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HIGHWAY ENGLAND

APPLICATION FOR DEVELOPMENT CONSENT ORDER RE M20 JUNCTION 10a

WRITTEN SUMMARY OF REPRESENTATION ON BEHALF OF CHURCH COMMISSIONERS FOR ENGLAND AT OPEN FLOOR HEARING ON 2 DEC 2016

BY
GRAHAM BELLAMY BSC CEng MICE

GDB/4875

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This is a written summary of the oral representation made by Graham Bellamy at the First Open Floor hearing on 2nd December 2016. The representation was made on behalf of The Church Commissioners for England and its purpose was to update the Examining Authority in relation to the written representation (RR1) made on behalf of The Church Commissioners at the pre-Examination stage in relation to concerns regarding under-representation of potential development in the traffic modelling. Since that pre-Examination representation was made there have been discussions and a meeting with Highways England which resulted in sensitivity testing of the “missing” development which was of particular concern, and it is now anticipated that a Statement of Common Ground can be reached with Highways England.

The oral representation made was as follows:-

“I am assuming that you will have received the written representation I put in on behalf of The Church Commissioners. The first thing I need to say is that they are fully supportive of this proposal for a new junction; they have an existing planning consent for a large housing development, the last third of which is constrained until such time as Junction 10a is open to traffic, so they clearly have an interest in this happening. However, they also control large areas of additional land known as Cheeseman’s Green, and parts of land known as Waterbrook which is joint ownerships and that land was identified as having substantial residential development potential in the approved Development Plan, 2008 Core Strategy a total of something like 6000 houses. When I examined the DCO documents, particularly the Transport Assessment, it seemed to me that the development potential had not been included in the traffic modelling for the new junction, and that was clearly a concern because as and when, if and when, that development potential comes forward the last thing the land owners would want is for the new Junction 10a to be a further constraint on development of that land.



You will be pleased to know that I have had some very productive discussions with Highways England and their Consultants since I made that representation and as a result of that, the Consultants have done some sensitivity testing on the traffic modelling, building in the development which was identified in the 2008 Core Strategy and seen what the effect is. I got their Technical Note on that two days ago, I have had a chance to basically assimilate it and my reading of the conclusion is that the development can be accommodated. It applies some stress to the network but it could be accommodated.

The intention is that we would like to try and formulate a Statement of Common Ground with Highways England reflecting that work and recognising that this land with a development potential could be accommodated as a result of the new junction.

I think I probably should say that you have received a couple of other representations making the same point, and we have all been party to these discussions with Highways England and therefore anticipate that there will be one Statement of Common Ground that pulls this together.”