

M25 junction 10/A3 Wisley interchange

TR010030

10.4 Addendum to the Funding Statement

Regulation 5(b)(ii)

Planning Act 2008

Infrastructure Planning (Compulsory Acquisition) Regulations 2010

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Infrastructure Planning

Planning Act 2008

Infrastructure Planning (Compulsory Acquisition) Regulations 2010

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

10.4 Addendum to the Funding Statement

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1. Introduction

- 1.1.1 This addendum to the Funding Statement [APP-024] (“Addendum”) relates to a proposal made by Highways England (the "Applicant") to request a change to the application made for a Development Consent Order (“DCO”) for the M25 junction 10/A3 Wisley interchange improvement (the "Scheme") (PINs ref TR010030) which would include the addition of new plots to and changes to the rights over the area affected by powers of compulsory acquisition. This addendum explain how the costs of compulsory acquisition of the new land would be funded by the Applicant as required by the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.
- 1.1.2 The purpose of this document is to demonstrate that the proposal to add new land to the Scheme is adequately funded and therefore that funding is no impediment to the delivery of the Scheme or the payment of compensation to persons affected by compulsory acquisition, temporary possession, or a blight claim. This Addendum is required due to the fact that the DCO would authorise the compulsory acquisition of land, interests in land or rights over land. This leads to the requirement under Regulation 5(b)(ii) for a statement indicating how the implementation of these powers in the DCO would be funded.
- 1.1.3 The Addendum should be read alongside, and is informed by, the other application documents, in particular, the submission version of the Funding Statement [APP-024], and the Statement of Reasons [APP-022] and Addendum to the Statement of Reasons (Volume 10.3), which are also included in the application to comply with the requirements of Regulation 5(b)(ii).

2. Purpose of the addendum

2.1 The updated scheme

- 2.1.1 The Applicant proposes to make changes to the areas of land subject to powers of compulsory acquisition.
- 2.1.2 The Applicant proposes to request the following changes to the DCO:
- Change 1 Extension of the proposed green element on Cockcrow Bridge. This would not require additional land to be added to the area of land affected by the DCO but would result a change in the amends the category of interests to which land parcels in the area are subject.
 - Change 2 Incorporation of two toad underpasses at Old Lane and other mitigation measures. This would require additional land to be added to the land affected by the DCO.
 - Change 3 Removal of part of the proposed improvements to the A245 eastbound between the Seven Hills Road and Painshill junctions. This would reduce the area of land affected by the DCO.
 - Change 4 Amendments to construction working hours. This change does not change the area of land to be affected.

- Change 5 Adjustments to the Order limits in the draft development consent order to accommodate the diversion of a gas main. This would require additional land to be added to the land affected by the DCO.
- Change 6 Amendment to the speed limit at Elm Lane (and including Byway 525 – Byway Open to All Traffic). This change does not change the area of land to be affected.

2.1.3 The land required for these changes is as follows:

- **Change 1 - extension of the proposed green element on Cockcrow Bridge.** 36 square metres of land will be subject to additional permanent acquisition, 552 square metres of land will be subject to additional temporary possession with rights to be acquired permanently, and an increase by 1370 square metres of land will be subject to temporary possession, all plots being within the ownership of either Highways England or Surrey County Council.
- **Change 2 - incorporation of two toad underpasses at Old Lane and other mitigation measures.** Extension of plot 24/4 by 457 square metres and plot 24/4a by 273 square metres for temporary possession, and the addition of plot 24/4b which totals 76 square metres for temporary possession, all plots being in the ownership of Surrey County Council, with subsoil in plot 24/4 being in the ownership of Highways England and multiple unknown ownerships.
- **Change 3 - removal of part of the proposed improvements to the A245 eastbound between the Seven Hills Road and Painshill junctions.** Deletion of plot 8/38 (958 square metres) from the area of land for temporary possession, the reduction in size of plots 9/12 and 9/13 by 355 square metres from the area of land subject to temporary possession, the reduction in size of plot 8/39 by 1,879 square metres from the area of land subject to permanent acquisition, and its part replacement by new plot 9/14 subject to permanent acquisition which is 68 square metres, all plots being in the ownership of Burhill Developments Limited.
- **Change 5 - adjustments to the Order limits in the draft DCO to accommodate the diversion of a gas main.** Extension of plots 12/25 and 12/25b by 340 square metres for temporary possession with rights to be acquired permanently, and the addition of plot 12/25d which requires 822 square metres for temporary possession, all plots being in the ownership of Surrey County Council. .

2.2 Sources of Funding

2.2.1 Highways England is a government owned company and is responsible for operating, maintaining and improving the strategic road network in England. These responsibilities include the acquisition, management and disposal of land and property in relation to strategic road network improvement projects, together with the payment of compensation related to these activities. Highways England is responsible for delivering the major projects in the Road Investment Strategy (RIS).

2.2.2 Extracts from the relevant documents setting out the commitment to funding for the Scheme are included in Appendices A, B and C to the submission version of the Funding Statement [APP-024] and include:

- the Department for Transport's Road Investment Strategy Overview document, published in December 2014 -Investment Plan- London and the South East (pages 38 and 39);
- the Department for Transport's Road Investment Strategy: Investment Plan Commitments, published in December 2014, List of Commitments page 9;
- HM Treasury, Spending Review and Autumn Statement 2015, Cm 9162, published in November 2015, Chapter 2, Departmental Settlements, Department for Transport, page 94;
- Highways England Delivery Plan 2015-2020:
 - Table 3B from page 24 of the Delivery Plan
 - Annex A from pages 67 to 68 of the Delivery Plan
 - Annex C from page 76 of the Delivery Plan
- Highways England Delivery Plan 2016-2017 (page 44);
- Highways England Delivery Plan Update Supplementary Annex 2017-2018 (pages 8 and 12); and
- Highways England Delivery Plan 2018-2019 (page 54)

2.2.3 Other matters related to sources of funding remain as set out in the submission version of the Funding Statement [APP-024].

3. Blight

3.1.1 Matters related to blight remain as set out in the submission version of the Funding Statement [APP-024].

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