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Dear Sirs

RE: DEVELOPMENT CONSENT ORDER – M25 JUNCTION 10 & A3 WISLEY INTERCHANGE

Plns Ref: TR0 100030
LPA Ref: 19/CON/00026

Guildford Borough Council (“the Council”) makes these comments as a Host Authority to the proposed development. In preparing these comments the Council has discussed the scheme with Surrey County Council, Elmbridge Borough Council and some of the other potentially interested parties.

The principal issues we wish to raise at this stage are as follows:

Impact on the Local Road Network

The Council has discussed this scheme with Surrey County Council from an early stage and has had several productive joint meetings with the County and Highways England. We hope to continue this cooperation with HE through this process.

The Council has had sight of the draft Relevant Representations of Surrey County Council and wishes to lend its support to the comments to be made in that representation, in so far as they relate to the impact on the local highway network and the NMU routes. Of particular concern to the Council is the impact on potential movement increases on the Portsmouth Road and Ripley High Street (B2215) through Ripley. The Council agrees and endorses the County Councils comments at section 2.3.2 of the draft (para numbers may be subject to change) in respect of the significant concern to the potential impact on Ripley as a result of the proposed scheme.

Accordingly, the Council will be seeking to ensure that this impact is mitigated, which may include conditions or obligations to secure the following:

- The approval in principle from Highways England for the Burnt Common Slips, as allocated in the adopted Local Plan and proposed as part of the appeal for the Wisley Airfield Site



- Further consideration, or evidence that this has been undertaken and discounted, of the option for south facing slips at the Ockham Roundabout
- An undertaking to fund a comprehensive scheme of highway and environmental improvements on the B2215 through Ripley

Noise, Vibration and Air Quality

The Council's primary concern in respect of these matters relates to the village of Ripley and those properties in close vicinity to the Portsmouth Road and Ripley High Street (B2215). The proposal would appear to result in increased traffic movements along this route both in the peak and non-peak hours and has the potential to increase noise, vibration, air quality and general disturbance to people and businesses in the properties on this route.

The Council accepts that these matters are very closely linked, but not indistinguishable, to the potential highway impacts identified above. Accordingly, it is very likely that a highway and environmental enhancement scheme agreed to address the impacts on the local highway network would also mitigate the impact on these environmental impacts.

For similar reasons, the Council is concerned in respect of the construction impacts of the development. These may have a wider sphere of influence. The Council will expect that the final scheme ensures that the construction impact of the development is minimised as far as possible and that suitable and enforceable measures will be put in place to ensure that this is delivered.

Visual amenity

The Council has no objection to the visual or final physical impact of the proposed scheme; while this will be a considerable scheme in its scale, we understand that any scheme is likely to have a significant impact in local views and that these must be balanced against the benefits of the scheme.

The Council will be seeking further assurances that the visual impact of the temporary works, such as construction compounds, will be minimised during their use and that these will be fully restored on completion. This must be secured by binding and enforceable conditions or obligations.

Environmental / Sustainability

The Council notes that the proposed development would likely increase the 'miles travelled' distance for many of the visitors to RHS Wisely who travel to the site by private car. RHS Wisely is a nationally significant visitor attraction and its future development and success is important to the Council. Accordingly, the Council sympathises with (what we understand to be the view of) the RHS, that the proposals will increase travel times to and from the gardens. The Council also however accepts that this must be balanced against the highway safety and capacity improvements which would also be of benefit to the Borough.

The Council would therefore expect to see demonstrated that the proper consideration to the additional travel miles has been properly assessed in terms of its environmental impact and any economic impact on the gardens, and the Borough, has been duly considered.

Other matters

The Council does not wish to make any specific representations at this time on biodiversity, habitats, drainage, flood risk or the setting of Heritage Assets as it understands these will be assessed by other parties.

Conclusions

The Council will continue to work with Highways England and other stakeholders to attempt to deliver a suitable scheme which both delivers the identified transport objectives and minimises its impact on the local environment. The Council intends to submit a joint Local Impact Report with Surrey Country Council and Elmbridge Borough Council to provide consistent comments from the host authorities.

The Council will also proactively engage with Highways England to agree a Statement of Common Ground.

Yours sincerely



Paul Sherman
Development Management Team Leader (Majors)