

M25 Junction 10 / A3 Wisley Interchange Improvement project

The Examining Authority's second written questions and requests for information (ExQ2)

Responses from Ockham Parish Council

01.03.20

	Response from Ockham Parish Council
3	<p>Re: Air quality and human health.</p> <p>We robustly challenge the viability of the entire project in light of environmental considerations. Following the Court of Appeal's ruling (27.02.20) that the government's decision to allow the expansion of Heathrow was unlawful because it did not take climate commitments into account, we question the model upon which the HE M25J10/A3 has been based. Has the government commitment to cut net carbon emissions to zero by 2050 been incorporated into this project?</p> <p>Notwithstanding the aspiration that roads will be increasingly populated by electric and hydrogen cars, there is an environmental impact in the manufacturing of the batteries required to operate these vehicles and this fact must also be taken into consideration. It is also clear from the latest research (Which Feb 2020) that the newer models of cars emit much greater quantities of CO2. It is essential that the Paris Climate Agreement is taken into account and that the government complies with its statutory duties.</p>
2.3.1/2/3/4 & 2.4.7	<p>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.</p>
2.4.1	<p>We believe that 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, including the red deer, is essential. All wildlife should be able to flow freely in and around all areas of the SPA and ancient woodland.</p>
2.4.4	<p>We have concerns about the plans to thin out woodland areas and most particularly the intention to thin out the area between Elm Corner and the A3. This will lead to increases in noise, light and air pollution as well as visual disturbance to the hamlet of Elm Corner. We request that we are included and consulted in the planning for the SPA land in this area.</p>

2.4.11	We are very concerned about negative effects on wildlife due to the relocation of SPAs. Disturbance to habitats leads to long term impacts on biodiversity levels.
2.5.1	PRoW on former Wisley airfield are well used and loved by the Ockham community and need to remain open at all times. The construction compound at former Wisley Airfield should be located to facilitate this and moved further away from the hamlet of Elm Corner.
2.5.2	The specific activities anticipated at the proposed construction compounds are of great concern to the Ockham community. Noise, dust and delay are all factors that will impact on local residents. The compound at Mill Lane is likely to cause delay to the free movement of all Ockham residents and the compound at former Wisley Airfield will impact on Elm Corner residents specifically. To minimise disturbance and disruption, we request that the compound at former Wisley Airfield is not used for processing or crushing of materials which will lead to increased noise and dust.
2.6	Flood risk – please see earlier submission from Ockham Parish Council dated 18.02.20 regarding localised flooding following Storms Ciara and Dennis.
2.8.5	Our community has been given no information about operational lighting by the applicant. As there is likely to be light pollution from the overbridge to RHS Wisley, from the A3 itself and from gantries above the A3, there will be lighting nuisance impacts on the communities at Elm Corner and at Church End. We request that we are advised about intended operational lighting.
2.9.2	Ockham Village Green is a heritage asset within Ockham and is a landscape valued by the local community. OVG is not a low sensitivity receptor, it is an identical habitat to the habitat in the land that directly surrounds it which is designated SSSI/SPA and there are no formal boundaries between these areas.
2.10.2	We strongly support the provision of acoustic fencing along all sections of the proposed construction compounds. Whilst it may not be aesthetically pleasing, it will give some protection from noise.
2.13.1	We do not believe that any development on former Wisley Airfield should have direct access onto Old Lane. This view is supported by SCC – see 2.13.11
2.13.17	Tailbacks on the A3 are daily occurrences from both north and south approaches. The tailbacks commence as early as 6.30 am and any accident only compounds the issue. We do not believe that the proposed works to M25J10/A3 are going to make any significant difference to the traffic tailbacks and instead the traffic queues will

	continue to have a negative impact on air quality which is already at dangerously low levels.
2.13.30	To facilitate the proposed Elm Lane junction with Old Lane, we believe that there should be traffic slowing measures implemented on Old Lane between A3 and the proposed junction point. We suggest that there is further discourse with Elm Corner Residents Group, as well as with Surrey CC as proposed, 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 Ockham walk to RHS Wisley and to Ripley and so all existing pedestrian routes should be retained. Given the need to decarbonise, retaining and enhancing all NMU routes should be a priority.
2.15.6	It is of great concern to us that the replacement Cockcrow bridge as a green corridor is not yet guaranteed.
2.16.4	We were advised by HE on 29.11.19 that <i>“the land transfer of part of snakes field from HE to SCC which should have happened under the order relating to the original construction of the M25 is under way but has not yet completed”</i> . We await with interest confirmation that this long outstanding land transfer has been completed.