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Environment Transport and Infrastructure
Planning Group
Surrey County Council
County Hall
Kingston Upon Thames
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For the attention of Mr Jones

Emailed to: M25Junction10@planninginspectorate.gov.uk

Your Ref: TR010030

Our Ref: IP 20023014

18th December 2019

Dear Mr Jones

Planning Act 2008

Application by Highways England for an order granting development consent for the M25 Junction 10/A3 Wisley Interchange improvement project

Submission made pursuant to Deadline 2

This submission is in response to the Examining Authority ("ExA") Rule 8 letter dated 20th November 2019 and comprises the relevant information requested from Surrey County Council (SCC).

The submission includes the following:

1. Surrey County Council (SCC) response to ExA's Written Questions (EXQ1)
 2. Local Impact Report (LIR) – this is a joint LIR for SCC, Guildford Borough Council (GBC) and Elmbridge Borough Council (EBC)
 3. Comments on Applicant's draft Accompanied Site Inspection (ASI) itinerary
 4. Comments on Written Representations and responses to comments on Relevant Representations
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1. **Surrey County Council response to ExA's Written Questions (EXQ1)**
Responses are provided at Annex A, with copies of the Common Land Register included as Annex B. A hard copy of this information is also being sent to the Planning Inspectorate offices.

2. Local Impact Report

The three host authorities (SCC, GBC, EBC) have worked collaboratively to produce a joint Local Impact Report, included at Annex C.

3. Comments on the Applicant’s draft ASI itinerary

The County Council has liaised with Highways England on the draft ASI itinerary and is satisfied that a number of suggestions have now been incorporated.

The County Council has seen the updated draft ASI itinerary proposed by the Applicant as summarised below and is content with the timetable. We would wish to request that items such as the HGV laybys and bus stops are pointed out during the site visit, whilst in transit. The County Council accept that it is not possible for logistical reasons to visit Ripley during peak hours. Whilst regrettable, this situation is understood.

LOCATION	REASONS
A3 northbound into Ripley via the Burnt Common slip onto the B2215 into Ripley High St.	To view the route that RHS Wisley visitors may take rather than the U turn via junction 10 and that there are only currently south facing slips at the Burntcommon jtn.
Turn left into Newark Lane for around ½ mile & return to Ripley High Street and onto A3 via the northbound on-slip	<p>To view traffic conditions/potential impact upon Ripley Village/Newark Lane that could be impacted by additional traffic as a result of the realigned Wisley Lane and no direct access to Wisley Lane from the A3.</p> <p>To view construction compound on north side of Ockham Roundabout to understand access points and post scheme restoration.</p>
Continue along A3 and travel past Wisley Lane U turn at junction 10 to travel south and U turn at Ockham Roundabout and travel north to RHS Wisley	To seek to replicate the proposed U turn that would be similar under the scheme to access Wisley Lane/RHS Wisley Gardens and view the new route that will be required as a result of the rerouted A3/Wisley Lane.
<p>Walk across A3 footbridge bridge.</p> <p>From RHS Wisley Drive along Wisley Lane, through Wisley Village & back to A3.</p> <p>Circuit of Jtn 10 / Ockham Interchange / Jtn 10 (for RHS)</p>	<p>To view existing bus stops either side of A3 planned to be removed to understand impact proposals will have on siting of repositioned bus stops, pedestrian accessibility to/from bus stops and temp bus stops required.</p> <p>To view locations of existing/loss of existing HGV parking that are planned to be removed.</p> <p>To view Elm Lane, to appreciate its width, environment and property accesses from it</p> <p>To view Wisley Airfield and inter-relationship with realigned Wisley Lane access and, if Wisley Airfield is to be used as a construction compound, understand access points and post scheme restoration.</p> <p>To view Stratford Brook and inter-relationship with realigned Wisley Lane access. This designated main river is required to be bridged to allow the realigned Wisley Lane to pass over it.</p>
Clearmount Bridge and Park Barn land.	To view location of proposed NMU bridge and land.

LOCATION	REASONS
<p>Drive to jtn 11 and U turn back to jtn 10</p> <p>From A3 northbound and exit at Painshill junction and turn left to Seven Hills Jtn to Old Byfleet Road for short stop and travel from Seven Hills Jtn/Old Byfleet Road to Painshill Park.</p>	<p>To view Jtn 10-11 SMART motorway along this length</p> <p>To view traffic movements from the A3 northbound off slip which, under the scheme, would be via a jet lane turning left into A245 and Seven Hills Road junction.</p> <p>To include consideration of the submitted DCO changes at the Painshill Roundabout and the A245/Seven Hills Road junction.</p>
<p>Travel from Painshill Park south along A3 to Old Lane past hgv layby to Ockham Bites car park, view site of proposed green bridge if there's sufficient light</p>	<p>To view the existing HGV layby planned to be removed under the scheme</p> <p>To view site of proposed Cockcrow green bridge to understand the impact this bridge would have on the Ockham Bites/Car Park and access to the common.</p>
<p>Drive along Old Lane, Ockham Lane, Ockham village , Ockham Lane North to Ockham Interchange and then via Ripley rejoin A3 at Burnt Common & return to Guildford</p>	<p>Old Lane - To view the existing traffic conditions and access arrangements to the A3 and if viewed during a peak hour to view peak hour traffic appreciate the impact of potential increase of traffic along Old Lane.</p>

4. Comments on Written Representations and responses to comments on Relevant Representations

The County Council would like to respond to a number of comments that have been made in the Written Representations of other organisations.

In response to Rep1-048 from Wisley Property Investments Limited as Highway Authority Surrey County Council would like to clarify a number of comments made:

Comment made in Written Representation	Surrey County Council response
<p>Para 5.18 - SCC acknowledges there are likely to be benefits in Ripley as demonstrated in the results set out in the Traffic Assessment Report (APP-136), although considers them to be variable and less significant than claimed by HE</p>	<p>This is not accepted. There are peak and off-peak impacts that are not acceptable including traffic re-routing from RHS Wisley.</p>
<p>Para 5.18 - SCC considers that the increases in traffic in Ripley as an inevitable consequence of future traffic growth and reassignment through Ripley from the M25 Junction 10 DCO scheme warrants mitigation</p>	<p>The mitigation is required due to the M25 Junction 10 DCO scheme not from traffic growth</p>

Comment made in Written Representation	Surrey County Council response
Para 5.19 - WPIL sympathises with the position of SCC to the extent that it supports the short-term mitigation of the impacts in Ripley. WPIL also welcomes the acceptance by SCC of the overall benefits at the Ripley High Street crossroads indicated by the modelling HE has carried out	The County Council does not accept that there are overall benefits at the Ripley High Street crossroads.

In the Applicant's comments on Relevant representations (Rep1-009) Surrey County Council note that in response to representation RR-009 querying the level of financial support that Surrey County Council is being provided through the scheme, Highways England respond:

"Highways England is in discussion with SCC in relation to the Scheme works affecting the local road network and other SCC assets, including the adoption and maintenance liabilities for non-standard features that may not otherwise be supported through the usual central Government funding allocations".

To date there has been no detailed discussion to this effect between the Applicant and the County Council. The County Council, would however, welcome such discussions in order to address our concerns in respect of the additional maintenance burden that the scheme could place upon the County Council.

I would be grateful if you could please acknowledge receipt of this letter.

Yours sincerely



Caroline Smith – Planning Group Manager

