

Written Representations on the dDCO – Rule 8

17th December 2019 by Mr and Mrs R J Cowell residents of [REDACTED]

[REDACTED] Ref: M25J10-AP053

Economic and Social Effects

The effects on our home and on the residents in Elm Corner both during construction and operation will be very significant.

The effects in both cases would be reduced by altering the plans to not include the vast expensive Wisley over bridge and re-consider one of the original proposals to enter RHS Wisley from the Ockham Park roundabout along a service road to the north of the present A3 and to provide north and south facing slips at this roundabout. This Do Minimum scenario would be more appropriate in this ecologically sensitive area.

In the ongoing operational effects this solution would vastly improve the outcome of the project for both Elm Corner and the village of Ripley.

During the construction period of 2 – 3 years our home and Elm Corner will be excessively affected by noise, access disturbance, light pollution, and dirt and dust by the siting of the construction compound on the former Wisley airfield hardstanding very close to the hamlet (within yards of some of the houses). This compound should be moved away from the houses in Elm Corner and sited at the far end of the old hardstanding. See APP-007 sheet 23 of 31 TR010030/APP2.3 to show the proximity of this compound to the houses in Elm Corner. In this regard we ask ‘have the magnitude of impacts on the Elm Corner community been under estimated as questioned in para 1.1.16 of the ExA questions’. A further question at 1.3.5 highlights the need to avoid significant construction effects arising from the generation of dust.

Draft Development Consent Order

The dDCO has not been updated to take into account the up to date details within APP-138 8.2 Statement of Common Ground with Natural England. In Appendix 21 NE have agreed to take out the area around Bolder Mere known as the Elm Corner SPA Enhancement Area from the SPA compensation package. This woodland, which is an integral part of the SPA, creates a buffer between both Elm Corner and the open heathland to reduce aerial pollution, traffic noise, spread of litter and visual disturbance.

APP-012 Scheme Layout Plans sheet 3 of 31 and APP-007 Works Plans sheet 3 of 31 still show this area to be within the DCO works red line. All the plans showing this area need to be changed and Work no. 58(a) deleted.

Transportation and Traffic

One of the main objectives of this scheme has been to alleviate the impact of cars visiting RHS Wisley Gardens. The car parks at RHS Wisley can currently only just accommodate the number of visitors and yet RHS Wisley has a projection of increasing their visitor numbers by 40% which will further increase the impacts on Elm Corner, Ripley and the SPA.

We consider a Park and Ride facility should have been considered to reduce the traffic on and around Junction 10 and show benefits for air quality, European protected species, ancient woodland and veteran trees, fauna and flora species, local communities and nearby residents plus a decrease in the number of vehicle miles of wasted travelling the current scheme delivers.

Biodiversity, Ecology and Natural Environment

Document APP-043 details the permanent loss of 5.9 acres of SPA and it is questionable as to whether this is in compliance with the Habitats Regulations, or indeed with the National Policy Statement for National Networks. Ancient woodland and veteran trees will be affected by both the over bridge and Cockcrow bridge, this is at the expense of protecting non-indigenous trees within RHS Wisley. An access road on the northern side of the present A3 would save ancient woodland and veteran trees on the south side of the A3.

Land Use, recreation and NMU's

The ExA has questioned the prevention of antisocial behaviour at Ockham Bites car park. Any changes to the access to this car park should include Surrey Police as this area is one of about 30 areas in Surrey designated as Public Sex Areas. In the past the closing of this car park has resulted in major problems for local residents most particularly in many of the small unlit roads in the area.

Alternative Solutions

I would ask the Inspector to look at APP-012 Scheme Layout Plans sheet 2 of 31 HE reference: TR010030/APP/2.8 which clearly shows the current central reservation between the north and south bound carriageways of the A3. There is a large area of redundant scrub land which would allow the northbound A3 to be effectively moved away from the RHS Wisley boundary fence and allow space for an access road into and out of RHS Wisley without the need for the expensive and excessive over bridge. This solution does not seem to have been explored by Highways England or their ecologists, it could accommodate large monetary savings in the project and ecological savings for both woodlands and the SPA. The photo below shows the wasted central reservation scrubland.

