

M25 junction 10/A3 Wisley interchange

TR010030

9.48 Applicant's Response to Guildford Borough Council Relevant Representation RR-062

Rule 8(1)(b)

Infrastructure Planning (Examination Procedure) Rules 2010

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The Infrastructure Planning (Examination Procedure) Rules 2010 (as amended)

M25 junction 10/A3 Wisley interchange Development Consent Order 202[x]

9.48 APPLICANT'S RESPONSE TO GUILDFORD BOROUGH COUNCIL'S RELEVANT REPRESENTATION RR-062

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1. Introduction

- 1.1.1 Highways England has responded to the points which have been raised by Guildford Borough Council in its comments on the Joint Local Impact Report (Volume 9.32), for completeness it has also taken the opportunity to provide a response to the Guildford Borough Council's relevant representation in this Document.

Table 1: Applicant's Response to Guildford Borough Council's Relevant Representation

GBC's Relevant Representation Issue	Highways England Response
<p><u>Impact on the Local Road Network</u> 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.</p> <p>Of particular concern to the Council is the impact on potential movement increases on the Portsmouth Road and Ripley High Street (B2215) through Ripley.</p>	<p>Please refer to the Applicant's Comments (Volume 9.32 submitted at Deadline 3) on para 4.2.4 of the Joint Local Impact Report submitted by Surrey County Council, Guildford Borough Council and Elmbridge Borough Council (LIR). Please also refer to Applicant's Response to Written Representations [REP2-014] (page 24, reference number REP1-020-9 and page 53, reference number REP1-029-3).</p>
<p><u>Impact on the Local Road Network</u> The Council agrees and endorses the County Councils comments in respect of the significant concern to the potential impact on Ripley as a result of the proposed scheme.</p> <p>The Council will be seeking to ensure that this impact is mitigated, which may include conditions or obligations to secure:</p> <ul style="list-style-type: none"> 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 	<p>Please refer to Highways England's response to paragraph LRN1 of the Volume 9.32 Applicant's response to Local Impact Report submitted at Deadline 3. .</p>
<ul style="list-style-type: none"> further consideration, or evidence that this has been undertaken and discounted, of the option for south facing slips at the Ockham Roundabout 	<p>Please refer to Highways England's responses to the Written Representations [REP2-014] from Surrey County Council [REP1-020] and RHS Wisley [REP1-038] ON pages 33-34 and page 79.</p> <p>Please also see Highways England's response to the Examining Authority's First Written Questions 1.13.6, 1.13.7, 1.13.11, 1.13.15, 1.13.18 [REP2-013].</p>
<ul style="list-style-type: none"> an undertaking to fund a comprehensive scheme of highway and environmental improvements on the B2215 through Ripley 	<p>Highways England does not accept that there is a need for the Scheme to fund a comprehensive package of improvement measures at Ripley as mitigation for the Scheme's effects. Highways England has put forward a range of evidence to demonstrate that the overall increase in traffic flows through Ripley directly attributable to the Scheme will be small, even taking into account the re-routing of approximately 21.4% of RHS Wisley visitor traffic.</p>

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	Given the limited changes in traffic flows, the Scheme will not adversely affect the operational performance of the local road network through Ripley, nor will it cause severance or result in any significant environmental effects on receptors along the route of the B2215 Ripley High Street. The package of mitigation measures suggested are proposed to reduce severance and not to reduce the flow of traffic through the village. Notwithstanding Highways England's view that the Scheme would not cause severance, most of the measures requested will offer no material benefit in reducing potential severance.
<p><u>Noise, Vibration and Air Quality</u></p> <p>The Councils 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 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.</p>	Please refer to the Applicant's Comments on paragraphs 4.2.4 and 4.2.5 of the LIR as set out in Volume 9.32, which is the Applicant's response to Local Impact Report submitted at Deadline 3.
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.	Please refer to the Applicant's Comments on paragraphs 4.4.9 and 4.6.2 of the LIR as set out in Volume 9.32, which is the Applicant's response to Local Impact Report submitted at Deadline 3
<p><u>Visual Amenity</u></p> <p>The Council as 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</p>	Please refer to the Applicant's Comments on paragraph 4.6.2 of the LIR as set out in Volume 9.32, which is the Applicant's response to Local Impact Report submitted at Deadline 3.

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<p>to have a significant impact in local views and that these must be balanced against the benefits of the scheme.</p> <p>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.</p>	
<p><u>Environmental / Sustainability</u></p> <p>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 balance 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.</p>	<p>Please refer to the Applicant's Comments on paragraphs 4.9.12 of the LIR as set out in Volume 9.32, which is the Applicant's response to Local Impact Report submitted at Deadline 3. .</p>

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