sub-option (a) would be taken forward as the primary basis for the design for statutory consultation, based on the stronger support these types of recreational uses received from some stakeholders. However, it is important to note that the L&GI design at this stage is schematic and allows for further development and a range of uses. This includes adopting a wide range of recreation opportunities, such as identified by sub-option (b).

We are seeking your views on the activities that could be facilitated by the new green and blue open spaces so that the design of them can be developed further to respond to this feedback. In particular, we are considering whether the focus should be on sub-option (a) or (b); or a combination of the two, and we are keen to understand what types/blend of uses stakeholders would like to see. We welcome any comments or suggestions, in particular preferences for the following types of uses and elements of the L&GI design that could be provided (more information on what these are can be found in the Map Books for Statutory Consultation):

- The low-key recreation/leisure/play uses
- The active recreation and sporting uses
- The facilities in the supporting visitor buildings
- Any education-based facilities or uses
- Any opportunities to incorporate art into the green open spaces
- Any entertainment-based facilities or uses
- The design of the active travel route, including surfaces, segregation of cycle and pedestrian users, the inclusion of bridges, and lighting





# 7. The scheme in detail

The following section presents an overview of the latest scheme design proposals, highlighting how the flood channel and other integrated elements work together to achieve our vision of reducing the risk of flooding to homes, businesses and infrastructure whilst maximising the social and environmental value of the river and surrounding areas. This section provides a visual look into how the five key goals of the scheme (as outlined in Chapter 4: Our Vision) are brought to life through the integrated approach of the channel, the active travel route and the enhancement and creation of landscape and habitat networks.

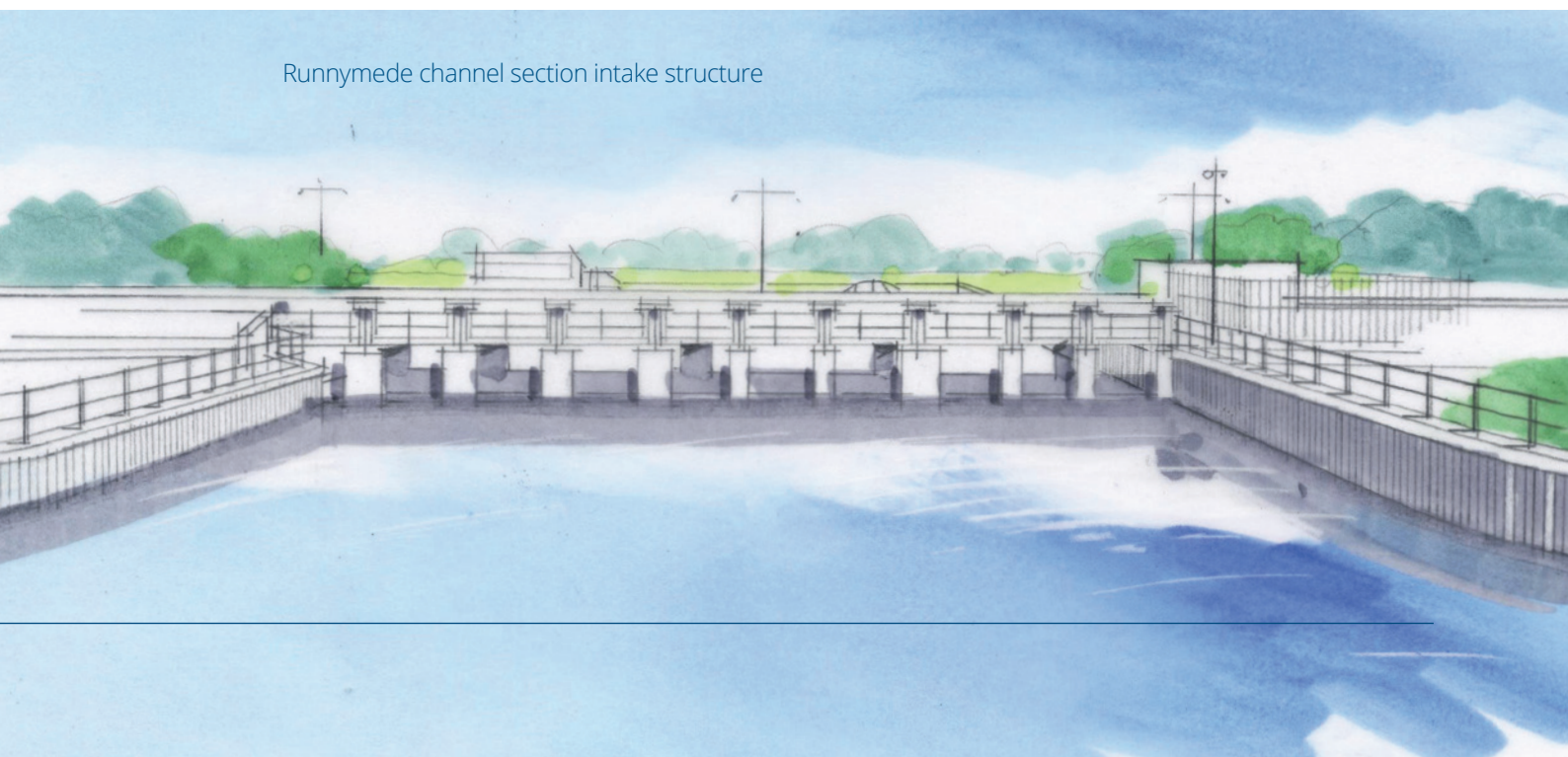
## 7.1 The Channel

### The Runnymede channel section

The Runnymede channel section is nearly 3 miles (4.8 km) long and will run from Egham Hythe to Chertsey.

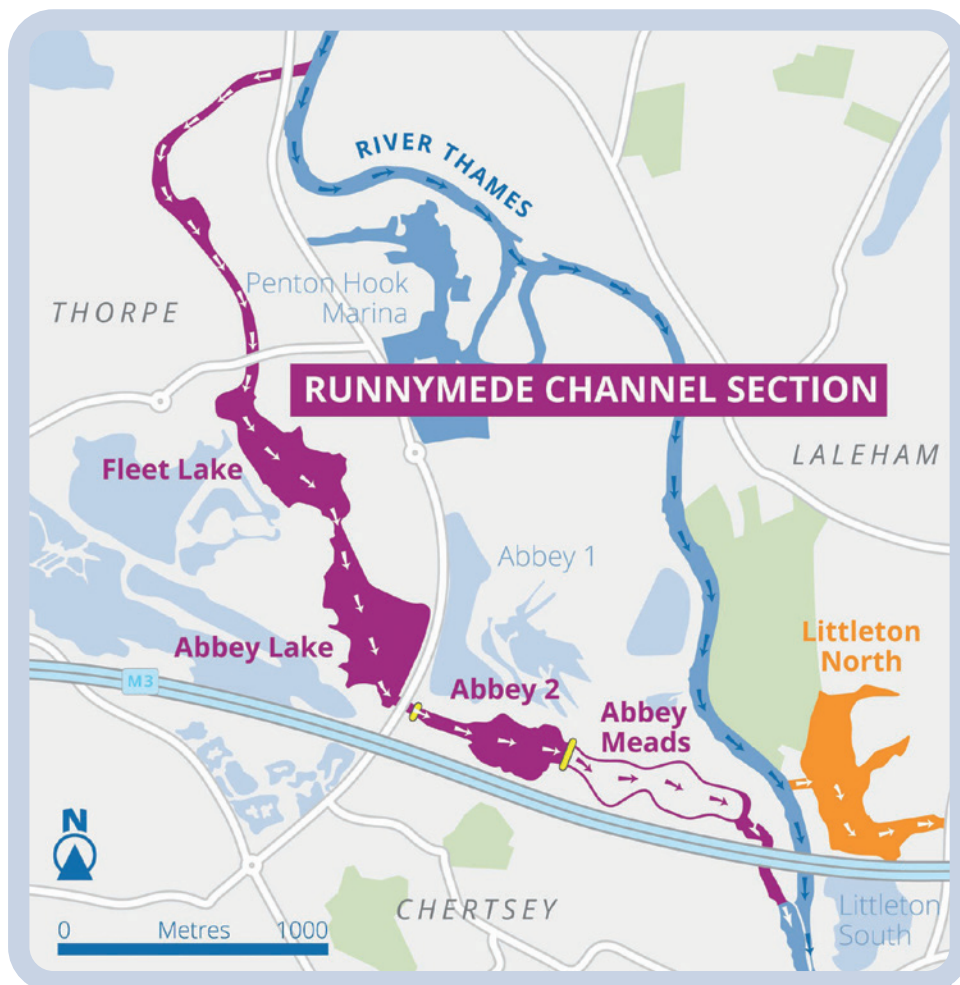
The Runnymede channel section will begin to the north of Ferry Avenue, starting from an intake gate that will include a water level control structure on the west side of the River Thames (the right-hand side facing downstream) and heading south under the A320 Chertsey Road before passing through agricultural fields and under Green Lane to connect to the existing course of Mead Lake Ditch. To the north of the channel will be a new area of green open space in Egham Hythe, to be known as Royal Hythe and which will be flanked on the west by new areas of habitat.

Runnymede channel section intake structure



From the Mead Lake Ditch, the channel will continue through the lake south of Green Lane, the lake south of Norlands Lane 1 and Fleet Lake. Along the west of this channel section, the scheme proposes to create the Norlands Lane woodland area of habitat. The channel will continue to flow through Fleet Lake to join with Abbey Lake before passing under the A320 Staines Road and joining the west of Abbey 2 Lake. To the North of Abbey 1 Lake a new blue open space, known as Penton Park, is being considered. The channel will continue through Abbey 2 Lake before it reaches the new wet meadow that will be created at Abbey Meads (more information below). Abbey 2 Lake will only receive water from the Thames in flood conditions. Under normal conditions, the small augmented flow will enter the Abbey River and flow into the Thames.

From Abbey Meads, the channel will pass through the Burway Ditch M3 culverts, under the M3 and return to the Thames downstream of Chertsey Weir.



**Map showing current proposal for Runnymede**

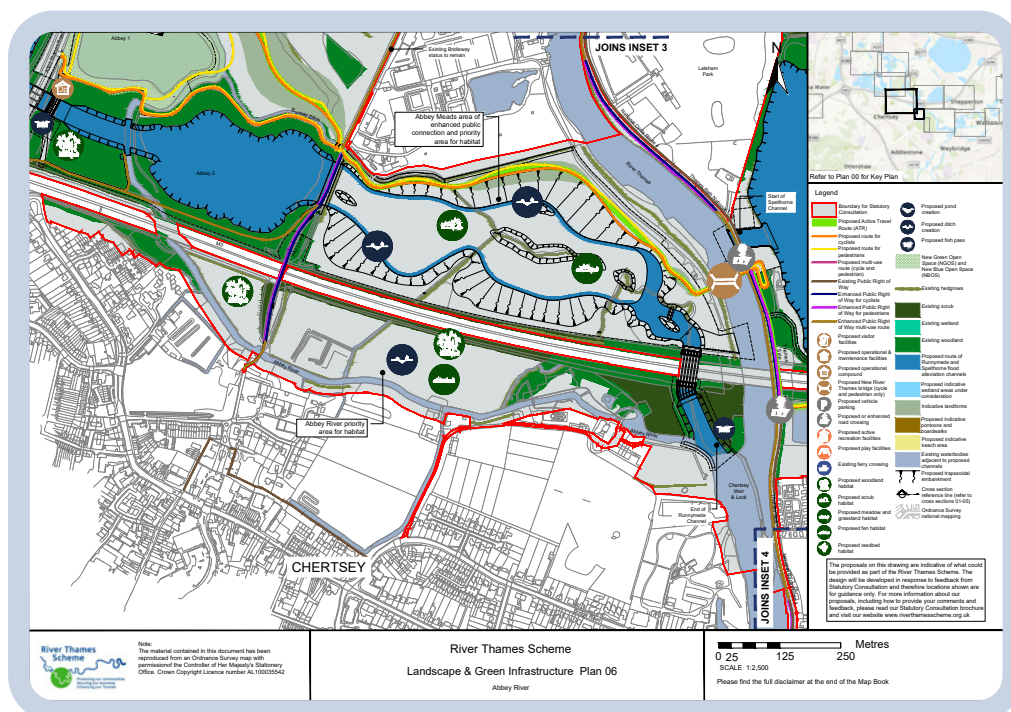
Detailed sections of the Runnymede Channel section can be found in the Map Books for Statutory Consultation.

## Abbey Meads

The Abbey Meads area is set to undergo changes to improve its flow management. In flood conditions, water will flow through this area and out via M3 culverts and via a spillway directly into the River Thames. In non-flood conditions, instead of continuing its course into the Abbey Meads area, the small augmented flow is currently proposed to be directed down the Abbey River through a flow control structure located on the right bank of the Runnymede Channel.

To create the floodway in the Abbey Meads region, the area will undergo shallow excavation, resulting in a width varying between 140-300 metres. The existing ground levels will be lowered by approximately 1 metre and shaped to create a damp to wet summer grazing zone.

Sections of the existing Burway Ditch, which runs through the northern half of the site, will be realigned where required to relocate it within the central section of the Abbey Meads floodway. The existing trees will be retained on slightly raised islands, and a permanent backwater of the River Thames will be established north of the M3 culverts, creating a greater range of habitats. This area will typically be partially flooded during wetter winter months and largely dry in the summer with rough grazing pasture.



For a larger version of this map please refer to the Map Books for Statutory Consultation.

## **The Spelthorne channel section**

The Spelthorne channel section is almost 2 miles (3.2 km long) and runs from Laleham to Weybridge.

The channel will leave the left bank of the River Thames (left hand side facing downstream) between Laleham Sports Ground and north of the M3 at Thames Side where it follows an easterly route before connecting to Littleton North Lake. This part of the channel will pass under the Thames Side Road. A flood embankment will be created between Littleton North Lake and the Shepperton Industrial Estate. The scheme also proposes for a new area of habitat to be created to the north of the industrial estate.

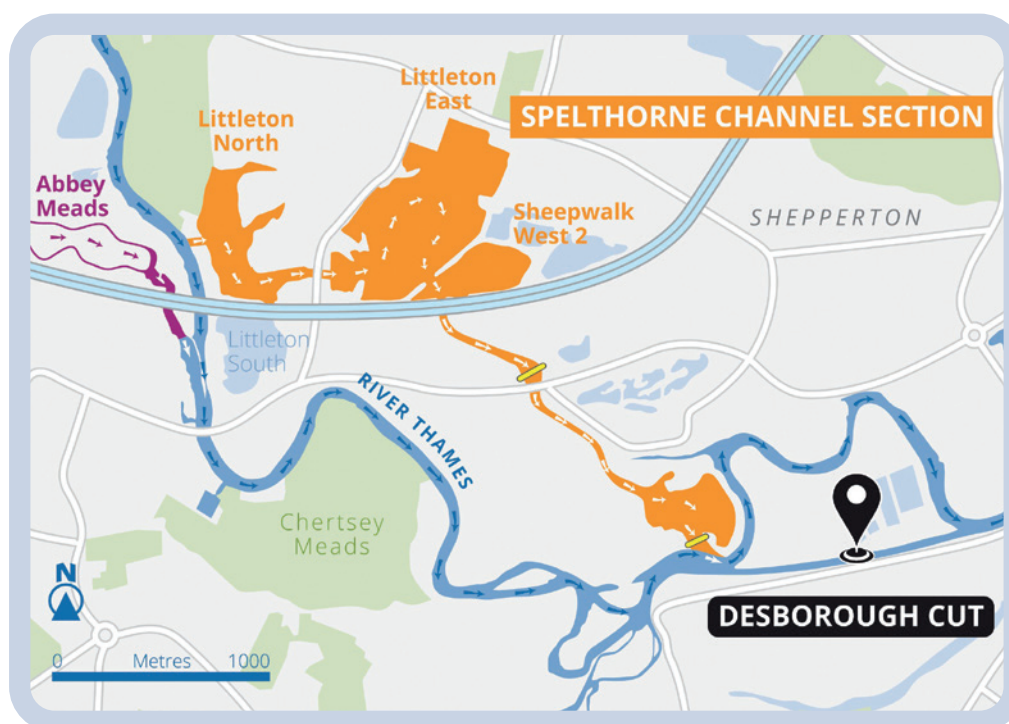
The channel will continue through Littleton North Lake before passing under Littleton Lane to connect to Littleton East Lake, continuing under an existing public right of way before connecting to Sheepwalk West 2 Lake. The channel will then pass under the M3 via a new underbridge. There is an opportunity for a wetland adjacent to the northern end of this section of the channel. To maximise the provision of green open space and habitat creation, as well as upgrades to pathways and road junctions, a section of approximately 600 metres of the Spelthorne channel section at this point has been realigned from the proposals at non-statutory consultation. The channel will continue through a large area of open space and woodland habitat at the east of Sheepwalk at Manor Farm. This area will be to the south of the M3.



The channel will then pass under Chertsey Road and continue to head south before turning east and running alongside the Land South of Chertsey Road, passing under Ferry Lane before heading south. This area of open space proposes woodland and grassland habitats and two raised landforms. A wetland area and further areas of habitat creation are also proposed south of Chertsey Road.

Once the channel passes under Ferry Lane, the current proposal is for the channel to join Ferris Meadow Lake (the alternative options being considered are shown in the Ferris Meadow Lake section below) before it re-joins the Thames at the south-east of the lake, opposite D'Oyly Carte Island, upstream of Desborough Island and downstream of Shepperton Weir.

Improved habitat for wildlife including a new wetland area will be created on Desborough Island.



#### Map showing current proposal for Spelthorne

Detailed sections of the Spelthorne channel section can be found in the Map Books for Statutory Consultation.

## 7.2 Ferris Meadow Lake

Our proposals currently include the Spelthorne channel passing through Ferris Meadow Lake (Option 1). However, during the course of scheme development the lake has become used for open water swimming. In light of this and associated feedback from stakeholders, we are currently undertaking a water quality assessment of the impacts of our current alignment on Ferris Meadow Lake and an options study to understand the feasibility of alternative alignment options for the Spelthorne Channel at this location. This assessment and the options study are considering day-to-day flows (known as augmented flow) and the design flood conditions.

The options study is considering the following options:

1. Spelthorne channel passes through Ferris Meadow Lake
2. Direct the flood channel north of Ferris Meadow Lake into the River Thames via the Chap along a newly constructed route
3. Divert the Spelthorne channel down the west side of Ferris Meadow Lake into the River Thames along a newly constructed route
4. Divide the Spelthorne channel into two sections with half diverted to the north via the Chap and half down the west side of Ferris Meadow Lake along a newly constructed route
5. A tunnel under Ferris Meadow Lake for flood flows
6. Retain the flood relief channel alignment through Ferris Meadow Lake but with the augmented flow diverted into the Chap via a newly constructed route, with sub-options to consider both with (6b) and without (6a) a new flow control structure

The study is considering flood capacity, engineering, costs, policy and environmental factors alongside their fit with the scheme's Environmental Design Principles (available for review as part of our statutory consultation material), which stem from the scheme's goals.

The outcomes of this study will be used, alongside the comments received in this consultation and previous consultations, as part of determining which option will be taken forward. Following this consultation and the completion of the options study, we will engage further with the public.

Further detail of the alternatives considered at this location and the reason for selection of the preferred option will be presented in more

detail within the Environmental Statement which will be submitted as part of the DCO application.

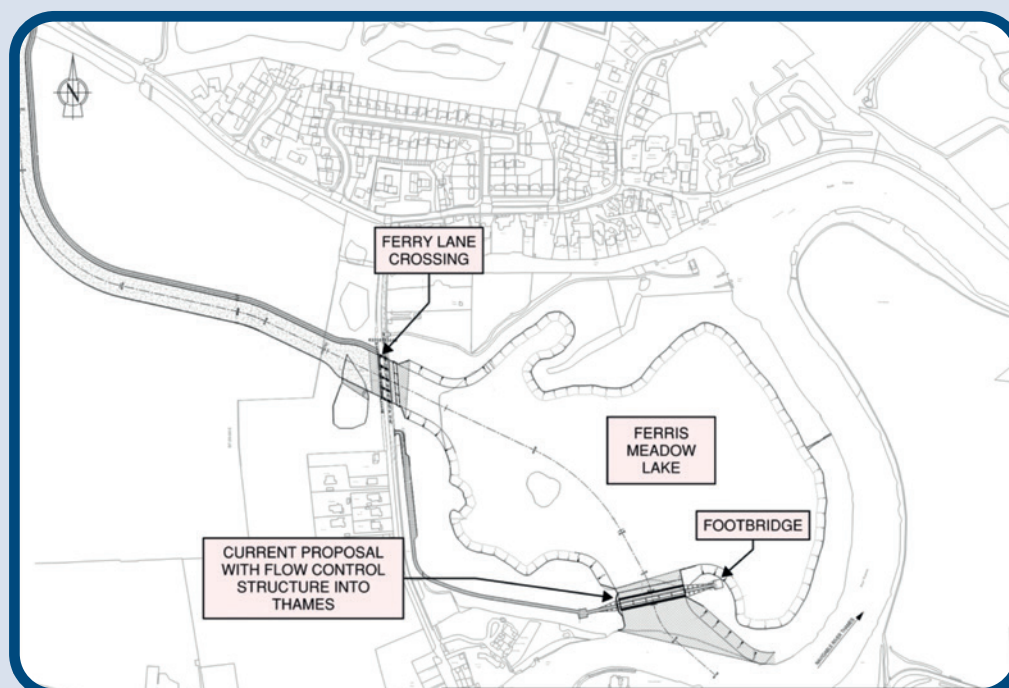
Our current high-level understanding of the key constraints for the options is provided below. We are considering these and identifying if there are others, as our assessment work is ongoing.

## OPTION 1

### Our current proposal, Spelthorne channel passes through Ferris Meadow Lake.

Under this option both the augmented flow and the flood flow pass through Ferris Meadow Lake.

We are further developing our understanding of water quality effects including habitats within the lake and impacts on recreational activities, such as swimming.



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## OPTION 2

### Direct the flood channel north of Ferris Meadow Lake into the River Thames via the Chap along a newly constructed route.

Under this option the augmented flow and the flood flow pass down the Chap along a newly constructed route.

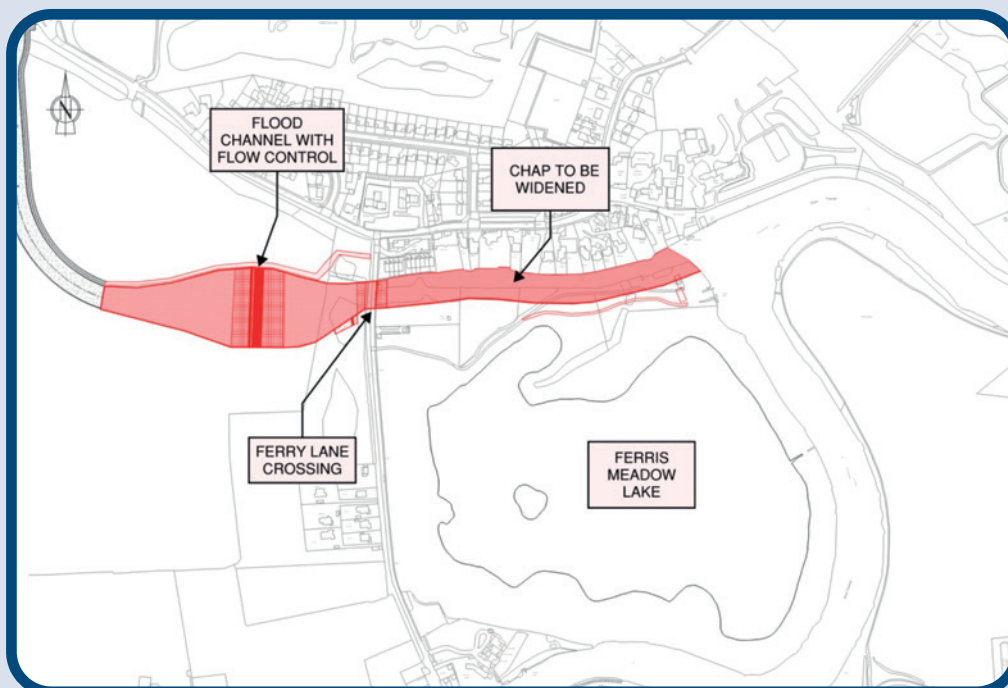
Extensive excavation in an area of known landfill would be required to the west of Ferris Meadow Lake.

The sailing club would need to be moved to a new location.

Extra utility service diversions would be needed.

The Chap does not currently have sufficient capacity so it would have to be made wider and deeper to pass flood flows.

Erosion protection works are likely to be required.



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### OPTION 3

#### Divert the Spelthorne channel down the west side of Ferris Meadow Lake into the River Thames along a newly constructed route.

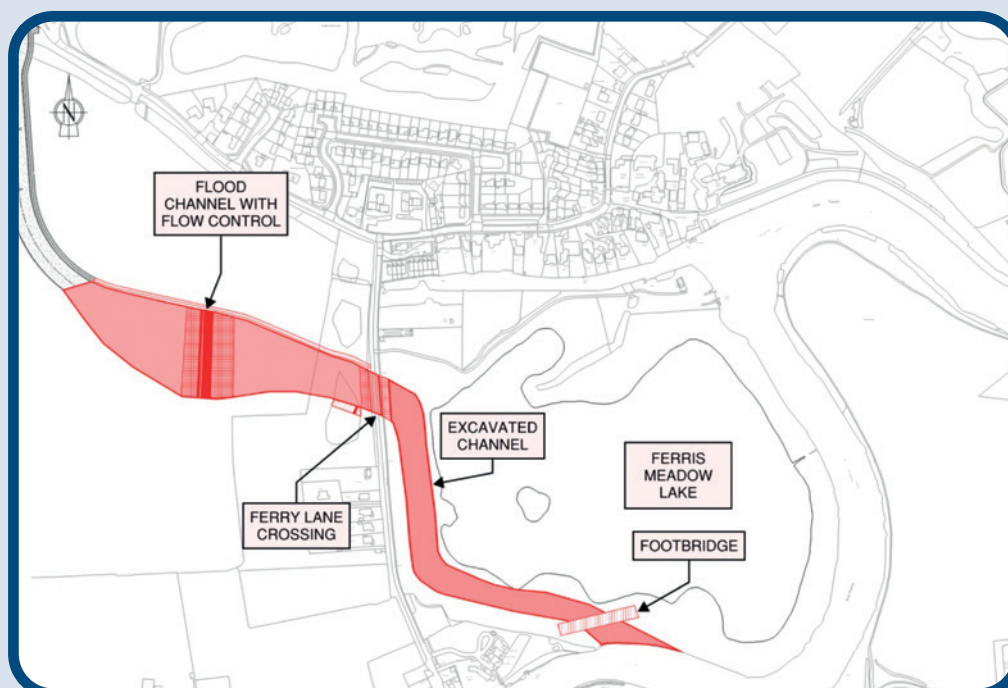
Under this option both augmented flows and flood flows pass along a newly constructed route.

There is very limited space to fit the size of channel required so it would need hard engineered sides such as sheet piles resulting in little potential for habitat improvements within the channel.

Considerable replacement of lost habitat would be required including grassland and woodland.

Extensive excavation in an area of known landfill would be required to the west of Ferris Meadow Lake.

Extra utility service diversions would be needed.



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## OPTION 4

### Divide the Spelthorne channel into two sections with half diverted to the north via the Chap and half down the west side of Ferris Meadow Lake along a newly constructed route.

Under this option both augmented flows and flood flows pass along both the Chap and a newly constructed route.

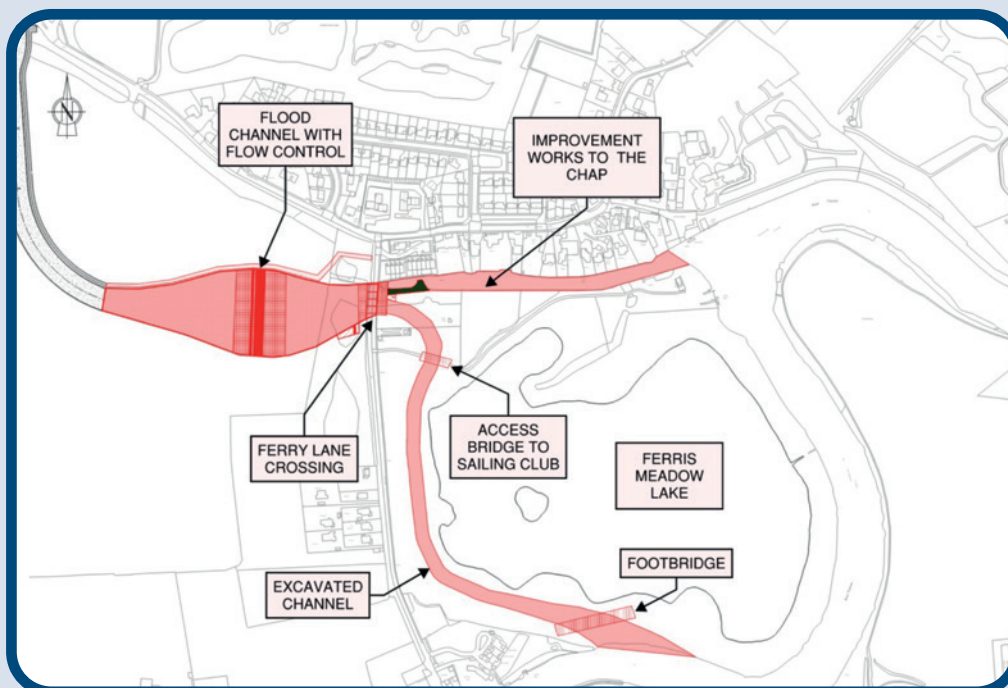
Extensive excavation in an area of known landfill would be required to the west of Ferris Meadow Lake.

Extra utility service diversions would be needed.

Considerable replacement of lost habitat would be required including grassland and woodland.

The Chap may prove to be wide enough for this option but excavation to provide sufficient depth would be needed. Erosion protection works are likely to be required.

Similar to Option 3, for the channel route to the west of the lake there is still limited space for the channel size required (although not such a constraint as Option 3) so sheet piled sides are likely to be needed resulting in little potential for habitat improvements within the channel.



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## OPTION 5

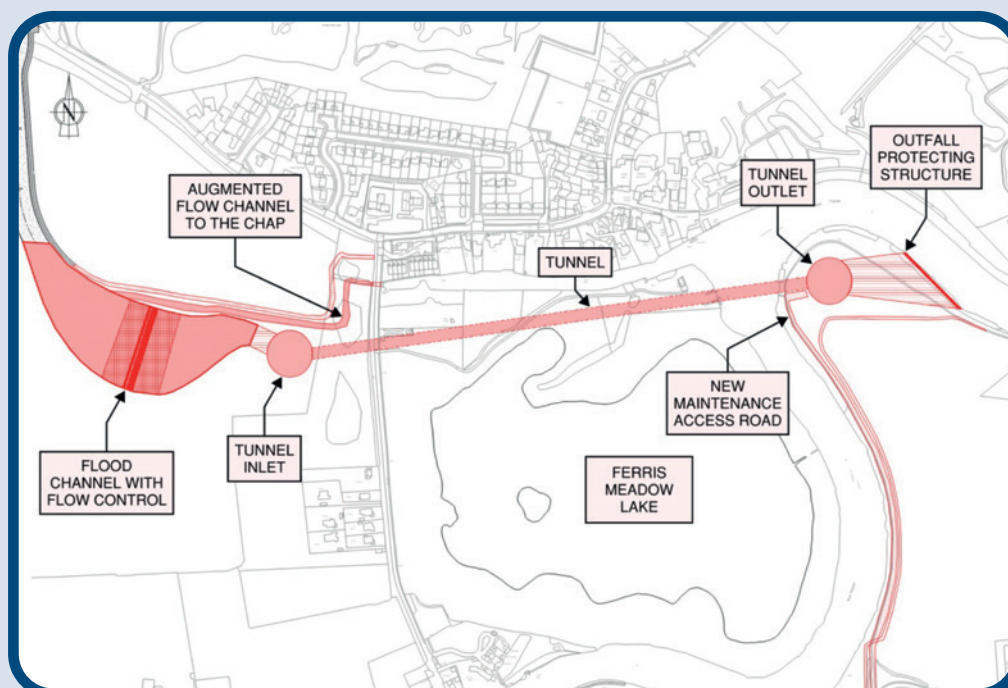
### A tunnel under Ferris Meadow Lake for flood flows with augmented flow diverted into the Chap via a newly constructed route.

Under this option the augmented flow passes along the Chap via a newly constructed route and the flood flows pass through a newly constructed tunnel.

This option would be complex to build as a large diameter tunnel would be required to carry flood flow and is likely to be prohibitively expensive.

Deep tunnel shafts would be needed through poor ground conditions.

A separate small channel for augmented flow directed into the Chap would be required.



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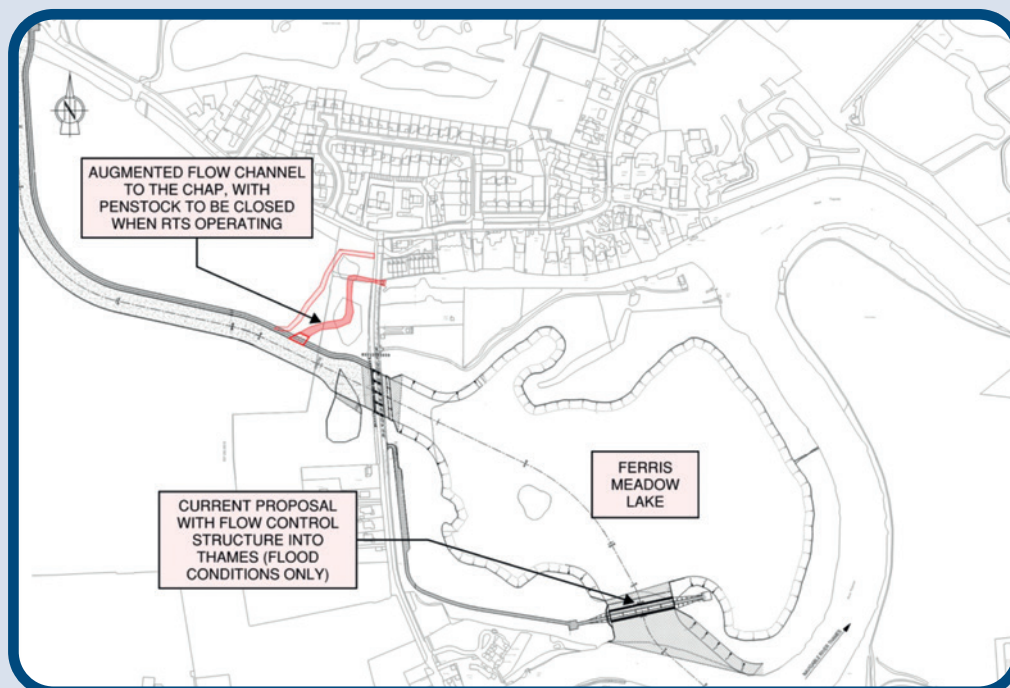
## OPTION 6A

**Retain the flood relief channel alignment through Ferris Meadow Lake with the augmented flow diverted into the Chap via a newly constructed route.**

Under this option augmented flow passes along the Chap via a newly constructed route and flood flows pass through Ferris Meadow Lake. No control structure is provided at the junction.

A small channel between the Spelthorne channel and the Chap would be needed to carry the augmented flow. This area may be landfill.

We are further developing our understanding about how successful this option would be in preventing augmented flow from reaching the lake without having a flow control structure.



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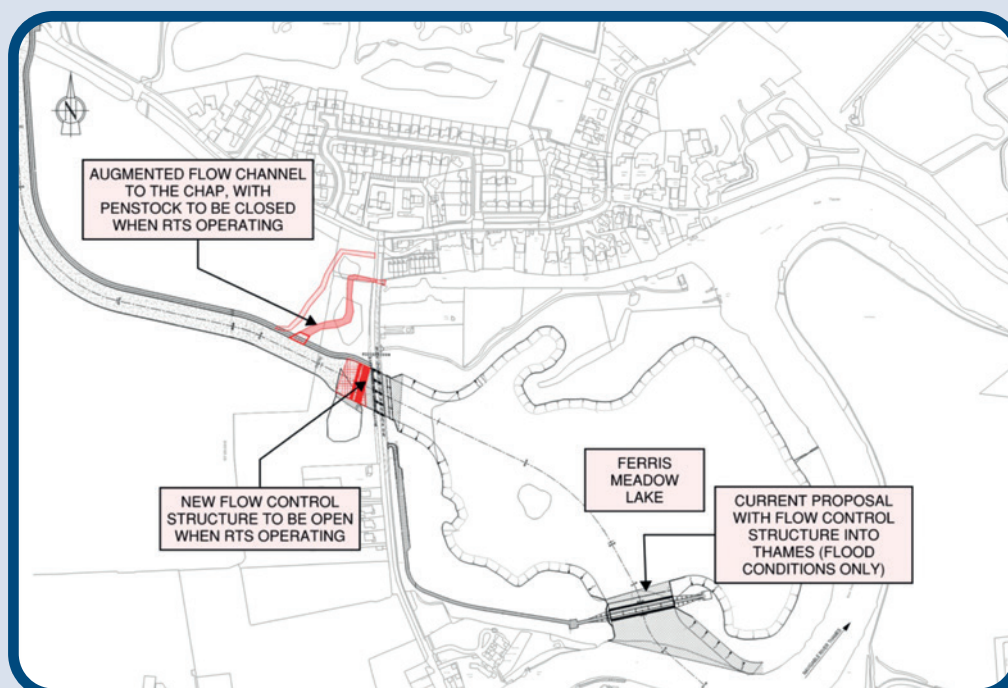
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## OPTION 6B

**Retain the flood relief channel alignment through Ferris Meadow Lake with the augmented flow diverted into the Chap via a newly constructed route with a new flow control structure.**

Under this option augmented flow passes along the Chap via a newly constructed route and flood flows pass through Ferris Meadow Lake. A control structure is provided at the junction to prevent augmented flow from reaching the lake.

A small channel between the Spelthorne channel and the Chap would be needed to carry the augmented flow. This area may be landfill.



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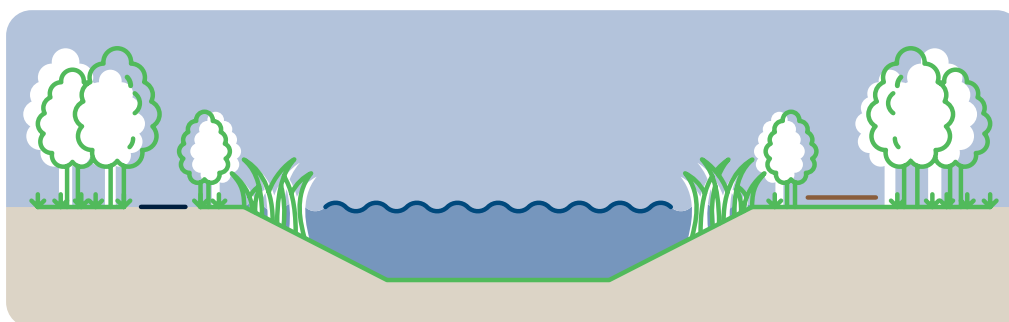
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## 7.3 Engineering of the Channel

The flood channel will vary in shape depending on the ground conditions or lake that it passes through. Where it is possible, the width of the channel will be minimised to reduce the level of excavation and processing of materials required.

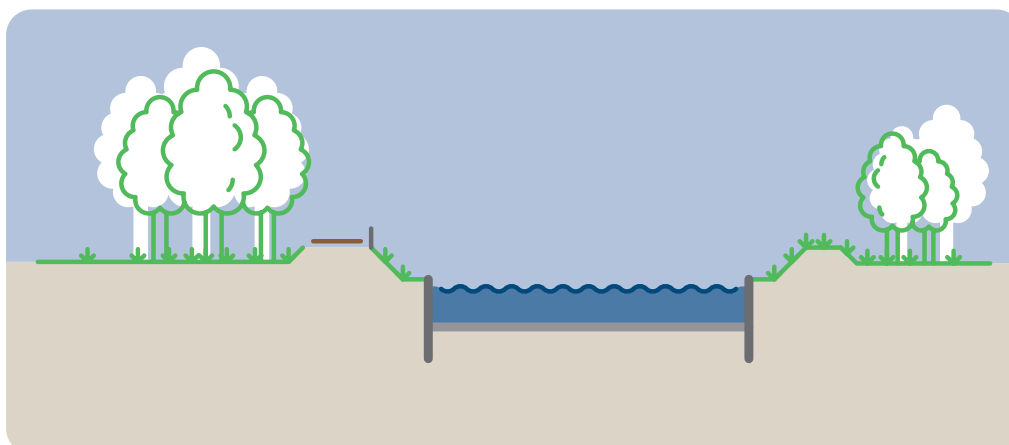
### Channels through natural and made ground

Where the channels will pass through natural and made ground (other than waste), they will be designed to achieve a “natural” appearance, with softer edges as shown in the image (below). These sections of the channels will have an approximate width of 45 metres, a depth between 3 to 4 metres and will maintain an average water depth of 2 to 3 metres. These sections of channel design will be possible along 0.5km of the Runnymede Channel and along 0.2km of the Spelthorne Channel in areas where there is the potential to include in-channel and riparian habitats and/or softer landscaping of the flood channel.



### Channels through landfill sites

The channel passing through existing and historic landfill sites will be constructed using vertical sheet piled walls driven into the ground from the existing ground level. A water-resistant layer will be installed on the channel bed to isolate the channel from the surrounding landfill. These channel sections will have a width of approximately 20 metres, a depth of approximately 4 metres, and a water depth ranging from 2 to 3 metres in normal non-flood conditions.

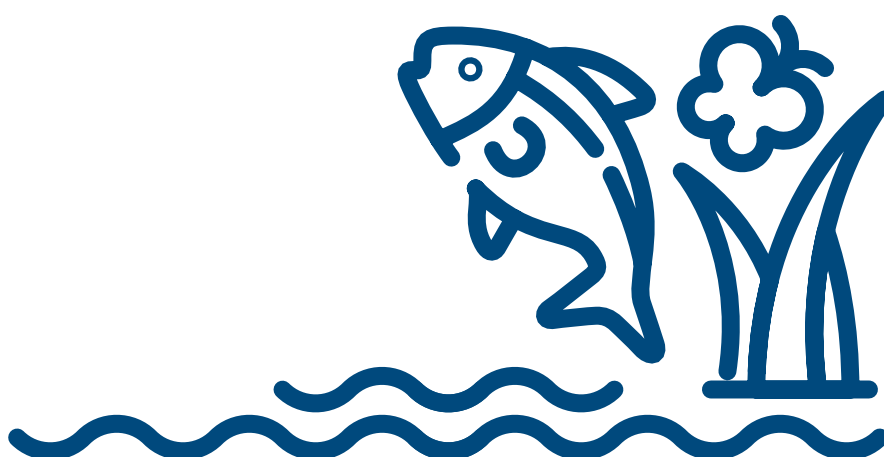


The building of the channels through landfill sites will be expected along approximately 0.9km of the Runnymede Channel and approximately 1.2km of the Spelthorne Channel. We are considering whether it will be possible to create planted edges along the length of these sections of the channel to create a more natural appearance.

### **Channels through existing lakes**

The Runnymede flood channel traverses through several lakes, namely, Lake South of Green Lane, Lake South of Norlands Lane, Fleet Lake, Abbey Lake, and Abbey 2 Lake. The Spelthorne flood channel traverses through four existing lakes: Littleton North, Littleton East, Sheepwalk 2, and, currently, Ferris Meadow Lake.

By integrating these existing lakes into the channel design, the need for extensive hard engineering is minimised. The flood channels do not aim to deepen the bed of any of the lakes. However, some of the smaller lakes, like the one south of Green Lane, might require reshaping to facilitate the smooth and efficient flow of water.

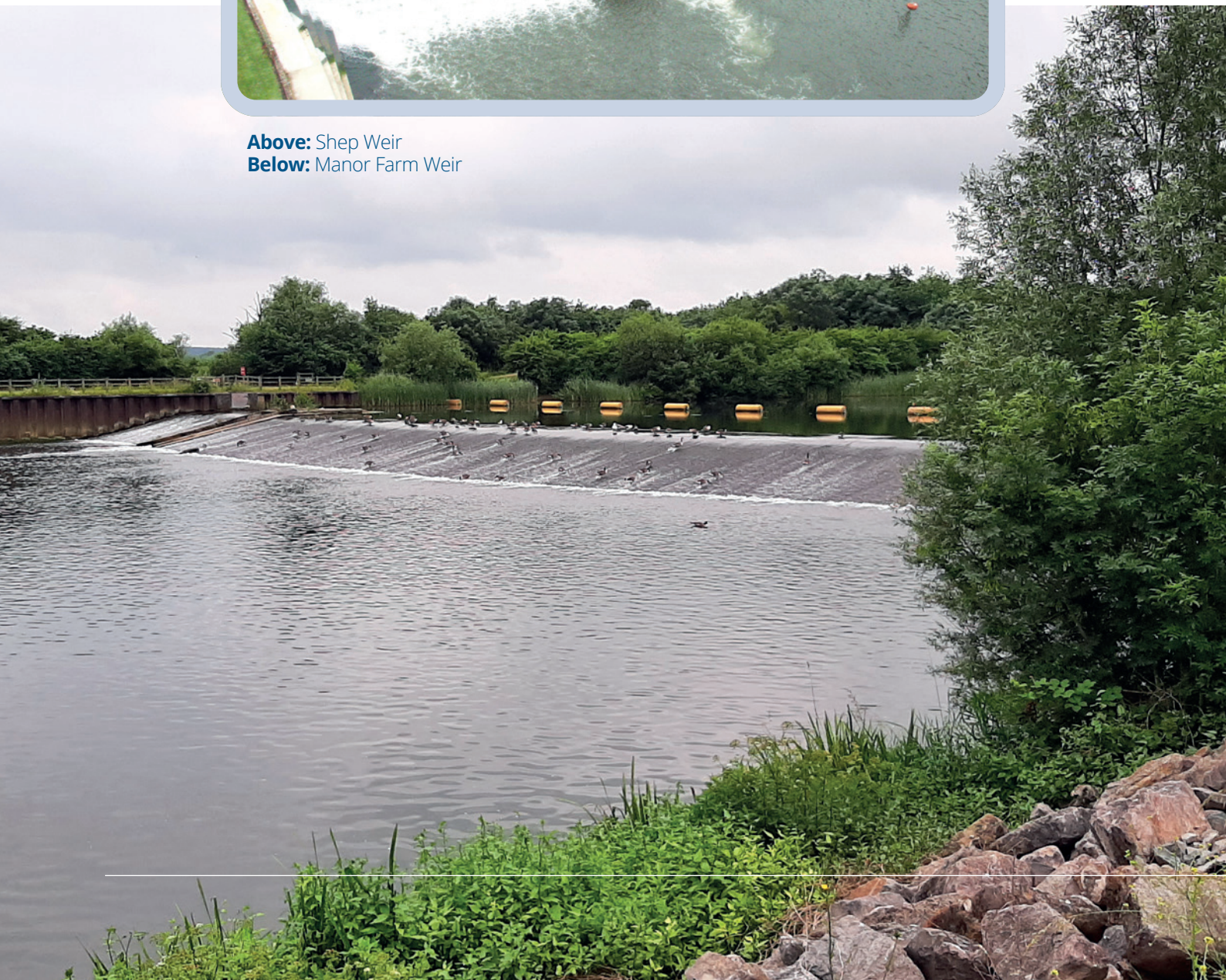


### Control structures

There will be three fixed weirs and one gated weir (examples below) installed within the new channels.



**Above:** Shep Weir  
**Below:** Manor Farm Weir





Additionally, two intake gates will be built near the start of the channels that will open and close to allow or prevent the flow of water into the channel.

The gates will only be opened when there is a high flow of water in the River Thames in flood conditions so that the flow within the River Thames can be maintained below the critical threshold (230 cubic metres per second) that could lead to flooding. In normal to low flow conditions, the gates will remain closed with a small flow (referred to as the 'augmented flow') flowing through the fish passes into the channel to maintain water quality and to ensure fish do not get stranded. Water levels upstream will be controlled by the existing gates at Penton Hook, Chertsey and Shepperton. It is important to highlight that these current operations will remain unchanged by the River Thames Scheme.

More information on the engineering of the channels can be found in Chapter 2 of the Preliminary Environmental Information Report (PEIR). For the specific locations of each of these engineering designs, please refer to the Map Books for statutory consultation.

## 7.4 Active travel route

To ensure both residents and tourists can fully enjoy the advantages of the scheme, a central route for active travel of around 5 and a half miles is proposed, stretching the length of the scheme. The route will be fully segregated between cyclist and pedestrian users and will run as a continuous route connecting the two new primary new green open spaces at Royal Hythe and Sheepwalk (Land South of Chertsey Road) and the new potential 'blue' open space at Abbey 1 Lake. The active travel route will also comprise of multiple links to connect local communities such as Staines, Egham Hythe, Thorpe, Laleham, Chertsey, Shepperton Green, Old Shepperton, Weybridge and Walton. The route includes the building of two new bridge crossings for non-motorised use over the River Thames, connecting Chertsey to Laleham to the north of the existing M3 river crossing, and at Desborough Island to Ferris Meadow Lake.

To further achieve the objective of enhancing active travel, the scheme also proposes to upgrade the Thames Path between Staines and Walton to improve user experience and safety and further deliver improvements to connectivity and access to green open space. The design of the active travel route has been established following an analysis of key destinations, current movement patterns, and completed Local Cycling and Walking Infrastructure Plans (LCWIPs) around the scheme area. The proposed route has also considered the aim of connecting low car ownership areas, areas of important cycle commuter flows, and existing walking

and cycling infrastructure. The proposed route aims to develop a strategic walking and cycling corridor that provides sustainable, high quality and continuous networks that enhance leisure and economic connectivity. The route will be designed in an accessible manner, with gentle gradients and clear signage.

The active travel route will be designed with the inclusion of raised snaking rampart landforms (example sketch shown below). These will create a unique and recognisable landscape design that will provide a clear and scenic route as it connects to the current Thames Path at Staines upon Thames, Laleham and Desborough Island.

**Below:** Snaking Ramparts incorporating active travel route



### The active travel route in detail

The active travel route will head south from Staines town centre across the Staines bridge before heading east along the A320 Chertsey Road where it will reach the Royal Hythe new green open space. This section of the route will follow the existing cycle path that forms part of the National Cycle Route 4. From Royal Hythe, the route will head south and rise into a snaking rampart landform which will continue until descending close to Thorpe Hay Meadow. This part of the route will run close to the alignment of the channel south to a new Green Lane bridge crossing over the channel and will include links to Egham Hythe and the A320 Chertsey Road. The route will continue south from Green Lane to the Norlands area of enhanced public connection with a walkway and cycleway to Thorpe Village as well as a connection to the new Norlands Lane road bridge across the channel.



Active travel route and green lane bridge

The route will continue east of the Norlands Lane bridge crossing, following a low snaking rampart parallel to Norlands Lane, before rejoining the A320 Chertsey Road. From here, the route will follow the east side of Chertsey Road until the Thorpe Park/Penton Park roundabout, where it will enter the new Penton Park blue open space north of Abbey 1 Lake before heading southwards to the eastern side of Abbey 1 Lake. The route will cross over the Abbey River and Burway Ditch before passing through Laleham Golf Course, where it will form a more significant snaking rampart until it meets the bridleway at Ferry Lane. This part of the route will provide access to the Chertsey Town Centre and Penton Park as well as access to the river to the north.



Laleham golf course

The route will then continue east of Ferry Lane towards the Abbey Meads area, where it will continue along the northern side of the wet meadows and the new river backwater. A new Chertsey-Laleham bridge (pedestrian and cycle only) is proposed to the north of the M3 and south of Laleham Park to allow crossing of the route across the River Thames from the Abbey Meads area to the Thames Path at Thames Side and the west side of Littleton North Lake. At this point, the route will be at the beginning of the Spelthorne Channel.



Thameside with new Chertsey Laleham bridge



Abbey Meads area

From the new Chertsey-Laleham bridge and the west side of Littleton North Lake, the active travel route proceeds southward along the lake's western edge, eventually passing beneath the M3. It subsequently follows the north side of Littleton South Lake before passing under Littleton Lane and heading from east to west through the proposed Sheepwalk new green open space located to the south of the M3, with adjoining cycle links to Chertsey Road to the south and Shepperton Green (via Sheepwalk, the road) to the north-east. There is an additional link running through the southern end of the Manor Farm site connecting to the new Chertsey Road, Renfree Way, Sheepwalk junction and into the Shepperton community. Additionally, at the Chertsey Road, Renfree Way, Sheepwalk junction there is a path adjacent to Sheepwalk (Road) connecting into the Shepperton Green community.

Upon leaving the south-eastern corner of the Sheepwalk new green open space, a road crossing will be implemented to aid users in crossing Chertsey Road. The route then crosses the proposed Spelthorne channel and progresses southward through the Land South of Chertsey Road until reaching Ferry Lane.

The route runs along Ferry Lane and crosses a new bridge across the channel to the land south of Ferris Meadow Lake. The route would then cross the new weir with an elevated path between Ferris Meadow Lake and the River Thames. The route will also bridge over the river to the south-east part of the land at Ferris Meadow Lake to provide access to the Desborough Island. The route will then cross the western of the two Desborough Island bridges to the Thames Path before heading under the bridge and going west along the Thames Path and onwards from the River Thames to the Walton Bridge where it will pass under and join the existing route along Walton Bridge Road and provide access to Walton town centre.



Desborough Island



## 7.5 Landscape and habitat networks

### Green and blue open spaces

The scheme will see the development of two new green (land-based) open spaces at Royal Hythe, west of the A320 and south of Egham Hythe, and Sheepwalk which would span Chertsey Road to the west of Old Shepperton (and thus encompasses the previously separate site of Land South of Chertsey Road (B375)). Land at Manor Farm was previously considered as a site for a new green open space but was ultimately considered less appropriate to the land at Sheepwalk due to its relatively higher level of ecological interest and Sheepwalk's ability to provide greater overall landscape enhancements and better connectivity to the new active travel route. However, the scheme will still provide ecological enhancements to the land at Manor Farm through a mixture of proposals to improve the existing habitats and support notable species at the site.

A blue (water-based) open space at Abbey 1 Lake, known as Penton Park, is also being considered as well as a further significant new wetland at Desborough Island. These spaces will form an integral part of the scheme, working alongside the implementation of the active travel route to create a distinctive and scenic landscape throughout the scheme.

The new green open spaces will adopt a soft, natural landscape design, comprised of various mixes of meadows, grasslands, woodlands as well as the flood channel and other water habitat features. As part of the final landscape design, we will consider the comments received at this consultation as well as previous engagement.

Example design proposals of one way the new green open spaces could look are shown opposite.

Runnymede Borough Council (RBC) has set out a need for additional suitable alternative natural greenspace (SANG) in the north of the borough and identified the potential of the Royal Hythe site. RTS has neither specifically designed for nor incorporated SANG into its proposals to date, although this would not preclude RBC from independently reviewing the potential of the Royal Hythe site for SANG with Natural England, to consider if it is something they may wish to pursue at a later date.





Royal Hythe



Active travel route at Sheepwalk



Sheepwalk



Shepperton area



Desborough Wetland

The detail of the design will partly be shaped by the uses that take place in these green open spaces, and we have invited comments on potential types of uses within the feedback form.

### **Habitat creation/improvements.**

New and enhanced wildlife habitats and areas for nature recovery will be established as part of the scheme, connecting with existing nature sites and wildlife corridors to create a connected ecological corridor. The scheme aims to create an extensive nature recovery network spanning the length of the channel and beyond, supporting diverse habitats and biodiversity and to support health and wellbeing benefits by improving access to nature. Locations for these improvements are being proposed both adjacent to the channel and in appropriate locations in the locality. The designs being developed include planting along sections of the flood channel, tree planting and enhancing the environment for wildlife such as hedgerows and other existing habitats.

An example of the improvements being proposed is at the Land South of Chertsey Road which includes the addition of woodland, meadow and grassland habitats, as well as a new area of wetland as part of its design development. A map of these plans for habitats can be found in the Map Books for statutory consultation. The scheme is integrating measures into its design to mitigate impacts and deliver an overall gain in biodiversity and more good quality habitats alongside safeguarding current habitats. Several surveys on aquatic and terrestrial wildlife have been conducted to understand the ecological baseline conditions (see the PEIR and EIA scoping report for more information). Additionally, we have undertaken studies of water flow and sediment as well as using environmental models. We are carefully considering and addressing any impacts of the scheme in line with environmental legislation.

Plans for fish passage include the construction of five multi-species fish passes positioned at flow control structures along the channel, plus we are considering fish passes at existing weirs at five locations on the River Thames. The passes planned on the River Thames are, from upstream to downstream: Chertsey Weir, Beasley's Ait, Sunbury Weir, Molesey Weir, and Teddington Weir. The scheme is also considering the installation of a fish pass on the Abbey River alongside other enhancements in this area to improve the watercourse for fish and other water dependent species. All impacts on wildlife and the environment within the scheme will be considered in the Environmental Statement submitted with the DCO application, with preliminary considerations set out in the PEIR that is also available at statutory consultation.

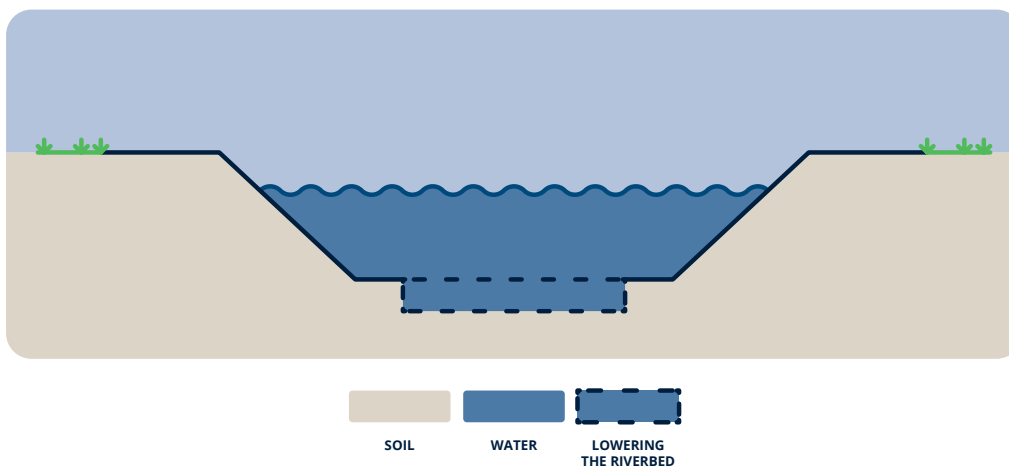
More information on biodiversity and habitat enhancements within the scheme can be found in Chapter 7 of the PEIR.

## 7.6 Downstream measures

### Engineering of the weirs and bed

To improve channel capacity, we are proposing to lower the riverbed within a stretch of the River Thames, around 1 km in length, from the downstream end of Desborough Cut to just downstream of Walton Marina.

Bed lowering is a technique which excavates and reshapes the riverbed in a specific area. We plan to deepen the middle of the riverbed from Desborough Island waterworks to just past Walton Marina by an average of 0.7m. By doing this we will create additional flow area that will allow water to pass through at a lower level, reducing the amount of water that enters the floodplain. The bed lowering downstream of Desborough Cut will not increase the peak flow or volume in this stretch of the River Thames but will instead allow for lower water levels in flood conditions. In non-flood conditions, the water levels will be controlled by the operation of the Sunbury Weir gates.

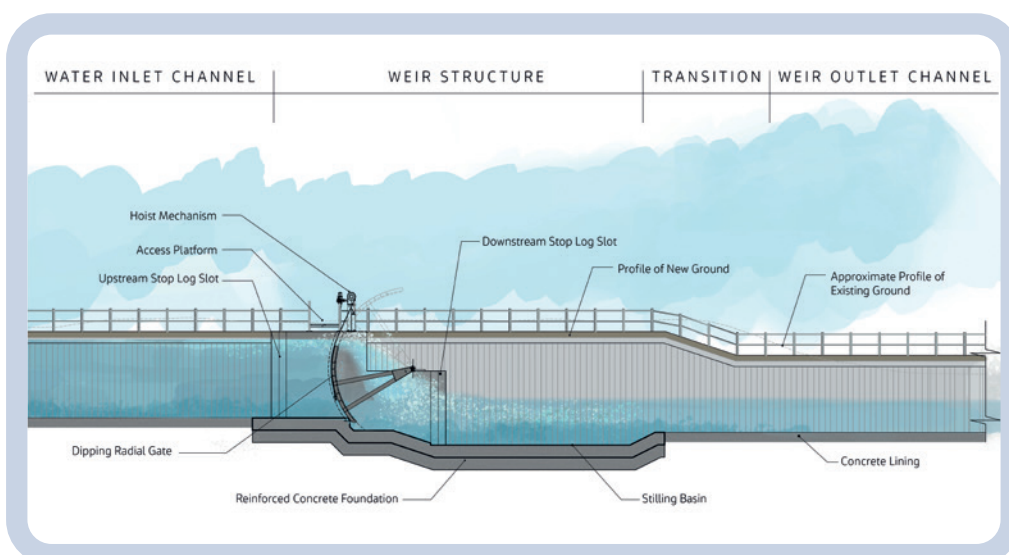
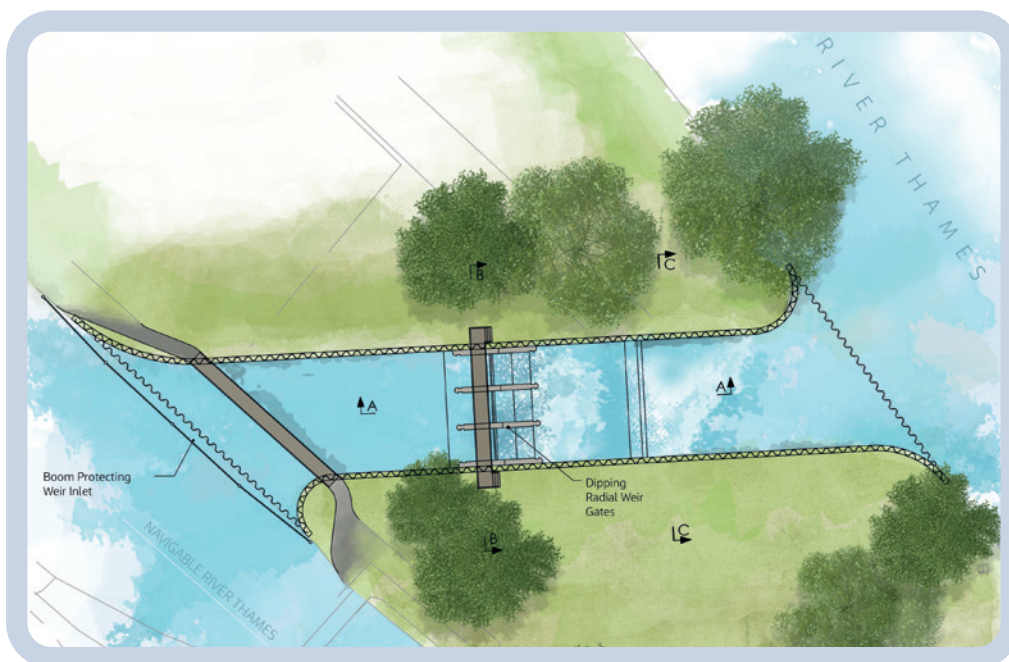


### Additional weir gates

The additional gates at Sunbury, Molesey and Teddington will create a new pathway for water at the weir complex, supporting the current gates and weirs. By using these extra gates, less water will flow through the existing gates and weirs which will in turn lower water levels upstream. With the additional weir gates, the amount of water flowing downstream will remain the same and there will be no increase in downstream flow. The new gates will operate in the same way as the existing ones, opening gradually as river flows increase to maintain normal upstream water levels for as long as possible.

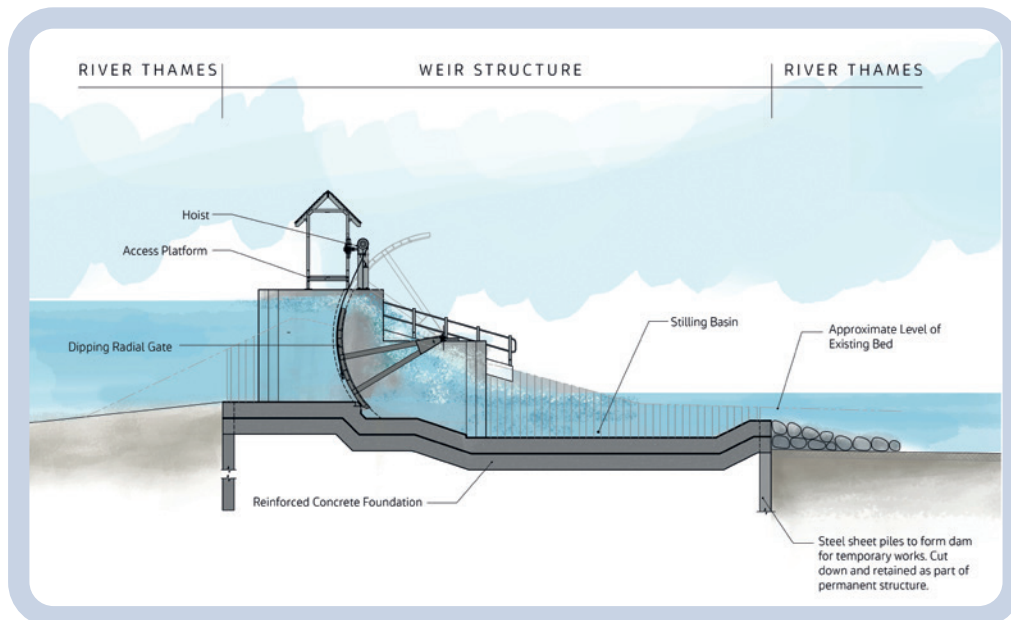
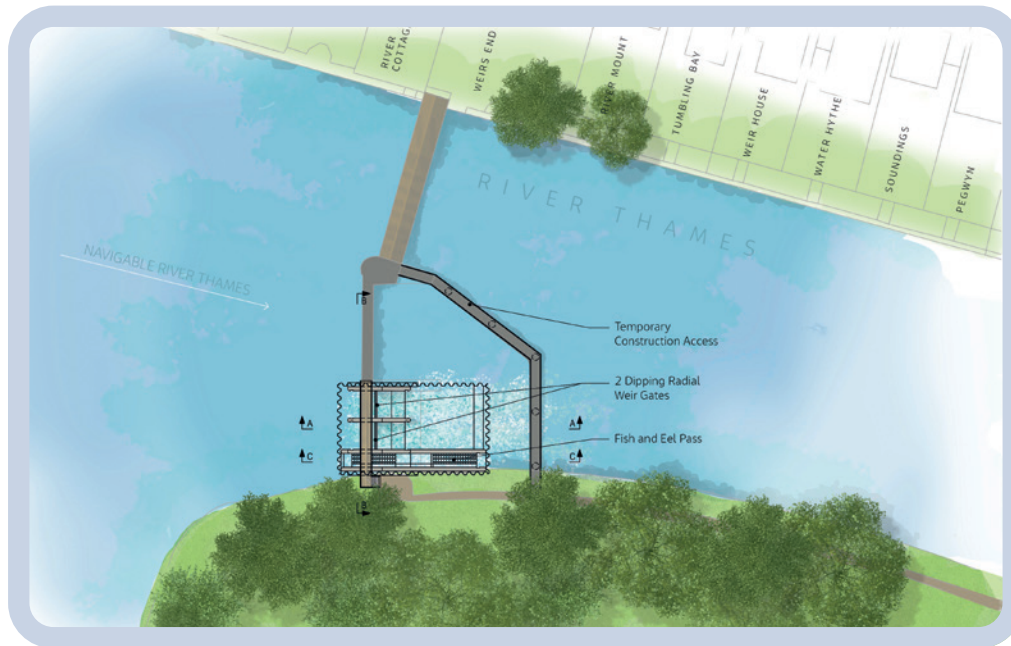
## Sunbury Weir

We propose to construct a new weir complex including two to three radial weir gates through Sunbury Lock Ait. A new channel will be cut through the island at a diagonal angle and will be approximately 12 metres wide, 75 metres long and 5 metres deep and will also include an elevated walkway with railings either side (for operational use only).



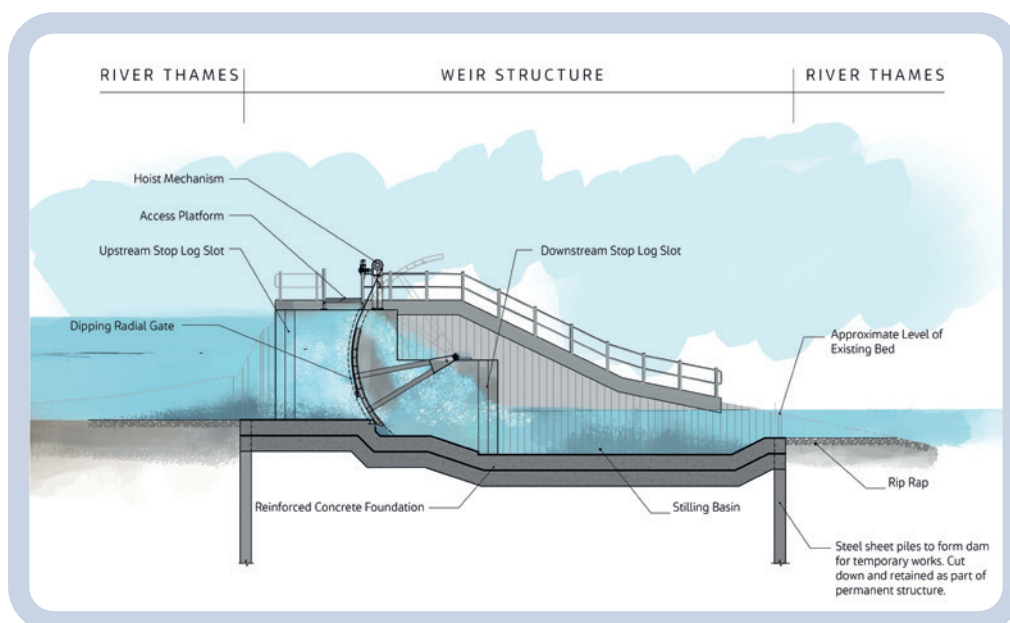
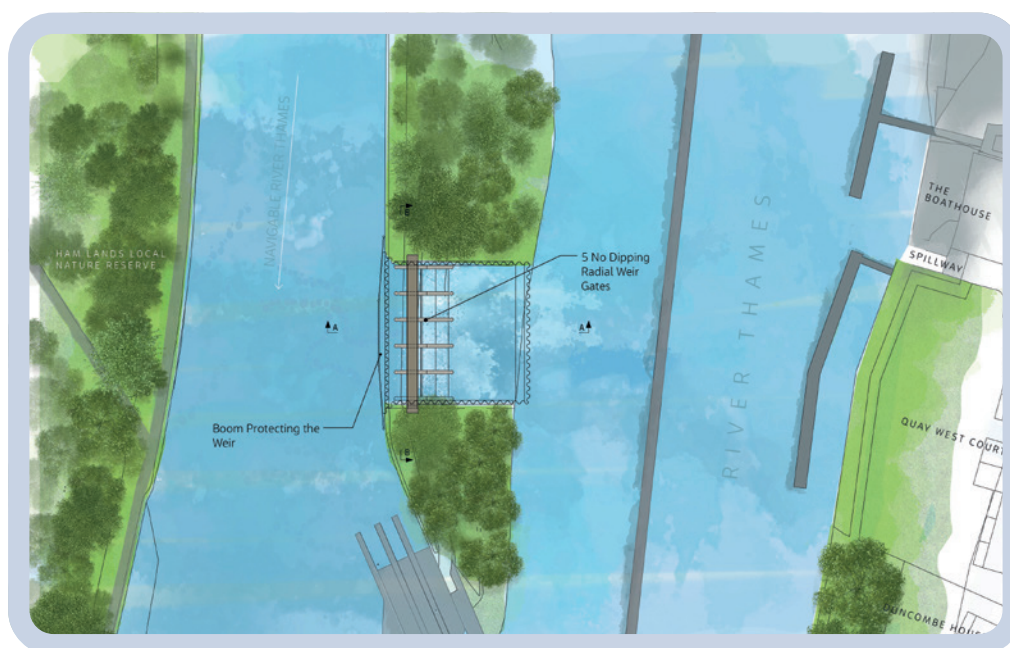
## Molesey Weir

Our proposal for Molesey Weir is to replace the existing overfall weir and salmonid fish pass on weir C with two dipping radial weir gates (with a pitched roof to match the existing weir) and a multi species fish pass (with a combined width of approximately 13 metres).



## Teddington Weir

The construction of a new weir complex with radial gates is proposed through Teddington Lock Island to achieve capacity improvements at Teddington Weir. The new channel will be 20 metres wide, 20 metres long and 5 metres deep.



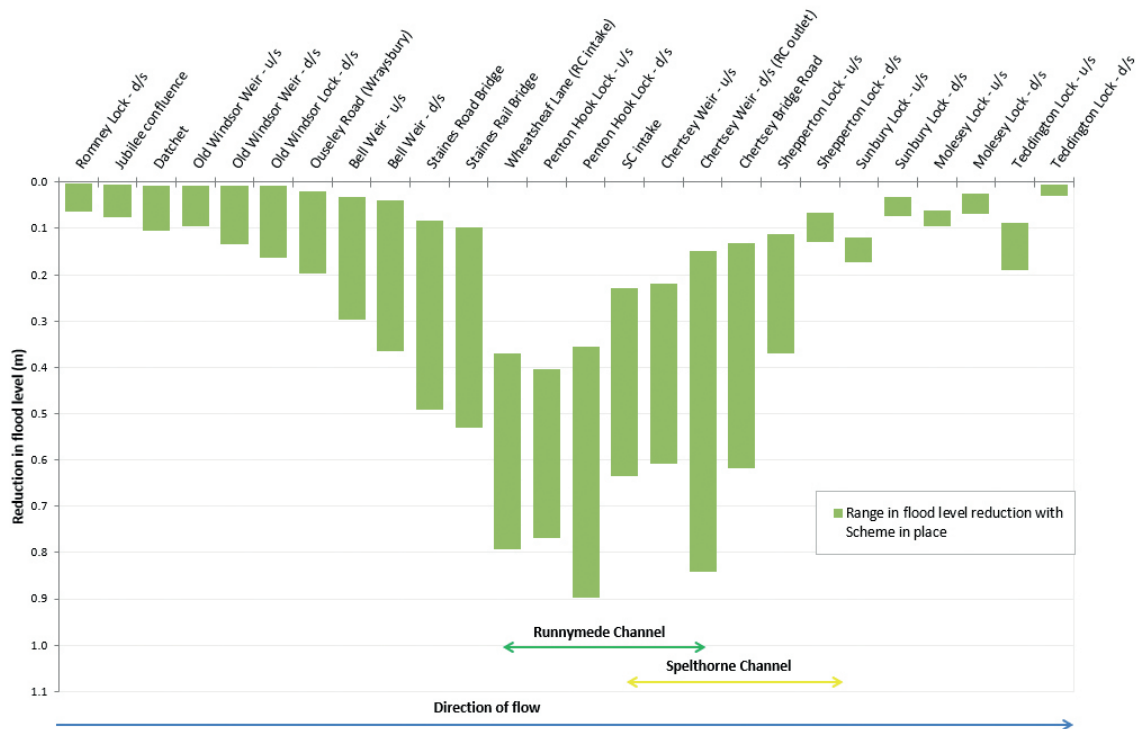
Further information on the additional weir gates at Sunbury, Molesey and Teddington can be found in Chapter 2 of the Preliminary Environmental Information Report.

## 7.7 Impact of the scheme on flood risk

### Impact of the flood channels on flood risk

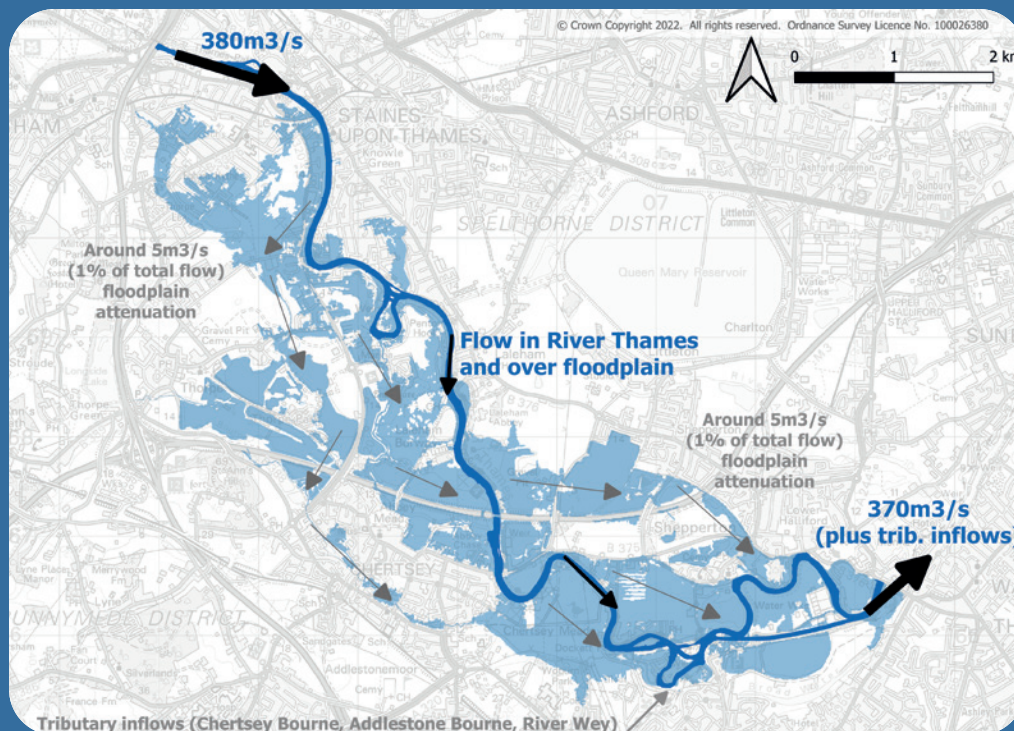
The greatest reduction in flood risk will be from Staines to Chertsey with potential flood level reduction of between 0.35 metres and 0.9 metres in reference to the 2014 flood. Notable reduction levels include downstream of Chertsey weir with a potential of 0.85 metres flood level reduction, Wheatsheaf Lane at 0.8 metres flood reduction, and Staines Rail Bridge at a potential maximum flood level reduction of over 0.5 metres.

As shown in the histogram below, areas upstream of Staines as far as Windsor and Eton will see some reductions in flood levels, ranging from 0.5 metres at Staines Bridge, lessening as you head upstream to about 0.05 metres at Romney Lock. Downstream of Shepperton to Teddington will also see more modest levels of flood reduction.

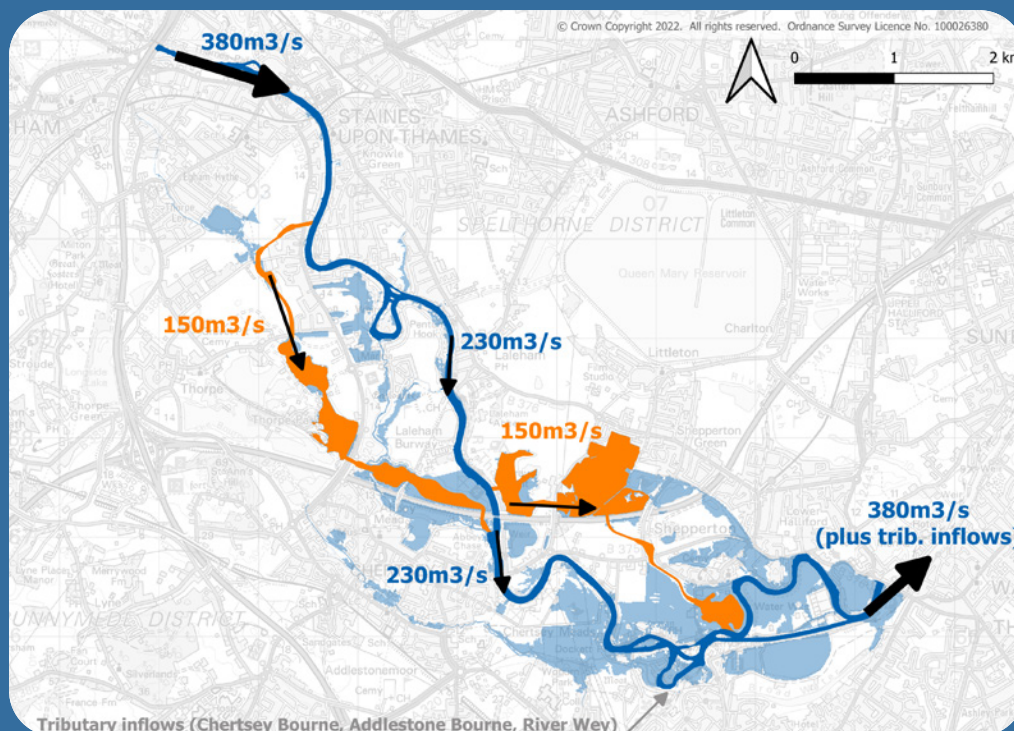




The two images below present the existing state without the River Thames Scheme and with the River Thames Scheme:

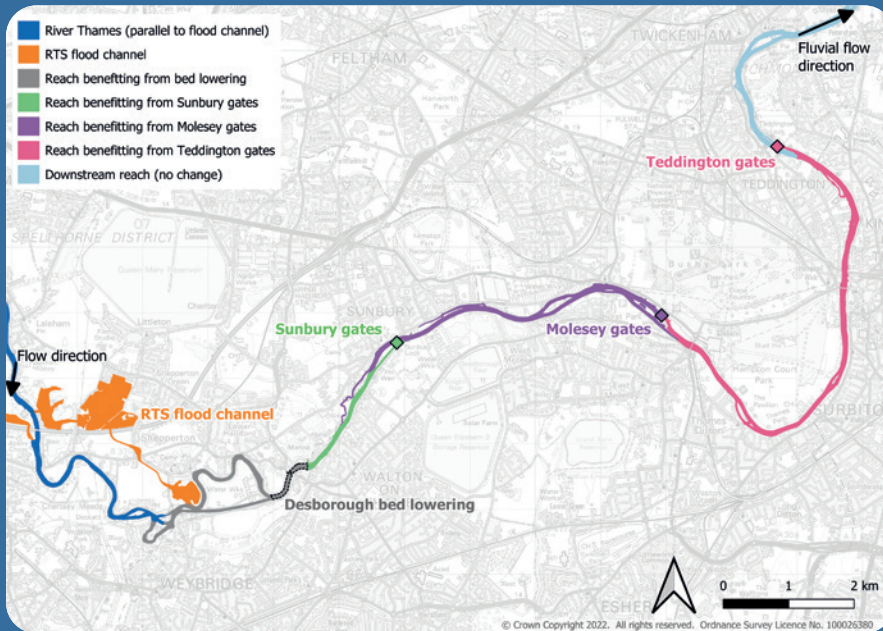


Without the River Thames Scheme



With the River Thames Scheme

## Impact of the downstream compensation measures on flood risk



The capacity improvements at Sunbury, Molesey and Teddington weirs, together with the bed reprofiling downstream of Desborough Cut will fully negate the small increase in peak flows which arise from keeping water in the new flood channels (up to 5-10 metres <sup>3</sup>/s or 1-2% of the total flow). There will be no rise in flood levels at any location. At each location, the flow passing downstream will equal the flow arriving from upstream.

The implementation of these downstream measures will reduce flood risk in different sections of the River Thames. The bed lowering downstream of the Desborough Cut will be beneficial in reducing flood risk up to Shepperton weir. Additionally, the installation of extra gates at Sunbury weir will lead to a reduction in flood levels, extending from the Desborough bed lowering area to Shepperton, with some minor positive impact upstream. Furthermore, the introduction of extra gates at Molesey weir will lower flood levels up to Sunbury weir. Finally, the implementation of additional gates at Teddington weir will further contribute to the reduction of flood levels, extending up to Molesey weir along the river.

The combined impact on flood risk from the new channel and the downstream measures will significantly enhance flood resilience and in turn will provide better protection to homes, infrastructure and the environment for the areas along the River Thames.

More information on the geographic elements of the scheme can be found in the separate River Thames Scheme Integrated Scheme Description document available as part of statutory consultation.



# 8. Materials management principles

## 8.1 Materials and waste

Our work will involve the excavation of large volumes of materials and waste. Throughout this chapter, these will be referred to as arisings where it assists clarity.

We plan to reuse and recover significant amounts of materials and waste within the scheme where this is required for the scheme design. Where arisings must be taken off-site, the scheme shall utilise the waste hierarchy to determine if they can be put to beneficial reuse or recovery before utilising disposal as the last resort.

Using material and waste within the scheme to achieve its design has sustainability benefits. It helps to reduce construction traffic, air quality and noise impacts, and reduces our overall carbon footprint and material demands on the wider aggregate and construction materials market.

During construction, we expect to excavate approximately 975,000 cubic metres of materials. To put this in perspective, as the average truckload holds about 9 cubic metres, this amounts to around 109,000 truckloads.

Our present estimation is around half will be a combination of natural materials, such as sand, gravel and topsoil, and 'made ground', which includes concrete and brick.

If the scheme encounters unexpected, impacted soils, we will have a dedicated process to isolate, identify and appropriately manage to ensure that it does not impact the environment or human health.

The remainder will be excavations from historic and current landfill sites, which would contain wastes such as, but not limited to, soil, brick, concrete, metals and aggregate.

## 8.2 Our approach to materials and waste

### Using the waste hierarchy

Waste means any substance or object which the holder either discards or intends to discard or is required to discard.

The waste hierarchy – which prioritises how waste is managed and is embedded within UK legislation – is at the heart of our approach.

It ranks waste management options according to what is best for the environment, starting at preventing waste in the first place, followed by reuse, recycling, recovery and disposal.

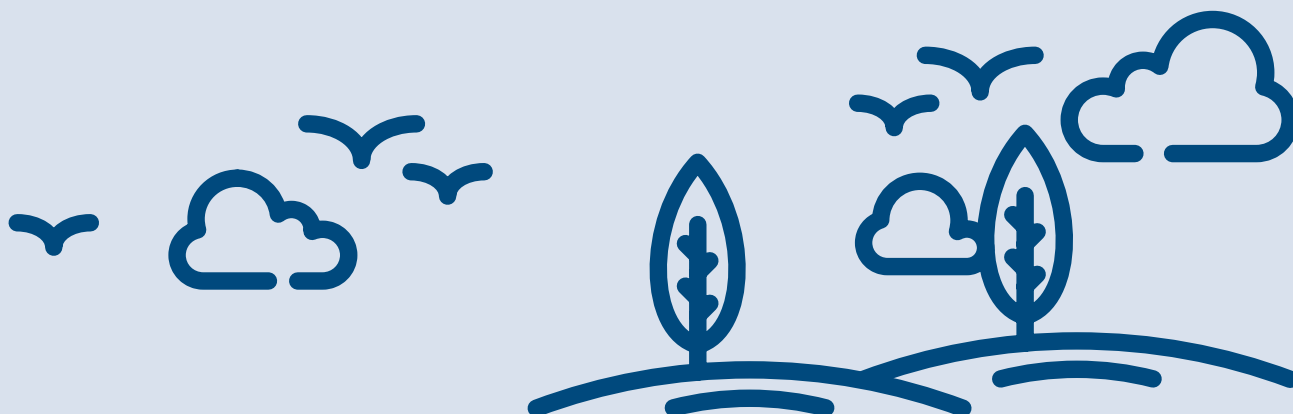
By using existing lakes to minimise excavations, reusing materials, and recovering pre-existing waste from historic landfill sites, we will reduce the environmental impact of our work by reducing our carbon footprint, reducing our traffic movements and associated air quality and noise impacts, and reducing our use of landfill capacity.

To further reduce our impact, we will seek to use alternative transport modes such as barges along river routes. Several ‘haul roads’ (temporary roads within our sites allowing for the movement of materials, machinery, and workers) will reduce our impact on the surrounding road network.

Our detailed plans will be produced and considered by regulators before we begin our work and will embed the waste hierarchy and cover items such as treatment, storage and placement of the material and waste.

Our work on this topic will feed into the scheme’s Construction Environmental Management Plan and Construction Traffic Management Plan and wider Materials Management Strategy. Additionally, Chapter 17: Traffic and Transport, plus Figure 17.1 and Appendix 17.2 of our Preliminary Environmental Information Report (PEIR) provide further information on the potential routes of HGVs associated with transporting excavated material.

For further information on construction environmental management, see **Chapter 9: Construction Principles** of this brochure.



## **Treating and processing material**

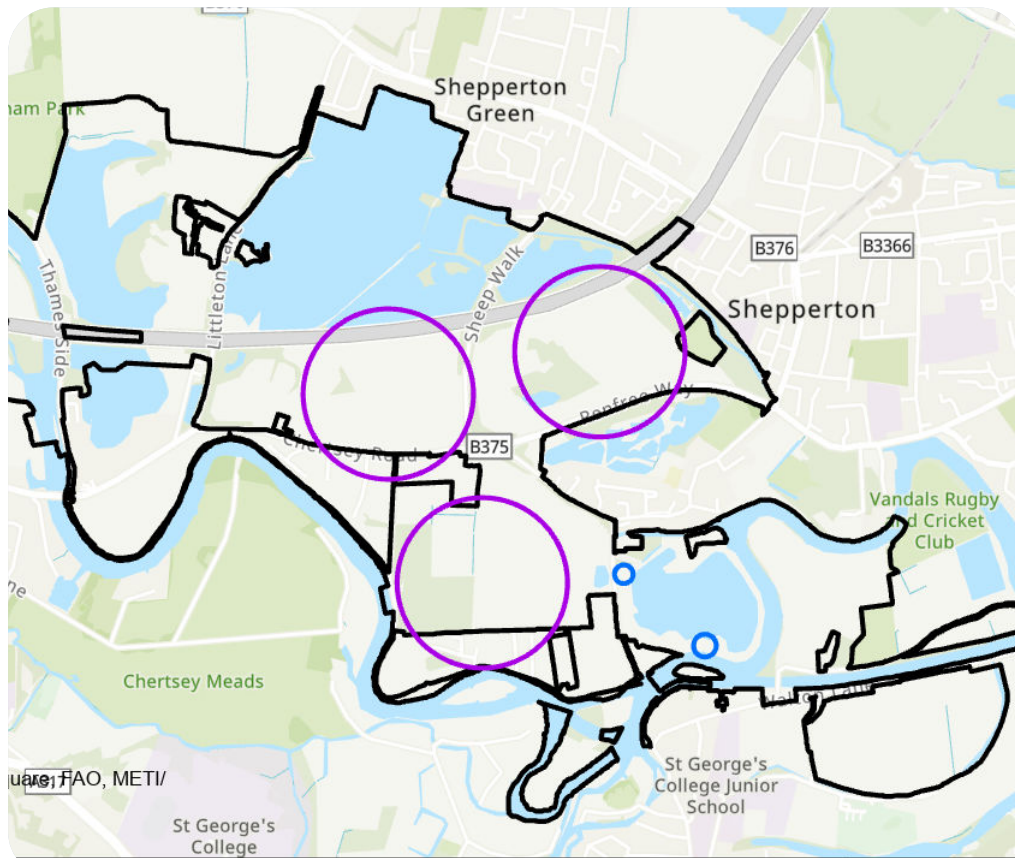
During construction, excavated arisings, including landfill waste, will undergo treatment.

This will involve several steps:

- Temporary stockpiling – initially, we will gather the arisings and store them in separate temporary stockpiles which will be separated, where possible, by their content (e.g., clean material and waste materials would be segregated)
- Separation and treatment (e.g., crushing and screening) process – we will then categorise and undertake further segregation and treatment processes to separate the arisings into distinct types of materials and waste
- Storage or disposal – following the above, materials and wastes suitable for and required for our scheme will be stored prior to placement, while unsuitable materials and waste will be removed off site
- Placement – materials and waste will be placed as informed by the scheme design

Potential locations for waste and/or material processing, and associated temporary storage, include Royal Hythe, Sheepwalk, Manor Farm, Ferris Meadow Lake, and Land South of Chertsey Road, as outlined in our PEIR. There is no waste processing proposed at Ferris Meadow Lake. These sites will cover up to nine hectares and are expected to be operational for about four years. Normal working hours are expected to be 8am-6pm. In certain instances, for example when taking advantage of longer daylight hours and/or dryer conditions, there is the potential for extended working hours, including 24-hour working to be undertaken on the treatment of wastes.

Storage areas will be situated within the scheme's boundary, either in the treatment locations or in smaller satellite areas. Material stockpiles could be as tall as 10-12 metres during treatment and when in temporary storage.



**Above:** Potential treatment and storage at Sheepwalk, Manor Farm and storage only at Ferris Meadow Lake, and Land South of Chertsey Road

### Placement of materials and waste

Arisings will be used to construct the scheme, including embankments, landscape features and new green open spaces where the design requires it.

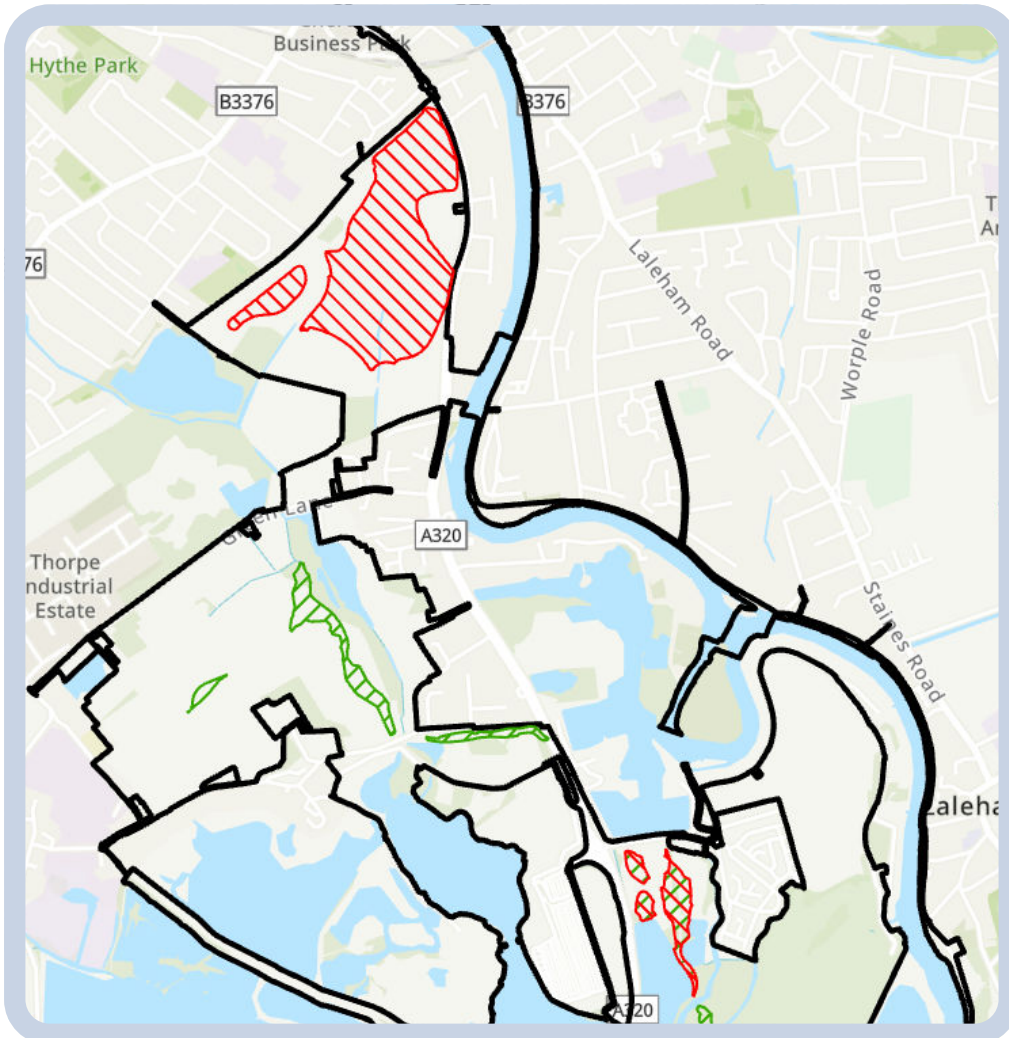
Materials will be used via accepted construction codes of practice which include the creation of chemical and geotechnical limits to ensure that they are suitable for use and would not cause harm to the environment and/or human health.

The treatment, storage and placement of waste will be done only when a permit, issued by the Environment Agency, has been granted. Permits require that safe management procedures are in place and cover issues such as emissions to land, water and air. They can also limit other factors such as working hours and the volumes of waste that can be managed and/or placed.

The placement of recovered waste within the scheme will comply with a Deposit for Recovery Permit, which would be applied for by the Main Works Contractor and formally submitted to the Environment Agency. Groundwater and ground gases will be monitored in and around these sites, before, during and after placement, to ensure environmental and public safety.

Natural materials do not usually require monitoring of groundwater or ground gases once placed.

Waste not fit for reuse or recovery will not be utilised in our scheme. Instead, they will be removed by licensed waste management firms or carriers.



**Above:** Potential areas for waste recovery (red hatch) and placement of materials (green hatch)



## Complying with the law

We will adhere to all relevant legislation and guidelines.

Any materials and waste set for reuse or recovery will be managed through suitable mechanisms, which will include:

- An Environmental Permit
- Exemptions under Environmental Permitting Regulations
- A scheme-specific Materials Management Plan in accordance with CL:AIRE and the Definition of Waste Code of Practice (DoWCoP)
- A Non-Directive Waste Exemption
- Relevant End of Waste Protocols, like the Waste and Resource Action Plan (WRAP) Protocols
- Waste Duty of Care Code of Practice

Where waste is moved off-site, it will be categorised as either inert, non-hazardous, or hazardous.

Materials reused for their original purpose, such as sand and gravel, are not legally considered waste and have distinct management criteria. Their management will be guided by specific documentation, often referred to as the Materials Management Plan.



# 9. Construction principles

## 9.1 Our approach to construction management

The River Thames Scheme (RTS) is a major project of national significance, and we recognise that there will be impacts during construction. It is important to us that we prioritise being considerate constructors, minimising disruption to the community and prioritising safety, environmental responsibility, and respect for residents throughout the construction process.

We will register with the Considerate Constructors Scheme and agree to abide by a Code of Considerate Practice, which will include the following key principles:

- Good neighbours: minimise disruption to the community by controlling noise, dust, light and traffic
- Respect the environment: use sustainable practices for waste management, water management and energy efficiency
- Ensure safety: prioritise the wellbeing of workers, visitors, and the public with strict safety standards
- Value the workforce: create a supportive and respectful working environment for construction workers
- Care about appearance: keep the site and its associated interface with highways clean and tidy

## 9.2 Our construction programme

We expect construction to run from mid-2026 to early 2032, with the flood channel operational from 2030.

### **Enabling works**

These happen before starting the main construction works and include surveys, clearing vegetation, demolishing buildings, early planting for habitat creation, moving utilities, working on existing structures, protecting riverbanks, and setting up construction areas and site accesses.

## Main works

It is expected that the main construction works will take round four years to complete. These works include digging and constructing the flood channel and its associated structures, building weirs (including adding additional gates at weirs), lowering the riverbed downstream of the Desborough Cut, the creation of new green and blue open spaces, habitat areas and active travel provision and the construction of bridges.

## 9.3 Our construction methods

### Digging and constructing the flood channel

The shape of the flood channel will vary depending on the ground conditions, without compromising the benefits of what we want to achieve. The width of the channel will be minimised where possible, given engineering and construction constraints, and to avoid excess excavation and the processing of materials.

The newly constructed flood relief channels will pass through the following ground conditions:

- Natural ground
- Reworked natural ground and ground with man-made material (e.g. brick)
- Existing or historic landfill sites
- Open waterbodies

Through natural ground, the flood channel will typically be dug whilst wet using excavators and associated mass haul equipment. Large construction plant and potentially ground stabilisers may be utilised to profile the banks and provide suitable ground stability, particularly for temporary haul roads to move excavated ground without using the public highways.

When constructing through existing historic landfill sites, the sheet piles that form the edges of the flood channel will first be driven into the ground. The ground between the piles will either be excavated and drained before processing, resulting in a body of water remaining, or the ground will be dewatered then excavated and transported for processing, resulting in a largely dry excavation. In both approaches, the ground will be excavated to bed level.



**Above:** Example of a cofferdam with sheet piles

Sheet piles, used to construct the flood channel, will likely be driven into the ground using a crane and vibrating hammers.

Please note that the flood relief channel won't be used for flood purposes until the downstream improvements (bed lowering and additional weirs) are finished and operational.

As part of our work, we're building new weirs, installing a fish pass and lowering the riverbed. The work is detailed in **Chapter 7: The scheme in detail**, but the summary below outlines the key points.

### **Additional weirs**

Sunbury Weir: Construction of a new weir complex with radial gates, including a fish pass and a new channel through Sunbury Lock Ait.

Molesey Weir: Replacement of the existing weir and fish pass with radial gates and a multi-species fish pass.

Teddington Weir: New weir complex with radial gates for capacity improvements, constructed within a cofferdam.

### **Fish passage improvements**

Installation of fish passes at Chertsey Weir and Beasley's Ait, using temporary sheet piles for construction, to enhance fish movement along the River Thames.

### **Lowering the riverbed downstream of Desborough Cut**

Proposed lowering of a 1 km stretch of the River Thames bed by 0.7 metres using float equipment, to manage flood conditions and maintain riverbank stability.

### **Construction approach**

- Use of cofferdams and large sheet piles for construction, especially for weir gates
- Ensuring minimal impact on river navigation and local environment during construction
- Use of low carbon construction materials

### **Environmental and social commitments**

- Adhering to best practices for environmental protection and community engagement
- Implementing measures to manage construction impacts like noise, traffic, and air quality
- Focusing on health and wellbeing, and habitat and biodiversity enhancement

## **9.4 Creation of landscape and green infrastructure, the active travel network, and creation of new habitats**

Where possible, certain landscaping and land management works will be carried out in advance of the main construction activities. This includes the creation of habitats and of landscape and green infrastructure to enable vegetation to become established.

These areas will be informed by the scheme goals to create a network of high-quality landscapes and achieve biodiversity gain. Types of biodiversity improvements are likely to include:

- targeted tree planting adjacent to the flood channel and some existing waterbodies, plus aquatic planting and the creation of islands in waterbodies

- Enhancing the condition of existing terrestrial and river habitats
- Improving connectivity of the River Thames floodplain, between the River Thames and other waterbodies
- Creating new habitats such as woodland and wetland
- Creating hedgerows and enhancing existing hedgerows through introducing a diverse mix of species
- Species-specific measures to enhance habitat conditions

Some areas designated for green open spaces or habitat creation will initially be used for site compounds or material storage until the later stages of construction, when they will then be developed for their intended use as a part of site restoration.

These areas will be constructed using the materials excavated to form the channels after it has been processed. Large site construction machinery, including excavators and large dumpers will be used for this.

More information on the landscape and green infrastructure design can be found in chapter **Chapter 6: Development of the Landscape & Green Infrastructure design**.

## 9.5 Bridges

The new flood channel will cross several public roads. Bridges are required to carry these public roads over the flood channel. We expect most of these road bridges to adopt a ‘top down’ construction method. This method involves forming the bridge supports with concrete piles and then casting the bridge deck in moulds supported by the ground.

The earth beneath the deck will then be excavated once the bridge deck is at full strength. This allows the bridge to be built in sections whilst managing traffic flows around the site, reducing the need for full road closures during construction.

The following bridges have been identified as required and the construction of these may require full or partial road closures:

- Road bridge at Chertsey Lane
- Service bridge upstream of Thorpe Hay Meadow
- Accommodation bridge at Green Lane
- Road bridge at Norlands Lane
- Accommodation bridges at Thorpe Park to provide access
- Road bridge at Staines Road

- Accommodation bridge at Monks Walk Access
- Public right of way bridge at Ferry Lane Access
- M3 Motorway crossing using the existing Burway Ditch Culverts (existing structure)
- Road bridge at Thames Side
- Road bridge at Littleton Lane
- Accommodation bridge at Littleton Sailing Club Access
- Public right of way bridge at Littleton East Lake
- M3 Motorway crossing at Underbridge
- Road bridge at Renfree Way
- Road bridge at Ferry Lane
- Accommodation bridge for users of Ferris Meadow Lake
- Active travel route bridge at the outfall of the Spelthorne Channel

As part of the River Thames Scheme Active Travel proposals, two new pedestrian and cycle bridges crossing the River Thames will be constructed at:

- Active travel route bridge over the River Thames between M3 and Laleham Park
- Active travel route bridge over the River Thames between Ferris Meadow Lake and Desborough Island



These bridges will be constructed using the following process:

- Installation of piling platforms on both riverbanks for the installation of the bridge abutments
- Installation of a temporary steel jetty and coffer dam within the river to accommodate the in-channel construction works
- Construction of the in-channel intermediate pier(s) from the temporary jetty and within the coffer dam
- The bridge deck will arrive at the site either by road or river and will be lifted into place in sections. The sections will be lifted using either large land-based mobile cranes or river-based lifting equipment
- As the sections are progressively added across the river in both directions, the cable stays will be connected to support the weight and approach ramps both sides of the river will be constructed after the bridge deck construction

## 9.6 Working hours and construction noise

Some construction activities do cause noise, such as the movement and operation of construction vehicles and the operation of heavy machinery.

To help reduce the impacts of our construction noise, we will take steps such as timing construction to minimise work outside of normal working hours where possible.

We anticipate that most of the construction work would take place between Monday and Saturday and will take place between 8am and 6pm. Some construction activities will potentially require working seven days a week and across 24 hours a day. These activities would also require associated lighting, including:

- delivery of abnormal loads
- placing and/or pouring of large concrete structures
- piling works for road bridges
- utilities diversions
- water treatment plants

We may also take advantage of longer daylight hours during the summer to carry out earthworks, which require drier weather.

A Construction Environmental Management Plan (CEMP) will be produced which will detail how the environmental impacts will be controlled throughout the construction phase. This will further explain the overall

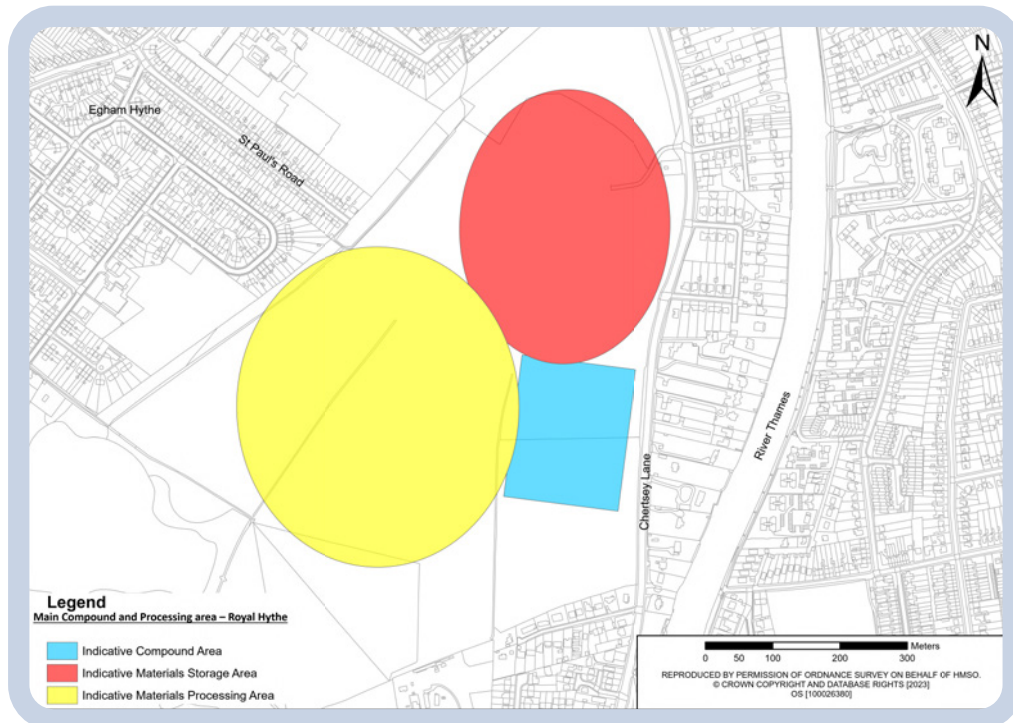


control measures that will be in place during construction. Managing the impacts of construction is important to the RTS and we are developing a range of mitigation measures to do so. This is further discussed in **Chapter 10: Environmental Effects**. We will always keep residents informed of any construction works via methods such as our social media pages, website and with localised letter drops to those affected.

## 9.7 Construction compounds

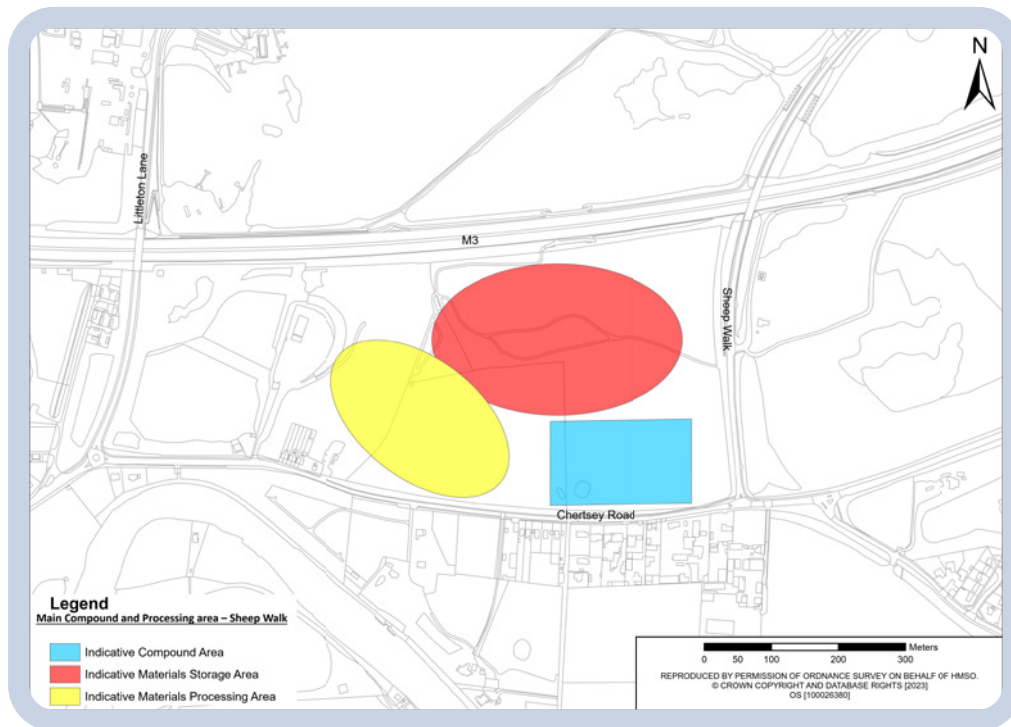
During the construction period, there will be a need for a series of temporary site compounds. These will be required to store equipment and materials and to provide office space and welfare facilities for construction workers. Locations currently being considered for the two main compounds include Royal Hythe, Sheepwalk and/or Manor Farm. These main compounds will be approximately 2,500 metres squared in size and may be combined with the temporary material processing and storage sites.

The map below outlines the proposed location for the main proposed compound at Royal Hythe:



This location will include a materials storage and processing area as shown above.

The proposed location of the compound at Sheepwalk Main is detailed below:



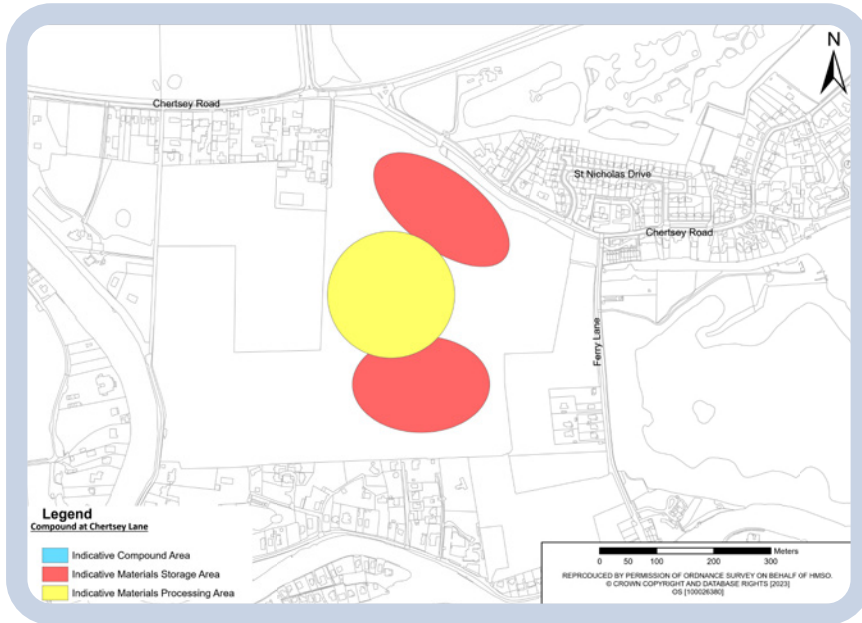
This location will include a materials storage and processing area as shown above.

We will also require a number of satellite compounds for localised works. These smaller areas will vary between approximately 500 metres squared and space for site office cabins, welfare facilities and storage cabins.

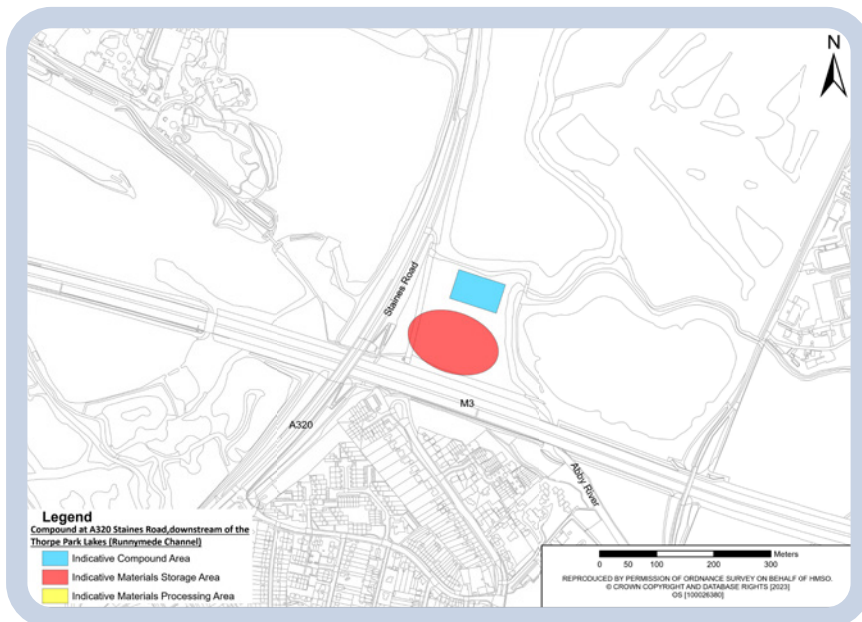
Mobile compounds will be required for small scale works and will consist of welfare vans and/or 10 metre cabins. Mobile compounds would be required for sections of piling works on the Runnymede Channel and on the Spelthorne Channel at Land South of Chertsey Road.

Along with construction compounds, permanent operational compounds will be required at the three gated flow control structures on the flood channels. The three locations of these compounds are:

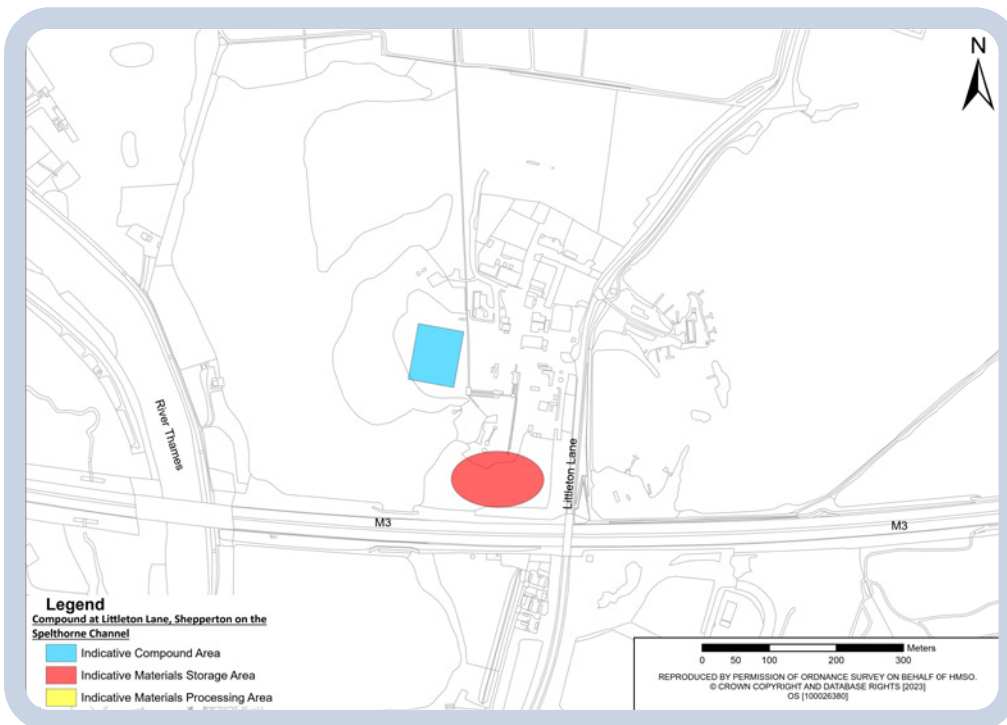
- A320 Chertsey Lane, at the intake to the Runnymede Channel



- A320 Staines Road, downstream of the Thorpe Park Lakes (Runnymede Channel)



- Littleton Lane, Shepperton on the Spelthorne Channel



A further permanent operational and maintenance compound will be required, and our current thinking is that this is likely to be within Royal Hythe. This compound will contain office and equipment storage space for those operating the River Thames Scheme.

## 9.8 Transport for materials and workers

When we start construction, there will be traffic from our vehicles and workers, which might put extra pressure on local highways. To manage this, we will plan specific routes for our construction traffic to follow. Where possible, we will avoid the local highway network by creating temporary haul roads through our working areas. These routes would be designed to have the least impact on local highways and will have dedicated access directly to main roads (A roads) where suitable. This way, we'll try to keep the disruption to a minimum during the construction work. Please refer to Appendix 17.2 of the PEIR for further detail.

We will also need to use heavy and large machinery for the earthworks and piling during construction. This equipment will need a dedicated haul road along the flood channel route and large compounds to store it when not in use. By using haul roads, we can manage some of the construction materials movement without affecting public roads nearby. After construction, some haul roads may serve as access tracks for maintenance. We are also considering specific routes for Heavy Goods Vehicles (HGVs) to transport excavated material and waste to help minimise disruption.

At certain work sites, we may use river transport (barges) to move construction materials, which will mean fewer trucks on the nearby roads. This will help reduce air pollution and noise. To reduce traffic around the construction area, we will provide off-site car parking for construction staff. We're currently investigating off-site car park options needed for up to 400 vehicles. These car parks will also have facilities for workers' wellbeing, as well as parking and turning spaces for buses. Buses will transport workers from the offsite parking sites to the construction sites to reduce traffic on the local road networks and on the construction sites themselves.

## 9.9 Social value commitments

We are committed to providing opportunities and investment to the local communities living and working in the area of the scheme during the construction of the RTS.

This includes:

- investing in skills by offering work opportunities, training and apprenticeships to build a more skilled and productive workforce for local community benefit
- working with voluntary and charitable organisations within the local community
- using, where practicable, the local supply chain and local businesses within Surrey and close to the River Thames Scheme

# 10. Environmental effects

We are focussed on maximising the environmental benefits of the River Thames Scheme (RTS) and minimising the negative effects. With a robust and compliant assessment framework and strategic mitigation measures, the RTS is set to be a catalyst for ecological advancement.

The RTS is seeking to promote environmental improvements. It will deliver enhanced flood protection, create recreational spaces and rejuvenate thriving new habitats, all in harmony with Local Nature Recovery Strategies. At this stage in the development of the RTS, the latest thinking on our environmental management approach and the preliminary assessment of effects is set out in the Preliminary Environmental Information Report (PEIR), which reports on the work we have undertaken so far on our Environmental Impact Assessment (EIA).

The EIA is a process of assessing environmental effects and developing measures to minimise negative effects. It supports the Development Consent Order (DCO) and is the foundation of the development of our designs and environmental management approach. A DCO offers an efficient process to secure the necessary approvals, permits, and authorisations while ensuring compliance with relevant laws and regulations and the delivery of appropriate environmental management and mitigation measures. The PEIR serves as a key document during the DCO consultation process, providing initial insights into likely environmental effects which aids stakeholder understanding and participation in the consultation process.

As the design develops, we will complete more detailed assessments to evaluate the environmental effects of our proposals and refine our measures to address these. These findings will be included in an Environmental Statement (ES) along with our DCO application. These assessment processes are designed to help us actively reduce and mitigate the effects on the environment and address the concerns of affected communities and stakeholders.

This chapter presents a summary of our preliminary environmental assessments of the effects of the RTS. For more detail, see our PEIR. An interactive digital summary of the PEIR is also available, which can be found at the River Thames Scheme website ([www.riverthamesscheme.org.uk](http://www.riverthamesscheme.org.uk))



River Thames, Chertsey



## 10.1 How the PEIR shapes the River Thames Scheme

The Preliminary Environmental Information Report (PEIR) presents our preliminary assessment of the scheme's likely significant effects. These assessments are framed as a reasonable 'worst-case' scenario, which is a precautionary measure taken when design, construction, or baseline information is incomplete, such as when additional surveys or design work is needed.

The PEIR plays a crucial role in shaping the River Thames Scheme in several ways:

### 1. Scheme understanding

The PEIR offers a foundational understanding of the scheme's environmental implications, helping the project team and stakeholders better understand the impact of their decisions and choices.

### 2. Stakeholder engagement

The PEIR allows stakeholders, the community, and specific interest groups to understand the scheme's potential environmental effects at an early stage and provide feedback that can influence the way we reduce these effects through future design decisions.

### 3. Environmental planning

The PEIR helps project planners identify and address potential environmental challenges and concerns early in the development process. This proactive approach enables us to include measures to minimise negative effects, including the decisions we make about design and construction practices.

### 4. Regulatory compliance

The PEIR provides initial consideration of compliance with the Infrastructure Planning (EIA) Regulations 2017 and associated legislation including the Water Environment Regulations and the Conservation of Habitats and Species Regulations.'

### 5. Risk assessment

By outlining a reasonable 'worst-case' scenario, the PEIR identifies potential risks and uncertainties related to the scheme at this stage in design development. This information guides risk management strategies and helps ensure that the scheme is progressed in a way that protects the environment now and in the future.



## 6. Refinement of design

As the scheme advances, the PEIR serves as a foundation for the development of the ES and the refinement of design. The PEIR and the wider EIA process supports the management and mitigation of adverse environmental effects through ongoing engagement, continued technical surveys, and detailed assessments. These allow for continued refinement to address environmental concerns and maximise benefits.

The PEIR is based on a snapshot in time, at a point earlier in the development of the scheme design. The PEIR assessed the maximum extent of the design options at that time, using what is called a parameter approach. Since that time, the RTS has further developed to the point of the design that is presented at this statutory consultation.

This approach has allowed the EIA process to play the role set out above. The statutory consultation design has been shaped by the on-going development of the assessments that have informed the PEIR, seeking to mitigate effects and maximise benefits as much as possible. The design of the proposed active travel route, the approach to materials management and the choice of locations of our new green open spaces and priority areas for habitat creation, enhancement or mitigation have all developed in this way. This on-going iteration of the design will continue as the EIA process progresses; these two processes are closely connected and do not exist in isolation.

Appendix 2.1 of the PEIR explains that the changes in parameters between those used for the PEIR and those in the design for Statutory Consultation do not result in any notable change to the scale or nature of any of the potential likely significant effects reported within the PEIR. We therefore anticipate that the effects identified in the PEIR continue to represent worst-case scenario.

In this context, and at this stage in scheme development, the PEIR and the statutory consultation design result in identifiable positive and negative effects that will continue to be explored and sought to be maximised, and minimised, respectively, as the scheme develops.

## 10.2 Environmental benefits of the River Thames Scheme

Once built and operational, the River Thames Scheme will provide significant environmental benefits, such as:

### 1. Reduced flooding risk

The scheme will significantly lower the risk of flooding for homes and businesses. This reduction in flooding will not only reduce the environmental effects of flooding and the carbon emissions that would have resulted from recovery efforts, but will also contribute to improved health, wellbeing, and long-term economic stability. The Map Books for statutory consultation and the Flood Modelling Report Non-Technical Summary provide more detail about how the scheme will reduce flooding risk.

### 2. Biodiversity enhancement

The scheme is committed to supporting nature and wildlife by enhancing existing habitats and creating valuable new ones across the scheme. This includes a key focus on delivering the emerging Local Nature Recovery Strategies and other local priorities, as well as achieving a net increase in biodiversity, known as Biodiversity Net Gain (BNG).

### 3. Health benefits

Landscape, green infrastructure and active travel design will enhance community wellbeing, improve access to open spaces and recreational facilities, and promote an improved active travel network. This will offer health benefits and enhance public connections.

### 4. Enhanced landscape

The scheme will be designed to be sympathetic to and enhance the existing landscape. Once the scheme is completed and the vegetation has grown, it will transform the overall character of the area. This will be noticeable to residents and visitors, especially within and around the new green open spaces and active travel route.

### 5. Traffic and transportation

Our scheme includes a new active travel route with new crossings over the River Thames, which will enhance the overall transportation network, encouraging more people to walk or cycle and reduce road congestion. We will provide new car parking for the new green open spaces, and conduct transport assessments, traffic surveys, and pattern analysis to identify and manage any further effects.

The overall package of habitat improvements will aim to deliver more than 10% BNG, as calculated by the DEFRA metric and in line with Local Nature Recovery Strategies. RTS habitat improvements will include the creation of high-quality priority habitat for wildlife, such as wetland, wet woodland and species-rich grassland. We will enhance ecological corridors and plant new broadleaved woodland for the capturing and storage of carbon dioxide (CO<sub>2</sub>) from the earth's atmosphere (known as carbon sequestration). The planting will also deliver a range of natural capital benefits for local communities, such as better air quality, noise buffering and water quality improvements .

Improvements to existing nature sites and habitats will also be made and effects to them minimised. The goal is to improve the stability and balance among the various species living together within a community or ecosystem. This involves considering both the existing significance and potential future changes to the natural balance.

Mitigation measures may include habitat improvements, using sensitive lighting, planting of native trees and plants, and building corridors for animals to move between different habitats.





## River Thames, from Richmond Hill



## 10.3 Potential negative effects and mitigation approach

A scheme of this size will inevitably have some potential negative effects, mostly during the construction phase but also when in operation, as set out in the PEIR. We are proactively addressing these issues by developing and implementing mitigation measures to effectively manage and minimise these negative effects, ensuring they remain within acceptable levels. Construction activities will be temporary and are expected to last for approximately six years. Activities will be phased to reduce their impact in any single location.

Some of the potential effects include:

### 1. Changes in the water environment

**What it means:** To reduce flood risk, the scheme diverts water from the River Thames through a series of lakes before returning it downstream. However, there are concerns about potential water mixing between the River Thames and the lakes during construction and operation, which could harm the lakes' processes including water quality and the biodiversity it supports. It may also promote the spread of invasive non-native species and fish pathogens. Construction activities may potentially introduce pollution that might worsen water quality and affect the local environment. Additionally, the diversion of water from the River Thames may result in an ongoing reduction of water available for biodiversity and water abstraction, impacting public water supply beyond the construction phase.

**Our approach:** We have been undertaking detailed monitoring of water quality, water flow and other environmental aspects of the rivers and lakes for several years. This data feeds into sophisticated computer modelling, which we use to predict how the scheme may result in changes to water quality and flow in the River Thames, lakes and tributaries under a range of scenarios. Groundwater contamination risks will be assessed through research and on-site investigations to protect people during construction and operation, preventing contamination spread and minimising disruptions to soil and geology.

Understanding these potential effects is vital in developing a design which minimises adverse effects, and for creating an effective plan to seek to avoid and to monitor and manage any potential consequences in the future. The commitment to managing and mitigating the effects will continue beyond the construction phase through the lifetime of the scheme.

## 2. Management of material

**What it means:** The route of the new channel will be excavated across a range of ground conditions, including some historic or current landfill sites. We will also need to use material to build the scheme. This could also pose a risk to human health.

We will be removing some material from site if it is not needed by the scheme or is not suitable for re-use. This will result in traffic effects from HGVs in the local area. If we have to dispose of waste material, this will place additional pressure on the limited capacity of waste disposal sites for both non-hazardous and hazardous waste.

**Our approach:** During the construction phase, we will secure all relevant permits relating to the removal, treatment and re-use of waste and other material. The permits will ensure any potential risks to the environment and human health are mitigated. Measures to manage traffic impacts will be agreed with local authorities through a Construction Traffic Management Plan.

## 3. Traffic, noise, and air quality

**What it means:** During construction the traffic to and from the site, along with on-site construction activities, will generate noise, worsen air quality, and disrupt the flow of traffic on local roads. During operation, providing public access to new green open spaces could result in more local traffic, causing delays.

**Our approach:** Our approach to materials management will minimise construction-related traffic. We will thoroughly assess potential disruption to nearby residential and non-residential areas during both the construction and operational phases. During construction, we will carefully plan how construction traffic enters and leaves the area and use on-site haul roads to keep as much as possible away from public highways. We will agree working hours and noise limits with the local authorities and use standard practice techniques and targeted measures where needed to reduce noise and vibration. A thorough Air Quality Management Plan will be established to evaluate and mitigate the effect on air quality in the surrounding area. Measures such as using water sprays to suppress construction dust and covering fine materials during their delivery and storage will be implemented. We will develop an Operational Travel Plan to manage travel to the new green open spaces and encourage the use of sustainable travel methods.

#### 4. Health and wellbeing

**What it means:** We are sensitive to the fact that the construction and operational phases of the scheme could affect peoples' health and wellbeing due to disruption from factors such as noise and air pollution.

**Our approach:** For the construction phase, we will conduct a comprehensive assessment of health effects, taking emissions, odours, noise, and access changes into careful consideration and in developing appropriate mitigation measures.

We will respect our local communities by adhering to the Considerate Constructors scheme which requires us to effectively manage our impact on our neighbours and the public by:

- being courteous and respectful in and around construction activity
- preventing unnecessary disturbance, and reducing nuisance for the community from our activities
- proactively maintaining effective engagement with our community to deliver meaningful positive impacts.



- prioritising environmental issues to protect the natural environment and minimising negative effects
- optimising the use of resources, including minimising carbon throughout the value chain
- engaging with the community to improve the local environment in a meaningful way
- proactively supporting safe working, mental and physical wellbeing at work
- providing workplaces that are well maintained, clean and secure from physical and biological hazards

## 5. Habitat and biodiversity

**What it means:** We will need to clear significant areas of land and vegetation for the construction of the flood channel, new green spaces, and other structures, resulting in the loss of the existing habitat and effect on wildlife.

The PEIR identifies potential negative operational effects including:

- potential spread of Invasive Non-Native Species (INNS) and pathogens reducing habitat quality
- potential loss, damage, pollution and fragmentation of habitats
- potential changes to land drainage, surface water quality, flows, and sediment
- potential disturbance (from noise, vibration, lighting and changes in air quality) and displacement of species and their resting, feeding, commuting and breeding sites; and direct injury or death
- potential increased public disturbance to habitats and species
- potential habitat damage and disturbance from channel maintenance
- potential changes in existing flood depths and frequency from the operation of the flood channel, affecting habitat quality
- potential operation lighting and migration barriers caused by flow control structures affecting species distribution

**Our approach:** We will prioritise environmental issues to protect the natural environment and minimise negative effects to wildlife during construction, such as avoiding sensitive habitats where possible, using sensitive construction techniques, adapting to different seasons, and replanting areas once construction is complete. To reduce operational



effects we will design the scheme to locate elements of the scheme away from sensitive receptors and create or enhance habitats for wildlife. The design will lead to an overall net gain for biodiversity. An Invasive Non-Native Species (INNS) management plan will set out our measures to mitigate this effect and could include on-site INNS control and treatment informed by ongoing monitoring in collaboration with Natural England, County Ecologists and specialists..

## 6. Effect on archaeology

**What it means:** Disturbance to archaeological remains are expected during the construction phase in areas where the land has not been previously disturbed.

**Our approach:** We have conducted detailed surveys to gain a better understanding of the archaeological assets in the area and will assess these effects to determine their significance and the vulnerability of these assets to change. Potential mitigation measures may involve the use of sensitive construction methods to protect archaeological sites, avoidance of particularly sensitive areas and ensuring proper recording of remains. Targeted measures will be included within a Historic Environment Management Plan that will be agreed with archaeology stakeholders.

## 7. Flood risk

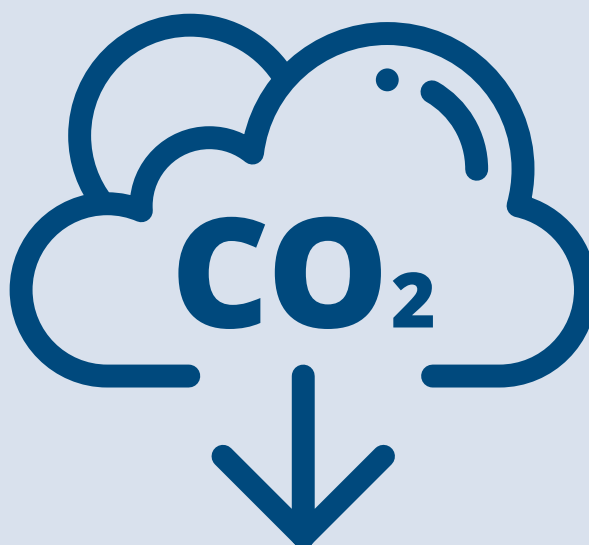
**What it means:** All flood alleviation schemes have the challenge that they must be designed to be either wholly or partly constructed in the floodplain. An important challenge is to design the construction phases to avoid and to mitigate any potential temporary increase in the risk of flooding; including from surface water and groundwater.



**Our approach:** We will undertake a flood risk assessment to ensure the risk of flooding is mitigated during construction. Measures will be defined in a Construction Surface Water management plan and Construction Flood Protocol and may include careful sequencing and siting of construction activities and the use of Sustainable Drainage Systems (SuDS). We are also considering an Emergency Response Plan to ensure construction safety in flood-prone areas. This plan will include flood warnings, evacuation procedures, and safe refuge requirements. These measures will protect homes, businesses, and critical infrastructure while also protecting the environment. We are committed to engaging with stakeholders, especially those living or working in vulnerable areas, to gather local insights and ensure that any changes in flood risk are well understood and effectively addressed.

## 8. Climate resilience and carbon emissions

**What it means:** The construction of the scheme, especially the use of materials such as concrete and steel, and the operation of construction traffic, will result in increased carbon emissions to the atmosphere. During its use, the scheme will also result in traffic-related carbon emissions. However, the scheme will prevent significant future carbon emissions that would result from efforts to manage and recover from widespread flooding. It is also important to consider how climate change effects, such as increased rainfall, could impact the scheme during construction and operation to ensure its resilience against future changes.



**Our approach:** We will adopt the Code of Considerate Practice which requires us to optimise the use of resources, including minimising carbon throughout the value chain. We will implement a comprehensive carbon management plan, closely monitoring our carbon footprint related to the scheme design, construction and operation. Through this process, we will incorporate energy-efficient design principles, employ sustainable construction methods, and maintain vigilant oversight of emissions to minimise the scheme's effects on the climate. Additionally, our efforts will focus on enhancing carbon sequestration, particularly through the strategic planting of new woodlands and the restoration of natural habitats, contributing to the reduction of atmospheric CO<sub>2</sub> levels. A Climate Adaptation Plan will be produced to ensure resilience and adaptability to a changing climate, including measures such as planting of native, drought-resistant species and sustainable water management.

## 9. Landscape and visual effects

**What it means:** The construction site, and the initial period during operation as new planting becomes established, will have a visual effect in the area.

**Our approach:** We are continuing to undergo our Landscape and Visual Impact Assessment to evaluate how the changes may affect landscape character and visual amenity, and how to avoid, reduce or mitigate potential effects. To minimise negative visual effects during construction, we will implement measures such as screening the works from public and residential areas, selective advance boundary planting, placing stockpiles away from sensitive areas, developing a Lighting Strategy to control spill, protecting vegetation that is being retained, and undertaking new scheme planting at the earliest opportunity. The integrated landscape design will ensure that, once established, the scheme elements will fit into and enhance the current landscape.

## 10. Socio-economic effects

**What it means:** The construction of the scheme is expected to create jobs, but it may also result in temporary disruptions due to construction activities, which could affect businesses and the local community. Other possible effects during construction involve limited access to land and water-based recreational facilities, such as walking, cycling, equestrian use, angling, boating or open water swimming, resulting in reduced visibility of resources, severance of communities and/or reduced access to public amenities.

**Our approach:** We will continue our assessment of socio-economic effects, including disruptions and community changes, and collaborate with communities to address these effects, especially those during the operational phase. We're implementing mitigations like water quality management, flood risk reduction, landscape integration, stakeholder engagement, and construction management plans. These measures aim to minimise impacts on local communities, enhance recreational infrastructure, and ensure environmentally sensitive scheme execution.

## 11. Effect on soils and land

**What it means:** Potential permanent negative effect from loss of arable and pastureland (including a small area of high quality agricultural land) to create scheme features. Reduced flood risk on contaminated land will have a potential permanent positive effect by reducing the risk of contaminants spreading into uncontaminated land and aquifers.

**Our approach:** We will assess effects by conducting thorough surveys of soil, geology, and land use using digital mapping and other regulatory data sources to understand historical land uses, landfill locations and content. Ground investigations will identify soil contamination and assess risks of gases from nearby landfills. We will use predictive modelling to help us understand how materials behave, compress, and how contaminants and odours might spread. The scheme will also seek to minimise the impacts to agricultural land as far as possible.

## Conclusion

Our commitment to addressing environmental concerns is a top priority. We will carefully plan, monitor, and take measures to mitigate any negative effects, and work to ensure that the scheme benefits both the community and the environment. This commitment is central to the EIA process, which guides the development of the River Thames Scheme in a sustainable and environmentally responsible manner, with the PEIR being a key step in that process.

The preliminary environmental assessments in the PEIR, using a cautious "worst-case" scenario, will be updated as we refine the design and conduct further environmental work. These updates, reflecting reduced environmental impacts and mitigation measures, will be included in our Environmental Statement. The ongoing development of the scheme design, detailed in the ES and DCO application, is expected to lessen significant negative effects.

Additionally, **Environmental Effects of the RTS: Next Steps** provides our strategy for enhancing the scheme design, implementing mitigation measures, and managing the EIA process to address the adverse effects identified at this stage.



# 11. Working with land interests

We are already engaging with landowners and occupiers affected by the scheme, and we will continue to work with them to reduce the impacts by understanding their specific concerns. We appreciate the ongoing cooperation and support in developing our proposals. Whilst the scheme brings benefits to the local communities, many land interests within the scheme boundary will have different needs and will be concerned about how the scheme may affect them.

Throughout every stage of the development of the scheme, we continue to work with landowners to arrange access for any ongoing surveys, discuss the developing design in relation to their property, share information, and gather feedback. This is an ongoing process, and the results continue to feed into and assist us in developing our design.

For different areas of land, the scheme may require different powers such as, but not limited to buying land outright (freehold acquisition), acquiring rights over land and/or temporarily using land during the construction period only. We are committed to obtaining all interests in land by private agreement wherever possible. However, in the event that negotiations with land interests are unsuccessful, we will seek compulsory powers in the application for a Development Consent Order to be able to deliver the scheme. The application will set out which powers will be sought over which areas of land.

Statutory compensation would be payable where we need to acquire interests in land.

As part of the consultation, we have written to everyone that we have identified as having an interest in land to let them know about the consultation and invite them to share their views.

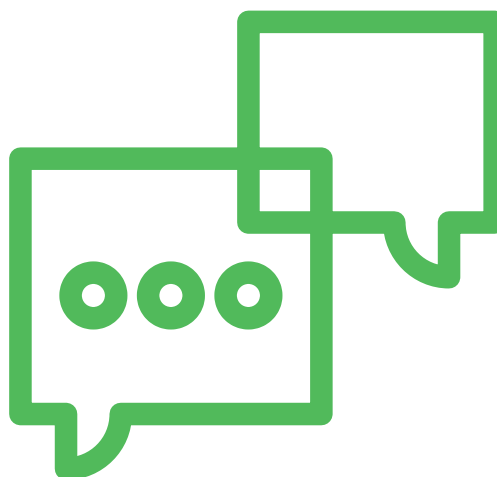
We will consider the feedback and continue to work with landowners following this consultation, refining our proposals in the light of feedback received before submitting our application to the Planning Inspectorate.

It should also be noted that once built, the flood channel (including the lakes that form a part of it) will be considered to be a 'flood defence structure' in legal terms and we intend that it shall also be considered to be a 'main river'.

There are a number of consequences to this for those who currently own land adjacent to, or taken up by, the proposed flood channel (including existing lakes) of which you should be aware. These can be summarised as follows:

- To ensure that the scheme's role as a flood defence and important marine environment as a main river is protected, environmental permits will be required for activities that may not have previously required any consents. This includes, but is not limited to, erecting any structure in, over or under the flood channel, dredging, or any activities which could alter the flow of water within the scheme flood channel. Further information on this can be found at <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>
- Such landowners will take on the responsibility of being 'riparian landowners', meaning that they must take steps to ensure that water can flow naturally (including proactively maintaining banks and beds of the watercourse), prevent pollution to the water, and protect wildlife in and utilising the flood channel. Further information on this can be found at <https://www.gov.uk/guidance/owning-a-watercourse>
- The Environment Agency has a general power, pursuant to the Water Resources Act to come on to land to inspect, survey and carry out works (including additional works to what is existing) to main rivers and flood defence structures, to ensure that they can continue to be utilised as such. Whilst the Agency would always seek to do this by agreement, that Act does allow it to do so compulsorily (i.e. without needing consent)

We recognise that means that there are long term implications to land ownership arising from these consequences, so if you have any concerns about these matters, please contact us on the contact details in **Chapter 12: We want your feedback!**



# 12. We want your feedback!

Your feedback is important to us and will be used to refine and shape the scheme we submit in our application for development consent later this year.

This consultation is running from 22nd January until 4th March.

All responses should be received by 23:59 on 4th March to ensure they are taken into account in the development of the scheme.

## 12.1 How to provide your feedback

You can share your thoughts by completing our feedback form. There are three ways you can do this:

### **Online**

The easiest way to do this is to complete it online: [www.riverthamesscheme.org.uk](http://www.riverthamesscheme.org.uk). You can save your response whilst you are completing it and return at your convenience.

### **By post**

You can complete a paper copy of the feedback form and send it back to us using our Freepost address – all you need is an envelope. You can pick up a paper copy of the feedback form at our events or by contacting us to request a copy by post or email.

### **You can also send us a letter by post with your comments.**

FREEPOST RTUK – RBLY – XUPT, RIVER THAMES SCHEME, 5 First Street, Manchester, M15 4GU

### **By email**

If you cannot complete the feedback form, you can email us to receive the digital feedback form at: [enquiries@riverthamesscheme.org.uk](mailto:enquiries@riverthamesscheme.org.uk). If you are sending your feedback in an email, please state clearly that your email is your River Thames Scheme consultation feedback to ensure that it is able to be taken into account.



## 12.2 How to find out more

One paper copy of the consultation brochure and feedback form will be sent free of charge to any UK address on request during the consultation. Other supporting documents including the PEIR, Non-Technical Summaries and supporting maps may incur a charge to cover the cost of printing and postage (maximum of £500). We will also consider requests for alternative formats of the brochure and feedback form, such as translations and large print, on a case-by-case basis (in discussion with the requester) to take into account individual circumstances and will be free of charge.

### Website

To find out more about our scheme and access to the full suite of documents associated with this consultation, please visit [www.riverthamesscheme.org.uk](http://www.riverthamesscheme.org.uk)

- X (formerly known as Twitter): @ThamesScheme
- Facebook: @RiverThamesScheme
- Instagram @RiverThamesScheme.uk
- YouTube @RiverThamesScheme
- LinkedIn @RiverThamesScheme
- NextDoor @RiverThamesScheme

If you have any questions about the scheme or our consultation process (including requests for documents), please contact us by:

- Telephone: Surrey County Council Contact Centre - 03456 009 009
- Email: [enquiries@riverthamesscheme.org.uk](mailto:enquiries@riverthamesscheme.org.uk)
- Text (SMS): 07860 053 465 (for the deaf or hard of hearing community)
- Textphone: (via Relay UK): 18001 03456 009 009



## 12.3 Consultation events

We will be running face-to-face and virtual events throughout the consultation period. These events are your opportunity to learn more about the proposals, access the consultation documents and speak to our project team and ask any questions you may have.

These are face-to-face events, held in locations around the proposed scheme area. These events will present the scheme and allow you to discuss the scheme with our project team.

This brochure and the feedback form will be available to take away from the events.

Location	Date	Time
<b>Egham</b> , The Easter Centre, Manor Farm Lane, Egham, Surrey TW20 9HR	Tue 30th Jan 2024	13:00 - 19:00
<b>Chertsey</b> , Chertsey Hall, Heriot Rd, Chertsey KT16 9DR	Fri 2nd Feb 2024	13:00 - 19:00
<b>Shepperton</b> , Shepperton Village Hall, 58A High St, Shepperton TW17 9AU	Sat 3rd Feb 2024	10:00 - 16:00
<b>Molesey</b> , Vine Hall, Vine Rd, Molesey, East Molesey KT8 9LF	Sun 4th Feb 2024	10:00 - 16:00
<b>Walton on Thames</b> , Cecil Hepworth Playhouse, Hurst Grove, Walton-on-Thames KT12 1AU	Mon 5th Feb 2024	13:00 - 19:00
<b>Teddington</b> , St Mary with Saint Alban, Ferry Rd, Teddington TW11 9NN	Tues 13th Feb 2024	13:00 - 19:00
<b>Kingston upon Thames</b> , Everyday Conferencing, 46 Union St, Kingston upon Thames KT1 1RP	Thurs 15th Feb 2024	13:00 - 19:00
<b>Shepperton</b> , Shepperton Village Hall, 58A High St, Shepperton TW17 9AU	Sat 17th Feb 2024	10:00 - 16:00
<b>Sunbury on Thames</b> , Hazelwood Centre, Hazelwood Drive, Sunbury-on-Thames TW16 6QU	Mon 19th Feb 2024	13:00 - 19:00
<b>Staines</b> , Hythe Centre, 36 Thorpe Rd, Staines-upon-Thames, Egham TW18 3HD	Tues 20th Feb 2024	13:00 - 19:00
<b>Thorpe</b> , Thorpe Village Hall, Coldharbour Ln, Thorpe, Egham TW20 8TE	Fri 23rd Feb 2024	13:00 - 19:00

## Virtual events

These virtual events will present the scheme and allow you to ask questions about the scheme.

Date	Time
<b>Monday 29th January 2024</b>	19:00 - 20:30
<b>Thursday 1st February 2024</b>	19:00 - 20:30
<b>Monday 12th February* 2024</b>	19:00 - 20:30
<b>Sunday 18th February 2024</b>	10:00 - 11:30
<b>Thursday 22nd February 2024</b>	19:00 - 20:30

\*This event has content specifically tailored for the island Communities

## Document information points

In addition to the information available on our website and at our events, copies of the consultation brochure and technical documents such as our Preliminary Environmental Impact Report are available to view at the following venues in the community:

Location	Address	Opening Hours
Addlestone Library	Runnymede Civic Centre, Station Road, Addlestone KT15 2AF	Tuesday-Saturday: 9:30am-5pm Sunday and Monday: Closed
Avenue Halls	St Lukes, The Avenue, Kew TW9 2AJ	Monday-Friday: 10am-3pm Weekends: Closed
Chertsey Library	Guildford Street, Chertsey KT16 9BE	Monday: 2pm-5pm Tuesday: 10am-1pm / 2pm-5pm Wednesday: Closed Thursday: 10am-1pm / 2pm-5pm Friday: 10am-1pm / 2pm-5pm Saturday: 10am-4pm Sunday: Closed
Egham Library	High Street, Egham TW20 9EA	Tuesday-Saturday: 9:30am-5pm Sunday and Monday: Closed

Location	Address	Opening Hours
Elmbridge Borough Council Civic Centre	1 High Street, Esher KT10 9ST	Monday-Friday: 9am-5pm Weekends: Closed
Kingston Library	Fairfield Road, Kingston upon Thames KT1 2PS	Monday: 10am-6pm Tuesday: 10am-6pm Wednesday: Closed Thursday: 10am-8pm Friday: 10am-6pm Saturday: 10am-5pm Sunday: Closed
Richard Mayo Centre	Eden Street, Kingston upon Thames KT1 1HZ	Monday-Saturday: 9am-5pm Sunday: Closed
Richmond Library	Little Green, Richmond TW9 1QL	Monday: 9:30am-7pm Tuesday: 9:30am-6pm Wednesday: 10am-7pm Thursday: 9:30am-6pm Friday: 9:30am-6pm Saturday: 9:30am-6pm Sunday: 1pm-5pm
Shepperton Library	High Street, Shepperton TW17 9AU	Monday: 2pm-5pm Tuesday: 10am-1pm / 2pm-5pm Wednesday: Closed Thursday: 10am-1pm / 2pm-5pm Friday: 10am-1pm / 2pm-5pm Saturday: 9:30am-4pm Sunday: Closed
Spelthorne Leisure Centre	Knowle Green, Staines TW18 1AJ	Monday-Friday: 6am-10pm Saturday: 7am-6pm Sunday: 7am-10pm
Staines Library	Friends Walk Staines TW18 4PG	Monday: 9:30am -5:30pm Tuesday: 9:30am-7pm Wednesday: 9:30am-5:30pm Thursday: 9:30am-5:30pm Friday: 9:30am-5:30pm Saturday: 9:30am-5pm Sunday: Closed

<b>Location</b>	<b>Address</b>	<b>Opening Hours</b>
Stanwell Library	5 Vibia Close, Stanwell, Staines TW19 7HR	Monday: 2pm-5pm Tuesday: 10am-1pm / 2pm-5pm Wednesday: Closed Thursday: 10am-1pm / 2pm-5pm Friday: 10am-1pm / 2pm-5pm Saturday: 10am-4pm Sunday: Closed
Sunbury Library	41-43 The Parade, Sunbury-on-Thames TW16 7AB	Tuesday-Saturday: 9:30am-5pm Sunday and Monday: Closed
Surbiton library	Ewell Road, Surbiton KT6 6AG	Monday: 10am-6pm Tuesday: 10am-6pm Wednesday: Closed Thursday: 10am-6pm Friday :10am-8pm Saturday: 10am-5pm Sunday: Closed
The Greeno Centre	14 Meadow View, Glebeland Gardens, Shepperton TW17 9DH	Monday-Friday: 9am-4pm Weekends: Closed
Tudor Drive Library	192 Tudor Dr, Kingston upon Thames KT2 5QH	Monday: 10am-6pm Tuesday:10am-6pm Wednesday: Closed Thursday: 10am-6pm Friday: 10am-6pm Saturday: 10am-1pm / 2pm-5pm every other Saturday: (4/11 open) Sunday: Closed
Virginia Water Library	6 Station Parade, Virginia Water GU25 4AB	Monday: Closed Tuesday: 10am-12:30pm Wednesday: 5pm-7pm Thursday: 10am-12:30pm Friday: 10am-4:30pm Saturday: 10am-1pm Sunday: Closed

Location	Address	Opening Hours
Walton Community Centre	Manor Road, Walton-on-Thames KT12 2PB	Monday - Friday: 9am-4:30pm Weekends: Closed
Walton Library	The Heart Centre 54 Hepworth Way, Walton-on-Thames KT12 1GH	Monday: 9:30am-5:30pm Tuesday: 9:30am-7pm Wednesday: 9:30am-5:30pm Thursday: 9:30am-5:30pm Friday: 9:30am-5:30pm Saturday: 9:30am-5pm Sunday: 11am-5pm
Weybridge Library	Church Street, Weybridge KT13 8DE	Tuesday - Saturday: 9:30am-5pm Sunday and Monday: Closed
Staines Community Centre	Thames Street, Spelthorne TW18 4EA	Monday - Friday: 9am-4pm Weekends: Closed
Molesey Boat Club	Barge Walk, Molesey, East Molesey KT8 9AJ	Every day: 8:30am-4pm
Easter Centre – St Johns	Manor Farm Lane, Egham TW20 9HR	Monday - Friday: 9:30am-5pm Weekends: Closed
Molesey Library	Walton, Road, Molesey, KT8 2HZ	Tuesday - Saturday: 9:30am-5pm Sunday and Monday: Closed
Henrietta Parker Centre (Molesey Adult Learning Centre)	Ray Road, West Moseley, KT8 2LG	Monday - Friday: 9am-3pm Weekends: Closed
Teddington Library	Waldegrave Road, Teddington, TW11 8NY	Monday: 9:30am-7pm Tuesday: 9:30am-6pm Wednesday :10am-7pm Thursday: 9:30am-6pm Friday: 9:30am-6pm Saturday: 9:30am-4pm Sunday: 1pm-5pm
Bedfont Library	Staines Rd, Middlesex TW14 8DB	Monday: 9:30am-8pm Tuesday: 9:30am-5:30pm Wednesday: Closed Thursday: 9:30am-5:30pm Friday: Closed Saturday: 9:30am-5:30pm Sunday: Closed

# 13. Next steps

Once the consultation has closed, we will review the feedback received during the consultation. This feedback will be used to produce a consultation report which will summarise the findings. This report will also include information on how we have considered feedback and how this has informed any changes to our proposals or refinements of the scheme.

The report will be submitted as part of our DCO application to the Secretary of State for Environment, Food and Rural Affairs via the Planning Inspectorate ('PINS') and will be available to the public following submission of the application, which is expected to be in early 2025.

## FUTURE TIMELINE



Our application will only be accepted if we are able to demonstrate that we have met our statutory consultation duties (including demonstrating how we have had regard to consultation responses) and the application is considered to be in an acceptable form. Once our DCO application has been submitted and accepted, the process of examination and decision-making will then take approximately 18 months, made up of the steps discussed below.

Following acceptance of the DCO application, a pre-examination stage will begin, with the local community and stakeholders provided with at least 28 days' notice of how to register as an interested party on the Planning Inspectorate website and submit representations. Land interests will also be able to register to be involved in the examination.

An Examining Authority (a PINS planning inspector, or panel of inspectors appointed by the Secretary of State) will make an initial assessment of the issues raised in those representations and hold a preliminary meeting to help decide how best to examine the application. The Examining Authority will examine the DCO application, with input from interested parties and statutory consultees which will involve both written submissions and hearings. The Examining Authority must complete its examination within six months of the preliminary meeting and provide its recommendation report to the Secretary of State for Environment, Food and Rural Affairs within three months of the end of the examination period.

The Secretary of State for Environment, Food and Rural Affairs, will then make the final decision on whether the DCO should be granted within three months of receiving the recommendation report. We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work to begin in mid-2026.

To help us shape the final design in preparation of our DCO application, it is important you get involved now and submit your response to the consultation by 4 March 2024.





# 14. Glossary

Term	Definition
<b>Active travel</b>	Physically active methods of travel such as walking, running, or cycling.
<b>Active Travel Route</b>	A publicly accessible route used for recreation and commuting. In the context of RTS, the proposed active travel route will connect with the existing Public Right of Way (PRoW) network and public open spaces, along with the new green and blue open spaces.
<b>Air Quality Management Plan</b>	A comprehensive document describing the motivations for air quality management, qualitative and quantitative findings on the impacts of air pollution on the megacity, and most importantly, targeted actions and a path forward for mitigating sources of air pollution.
<b>Ancient Woodland</b>	Land continuously wooded since 1600 in England and Wales.
<b>Appropriate Assessment</b>	The second stage of the Habitats Regulations Assessment (HRA) process which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) by a competent authority (in the case of the RTS, this will be the Secretary of State) when the potential for likely significant effects on a European designated nature conservation site (e.g. Special Protection Area, Special Area of Conservation or Ramsar site) from a plan or project cannot be excluded in view of the site's conservation objectives (which is the first stage of the HRA process). If this is necessary, the application for the DCO will include a Statement to inform the Appropriate Assessment to be undertaken by the Secretary of State setting out the project's views on the matter.
<b>Aquifer</b>	An underground layer of rock with water storage capability.
<b>Arisings</b>	Surplus materials produced during the course of a civil engineering operation, for example the natural ground, man-made or waste materials removed to allow the construction of the flood channel.
<b>Associated Development</b>	In the Planning Act 2008, associated development is defined as 'Development associated with the development for which development consent is required'. In the context of RTS, associated development includes (but is not limited to) utility works, active travel provision, including changes to public rights of way, landscaping, and temporary construction sites.
<b>Augmented flow</b>	A small flow required in non-flood conditions to facilitate fish passage at flow and water control structures in the new flood channel.
<b>Authorised landfill</b>	Sites that are currently authorised by the Environment Agency under Environmental Permitting Regulations to receive waste from local authorities.
<b>Baseline</b>	A description of the present state, used as starting point for making comparisons, for example in relation to the assessment of environmental or economic impacts.
<b>Bed lowering</b>	A technique which excavates the riverbed in a localised area. Because it works to a greater depth than dredging, which only removes silt material from the riverbed, it is a longer term solution that requires less regular maintenance.

Term	Definition
<b>Best Practicable Means</b>	Part III of the Environmental Protection Act 1990 defines Best Practicable Means as: 'Practicable' means reasonably practicable in terms of local conditions/ circumstances, the current state of technical knowledge, and financial implications. 'Means' refers to the 'design, installation, maintenance and manner and periods of operation of plant and machinery, and the design, construction and maintenance of buildings and structures'.
<b>Biodiversity</b>	Biodiversity is the variety of all life on Earth. It includes all species of animals and plants – everything that is alive on our planet (Biodiversity 2020 Strategy).
<b>Biodiversity Net Gain (BNG)</b>	An approach to development and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. It delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. It can be achieved on-site, off-site or through a combination of on/off-site measures.
<b>Biological Hazard</b>	Risks to human health which can include but are not limited to bacteria, viruses, fungi, toxins, and others such as protozoa. Exposure can lead to sudden and long-term health issues, and sometimes life-threatening diseases.
<b>Carbon Management Plan</b>	Defines baseline carbon emissions, targets to reduce emissions and details of mitigation measures.
<b>Catchment</b>	A surface water catchment is the total area that drains into a river. A groundwater catchment is the total area that supplies the groundwater part of the river flow.
<b>CL:AIRE Definition of Waste – Code of Practice</b>	A voluntary code of practice which sets out a process for the sustainable re-use of excavated materials either on/within the site of origin i.e. where they were excavated or use on other sites. The framework must be supported by supplementary information and risk-based evidence prior to the process of generating the excavated materials.
<b>Climate Adaptation Plan</b>	A plan setting out a measure to mitigate against the effects of climate change.
<b>Climate change</b>	A change in the state of the global climate, which can be identified by changes in average climate characteristics (e.g. temperature, precipitation, and wind speed) that persist for extended periods - typically decades or longer.
<b>Climate change adaptation</b>	The extent to which the project can adapt to the effects from projected future climate change on the project.
<b>Climate change mitigation</b>	The extent to which the project can avoid and reduce emissions of heat-trapping greenhouse gases into the atmosphere.
<b>Code of Considerate Practice</b>	Organisations registered with the Considerate Constructors Scheme make a commitment to conform to the Code of Considerate Practice. Through consideration to community engagement, the environment and workforce wellbeing they strive to improve the impact of the construction industry and leave a positive legacy through the implementation of best practice.

Term	Definition
<b>Compensation</b>	Where mitigation is not possible or appropriate, compensation is the creation of new (or improvement of existing) features (or a monetary payment) of at least equivalent (often better) value than those lost when considering the impact of the scheme on particular aspects of the environment, economy or society.
<b>Conservation Area (CA)</b>	An area defined under the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of "special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".
<b>Construction</b>	Any activity involved with the provision of a new structure (or structures), its modification or refurbishment. A structure may include a residential dwelling, office building, embankment, road, etc.
<b>Construction Environmental Management Plan</b>	A working document that defines how a project will mitigate its potential impacts through construction on the environment and local community.
<b>Construction Surface Water Management Plan</b>	A plan to ensure that surface water quality and quantity is managed throughout the construction process to mitigate impacts off site.
<b>Construction Traffic Management Plan</b>	A document that outlines the steps that a project needs to follow to manage the flow of traffic around a construction site safely.
<b>Considerate Constructors Scheme</b>	An independently managed, not-for-profit organisation that works side-by-side with the construction industry and the public to raise standards and build trust in construction. Organisations that join the scheme must follow the Code of Considerate Practice.
<b>Cumulative effects</b>	The result of multiple activities whose individual direct impacts may be relatively minor but in combination with others, may result in significant environmental effects. Cumulative effects can either be inter-project or intra-project, see definition for these terms below.
<b>Decarbonisation</b>	The removal or reduction of carbon emissions output into the atmosphere.
<b>Department for Environment, Food and Rural Affairs (Defra)</b>	The Government department responsible for improving and protecting the environment in England. This includes flood management, biodiversity, and green infrastructure policy.
<b>Deposit for Recovery</b>	Managed under the Environmental Permitting Regulations, deposit for recovery is the use of waste on land that substitutes the use of non-wastes to perform the same function.
<b>Disposal</b>	Under Waste Framework Directive 2008/98/EC, any operation to remove waste which is not recovery even where the operation has a secondary consequence such as the reclamation or substances or energy.

Term	Definition
<b>Development Consent Order (DCO)</b>	The form of consent that is granted under the Planning Act 2008 for NSIPs and projects of national significance brought into the regime by a Section 35 Direction. Application for a DCO is made to the Planning Inspectorate (PINS) who will consider the application and make a recommendation to the Secretary of State (SoS), who will decide on whether development consent should be granted for the proposed scheme.
<b>Dewatering</b>	The removal of groundwater and/or surface water from a site.
<b>Direct effects</b>	Effects that arise from the impact of activities that form an integral part of the project (e.g. new infrastructure).
<b>Economic Appraisal</b>	A systematic process for examining alternative uses of resources, focusing on assessment of needs, objectives, options, costs, benefits, risks, funding, affordability, and other factors relevant to decisions.
<b>Effects from construction</b>	Both positive and negative consequences for receptors from the construction of the project.
<b>Embankment</b>	A wall or bank of earth or stone built to prevent a river flooding an area.
<b>Emergency Response Plan</b>	A document that lays out the series of steps taken during a critical event to ensure employees' safety and minimize the impact on emergency operations.
<b>Enabling Works</b>	Preparations to make a site ready for construction or redevelopment.
<b>Environmental Impact Assessment (EIA)</b>	An assessment process applied to development proposals that are likely to have significant effects on the environment. EIA provides a mechanism by which the interaction of environmental effects resulting from development can be predicted, allowing them to be avoided or reduced through the development of mitigation measures.
<b>Environmental Improvement Plan (EIP)</b>	Published in 2023, this is the first revision of the Government's 25 Year Environment Plan which sets out how the Government will work with landowners, communities and businesses to deliver each goal for improving the environment, matched with interim targets to measure progress.
<b>Environmental Statement (ES)</b>	The document produced to describe the environmental impact assessment process and results where statutory EIA is required.
<b>Equestrian</b>	Relating to horse riding.
<b>Examination</b>	A six-month process where the Examining Authority examine a DCO application. The Examining Authority will assess feedback from the public and stakeholders through written representations and the hearings.
<b>Examining Authority</b>	The Inspector or the Panel of Inspectors appointed to conduct the Examination of the DCO application.
<b>Fish Passage</b>	A structure on or around artificial and natural barriers to facilitate fish movements up and downstream.
<b>Flood Channel</b>	A section of engineered channel designed to alleviate flood waters within the River Thames.

<b>Term</b>	<b>Definition</b>
<b>Flow Control Structures</b>	Devices that will alter the flow of water in the Flood Channel.
<b>Green and Blue Infrastructure</b>	Green infrastructure includes connected networks of green space, such as parks, open space, and woodlands. Blue infrastructure includes ponds, lakes, rivers, and streams.
<b>Groundwater</b>	Water contained in the void spaces in pervious rocks and within soil.
<b>Ground Investigation</b>	A means of determining the condition of the ground.
<b>Habitat</b>	A place where an organism lives; a type of environment inhabited by a particular species and/or communities; often characterised by dominant plant forms, physical characters, or a combination of these.
<b>Haul roads</b>	Temporary roads provided within the project boundary to allow for the movement of construction materials, construction machinery and/or construction labour around the site.
<b>Hazardous waste</b>	Waste which displays one or more hazardous properties as outlined within the Classification, Labelling and Packaging Regulation 1272/2008.
<b>Heavy Goods Vehicle (HGV)</b>	A commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes.
<b>Hectare (ha)</b>	A metric unit of measurement, equal to 2.471 acres or 10,000 square metres.
<b>Historic landfill</b>	Where records exist of waste being received and buried that are now closed or covered.
<b>Interested Party</b>	Individuals or organisations who may participate in the examination of the DCO application for RTS and will receive formal notifications as the Examination progresses. Some people and organisations are automatically Interested Parties and don't need to register to become an Interested Party. Other people and organisations must register to become an Interested Party by making a Relevant Representation to the Planning Inspectorate.
<b>Invasive Non-Native Species (INNS)</b>	Under Part II of Schedule 9 of the Wildlife and Countryside Act 1981, species for which it is a criminal offence in England and Wales to plant or cause to grow in the wild due to their impact on native wildlife.
<b>Land Interests</b>	The legal or beneficial owner of land, including those holding the right to purchase or lease the land, or any other person holding proprietary rights in the land.
<b>Landscape Character</b>	Distinct and recognisable pattern of elements, or characteristics in the landscape.
<b>Left / right bank</b>	The descriptive terms 'left bank' and 'right bank' are relative to an observer looking downstream, in which the right bank is to the observer's right and the left bank is to their left.

Term	Definition
<b>Local Cycling and Walking Infrastructure Plans (LCWIPs)</b>	Plans that provide a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle.
<b>Local Nature Recovery Strategy (LNRS)</b>	A strategy that proposes how and where to recover nature and improve the wider environment across England.
<b>Lower Thames Flood Risk Management Strategy</b>	A plan that proposes measures to reduce the risk of flooding to the 15,000 properties which are currently at risk from a 1% flood event in the area from Datchet to Teddington.
<b>Made ground (reworked natural)</b>	Natural soil or rock that has been physically disturbed by human activity and redeposited.
<b>Made ground (outside of landfill)</b>	Heterogenous soil or rock composed of naturally occurring and human made materials that has been deposited by human activity.
<b>Main River</b>	A watercourse designated by Defra. The Environment Agency has permissive powers to carry out flood defence works, maintenance and operational activities on main rivers. It is intended that the RTS flood channel (including the lakes that form part of it) will be a Main River.
<b>Main Works</b>	Activities that include digging and constructing the flood channel and its associated structures, building weirs, lowering the riverbed at Desborough cut, the creation of new green and blue open spaces and priority areas for habitat creation, enhancement or mitigation and active travel provision and construction of bridges.
<b>Main Works Contractor</b>	On a project where some of the work is sub-contracted, the party which is ultimately responsible for carrying out the Main Works.
<b>Maintenance Works</b>	The actions taken to keep equipment, machinery, or a facility in good working condition and ensure its safety for use.
<b>Materials Management Plan</b>	A plan to ensure compliance with Environment Agency regulations for excavated ground material by those developing a site. It should consider protection of human health and environment, suitability for material with or without treatment, how much material is used and where the material is being used.
<b>Material Management Strategy</b>	Details efficient management proposals for processing, recovery, or re-use of materials and waste generated by the project, reducing the need to import materials from off-site, and minimise the volume of unsuitable materials requiring off-site disposal. A mechanism by which those who are developing a site can comply with Environment Agency regulations for excavated ground materials.
<b>Mitigation measures</b>	Actions that are taken to minimise or prevent negative effects of the project.

Term	Definition
<b>National Permitting Service (NPS)</b>	A department of the Environment Agency responsible for determination of permit and licence applications made under the Environmental Permitting Regulations and the Water Resources Act.
<b>National Planning Policy Framework (NPPF)</b>	A national policy framework which sets out the Government's economic, environmental, and social planning policies for England.
<b>Nationally Significant Infrastructure Project (NSIP)</b>	Nationally Significant Infrastructure Projects (NSIPs) are large projects consented by way of a Development Consent Order (DCO). Usually involving energy, transport, water or waste these projects are automatically within the Planning Act 2008 regime.
<b>Nature Recovery</b>	Restoring, enhancing, and protecting natural habitats, their plant and animal communities and biodiversity.
<b>Negative effects</b>	Effects that have an adverse influence on receptors or resources.
<b>New green / blue open space</b>	New areas of recreational value for the public that are either land-based (green) or water-based (blue).
<b>Planning Inspectorate (PINS)</b>	The national authority that deals with planning appeals, nationally significant infrastructure project applications, projects of national significance applications, examinations of local plans and other planning-related and specialist casework in England.
<b>Positive effects</b>	Effects that have a beneficial influence on receptors and resources.
<b>Preliminary Environmental Information Report (PEIR)</b>	A report which is prepared to inform consultation with the public and other stakeholders about the likely significant effects of the scheme. The PEIR supports the statutory consultation process under the Planning Act 2008 to comply with Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
<b>Priority areas for habitat creation, enhancement or mitigation</b>	These areas will favour the enhancement of existing habitats such as neutral grassland, mixed scrub, broadleaved woodland, ponds, wet woodland, and open mosaic. Areas will also seek to create additional high-quality habitats such as reedbeds, ditches, hedgerows, and lowland meadows.
<b>Project of national significance</b>	Large scale developments (usually involving energy, transport, water, or waste) that are automatically within the Planning Act 2008 regime.
<b>Protected species</b>	Species of wild plants, birds and animals which are afforded protection through legislative provisions.
<b>Recycling</b>	Under Waste Framework Directive 2008/98/EC, any waste recovery operation by which waste materials are reproduced into products, materials, or substances whether for the original or other purposes.
<b>Regulatory compliance</b>	Alignment or adherence to regulations set out in legislation including but not limited to the Infrastructure Planning (EIA) Regulations 2017.

<b>Term</b>	<b>Definition</b>
<b>Re-use</b>	Under Waste Framework Directive 2008/98/EC, any waste operation by which products or components that are not waste are used again for the same purpose for which they were conceived.
<b>Riparian</b>	Area of land or habitat adjacent to rivers and streams.
<b>Risk Assessment</b>	An assessment of the reasonable worst-case scenario, and the potential risks and uncertainties associated with that scenario and any potential mitigation measures which may reduce the identified risk.
<b>Runnymede Channel</b>	The channel section proposed in the Scheme that will start at Egham Hythe and end at Chertsey. The intake to the channel will be on the right bank of the River Thames. It will pass through agricultural fields before heading south across Green Lane and joining the existing course of the Mead Lake Ditch. Passing through five existing lakes, including the Thorpe Park lakes, it will pass under Chertsey Lane (A320) towards Abbey Meads and through the existing Burway Ditch M3 flood culverts, returning to the River Thames just south of the M3 motorway and downstream of Chertsey Weir. Thames just south of the M3 motorway and downstream of Chertsey Weir.
<b>Satellite compounds</b>	Areas provide office buildings for a limited number of staff associated with the construction works as well as welfare facilities and storage.
<b>Secretary of State (SoS)</b>	The Secretary of State for Environment, Food and Rural Affairs.
<b>Sediment</b>	A solid material that settles at the bottom of a liquid, especially earth and pieces of rock that have been carried along and then left by water.
<b>Spelthorne Channel</b>	The channel proposed in the scheme that will leave the left bank of the River Thames at Laleham, approximately 0.4km upstream of the outlet of the Runnymede Channel, and north of the M3 motorway. The flood channel will follow in an easterly route through three existing lakes and pass under two local roads before turning south underneath the M3 motorway. The flood channel route continues through areas of grassland and scrub at Sheepwalk and Manor Farm and will pass under a further three local roads and through a lake before re-joining the River Thames opposite D'Oyly Carte Island, just upstream of Desborough Island, and downstream of Shepperton Weir.
<b>Stakeholder Engagement</b>	The process by which an organisation involves individuals or groups who may be affected by the decisions it makes or can influence the implementation of its decisions.
<b>Statutory Consultee</b>	Organisations and bodies, defined by statute, which must be consulted on relevant planning matters.
<b>Statutory Compensation</b>	Compensation able to be sought under the Compensation Code.
<b>Statutory Consultation</b>	The pre-application consultation requirements prescribed by the Planning Act 2008.



Term	Definition
<b>Statement of Community Consultation</b>	A document which is prepared in accordance with section 47 of the Planning Act 2008 and explains how an applicant will consult the local community on the proposed DCO application.
<b>Surface water</b>	Rainwater which is on the surface of the ground and has not entered a watercourse or a drainage system. Includes surface runoff which is the unconfined flow over water over the ground.
<b>Sustainable Drainage Systems (SuDS)</b>	A collection of water management practices that provide a natural approach to drainage. They work by slowing and holding back the water that runs off from a site, allowing natural processes to break down pollutants.
<b>Suitable Alternative Natural Greenspace (SANG)</b>	The green space that is of a quality and type designed to attract visitors by providing an enjoyable natural environment for recreation as an alternative to protected areas such as the Thames Basin Heaths Special Protection Area (SPA).
<b>Traffic Management Plan</b>	A detailed plan that outlines how traffic will be managed in and around a construction site.
<b>Visual impact assessment</b>	The analysis of the potential visual impacts to the landscape and landscape views resulting from a proposed development or land management action.
<b>Waste</b>	Any substance or object which the waste producer or the person who is in possession of the waste discards or intends or is required to discard.
<b>Waste Duty of Care Code of Practice</b>	A code prepared by the charity Contaminated Land: Applications in Real Environments (CL:AIRE) that outlines the safe management of waste to protect the environment and human health. Duty of Care applies to who may: import, produce, carry, keep, treat, dispose of or, as a dealer or broker have control of certain wastes in England or Wales.
<b>Waste and Resource Action Plan (WRAP) Protocols</b>	A protocol which ensures that all waste produced or held on a site is disposed of safely, efficiently and in accordance with the law.
<b>Waste Management Plan (WMP)</b>	A plan which outlines the wastes that are anticipated to be produced from an activity (or scheme). Predictions are made on the volumes produced (of each waste) and their end destination.







### Contact

There are lots of ways you can contact us or find out more about the scheme:

Telephone: **03456 009 009**

Email: **[enquiries@riverthamesscheme.org.uk](mailto:enquiries@riverthamesscheme.org.uk)**

Web: **[www.riverthamesscheme.org.uk](http://www.riverthamesscheme.org.uk)**

### Accessibility

If you would prefer this brochure in large text, a different format or language please contact using the details below and we will do our best to help.

Text (SMS): **07860 053 465**

(for the deaf or hard of hearing community)

Textphone (via Relay UK): **18001 03456 009 009**

British Sign Language: **[www.surreycc.gov.uk/bsl](http://www.surreycc.gov.uk/bsl)**

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