

Surrey County Council (IP 20023014) Written Summaries of Oral Submissions put at the Issue Specific Hearing held between 15 and 16 January 2020

1. Agenda item 3 – Traffic generation and other transportation issues

1.1 Access alterations

The Council suggested that the access road through the Girl Guide property to Court Close Farm is an overprovision in terms of design standards and that a 3m wide access would be sufficient. Further detail on design standards is provided under ISH2 Action Point 3.

1.2 Visibility splays

The Council highlighted that plans showing visibility splays for junctions on the Local Road Network have not been provided. The County Council is subsequently unable to assess whether sufficient land has been provided within the red line boundary to secure the necessary provisions. The stage 1 Safety Audit is where design parameters are fixed and waiting until stage 2 is too late to provide this detail. At the ISH2 the Council referenced concerns in relation to Elm Lane. A full list of the junctions where the Council has specific concerns is provided within the SoCG and under ISH2 Action Point 5.

1.3 WPIL scheme

The ExA queried the issue of traffic routing through Old Lane from the site and compatibility with the rural environment. The Council raised concerns that the increase in car numbers are contradictory with the desire to use the route as a cycle route. It is intended that Old Lane become an important non-motorised user route between the proposed new settlement at Wisley Airfield and Effingham Junction station. This is a requirement (Requirement 6) of Policy A35 of the Guildford Local Plan. There is uncertainty as to where traffic would reroute in future.

The Council responded to queries about condition 35 of the WPIL inspector's report. This appeal was prior to DCO submission and condition 35 stated that no more than 200 dwellings could be occupied prior to A3 speed restriction/traffic management measures being in place or construction works to A3 between Ockham and junction 10. This condition should be read in conjunction with condition 37, which requires the RIS DCO scheme to have been delivered prior to the occupation of 500+ homes.

1.4 Burnt Common Slips

The Council set out the rationale for the Burnt Common Slips. The slips are a requirement of the Local Plan and provide headroom by removing traffic from the network. The Strategic Highways report for the Guildford Local Plan looked at the slips in combination with traffic calming on Ripley High Street and confirms that provision of both the Ripley mitigation and Burnt Common Slips would be sufficient to support Local Plan growth and the DCO scheme. The DCO scheme enables Local Plan growth.

In comparison with the Ockham slips, Burnt Common provides better benefit in terms of removing traffic from Ripley High Street. Burnt Common slips are more deliverable, firstly as Guildford Borough Council has an option on the necessary land and secondly in geometric terms.

The Council confirmed that the Strategic Highways report assumed that the Wisley Lane configuration is at present and was also undertaken in advance of RHS growth proposals, which were therefore not taken into account.

The Council has submitted the Strategic Highways Report for the Guildford Local Plan at deadline 3.

The Council confirmed that once in place, the Burnt Common slips in combination with traffic calming in Ripley High Street, will create headroom greater than the traffic from the WPIL scheme and other committed developments.

1.5 Modelling and traffic generation

The Council confirmed that no mitigation relating to the Local Road Network was requested of RHS Wisley Gardens in response to the transport assessments accompanying the planning applications for improvements to front of house and expansion of facilities.

In response to the ExA query as to whether RHS Wisley traffic could eventually travel through the WPIL site, along Old Lane and onto the A3 to head southbound, the Council confirmed that this would not be a route that the Highway Authority would want to promote, whilst recognising that it would potentially be more attractive to Wisley visitors than undertaking the U turn around junction 10.

The Council made further comment on the Transport Assessment Supplementary Information Report (Rep2-011), specifically table 4.1. It was suggested that the increased traffic through Ripley was the equivalent in impact terms of building 1500 homes in Ripley and not providing any mitigation. Detailed information on concerns relating to the impact on Ripley is provided within the Joint Councils' LIR (Rep2-047).

The Council confirmed that concerns around the transport modelling relate to minor calibration issues on journey times on local routes and also that mitigation from the Local Plan has been omitted.

In response to specific queries relating to Newark Lane, the Council raised concerns that the changes at M25 junction 11 to provide gating would add to congestion in this area, specifically making it difficult for drivers to turn into and out of Newark Lane due to flows on A245. Although a relatively recent development, the junction 11 scheme is an agreed scheme. To address traffic growth in the area the junction 11 scheme will introduce signals at the junction of the A320 with the circulatory carriageway of junction 11. This is partly to regulate traffic going on to the circulatory carriageway and also to regulate traffic coming off the M25.

The Council set out specific locations where it feels that mitigation has not been included, but is required:

- a. Ripley, as detailed within the joint councils' LIR (Rep2-047)
- b. Realigned Wisley Lane – gateway provision as detailed within the joint councils' LIR (Rep2-047)
- c. Elm Lane – potential for some traffic calming either side of the junction

It was acknowledged that providing mitigation on Newark Lane is difficult.

The Council also raised that there are a number of locations where officers feel that Road Safety Audit information is insufficient. These are detailed within the SoCG.

1.6 Public transport

The Council confirmed that the 715 route from Kingston to Guildford via Cobham is a tendered service, which means that Surrey County Council is de facto the operator. As yet there have been no discussions with Surrey County Council in relation to timetabling issues. The Council confirmed that they have no issue with the principle of the proposed bus turn around at RHS Wisley.

2. Agenda item 5 – Habitats regulations and biodiversity

2.1 SPA habitat

The Council confirmed that Surrey Wildlife Trust have been reducing coniferous woodland and increasing heathland in recent years with no adverse impact on protected bird species, in particular on Ockham Common.

2.2 Ancient woodland

The council suggested that the monitoring period of the translocated soils from the ancient woodland could be increased from 25 to 50 years which would be consistent with other major infrastructure projects such as HS2.

The Council confirmed that officers played a major role in commissioning a revision of the ancient woodland inventory for Surrey 2018. It is based on digitised map evidence and the council is confident both about the accuracy of the boundaries and the evidence that the woodland is ancient.

2.3 Toad tunnels

The Council welcomes the proposed revisions to the DCO to include toad tunnels on Old Lane. Useful discussions have recently taken place with Surrey Amphibian and Reptile Group and Highways England although it has been suggested that the proposed toad tunnel locations and fencing are could be better located. The Council will continue these discussions with Highways England to discuss how the necessary provision can be best secured.