

The Examining Authority's second written questions and requests for information (ExQ2)**3. Air Quality and Human Health**

2.3.1 Alternatively-fuelled cars make up a very small percentage of overall vehicles operating in the UK. The modelling used for anticipating the air quality in the SPA following implementation of the proposed scheme must be based on the existing split between fossil fuelled and alternatively-fuelled vehicles as habitats legislation does not allow for forecasting. We believe that air quality predictions have not been sufficiently thorough.

4. Biodiversity and HRA

2.4.1 Changes to the SPA so that the land is not contiguous are going to have a detrimental effect on wildlife and biodiversity and so any measure to facilitate the free passage of wildlife is essential. There is a need for wildlife corridors under the Wisley overbridge to allow free movement of deer, badgers, invertebrates etc in and around the ancient woodland in this area. Local wildlife is part of the ecosystem in the ancient woodland.

2.4.4 ECRG would like to be a party to agreements between HE, SCC and SWT regarding the implementation of enhancement works on E4 Bolder Mere/Elm Lane enhancement area, since we note within the detail of the scheme that thinning of woodland areas can amount to as much as 80%. We are very concerned about the impact on woodland screening between Elm Corner residents' houses and the A3 in respect of traffic noise, aerial pollution, nitrogen deposits, light pollution/visual disturbance. We note there is to be a steering group to oversee the management/monitoring on the SPA and wonder if there is the possibility of representation of ECRG on this group?

5. Construction

2.5.1 and 2.5.2 The ExA questions the applicant on the fact that Bridleway 544 runs through the eastern part of the proposed Wisley airfield construction site. The ECRG have already requested that this compound be moved at least 500 metres from the hamlet of Elm Corner – and this plan of action would avoid the potential blocking of this Right of Way. The ECRG in addition request confirmation from HE of the concise detail of the usage of this compound. We insist that it is just a storage area for topsoil and not used for crushing of materials or similar noise/dust generating processes. The PRoWs on the former Wisley airfield are used daily by Elm Corner residents and need to remain open at all times.

6. Flood risk, drainage and water management

2.6 Flood risk – Storms Ciara, Dennis and Jorge have caused disruption and flooding to Elm Corner. The water running from the airfield directly onto Elm Lane flooded the road completely and then overwhelmed the ditches leading to Boldermere. Severe disruption was caused on the A3 on Sunday 23rd February 2020 when 2 lanes of the A3 southbound carriageway at Boldermere were closed due to flooding, we also have photographic evidence of the total closure of the southbound carriageway at this same point in December 2008. We feel the ExA should request a firm response from HE as to how they intend to prevent this in future.

8. Landscape and Visual Access

2.8.5 The residents of Elm Corner are concerned about the effects of operational lighting from the 4th carriageway and the new gantries proposed, the light pollution will be exacerbated by any SPA enhancement

works between Elm Corner and the A3. There will also be effects on the residents of Elm Corner of lighting and headlights from cars on the Wisley overbridge.

9. Land use, recreation and non-motorised users

2.9.2 ExA is querying why Ockham Village Green is a low sensitivity receptor. The Green is a heritage asset, it has no formal boundary with the SPA/SSSI which surrounds it and it has an identical habitat to the designated land.

10. Noise, vibration, dust and lighting

2.10.1 ECRG seeks confirmation that acoustic fencing will be erected along the southbound carriageway from Boldermere to the Ockham Park junction. As well as reducing noise and light pollution it would serve as a barrier to prevent deer venturing out onto the A3, there have been fatal accidents on this section of the A3 involving deer.

2.10.2 ECRG seeks to ensure that acoustic fencing is fitted around the construction compound on the former Wisley airfield to lessen noise of reversing vehicles and the to and fro of lorries and heavy machinery on the site 6 days a week. It is additionally a requirement due to the fact that this site is likely to be in use for the full duration of the works. We also have concerns around the unreasonable construction hours and the possibility of night time working.

13. Traffic transport and road safety

2.13.30 The visibility splays exiting Elm Lane onto Old Land shown on drawing HE551522-ATK-HGN-XX-SK-CH-000036 within Appendix A of REP4-006 require vegetation clearance as shown on this plan. In our early consultations with HE we discussed with them the need for traffic slowing measures between the A3 and this exit in order to:

a) ensure this junction is safe

b) to slow down the traffic travelling along Old Lane from the A3/M25. A vast number of cars currently motor at very high speeds along this stretch of Old Lane and there have been many accidents on this bend, at least one of which was fatal. We suggest that HE or SCC may have some statistics on the accident rate at this bend.

c) to avoid habitat loss (i.e. clearance of trees) in the SPA. If the safety of this junction is considered to be satisfied by vegetation clearance only, then this will have to be an ongoing maintenance requirement for guaranteed future safety of this junction.

We suggest that there is further discourse with Elm Corner Residents and Surrey CC about the detailed design of this junction and that measures are taken to ensure that traffic is slowed down in Old Lane (SCC should be able to provide statistics showing that vehicles regularly exceed the 40 mph speed limit. Ockham and Hatchford Residents Association also have some evidence of this) and habitat loss is kept to the minimum.

2.13.35 Residents of Elm Corner regularly walk to RHS Wisley as well as to Ripley, it is essential that these NMU routes are retained and enhanced. Given the need to decarbonise, retaining and enhancing all NMU routes should be a priority.