
OBJECTOR REFERENCE: TR010030 / M25J10-AP034

PARK BARN FARM (“PBF”) – ALDERSON

SUBMISSIONS FOR DEADLINE 5

IN RESPONSE TO HIGHWAYS ENGLAND SUBMISSIONS AT DEADLINE 4:

REF. TR010030/EXAM/9.50

Abbreviations appearing below are the same as the ones used in previous written representations submitted on behalf of the objector.

APPENDICES	
1	Information received from Surrey County Council in response to request made under the Freedom of Information Act (2000): No. FOI002887
2	Joint Statutory Declaration of Ronald Alderson and Jacqueline Varley dated 28/02/2020
3	Further questions for Highways England re- site at Pond Farm

Appendix 1 mostly contains a series of minutes of meetings held between representatives or agents of Surrey County Council, Highways England and the Surrey Wildlife Trust, concerning discussions in relation to the potential site at Pond Farm. At the time of preparing this objection further information is awaited. Information was also received from HE on 9/3/20, which was unfortunately too late to influence the content of these representations. We may wish to submit additional submissions on behalf of the objector in relation to that other material in due course.

The document contained at **Appendix 2** was submitted to HE on 28/02/2020 as part of the objector’s pending Blight Notice case reference before the Upper Tribunal (Lands Chamber).

Grounds of objection and critique of Highways England’s case at Deadline 4

It is common ground that the statutory requirements under s.122(2)(c) & s.122(3) of the PA 2008 must be satisfied before an Order which authorises compulsory acquisition of RL may be confirmed.

In summary¹, the objector’s case is that the quantity of land which HE is seeking to acquire is grotesquely out of proportion with what is actually needed in order to meet the basic ‘threshold’ definitions of RL: ss.131(11) & 132(12) PA 2008. Those requirements are that the RL must be ‘*not less in area*’ and ‘*no less advantageous*’ than the SCL; or, where the Order is only seeking rights over that land, it must be ‘*adequate to compensate*’ (but not necessarily of equal area).

The objector’s primary submission is that none of the land at PBF is required before the Order can be confirmed under section 122 PA 2008.

Observations on HE’s land-take requirements (based on latest figures provided²)

On its latest (corrected) figures the total land-take of SCL, and rights to be acquired, which are to be compensated with RL, are as follows:-

Land type	[A] Amount to be acquired	[B] Amount over which rights are to be acquired for which replacement land will be provided at 1:1 ratio
Common land	6.97 ha	5.45 ha
Open space	6.74 ha	2.98 ha
Sub-totals	13.71 ha	8.43 ha
Overall Total [A] & [B] = 22.14 ha		

The overall amount of RL to be provided is 39.79 ha³. This is almost three times the amount of SCL that would be physically acquired (13.71 ha).

21.85 ha of this requirement would come solely from PBF (PBF1, PBF2 & PBF3)⁴. 19.85 ha of the land at PBF is categorised as replacement common land, and the other 2 ha is open space (all of which lies within area PBF 1).⁵ Roughly-speaking, the land to be taken at PBF alone is therefore almost double the amount of SCL which is to be acquired across the scheme as a whole (13.71 ha).

¹ No inference should be drawn that points which are not specifically repeated here have been conceded.

² See Responses to Questions for Highways England [REP3-070].

³ HE’s response to question 6.

⁴ Section 5 of Appendix C gives the following total areas for PBF: 5.10ha (PBF1); 8.35ha (PBF2); 8.40 ha (PBF3).

⁵ HE’s response to question 7.

The amount of land to be acquired at PBF is also broadly equivalent to the total aggregate area (22.14 ha) when one takes into account the large component (8.43 ha) of “burdened” land over which only permanent rights are required.

Errors in HE’s methodology: calculation of Replacement Land

(i) Scheme “precedent”

HE’s underlying methodology, as set out in its Common Land and Open Space Report⁶, is to adopt values derived from scheme ‘precedent’ (i.e. the 1970’s and 1980’s construction of the M25 motorway and A3 dual carriageway) as the basis for ‘target ratios’ which have been used to guide its overall RL requirement.

The minutes of meetings between SCC, SWT, and HE (**Appendix 1**) certainly reflect this desire from an early stage of scheme planning: see minutes of meeting held on 20th December 2007 which quotes one of the parties (presumably HE) saying that the “*project would be replacing land at a 1:3 ratio*”⁷, and that SWT saw it as “*an opportunity to obtain as much environmental gain as possible*”. SCC also confirmed this same ratio in its consultation response to HE in March 2018.

All this puts cart firmly before horse, however. It is built on the flawed pretext that the current road scheme provides a legitimate opportunity to right past wrongs⁸, but in law these are different projects which must be assessed on their own terms. The desire to sort out the perceived impacts of past decisions would be an illegitimate purpose, unnecessary and disproportionate⁹. Put bluntly, scheme “precedent” has no relevance to compliance with the statutory test.

As such, it is an entirely circular argument for HE to claim, as it has done, that the content of Appendix C provides a satisfactory answer to these objections. The objector contends that this ‘top-down’ approach to the calculation of RL is irredeemably flawed.

(ii) “Adjustments”

HE does state that it has also made certain “adjustments” to the historical ratios in order to arrive at the current RL values across the scheme as a whole. On this basis it hopes to persuade the Examining Authority that the relevant statutory test as set out in subsections 122(2)(c) & (3), and subsections 131(12) & 132(12) of the PA 2008 can be satisfied, notwithstanding these criticisms.

It might be reasonable to accept this proposition if these “adjustments” were actually meaningful. However, their net result is to arrive at RL values which are still broadly similar to those which were originally used in the 1970’s and 1980’s.

⁶ Appendix C of the Statement of Reasons.

⁷ SCC’s consultation response to HE (letter dated 23/03/2018) at Appendix 1

⁸ See for example HE’s comments at para. 2.7.11 of its Statement of Reasons.

⁹ See paragraphs 8-10 of the CA Guidance which warns against this.

By applying target ratios of 2.5:1 for common land, 2:1 for open space, and 1:1 for the acquisition of permanent rights¹⁰ HE is left with the unenviable task of needing to persuade the Examining Authority that the existing SCL¹¹ is very significantly more ‘advantageous’ (in relation to common land by a factor of roughly 2.5 times), than the land it wants to acquire in order to replace it (at PBF and other RL locations). That argument is patently false and absurd.

Putting this more crudely, if these ratios are believed to be correct, then it must be concluded that the current scheme proposals will wreak broadly the same level of destruction to the common land and open space that was encountered when the M25 and A3 roads were first built.

Common-sense alone suggests that the argument is virtually impossible to sustain. The relevant factors are that ‘*Any exchange land should be at least as good in terms of size, usefulness, attractiveness, quality and accessibility*’: See paragraph 5.181 of the National Policy Statement for National Networks (December 2014).

First and foremost one must consider that “*the design and associated land take is limited to the adjacent land*” [SoR, 5.5.2]. It comprises long linear stretches of roadside verge running parallel to the existing A3 dual carriageway and M25 motorway. At present, anyone attempting to walk or ride the linear route would encounter many obstacles in their way, with not all of it actually being usable. The overall experience for rights of way users would also be dominated by the sight and sound of vehicular traffic, and the sight of ugly road infrastructure. Those users will suffer air quality which is worse than at any other location within the common land and open space.

By contrast, the RL areas are large consolidated blocks of land which are mainly contiguous with other existing SCL (except for Pointers Road north and south), and which will also benefit from additional new RoW linkages (e.g. a new bridge for NMUs to cross the A3), as well as upgrades to existing routes and crossings (e.g. replacement bridge at Clearmount immediately south of PBF; upgrade of footpath to bridleway connecting to the new A3 crossing, and continuing onward to the other RL locations at Chatley Farm).

HE has also stated that the proposed RL comprises land character types which are broadly equivalent to the land which will be taken for the scheme, and for PBF in particular:

“The parcels of replacement land to be acquired at Park Barn Farm will provide broadleaved and mixed woodland and meadow areas, with connectivity principally to existing common land and open space, which is in keeping with the nature and status of much of the SCL that will be affected to the west of the A3.”¹²

Taking all this into account, one would certainly have to refute HE’s assertion that:

¹⁰ Statement of Reasons, 7.2.6 / Appendix C, para. 2.7.18.

¹¹ i.e. the common land and open space it proposes to acquire in order to construct the road scheme.

¹² Planning Inspectorate Scheme Reference TR0100300 / Application Document Reference TR0100300/EXAM/9.19.

“The special category land to be acquired is currently usable for informal recreation on foot or horseback through a range of woodland types and some open areas, as part of large areas of common land and open space of related character and adjoining open heathland. The replacement land at Park Barn Farm will be able to provide a similar experience, but only once new planting has become established in existing open fields and routes are created through existing dense woodland and with less connection to open heathland.” [HE’s reply to Question 12].

As HE also acknowledges, the noise environment will also be much quieter at most of the RL locations – a significant benefit to the RoW user experience.

In so far as HE claims that CF3, CF4, HE1 and HE2 have only “limited connection” with the existing SCL¹³ this is not true (or else why have these areas even been identified as being suitable RL?). In fact, HE and HE2 connect directly to the open space of Ockham common. CF3 and CF4 are adjacent to RL areas CF1 and CF2. The bridleway at the eastern end of CF3 and CF4 also serves to link those parcels of RL to the SCL in the southwestern quadrant, and at the same time will benefit from improved access because the existing bridge over the M25 is also being replaced.

HE is also strangely silent on the important accessibility credentials of CF1 and CF2. These plots link directly with a block of existing open space and common land, and will also benefit from an entirely new NMU crossing point across the M25 linking it directly to the whole of the SCL in the southwestern quadrant. These are important factors which satisfy HE’s own search criteria for “*new linkages between areas of public access*”.¹⁴

And whilst, HE states that some of that RL is unsuitable for immediate access (e.g. because tree felling and clearance needs to take place on a portion of the land at Chatley Farm; the damp grassland in PBF1). These are short term impediments which carry little overall weight in terms of reducing the overall suitability and value of that land for giving public access, and in reality, this is really no different to what has already been taking place on Wisley Common in recent years as large tracts of woodland have been returned to heathland.

We note that HE also proposes to implement other additional enhancements to boost the overall ‘value’ of RL, including at PBF. Much of this appears to stem from the desire¹⁵ to achieve compensatory wildlife benefits, and the future potential for the land to be included within the SPA designated area. This has no place in the assessment of suitable exchange land for recreational purposes, however.

On the basis of all relevant measures: *size, usefulness, attractiveness, quality and accessibility* there is an overall balance of significant advantage provided by the RL which has been identified. Providing for RL at a level which exceeds the minimum ratio of 1:1 is wholly unnecessary.

¹³ Page 6 of its response to this objection, submitted at deadline 4

¹⁴ SoR, Appendix C, para. 2.7.4.

¹⁵ As expressed through comments attributed to SWT and others in the meeting notes appearing at Appendix 1

(iii) Replacement Land compensation for acquisition of permanent rights: s.132(12) PA 2008

HE says that it is compensating for the burden of rights acquired on the basis of a 1:1 ratio, however it must be noted that this level of provision significantly exceeds the historical “precedent” used. It is wholly additional because for the M25 / A3 road schemes there was actually zero provision for rights acquired: see HE’s response to question 9 of the objector’s “Questions for HE”.

HE claims that there was no *specific* requirement to compensate for the acquisition of rights when the M25 / A3 road schemes were originally conceived – that may be so, however statute does not set a mandatory level of provision even now.

The objector considers that no additional compensation for rights to be acquired under s.132(12) PA 2008 is warranted in this case:-

Firstly, HE does not put forward a remotely compelling case for including RL in a ratio of 1:1 (or anything close to that figure) to compensate for these rights because they would not cause a substantial burden. HE refers to just a “limited loss” of advantage:

“Some of the proposed permanent rights will be along bridleways and associated routes where these are separate from the M25 and A3 and associated overbridges. These will remain part of the common land and open space and will enhance public access to them and there will, therefore, be some limited loss of the advantage conveyed by these areas to the owners or the public when burdened by the rights. These works are outlined in the first three bullet points of paragraph 3.5.5.” [SoR, 2.7.16]

Although HE seeks to deflect from answering the objector’s question about the likely frequency of use of the re-surfaced tracks¹⁶ it would be reasonable to infer that the incidence of public RoW users meeting vehicles on these tracks would be low level and infrequent. In any event, these are 6m wide tracks which would accommodate all users at the same time. In relation to bridleway 10 in particular, HE does also specifically acknowledge that there will be “*little difference*” to the existing situation, and that rights of way users will already encounter occasional vehicles on these routes.¹⁷

Secondly, it is also completely and utterly wrong for HE to suggest that the s.132(12) PA 2008 test – i.e. “*land which is adequate to compensate..... for the disadvantages*” (for rights to be acquired) cannot also be met by the provision of RL under the s.131(12) test where land is permanently acquired.¹⁸

For example, it is entirely logical that a decision-maker would not require a large element of additional RL provision in compensation for the acquisition of rights where the overall burden (or ‘disadvantage’) caused by those rights would be low or negligible. It would also be rational to conclude that there should be no extra provision at all where the provision of RL at a minimum 1:1 ratio for land acquired (under s.131(12) PA 2008) will already be *more*

¹⁶ Question 19(a)

¹⁷ HE’s answer to question 19(b)

¹⁸ See HE’s reply to question 13.

than enough than is strictly required to compensate for the overall loss of “advantage” caused. That is precisely the situation which arises in the present case. The objector’s suggestion does not involve any element of “double-counting” at all.

No compelling case in the public interest: s.122(3) PA 2008 / Status of the land at PBF

In line with the use of other compulsory acquisition powers generally Parliament did not intend for the statutory provisions of the PA 2008 to be used for sanctioning the compulsory acquisition of land on a scale which is *more than necessary* to meet the definitions set out under ss.131(11) & 132(12). It therefore provided a further important check and balance which is that not just any case will do: there must be a ‘*compelling case in the public interest for the land to be acquired compulsorily*’ (ss.122(3) PA 2008).

This much is clearly reflected in the key passages of CA Guidance too¹⁹. It is an extremely exacting test to meet in practice, which involves weighing up properly the human rights interests of the landowners affected.

The objector’s criticism does not just stop at HE’s over-exaggeration of its RL requirement, however. HE has also failed to carry out the correct human rights balance when targeting the land at PBF to provide the major part (over 50%) of its target amount.

HE has incorrectly recorded the status of the land at PBF in the official scheme assessment. In particular, these plots have been classed as agricultural land (see, for example, Figure 13.1 People and Communities plan from the Environmental Statement), whereas in fact the land is a valuable private residential amenity resource which has been used and enjoyed regularly by the current owner and his extended family over a period of several years (fields “PBF2” & “PBF3” especially).

In fact, the majority of this land forms part of an extensive area of lawn which the objector has kept regularly mown.²⁰ The lawn is surrounded by an outer perimeter comprising pockets of attractive mature woodland, or ‘deer park’, where there are water troughs (supplied with fresh water) for the deer and other wildlife to use.

A summerhouse has been built on a gently rising part of the ground which forms a small opening close to the tree belt in PBF3. This building has often been used for hosting outside events on various special occasions for friends and family. Near to the summerhouse, and in clear view of it, are two ornamental ponds with bench-seating, which are nestled into the fringe of the wooded area a short distance to the north.

Further away, on open ground back towards the vehicular track in the south-west corner of “PBF2” is a ‘pole barn’, which has also been used for holding special outside events in much the same way as the summerhouse.

All this is more fully described in the statutory declaration which appears at **Appendix 2**.

¹⁹ Paras. 8-13.

²⁰ This is misleadingly described as ‘meadow’ in Appendix C of HE’s Statement of Reasons.

In its scheme documents HE has not given any specific consideration to the significance of this land, as regards its valuable contribution to the use, enjoyment and amenity value of the three dwellings, and the blight now caused to the objector's interests in that land. This is a significant flaw. It is a failure which critically undermines, and invalidates, HE's official assessment of whether the compulsory acquisition of land at PBF achieves an appropriate balance of human rights interests, and whether confirmation of the Order is therefore justified as being in the overriding public interest.

On behalf of the objector it is submitted that, especially given HE's over-inflated RL requirement, the second condition (i.e. ss.122(3) PA 2008) is clearly not satisfied, and hence the Order should not be confirmed in its present form.

HE's latest remarks do at least acknowledge that the quantity of RL *may* be scaled down:

"... it is open to the Secretary of State to provide for a lesser amount in making the DCO by not authorising the compulsory acquisition of some of the replacement land parcels".

However, this matter is for HE to demonstrate with compelling evidence. In this regard the CA Guidance states that the SoS will need to be satisfied that "*no more land is being taken than is reasonably necessary for that purpose*". There must also be "*compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired.*"²¹

Plainly, HE has not done enough by virtue of its irrational fixation on "precedent", and its failure even to register the correct planning status of the PBF land.

Even allowing for the dubious "adjustments" which HE claims to have made, its case for acquiring as much as 39.79 ha of RL is still largely unexplained. We note with some concern in this regard that instead of discussing the exchange land issue openly and transparently the official minutes of meetings reveal that representatives of HE, SCC and SWT "*agreed to discuss this offline*", whilst other documents which are directly relevant to the deliberation of these issues have not so far been disclosed: for example, the meeting note of 24/03/18 states that Atkins would be preparing a draft report on the common / exchange / compensation land issue that would be ready "*in two weeks*".

HE's remarks (above) are also highly unsatisfactory given the current blight caused to a substantial part of the objector's home. Taking everything into account there is an urgent need for HE to re-consider its position rather than to continue to promote the aggressive use of compulsory powers in a manner which is wholly unnecessary.

In any event, we also query the robustness of HE's assumption that these matters can simply be left for the decision-maker when confirming the final Order given the legal requirements for ensuring adequate public consultation. The true position might actually be that the Order simply cannot be confirmed unless a drastic curtailment of the overall RL is accepted now so that other parties will have an opportunity to comment.

²¹ CA Guidance, paras. 11-13.

Other alternatives: Deletion of PBF2 & PBF3; Addition of land at Pond Farm

The Examining Authority would also need to explore other reasonable alternatives, including whether a substantial reduction of the land-take at PBF might be appropriate, as opposed to a wholesale deletion of those plots. If so, the objector submits that it is only the “Cow field”²² which should be acquired, leaving the other two fields (“PBF2” & “PBF3”) untouched.

The objector considers that the Cow field (“PBF 1”) would easily satisfy the relevant statutory requirements when taken in combination with the other RL plots already identified, i.e. land formerly part of Chatley Farm in the north-eastern quadrant²³, and land at Hatchford End in the south-eastern quadrant.

And if it should be necessary to decide upon a preferential ranking between different RL parcels, it is submitted that the plots in the north-eastern quadrant should be acquired first because they would provide an equal benefit to the land at PBF in terms of their suitability and connectivity, but this is where the greatest deficiency in public access provision is experienced at present. However, it is contended that none of those possibilities should be preferred until proper scrutiny has been given to the potential for using the site at Pond Farm instead.

Pond Farm is a large site, estimated at 13 ha²⁴, which sits centrally to the common land south of the M25 carriageway (Wisley Common in the south western quadrant). From that point of view it has enormous potential for unifying the existing commons, and therefore it ought to be regarded as a prime site for acquisition. It does at least need to be explored thoroughly before it is discounted as a potential option, notwithstanding SWT’s objection that the whole of this land is needed to safeguard its cattle operation.

The objector submits that there are too many unresolved questions before the Pond Farm site can be reasonably discounted. It has not been demonstrated that it is inevitable that the cattle herd operation would have to be relocated. The reasonable alternatives which need to be explored also include using only a *part* of the Pond Farm site. This is a possible option which may have been overlooked in the search for a much greater amount of land than was actually needed.

KEYSTONE LAW

²² The Cow field is the field marked “PBF 1” on figure B.3 ‘Northwestern Quadrant’ at page 92 of the Statement of Reasons, Appendix C.

²³ Chatley Wood, Breach Hill Wood, and Pointers Road.

²⁴ This is the objector’s estimate. The overall area of that site is not known.

Meeting notes

Project:	M25 j10/A3 Wisley Interchange Scheme		
Subject:	Meeting with Surrey Wildlife Trust, Surrey County Council, Elbridge Borough Council		
Date and time:	31 Aug 2017 - 11:24	Meeting no:	1
Meeting place:	Pond Farm, Wisley Common	Minutes by:	[REDACTED]
Present:	[REDACTED]	Representing:	Surrey Wildlife Trust Surrey Wildlife Trust Surrey County Council Elmbridge Borough Council Elmbridge Borough Council Atkins Atkins Atkins Atkins

1. Health & safety

[REDACTED] highlighted the benefits of using the 'Dutch' method of opening car doors, meaning you have to use your left hand when opening a car door. This means that you can look behind you when opening the door.

2. Replacement land

Pond Farm background – there has been an agreement between Surrey WT and Surrey CC about operation of the farm since 2006 when Surrey WT occupied the farm. It is a critical part of the farming operation across SCC and MOD, and supports grazing animals, handling, calving, a firewood business, sheep, ponies and goats that operate from here for commercial activities. The physical boundary of the farm is very important, as some animals (e.g. cows with calves) are not risk assessed to be interacting with the public.

The Scout camp within the boundary of the farm is part of the wider land holding and so Surrey WT in effect act as the landlord for them.

Surrey WT confirmed that they would have considerable concerns about the farm being registered as common land as it would compromise their operations and potentially put the public at risk.

Other replacement land options were tabled. The group provided the follow views:

Land at Pond Farm (former Foxwarren Deerpark)

c.100 acres of mown land on a sandy soil, unlikely to have been fertilised. This was considered to be a strong option for replacement land as it would enhance common land access across the M25 and provide a link to land further to the north. It was also suggested that the land could be returned back to heath within a number of years, and so could be classified as SSSI and/or SPA in future years.

Land near Pointers Lane

Next meeting:

Distribution:

Date issued:

File ref:

NOTE TO RECIPIENTS:

These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

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Meeting notes - Surrey WT Surrey CC Elmbridge BC 31.08.17 - FinalDocument3

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The wooded areas of this land holding may be able to provide good future habitat and would provide additional common land, however the adjacent open grass land towards the flood plan, wouldn't be suitable for heathland restoration. However, there would be other value here, as during times of flood there is a supportive habitat for certain bird species. The amenity value here may be more limited however.

Land adjacent to common land – Ockham Road North

Surrey WT confirmed that this land is partially in the ownership of Surrey CC and stewardship of Surrey WT. These fields are already publicly accessible so not suitable for common land. Grazing occurs in this field.

Existing common land

Atkins confirmed that as part of the replacement land process for this scheme, all outstanding replacement land issues relating to the M25 would be completed. There was some discussion about whether this may affect any existing enclosures on land managed by Surrey WT and this would require further investigation.

3. Access arrangements

Atkins presented a green bridge option to provide access to Pond Farm over the A3. The meeting was supportive of this option, bearing in mind that the bridge would need to a) be restricted to authorised vehicle access only and b) would be a fully HGV bearing bridge allowing vehicles up to 40 tonne to access the site. The bridge would need to still allow unimpeded pedestrian and cycle access, whilst also preventing livestock movements. A sympathetically designed green bridge at this location could really enhance the cross A3 movement of local wildlife.

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Meeting notes - Surrey WT Surrey CC Elmbridge BC 31.08.17 - Final Document3

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Our ref: M25J10/LetterResponse/Oct2018

Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

4 October 2018

Dear [REDACTED]

M25 junction 10 / A3 Wisley interchange scheme: Public Consultation response

Thank you for your letter response to the public consultation on the M25 junction 10 /A3 Wisley interchange scheme dated 23 March 2018.

Since the public consultation period closed on 26 March 2018, the project team has been working to take account of all the feedback received, and use this information and intelligence to further develop the scheme and pull together the Consultation Report. The Consultation Summary Report will be available on the project website (www.highways.gov.uk/m25j10) in winter 2018.

The Summary Report will provide further details on the feedback received during the consultation period and how this has been taken into account. However, in the meantime, I have also addressed each of the main points highlighted in your consultation response letter below.

Since the end of the consultation period we have been working with Surrey County Council to begin addressing these issues, together with those raised by the other host Local Authorities. The table below outlines the meetings with Surrey County Council that we have held since the end of the statutory public consultation.

Meeting topic	Date
Non – Motorised User Design Workshop Meeting	26 March 2018
Road Signs, Orders and Speed Limits Meeting	30 May 2018
M25 junction 10/ A3 Wisley Interchange bus services meeting	27 June 2018
Local Road Interaction and Modelling Meeting	28 June 2018
Local Authority Liaison Meeting	27 July 2018
Designated Funds Progress Meeting	29 August 2018
Land Acquisition Meeting	13 September 2018
Local Authority Liaison Meeting	27 September 2018

This letter represents a snapshot of the work we have done to date and an indication of the products we will be sharing with you in the future. A final version of this letter will be issued to Surrey County Council before the DCO submission for the scheme. I have responded below according to the sections outlined in your statutory consultation letter.

A1.1 Improving safety

A.1.1.1 Safety is a key priority for Highways England and this project is following a strict safety governance regime. This involves input from safety specialists and stakeholders. A comprehensive safety plan has been drawn up and targets have been set to reduce collisions on the scheme. Safety data has been taken from both the Strategic Road Network (SRN) and the Local Road Network (LRN) in compiling this.

A1.1.2 At this stage we are still awaiting the outputs from the scheme's PCF3 modelling report, so I cannot provide feedback on any impact on the levels of traffic in Ripley. With regard to Ockham Park Roundabout, we have revised the design to mean that the junction is fully signalised which has been reflected in our updated traffic modelling. We believe that this will mitigate the added complexity of having an additional arm on the Roundabout.

A1.1.3 The design for junction 10 itself has been revised. On the western side of the junction, the proposal is to elongate the roundabout less than previously indicated. Traffic modelling at this stage suggests that the previous design was over-engineered for the demand and so the project could save money and reduce its environmental impact by making this change. We do not believe that vehicles will be able to reach sufficient speeds along the straight sections to cause a significant safety risk.

A1.1.4 Highways England and Surrey County Council have met and discussed reviewing speed limits on the local road network, and Highways England are currently commissioning speed surveys at agreed locations to understand current speeds. Once the outputs from these surveys are available we would welcome the opportunity to discuss speed limits further with you. A scheme wide road safety audit is currently underway, and we will share the outputs of this when it is complete.

A1.2 Reducing congestion and improve journey time reliability

A1.2.1 It should be noted that this scheme objective relates specifically to the strategic road network, the scheme has a separate objective that specifically addresses impacts on the local road network.

A1.2.2 We will address the concerns raised about congestion on the local road network in section A1.4 below.

While the project team should be in a position to share the outputs of the traffic modelling on the scheme by the end of October, we are confident that the scheme achieves an overall positive benefit cost ratio, providing a reduction in congestion and an improvement in journey time reliability to the scheme's design year of 2037. It is important to note that this improvement will be achieved while incorporating the planned housing and jobs growth included in Guildford, Woking and Elmbridge boroughs' Local Plans.

A1.2.3 TD22 calculations show that even with growth to 2037, three lanes on the A3 overbridge through the junction would not be necessary and so have not been included as part of this scheme.

A1.2.4 Highways England believe that this improvement will be achieved while incorporating the planned local housing and jobs growth. Because of the proximity to the scheme, developments included within the Draft Local Plans for Guildford, Woking and Elmbridge have been specifically added to the Uncertainty Log used for the modelled Core Scenario. The local developments included are shown in Appendix A. In line with Transport Assessment Guidance (TAG), total growth in the three local authorities has been balanced so the total production/attraction within each local county area matched NTEM 7.2 growth. Growth in all other areas has been derived from TEMPRO.

Junction modelling conducted for M25 J10 shows that the junction will continue to operate within practical capacity in the modelled design year of 2037. Once the traffic modelling assessment for the scheme is complete we would be happy to share this with you and anticipate this will address the other concerns raised in your letter.

A1.3 Improved facilities for Pedestrians, Cyclists and Horse Riders

A1.3.1 The design of the Non-Motorised User (NMU) route will provide a high quality continuous route between Ockham Park Roundabout and Painshill Roundabout with only one at grade crossing required. They are being built to recognised standards, and in all locations provide a minimum of a 3 metre shared use facility, and a verge for equestrians. In many locations, a more enhanced facility has been designed.

A1.3.2 The plans for the NMU route were shared as part of the overall design with Surrey County Council on the 10 September 2018. We are proposing a cycle ban between Ockham Park Roundabout and Painshill Roundabout on the A3.

The NMU routes have been discussed with Surrey Wildlife Trust to achieve the least damaging layouts which maintain and enhance access for users. As much of the NMU route on the SCC countryside estate is in designated Special Protection Area land (SPA) or Site of Special Scientific Interest (SSSI) we are legally obliged to design it in a manner to minimise the environmental and land impacts.

A1.3.3 This point is noted, and we look forward to continuing to work with SCC to make this a reality.

A1.3.4 A meeting has been organised with SCC to discuss all elements of future adoption and maintenance of the new infrastructure that fall outside of the SRN. We see this as part of ongoing discussions around this topic.

A1.4 Minimising impacts on the surrounding local road network

A1.4.2 The project team are currently finalising the modelling reports for the scheme and these will be shared with SCC and all of the host authorities when they are available. We will then set up a meeting to discuss the outputs from these. Once we have all of the traffic modelling available we will be able to address the other concerns raised in your letter in this section. A meeting to discuss the scheme modelling was held on the 28 June 2018 and the links and nodes diagram of the scheme was sent to Surrey County Council on the 23 July 2018.

A1.4.8 I can confirm that there is a free-flow left turn from the A245 eastbound to the A3 northbound at the A3 junction included in the scheme design.

A1.5 Supporting Local and Regional Growth

A1.5.1 In order to achieve this objective, Highways England need to demonstrate that there is sufficient capacity in 2037 (the design year for the scheme) for all of the growth included with the draft Local Plans from Woking, Elmbridge and Guildford. Where there are specific sites included in these plans, the local plan levels for these developments have been included.

For the Wisley Airfield site and the RHS Gardens Wisley developments, the associated Transport Assessments have been used to provide a direct trip generation, with the TEMPRO level for the remainder of Guildford being reduced. For all other developments within the three local authorities, the trip generation for each site, in production/attraction form was generated using locally calculated rates within the NTEM 7.2 dataset. The growth was then “balanced” so the total production/attraction within each local county area matched NTEM 7.2 growth.

Appendix A provides a list of the local schemes included within the three local authorities immediately affecting the scheme and shows a total of approximately 18,500 homes and 10,500 additional jobs in the area by 2037. In the AM peak period this growth (along with background growth derived from TEMPRO in other modelled areas) leads to an increase in trips of 22% between the base year of 2015 and the design year of 2037.

A2.1 Proposed Design for the Widening of the A3

We welcome your comment that you agree the principle of the widening along the A3.

A2.1.1.2 Where the scheme has new local access roads running adjacent to the main carriageway, screening barriers will be provided.

A2.1.2 Proposed Design for the Widening of the A3 AND Lorry/HGV parking

A2.1.2.1 Surveys have been undertaken to ascertain the occupancy of all of the HGV parking available between Guildford and junction 10 and we have concluded that despite removing parking immediately adjacent to the junction, there is still sufficient capacity available. There is therefore no new HGV provision included within the scheme. This report was shared with Surrey County Council on the 25 September 2018.

A2.1.2.3 We have consulted with both the Metropolitan Police and Surrey Police regarding the loss of a layby near to junction 10 as an abnormal load lay-up. Neither force have raised any concerns in losing this facility.

A2.2 Proposed Design for access to Wisley Lane and RHS Wisley Gardens

A2.2.1 The scheme has been designed to be able to accommodate local growth as we have described in section A1.2.4, and we believe that Ockham Park Roundabout, and therefore the approach roads on the local road network, e.g. Portsmouth Road and Ockham Road North will operate satisfactorily up to 2037. Once the PCF3 modelling reports are available, we will be able to share with Surrey County Council what the forecast impact of the altered Wisley Lane arrangement on Ripley will be.

A2.2.2 The primary objective behind the alternative arrangement for Wisley Lane is to improve safety. The existing arrangement on a three lane all-purpose road does not meet current standards and when the A3 will be widened to four lanes in this location, this safety issue would be exacerbated. As we have mentioned in section 1.4 above we believe we

have taken into consideration the impact these plans will have on the local road network and will share the PCF3 modelling reports when these are available.

A2.2.3 RHS Gardens Wisley projected growth figures have been taken into account in the scheme modelling. The Transport Assessment from May 2016 which supported the planning application for the RHS Gardens extensions has been used for reference. Using the trip rates included with the Transport Assessment, the proposed development will add approximately 180 two-way trips in the PM peak hour, and this has been replicated in our modelling.

A2.2.4 Highways England will be able to share the PCF stage 3 modelling report, when this is available. At that point we will be able to provide further detail on what we forecast any impact on the local road network from the scheme might be, and begin a discussion regard any required mitigation.

A2.2.5 The existing left in access to Wisley Lane from the A3 will need to be closed as the distance from the end of the Ockham Park Roundabout to a diverge to Wisley on a four lane all-purpose road would be too short to be deemed safe. This conclusion has been considered and ratified by Highways England's chief engineer.

A2.2.6 We have noted your request for sensitivity testing at this location. This point will be discussed further when the PCF3 modelling report is finalised.

A2.2.7-8 We have improved the design of Ockham Park Roundabout, including a full signalisation of the roundabout and the inclusion of formal pedestrian and cyclist crossing facilities. We believe that the roundabout will operate effectively at the scheme's design year of 2037, including catering for additional trips generated by a future Wisley Airfield development (assuming it is of the quantum of that provided for in Guildford Borough Council's draft Local Plan). As such, South facing slip roads at this junction are not required. When the traffic modelling reports are complete, we are happy to share these with you. The options that were considered for alternative access to Wisley Lane were appraised and assessed in the side roads addendum – an addendum to the scheme assessment report, which is available online [here](#)¹.

A2.2.9 The realignment of Wisley Lane, including the overbridge and its approaches have been designed to accommodate a speed limit of 30 mph. As per section 1.1.4 we are currently discussing speed limits with Surrey County Council on the local road network adjacent to the scheme. See section A2.2.11 below.

A2.2.10 As per A1.1.4, the road safety audit for the scheme is currently underway, and we will share the outputs of this with you once it is complete.

A2.2.11 The NMU facilities on the new bridge carrying Wisley Lane will include a 3m wide shared cycle and pedestrian route, and a separate track of a suitable surface for equestrians. With regard to the link into bridleway 8, this will intersect the NMU route just to the north of Wisley Lane, now that the NMU route is to run along the northern side of the A3 in this part of the scheme. There will, therefore, just be a simple T-junction layout between the bridleway and the NMU route (likely to be classified as a restricted byway).

A2.2.12 Highways England have an ongoing constructive dialogue with both RHS Garden Wisley and their traffic consultants, and while there are a number of elements of the scheme where we disagree, there are also a number of areas where we do agree. Every effort has

¹ <https://highwaysengland.co.uk/projects/m25-junction-10-to-a3-wisley-interchange/>

been made to accommodate their requests and concerns, whilst ensuring we deliver a cost-effective scheme that delivers the best possible outcome for everybody.

A2.3 The proposed design for Elm Lane

A2.3.1 Since the statutory consultation on this scheme, the Wisley Airfield application has been refused by the Secretary of State. Whilst we would anticipate another application being made in the future, there is currently no active planning application on this site, and so our proposals for Elm Lane are appropriate. In discussion with both residents of Elm Lane and the owners of Wisley Airfield, we understand that our proposals are not considered of concern to either party. In designing the realignment of Wisley Lane we have taken into account the masterplan for the now rejected Wisley Property Investments Ltd planning application.

A2.3.2 The remains of Elm Lane will be retained as the bridleway linking the existing bridleways at the footings of what will become the new Wisley Lane bridge. It is not clear where you would like to introduce new parking restrictions, perhaps this can be discussed at a future meeting between Highways England and Surrey County Council?

A2.4 The proposed design for Old Lane

A2.4.1 We have worked on the design for Old Lane which now enjoys improvements to the merge and the diverge slip roads to improve the safety of diverging and merging vehicles. The diverge and merge slip roads have been lengthened with auxiliary lanes and increased radii provided at the junction to assist vehicles decelerating or accelerating to match the slip road traffic speed. The J10 southbound slip road will also be improved providing 2 lanes that add on to the 2 A3 southbound lanes with no merging required.

A2.5 The proposed design for Pond Farm/Birchmere Campsite

A2.5.1 In accordance with the design for all the NMU routes developed as part of this scheme, they will be built to recognised standards, including parapet heights.

We are also working on feasibility designs to enhance this bridge further in making it a green bridge, providing a flora and fauna link between these two previously severed parts of the common.

A2.5.2 In the design shared with Surrey County Council on the 10 September, the routes linking to the bridge are clearly outlined.

A2.5.3 FP 10 runs along the access track to Pond Farm, which will tie directly in to the replacement Cockcrow bridge. FP 10 will also be upgraded to bridleway, to provide a suitable status of access to the common land. FP 17 will be diverted up the earthworks for the NMU route on the south side of the A3 to also connect to the replacement Cockcrow bridge.

A2.6 The proposed Design for the Access Arrangements for Properties along the A3 Southbound

A2.6.1 The design for the access arrangements for properties along the A3 southbound have changed compared to that published at the statutory public consultation. As per the design sent to Surrey County Council on the 10 September 2018, these properties will now be accessed via junction off the A3 Southbound on-slip road, which will then run along the edge of Painshill Park, and into the properties in turn. This change means that the bridge over the A3 near to Redhill Road will now be an NMU route only and not be accessible by

vehicular traffic. This has in turn reduced the impact of the proposals on the setting of the Gothic Tower, a key concern of the Painshill Park Trust and Historic England.

A2.6.2. Due to the change in design we do not anticipate an increase in vehicular traffic levels along Redhill Road as a result of this scheme. Highways England's current position is that the access road become a private means of access, and therefore for the owners of the access to consider an appropriate speed limit.

A2.6.3 As this structure will now be NMU only the deck will be dedicated to pedestrians, cyclists and equestrians. A surface suitable for equestrians will also be included on the bridge deck.

A2.6.4 FP 11 is proposed to be upgraded to bridleway, to create a suitable status of access to the common land, with the eastern end of the bridleway following the existing permissive horseriding track to arrive at the proposed Red Hill overbridge and to connect through to the end of Redhill Road, as the eastern end of FP 11 is not suitable. The western end of this new BW will be diverted to meet BW8 at the replacement Clearmount overbridge. BW12 will be extinguished in its current location; FP12 currently runs on from this BW and will instead be diverted along an existing path, set back from the A3, to meet the above new bridleway near the proposed Red Hill overbridge.

The BW12 notation could be applied to the new bridleway on the Red Hill overbridge. Connection to Pointers Road would be achieved by using the proposed new NMU route to the south of the A3. Acoustic fencing will be replaced alongside the amended M25 and extended to run alongside the amended A3 as far as the new Red Hill overbridge.

A2.6.5 All of the potential impacts and necessary mitigation for these works will be included in the Environmental Statement. We will share a draft of the statement with you when it is available.

A2.6.6 Since the conclusion of the statutory public consultation, we have met with the Painshill Park Trust on four occasions and have further interactions planned going into the autumn of 2018. As we have outlined above, we have made a number of changes to the scheme design based on the feedback they have provided to date.

A2.7 The proposed design for the access arrangements for properties along the A3 northbound (Painshill to M25 junction 10)

A2.7.1 A 30mph speed limit is proposed for this access road. This road has been designed in accordance with the Surrey Road Policy for residential dwellings with more than 25 units.

A2.8 Proposed Design for the Widening of the A245 between the A3 Painshill junction and Seven Hills Road

A2.8.1 Highways England are working with Surrey County Council to determine the best way of improving the signals at the Seven Hills Road junction. Currently it is thought that the signal infrastructure will be updated, and the two signals linked. Widening to three full lanes in each direction between Seven Hills and Painshill will improve operation. There is likely to be additional queueing on Seven Hills Road South as a result of additional vehicles, although green time will be increased. The operation of these proposals at A245/Seven Hills junction will be covered in detail within the PCF3 report.

A2.8.2 A free-flow left turn lane from the A245 eastbound to the A3 northbound is included in the scheme design.

A2.8.3 (referring to duplicate A2.8.2) – See A2.8.1 above.

A2.8.4 We have had a number of discussions about the speed limits at this location and across a number of elements of the scheme. We agree with the principle of the changes to speed limits that have been discussed and would welcome further dialogue as to the most appropriate mechanism for changing these limits. Highways England are currently commissioning speed surveys at a number of locations across the local road network near to the A3 along the scheme's length.

A2.8.5 The design of the free flow left turn from the A3 northbound slip road to the A245 westbound has been revised to include a signalised crossing for pedestrians and cyclists. We believe that the horizontal alignment is safe and provides sufficient forward visibility for this to be considered a safe arrangement.

A2.9 Any other comments

A2.9.1 Bus Facilities and Routes

A2.9.1.1-2 A meeting was held between Atkins and Surrey County Council's passenger transport team on the 27 June 2018 to discuss bus facilities and routes, and as a result some changes to the location of bus stops have been made. This includes a new bus stop facility allowing the 715 service to stop near to the entrance to RHS Garden Wisley when travelling in both directions outside of the morning and evening peaks. This was discussed further at the meeting with Surrey County Council on the 13 September.

A2.9.1.3 At the meeting with the Surrey County Council passenger transport team they stated that they believed an inter-peak 715 service would be able to serve RHS Wisley Gardens with the current proposed Wisley Lane arrangement in place. This in turn would significantly improve access for individuals with disabilities who wish to access the gardens by bus – something they are not currently able to do.

A2.9.1.4 Highways England believe, in agreement with Surrey County Council that this revised arrangement provides an improvement on the current bus service provision to RHS Garden Wisley.

A2.9.2 Possible Wisley Airfield Development

A2.9.2.1 On the 13 June 2018 the Secretary of State published their refusal of the Wisley Property Investments Ltd planning application for the Wisley Airfield site. As per section A1.4 above, the quantum of development at the Wisley Airfield site has been taken into consideration in the scheme modelling. When this evidence has been finalised, we would be happy to share this with you.

A2.9.2.2 Although the planning application for the Airfield development has recently been rejected we have acknowledged throughout PCF3 that the site has been allocated in the Draft Guildford Local Plan. The site is included within the uncertainty log as 'more than likely' and therefore is included within our modelled Core Scenario Do Minimum. It is our assumption that the development would not happen before the Junction 10 delivery in 2022 and therefore is only included in the 2037 model. Traffic Generation and Trip Distribution for the site has been taken from the Transport Assessment as we were aware that these were approved as being appropriate by SCC. We have also recognised that a scheme of this size would require its own mitigation. Therefore, there is an assumption that the changes proposed at Ockham Interchange, approved by SCC, would occur in the 2037 Do Minimum. However, neither Guildford nor the developer has provided sufficient evidence to suggest that slips at Burnt Common are practical, deliverable, safe or effective. They have therefore

not been included in any models (either Do minimum or Do Something) for the assessment of the M25 J10 scheme.

A2.9.3 VMS/Technology

A2.9.3.1 As noted in your letter, this subject matter has been mentioned at a previous workshop. There is potential for the two VMS either side of the Painshill A3 junction to be linked. This forms part of a designated funds application which Highways England will be considering in the near future.

A2.9.3.2 Other sites for VMS have not been considered as part of this scheme.

A2.9.3.3 Construction phasing works form part of a later stage of this project. We'll take into account your suggestion of installing the VMS in advance of the main works at this point.

A2.9.3.4 This point would require discussion at a future meeting between Highways England and Surrey County Council ITS specialists, which we would be happy to arrange in the detailed design of the project.

A2.9.3.5 Highways England would encourage Surrey County Council to submit a business case for the benefits of VMS signs to support the designated funds application for these signs.

A2.9.4 Flood Compensation

A2.9.4.1 The impacts of the scheme on flood zones, Main River and ordinary water courses are being considered and consultation will continue with the Environment Agency and SCC to develop mitigation measures.

A2.9.4.2 We have usefully noted your information on highway 'wet spots'. The scheme includes new mitigation for run off which will mitigate the effects of the increased impermeable area.

Further details on the flood compensation will be included in the forthcoming Environmental Statement. We will share a draft of the statement with you when it is available.

A2.9.5 Impact on the Local Countryside Estate

A2.9.5.1 We note your concerns as to how the SCC Countryside Estate will be impacted by the scheme. The meeting held between Surrey County Council, Elmbridge Borough Council, Guildford Borough Council and Highways England on the 13 September began the formal discussions between the parties regarding the impact on both the Surrey Countryside Estate and the Local Road Network in terms of classifications and adoptions. We welcome ongoing dialogue on this topic to agree a way forward.

A2.9.5.2 Highways England are currently working on the Environmental Statement which will provide detail on the assessed impacts on designated nature conservation sites and the Surrey Countryside Estate, and the mitigation strategy for these. We will be happy to share this document with you once it is available.

A2.9.5.3 Surrey County Council raised a concern about the access to Wisley and Ockham Commons both during construction and following completion. The scheme will include a comprehensive package of measures to maintain access during construction and operation and will enhance these where possible. These will be communicated to Surrey Wildlife Trust and provided to the public at appropriate times.

A2.9.5.4 See section A2.9.5.1 above.

A2.9.5.5 Consideration of land required to construct the scheme and the impact of this on the Countryside Estate has been considered. This includes where diversionary routes are required to maintain access during the construction period, like for example at Cockrow Bridge. Further detail on these arrangements will be provided in the construction management and communications plans that will be developed at a later stage in the scheme.

A2.9.5.6 As with all elements of this scheme, we have designed the NMU routes to provide a high standard of infrastructure, whilst having the minimum impact on the special category land these routes cross. Indeed, this is a legal test we will have to pass at the forthcoming development consent order examination. We designed connections from the NMU route into the existing rights of way network cognisant of this requirement, and for making them useful and convenient to users.

A2.9.5.7 The Surrey Countryside Estate will be directly impacted at this point. We have started discussions with regard to land acquisition, and we welcome the opportunity for these to continue.

A2.9.5.8 You state in your response that there appears to be an over reliance on existing trees to provide screening. The scheme includes a comprehensive series of environmental proposals that will maintain screening and enhance the heathland. The proposal has been discussed with relevant bodies to gain agreement as far as possible. The effects of windthrow on newly exposed trees will be considered and managed in the scheme.

A2.9.6 Exchange Land

A2.9.6.1 The scheme includes a comprehensive package of replacement and compensation land that either is of equivalent value to that lost or which has the potential to be. The total quantum of the land required is still being finalised. Once these assessments are complete, we would be happy to share these with you.

A2.9.6.2 The replacement common land/public open space will be managed to provide conditions that would make it suitable as SPA/SSSI as well as for recreation although it may not be designated as SPA/SSSI initially.

A2.9.6.3 The scheme will include all necessary works to make the land parcels acquired capable of achieving the same standard as those lost. Surveys and investigations will take place to understand conditions at the sites lost and those replacing or compensating for them. Accurate measurements of the land lost will be taken to support this. These calculations are currently being finalised and the results of these will be shared with SCC.

A2.9.7 Landscape Views

A2.9.7.1 We understand and appreciate the landscape context of the scheme, including the two gardens, and are doing everything we can to minimise the effect of the scheme and maintain the character of the area. We would be happy to share the landscape scheme with Surrey County Council at preliminary and detailed design stages when available and involve them in the development of proposals.

A2.9.8 Mineral Safeguarding Areas

A2.9.8.1 The Mineral Safeguarding Areas (MSA) are assessed in the Geology and Soils Chapter 10 of the Environmental Statement and in Chapter 5 of the Planning Statement.

The project has also consulted with appropriate statutory bodies regarding our impact to MSAs.

A2.9.9 Waste Safeguarding

A2.9.9.1 Many thanks for making Highways England aware of this information. Reference will be made in the Environmental Statement and Outline EMP to the original site allocation as well as the updates on its status by Surrey and Guildford. The mitigation measures section of the waste and materials chapter of the Environmental Statement will also reference the opportunity for the site to be used for recycling materials from and for the project to support the WPA sustainability goals for construction in the area.

A2.9.10 Asset definition

A2.9.10.1 An initial meeting has been held on the 12 September 2018 with Surrey County Council to discuss future adoption proposals. An initial draft schedule for comment was also sent to all three host authorities for comment on the 2 August 2018 for their consideration.

A2.9.10.2 We note Surrey County Council's requirements on this point. This will form part of ongoing discussions between Highways England and Surrey County Council at future meetings regarding adoption and land acquisition.

A2.9.10.3 It is Highways England policy to retain ownership and responsibility for maintenance of all structures that cross the strategic road network.

A2.9.10.4 We would be happy to share with Surrey County Council the technical designs for the structures included in this scheme.

A2.9.10.5 This point is noted and is a requirement of the Development Consent Order process.

A2.9.10.6 We do not believe there are any temporary structures required on Surrey County Council land, but we will be able to provide more detail on this point during the detailed design stage of the project. The red line boundary for the scheme has been developed to ensure that all construction works required will be completed within the boundary.

A2.9.11 Network Impacts During Construction

A2.9.11.1 Highways England take their responsibilities to their neighbours very seriously during construction of their schemes. The compound areas of the scheme have been placed in areas designed to minimise impact on the local areas as much as possible while still achieving the operational requirements for the contractor while constructing the scheme.

A2.9.11.2 Any diversion routes required on the Local Road Network for the construction of this scheme will be considered at a later stage in the project.

A2.9.11.3 This is noted and will be considered as per section A2.9.11.2 above

A2.9.11.4-5 The traffic and environmental impacts of the construction have been included in all of the assessment of the scheme, including the traffic modelling and Environmental Statement. A construction communication strategy will be developed at a later stage in the programme to ensure that residents and businesses near to the scheme are not just informed, but engaged in the construction of the scheme, to ensure the minimum of disruption. This includes any temporary diversions required for rights of way etc.

A2.9.11.6 It is a requirement of the scheme that land is reinstated to its original condition.

A2.9.12 PCF3 Traffic Modelling

A2.9.12.1 Once the PCF3 traffic modelling report is available, we are happy to share this with Surrey County Council.

A2.9.13 A3 widening through Guildford

A2.9.13.1 It is our understanding that despite many years of feasibility studies into improving the A3 through Guildford that no scheme has been deemed satisfactory to all parties. We do however recognise that there is still political and local will from all sides to create an improvement in Guildford. To this end we have included a simple assumption that speeds and capacity on the Guildford section of the A3 will improve by around 5%.

A4 Do you agree with the proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?

A4.1-2 The scheme will include all land necessary for mitigation and compensation with these having been discussed and agreed with the relevant statutory environmental bodies prior to the submission of the DCO application. These are being developed via a series of regular meetings with the Environment Agency, Natural England, Historic England and others, and a site walkover in March 2018 which Surrey County Council attended. The mitigation and compensation will be driven by the impacts of the scheme and will be included where necessary. For elements of the scheme such as the Cockrow green bridge, the project team have secured funding from Highways England's Designated Funds programme for the feasibility design stage. The project team will then have the opportunity to submit a business case for the capital funding of the bridge. These represent additional enhancement to the scheme, providing additional biodiversity gain.

A4.3 The Links and Nodes diagram was shared with Surrey County Council and the other host authorities on the 23 July 2018.

A4.4 We received comments from the host authorities on the Planning Inspectorate's Environmental Scoping Opinion and these will be acted upon in the Environmental Statement.

A4.5 Direct impact to designated heritage assets will be avoided where possible. Where impact is unavoidable, Statements of Significance will be produced and provided where required and these will be included within the Environmental Statement.

A5 Do you wish to make any comments about the information contained in our Preliminary Environmental Information Report that was published as part of the consultation materials?

A5.1 The PEIR is a published document and therefore will not be amended further. However, these recommendations have been incorporated into the draft Environmental Statement.

A5.2 All replacement land has been subject to a phase 1 walkover survey and a ground level tree assessment for potential bat features. Badger surveys have undertaken on some sites where necessary. With regard to reptiles and invertebrates, we have made an assumption that they could be present and Highways England's enhancement approach will be undertaken in a way that will look to improve the habitat for these species.

A5.3 The 'footprint of the scheme' is defined as the physical land take of the scheme within the red line boundary. Definitions are included in much greater detail in the Environmental Statement.

A5.4-5 Thank you for highlighting these documents. We will ensure that these are considered within the forthcoming Environmental Statement.

B1 Next Steps and Other Matters

B1.1 The mitigation will be shown on the DCO plans, included in the Register of Environmental Actions and Commitments and set out in the Requirements for the project. Surrey County Council will have the opportunity to DCO examination process.

B1.2 The timetable and remaining stages of documentation have now been discussed with Surrey County Council and will be the subject of further discussion at the forthcoming Local Authority Liaison meeting to enable you to plan ahead and resource accordingly. We are happy to have a discussion with Surrey County Council at the forthcoming local authority liaison meeting with regard to a planning performance agreement.

I would like to take this opportunity to thank you for the information you have provided in the letter, which has been passed onto the appropriate teams working on the project. I look forward to continuing to work closely with SCC on this project.

I hope you find this response helpful and informative.



Project Manager, Regional Investment Programme (South and East)
Tel: 0300 123 5000

Appendix A

Ref	Name	Residential ¹	Employment ²	Zone
E1	Land at Chippings Farm	500	0	80105
E2	Land at east Blundel Lane	500	0	80004
E3	and to north of Kingston Bypass	500	0	80003
E4	Walton Court	300	0	80009
E5	Molesey Combo	213	0	80002
Elmbridge total		2013	0	
G1	Slyfield Ind Es	1000	131	80028
G10	Burnt Common	400	137	80018
G11	Keens Lane Guildford	140	0	80027
G12	The paddocks	51	0	80026
G13	White Lane Ash Green	62	0	80032
G14	White Lane Ash Green	58	0	80032
G15	College Copse	15	0	80032
G16	The Billings, Guildford GU1 4JY	350	0	80023
G17	North Street Redevelopment	262	0	80022
G18	Ladymead GU1 1BZ	922	0	80022
G19	Pirbright Laboratory- Institute	0	1116	80026
G2	Ash and Tongham	1267	0	80032
G3	Gosden Hill Farm, Merrow Lane	2000	1150	96003
G4	Blackwell Farm	1800	919	80030
G5	Wisley Airfield	2000	753	80106
G6	Greater Normandy	1100	198	80026
G7	Waterloo Fm East Horsley	120	0	80019
G8	land at Manor Farm East Lane,	180	0	80019
G9	East lane / Lollesworth rd	122	0	80019
Guildford total		11849	4404	
W1	Land to the rear of Martyrs La	1200	0	80096
W10	2 - 24 Commercial Way	200	158	80094
W11	Albert Drive, Sheerwater	346	0	80097
W12	EFCO Forsyth Path, Shee	0	70	80097
W13	Mclaren	0	1390	80096
W14	Poole Rd Industrial	0	1293	80094
W15	Forsyth Road Industrial Estate	0	158	80097
W17	Broad Oaks Parvis Rd	0	1324	80110
W2	West Hall	592	0	80110
W3	Lovelace Rd	223	0	80112
W4	Coal Yard/Aggregates Yard	422	0	80099
W5	Aviary Road, Pyrford	200	0	80112
W6	Car park east Oriental Rd	250	0	80113
W7	Sheerwater Priority Place	250	0	80097
W8	30 - 32 Woking Railway and Ath	560	792	80094
W9	Church st West	393	868	80094
Woking total		4636	6053	
Total		18498	10457	

Source: Elmbridge, Guildford, Woking local plans

1) Residential refers to the number of households, 2) Employment refers to the no. of FTE jobs

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>during the consultation is the best time to have meaningful discussions about the project but that technical engagement is ongoing. It was advised that this is now a statutory process and that as such all meeting materials are part of the formal process and could be called upon as evidence at examination.</p> <p>■■■ explained the scheme elements that would affect SWT:</p> <ul style="list-style-type: none"> • Slip road and access • Cockrow bridge • Green bridge • SWT site will still be closed and gated • A3 access via Old Lane, near Ockham Bites – slip road will be made safer <p>He added that the red line boundary has been established to protect the scheme.</p> <p>■■■ went on to explain that the DCO process is front loaded to ensure any issues are dealt with upfront and to smooth the planning process. He also explained that Statements of Common Ground would be worked on up to representation and would be work in progress until this point</p> <p>■■■ explained that the project would be replacing land at a 1:3 ratio and that it would be adjacent to existing land, but not necessarily like for like.</p> <p>■■■ explained that SWT recognised that the junction needed improvement. He believes that the SPA should never have been fragmented but that this scheme provided an opportunity to obtain as much environmental gain as possible and that SWT are keen to work with Highways England to achieve the best result for the wildlife.</p> <p>He stated:</p> <ul style="list-style-type: none"> • The green bridge must be a proper green bridge – a genuine ecological link. ■■■ explained the financial pressures versus funding opportunities but was clear in order to manage expectations • The value in connecting the heathland • There are land purchase challenges: SCC as landlord and SWT as tenant • SWT’s desire to see appropriate links throughout the woodland and heathland • Bolder Mere’s value for hosting rare species • SWT’s concerns about opening-up public access and public rights of way and its effect on the ground nesting birds • SWT’s desire to reconsider their parking facilities in light of the proposed scheme 		

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<ul style="list-style-type: none"> • SWT's long term concern about the Wisley Airfield proposals and how visitors may use the heathland. • The road surface materials are currently very noisy. █████ explained Highways England's 'gate-to-gate' policy. But that given the widening of the A3 there was a possibility of addressing noise there, but this will not do much for M25 noise which is in part due to the concrete surface. Higher and better acoustic fencing was discussed. • SWT's desire for minimal light into the reserve and for this to be considered when lighting is decided upon. █████ explained that the junction must be safe but that the project doesn't want to put lighting where it is not needed • SWT's concerns about the BOAT at Elm Lane – mainly hydrology concerns, vehicle pressure and the draw of criminal activity to the area. SCC/SWT will be speaking with these residents about their concerns • Terence Higgins Trust must be a consultee as they represent the communities who use the car parks at night and who face displacement • The exchange land issue must be resolved. █████ agreed to discuss this offline • SWT would like to see the plans for the pieces of land Highways England purchases • SWT's desire to collaborate with Highways England, Surrey County Council, Natural England and RSPB 	ASAP	█████
		ASAP	█████
4.0	<p>Survey access – █████ explained that a survey to investigate the ground conditions needed to take place. She provided a plan of the borehole locations, an explanation of the process and how the works would be undertaken.</p> <p>█████ explained that from 1 March onwards no works would be possible due to ground nesting birds. █████ confirmed these timings and stated that ideally the vegetation would be cleared before that date. He added that an ecologist will be provided to check vegetation clearance and/or watching brief during GI works where appropriate – typically for locations that could support nesting birds, great crested newts and/or reptiles. This will be covered in the Precautionary Method of Working (PMW) that is being produced.</p> <p>█████ advised that all the survey works would be taking place in the woods and not on the heathland. He relayed advice from Natural England on the production of a method statement.</p>		

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>█ explained that the data collected from the surveys would be published on the British Geological Survey website, but it was agreed to protect all schedule 1 species (hobby, Dartford warbler, woodlark) plus nightjar, by not showing specific territory locations on the maps for public consumption. Same for badger setts.</p> <p>█ highlighted the need for signage and warning notices about the survey works.</p> <p>█ advised on the security of equipment and that in his opinion the safety of equipment left in car parks overnight was questionable.</p> <p>█ and █ advised on the tree climbing surveys and possible need for surveys for badgers, great crested newts, reptiles in 2018.</p> <p>█ agreed with █ that there was no dormouse activity in the area.</p> <p>█ offered further discussion in the New Year to go over the locations in person.</p> <p>█ advised that permission may be required from PINS to put up temporary fencing within common land. █ to investigate.</p>	<p>TBC</p> <p>TBC</p>	<p>█</p>
<p>POST-MEETING NOTE</p>	<p>On 31 January 2018 Surrey Wildlife Trust put forward their position on the red line boundary and the fields at Pond Farm. They have stated that they do not accept them being included in the red line boundary as the fields are vital to a larger conservation grazing operation across the Surrey section of the SPA.</p>		

Meeting notes

Project:	M25 J10/A3 Wisley Interchange		
Subject:	Environmental Mitigation/Compensation and HRA		
Date and time:	16 Mar 2018 - 09:00	Meeting no:	1
Meeting place:	Pond Farm	Minutes by:	[REDACTED]

Present:	Representing:
[REDACTED]	Natural England (NE)
	Forestry Commission (FC)
	Forestry Commission
	RSPB
	RSPB
	Surrey Wildlife Trust (SWT)
	Surrey Wildlife Trust
	Surrey County Council (SCC)
	Surrey County Council
	Highways England
	Atkins
	Atkins
	Atkins
	Atkins
	DTA Ecology
	Atkins

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
1.0	Health & safety [REDACTED] highlighted the risk from ticks and noted that this was likely to increase with warmer weather coming	N/A	All
2.0	Overview and site walkover [REDACTED] outlined the main features of the current scheme. [REDACTED] noted SWT's objection to inclusion of 5ha of Pond Farm as a replacement land parcel, although he understood the reasons why this area was included. All attendees then undertook a site walkover looking at the site scheme area located with SCC land, with particular interest in the replacement land areas at Pond Farm, Park Barn Farm and Chatley Heath Wood. After the walkover, attendees were invited to express their views on the proposals.	N/A	All
3.0	Pond Farm [REDACTED] set out the SWT view that this parcel was unsuitable as compensation for SPA as he felt it was too wet to create sustainable heathland habitat and would be damaging to SWT's operations and hence their ability to	N/A	All

Next meeting:	TBA
Distribution:	All attendees and [REDACTED]
Date issued:	File ref:

NOTE TO RECIPIENTS:
 These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

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ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
4.0	<p>manage the rest of the SPA. Although he felt it would have some habitat value, the change to open public access would be incompatible with SWT's need to use the land as winter grazing for their herd and a location for cattle with calves and stock needing to be quarantined. The ability to maintain the stock levels and herd management at Pond Farm is vital to the management of the entire SPA, not just the Wisley part of it. He felt it would be unattractive to users due to the wet ground conditions for much of the year and that there was no evidence of public pressure to access the farm fields. [REDACTED] was also of the same view. The RSPB also stated that Pond Farm was not suitable as SPA replacement as it would not be possible to provide appropriate habitat in this location.</p> <p>[REDACTED] noted that, with management, it could be suitable for certain aspects of the SPA, providing habitat that would contribute to supporting the qualifying species. He noted that the SPA land to be lost was of low value being closest to the M25 and A3. [REDACTED] noted that specific areas identified as compensation for lost SPA would by preference be south of the M25 to avoid extending the planning restrictions arising from the SPA in local authority areas. It was noted that the Pond Farm area was ideally placed as replacement SPA and common land as it sat within areas covered by both designations. This led onto discussions about alternative means of compensating for lost SPA land.</p> <p>4.0 SPA compensation</p> <p>[REDACTED] noted that it might be possible to provide compensation for the impacts resulting from the loss of SPA land by enhancing the habitat value of land within the currently designated boundary (i.e. by clearing woodland to allow areas of heathland to regenerate). However, it was noted that there would be an expectation to avoid physical loss of SPA total land area, thus requiring Pond Farm (or additional land associated with the wider Thames Basin Heaths SPA) to form part of the compensation package.</p> <p>It was noted that clearance of woodland/tree cover to achieve this would require agreement from Forestry Commission. [REDACTED] noted that Forestry Commission could support this approach subject to agreed areas/proportions of canopy cover being maintained and new areas of planting within the replacement land being provided. [REDACTED] referring to the EC guidance (<i>Guidance Document on Article 6(4) of the 'Habitats Directive' 92/43/EEC 2012</i>) on this noted at 1.4.1 that to be allowable the SPA enhancement must not be something that would have been done as 'normal practice' under the Habitats and Birds Directives or obligations laid down in EC law. SWT confirmed that their obligations were to 'maintain' the SPA and SSSI and hence additional enhancement did not form part of 'normal practice'. [REDACTED] confirmed that enhancement must not be what was going to happen anyway and understood that restoration of further areas of heathland was an aspiration. It was noted that enhancement of the SPA could include NMU provision and dog control orders that would encourage public use of the replacement land areas and reduce pressure on the main heathland areas of the SPA which were most used by the qualifying species. The effectiveness of dog control orders was</p>	N/A	All

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>questioned by the RSPB, these require significant resource to enforce and the TBH strategy has opted for responsible behaviour through positive messaging to date rather than enforcement so far. [REDACTED] noted that any enhancement that formed part of a compensation package would need to be identified with and funded by the project and [REDACTED] agreed to investigate the mechanism for doing this with HE legal team.</p>		
5.0	<p>Park Barn Farm All agreed that Park Barn Farm appeared to provide excellent opportunities as replacement common land/public open space and has scope for habitat creation to support heathland species. New planting and some tree clearance/diversification of single species plantations would be proposed along with heathland/dry acid grassland habitat creation which [REDACTED] was supportive of. [REDACTED] noted that identification as common land rather than public open space imposed more difficulties on the use of grazing as a management tool, as specific consent is needed for any fencing, which is a legally complex process. This may have an influence on the arrangement of the two types of replacement land relative to the types of habitats intended. RSPB thought there was some potential but required more information on the current state and the proposals to enable proper evaluation of the merits of these areas.</p>	N/A	All
6.0	<p>Chatley Wood It was noted that this area could provide good opportunities for public recreation, helping to take the pressure off the SPA. This would need encouragement through provision of signposting, appropriate path surfacing and tree clearance to open up routes to it from NMU routes and the Ockham Bites car park. The proposed NMU bridge would be of benefit for this, creating a new direct access between the north-east and south-east quadrants, which currently does not exist. In addition, the possibility of providing a new car park off Pointers Road was raised. The existing grass areas could be managed to provide a mixture of open and scrub habitats mixed with native wood pasture and/or orchard habitats, both of which were noted as being in decline nationally. The current SWT work to manage the SSSI woodland at Redhill Bottom and Chatley Wood was observed.</p>	N/A	All
7.0	<p>Hatchford End There was concern that this parcel would provide little ecological value for the SPA and SSSI due to its size and location, separated from the heathland. [REDACTED] pointed out the benefits in providing rights of way linkages enabling better access to the other areas of public access, particularly bearing the Wisley Airfield draft housing allocation in mind. It also has benefits in linking areas of woodland and providing safer NMU access than along Old Lane.</p>	N/A	All
8.0	<p>Land adjacent to M25/A3 [REDACTED] explained that the land within the red line boundary but outside the permanent highway boundary would</p>	N/A	All

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Plan Design Enable

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>be used to construct the scheme and is likely to be cleared of vegetation during the works. The intention is to return this land to the landowner (mainly SCC) in a condition where it can provide environmental benefit. There was agreement that this should have a varied vegetation profile with scrub (excluding gorse) and some larger trees to benefit the SPA and should have a scalloped edge to create diverse edge habitat. The available land within the highway boundary (such as embankment slopes) would be treated similarly but also provide screening for views of the M25/A3 where appropriate. Environmental barriers would be provided to mitigate noise effects and which could serve to enhance the SPA by reducing noise levels for the qualifying species and encourage their spread. SWT also favoured lighting proposals that reduced the light spill from the M25/A3 where possible.</p> <p>The potential provision of one or more green bridges (as enhanced provision at bridges that would be replaced anyway, particularly Cockcrow and Clearmount bridges) was discussed and all agreed that this would be of significant benefit to the scheme and should be explored through the Highways England designated funds. SWT confirmed willingness to input advice to the design process for such features and to look at ideas for work they might potentially undertake to add value to such bridges. ██████████ noted that careful consideration would be needed to ensure such bridges did not encourage recreational pressure in sensitive areas. RSPB agreed with the need to consider the potential for change in recreational pressure as a result of these bridges and also this is something that the wider scheme needs to consider holistically as the improvement of NMU provisions through the junction has the potential to change access to the SPA and therefore recreational disturbance.</p>		
9.0	<p>HRA Discussion</p> <p>██████████ set out the current situation regarding the HRA work noting that the Screening document confirmed that a likely significant effect had been identified with regard to the Thames Basin Heaths SPA. The draft had been circulated for comment to NE, RSPB and SWT. NE and SWT confirmed that they had no comments (apart from an email comment from Natural England ahead of a meeting booked for 27 March regarding specifically to consideration of air quality). ██████████ confirmed that the RSPB have already provided their comments. Some aspects were discussed in the meeting and it was agreed that a response to all comments would be provided with an updated version of the screening report. ██████████ noted that the Screening should clearly set out which aspects of the scheme could have likely significant effects as only these should be addressed in the Appropriate Assessment. It was agreed that these would be limited to peripheral habitat loss in areas that are not currently heathland, habitat degradation (by changes in air quality and/or hydrology), and disturbance (visual, light, noise and changes in recreational usage patterns). RSPB highlighted the need for clarity regarding what is being proposed as avoidance, mitigation, compensation and enhancement measures.</p>	N/A	All

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Plan Design Enable

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>Atkins stated that it is anticipated that the Appropriate Assessment will record that it is not possible to ascertain no adverse effects on the integrity of the SPA. In this situation, it will be necessary to demonstrate an absence of alternative solutions and imperative Reason of Overriding Public Interest why the project should, nevertheless, proceed. Compensatory measures to ensure that the overall coherence of Natura 2000 is protected will then need to be secured. It was noted that an 'in combination' assessment would not be needed as the project will be having an adverse impact on the integrity of the SPA 'alone'. Should the project go ahead under the derogation provisions, sufficient compensatory measures would be secured to address all associated adverse impacts so there would be no residual effects to act in combination with other plans or projects.</p> <p>Note: RSPB commented in these minutes stating that <i>The RSPB consider it essential that an in-combination assessment is undertaken. Its key role is to identify and assess interactions with other proposals (particularly applicable to issues arising from recreational disturbance and housing development in the vicinity). This is important as it is difficult to be sure that mitigation measures will not leave even the smallest residual effects – on their own they do not amount to an adverse effect, but have the potential when combined to cause an adverse effect. This "sense check" provides confidence that no effects have been overlooked by the assessment process.</i></p> <p>Noise impacts on the SPA were noted as likely to be significant during construction but not in operation.</p>		

10	<p>Other matters</p> <p>NE/SWT/RSPB/FC would like to be involved in the programming of clearance works, with woodland areas left till last if possible.</p> <p>Visitor numbers were expected to drop during construction. It was noted that the Wisley Airfield ES may have included a visitor survey that could contain useful baseline data. It was suggested that employing access consultants/behavioural psychologists might provide benefits in planning NMU provision.</p>	N/A	All
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ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>by the DF funds.</p> <p>■■■ agreed the NMU route in the NE quadrant was suitable but wanted a buffer of trees to be retained between it and the A3/M25. The ownership and management of this to be confirmed – it should be accessible for ongoing management.</p> <p>It was noted that the NMU route would be largely retained and maintained by HE as much of it will also be used for maintenance access with ■■■ noting that SCC were precluded from taking on maintenance responsibilities for assets that would involve any new costs.</p>	N/A	N/A
2.0	<p>Replacement/Compensation Land</p> <p>■■■ explained the situation regarding land parcels proposed as replacement land for the common land and public open space taken by the scheme. The general areas were largely as previously presented at consultation, but subject to some amendments after feedback from most of the landowners and SWT: principally the omission of the 5ha parcel at Pond Farm; some localised changes at Park Barn Farm and possible omission of the open field parcel at Chatley Farm but inclusion of two wooded parcels alongside Pointers Road.</p> <p>■■■ noted that the SPA compensation land would not now include the previously proposed replacement land at Pond Farm due to objections from SWT and others. ■■■ tabled a mark-up drawing showing possible alternative SPA compensation land parcels on Old Lane, Elm Lane and near Buxton Wood bridge based on DF2 land take calculations – see appended map extract</p> <p>■■■ explained the rationale for choosing these parcels – providing suitable food sources for the SPA qualifying species (particularly nightjar, which are known to regularly use grazed fields as foraging habitat) whilst not being within the 400m buffer zone of the Wisley Airfield development or affecting the Elmbridge buffer zone north of the M25. It was noted that the compensation parcels would provide habitat of similar, or possibly greater SPA value, than those to be permanently lost to the Scheme.</p> <p>It was agreed by all present that these parcels were suitable as SPA compensation land. These parcels already have public access. Acceptable in this case as the best parts of the SPA are not being lost.</p> <p>The broad principle Highways England are pursuing for compensation land for the SPA is a 1:1 ratio for the areas of permanent loss, supplemented by enhancement of land within the SPA (see below). No objections were</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>All</p>

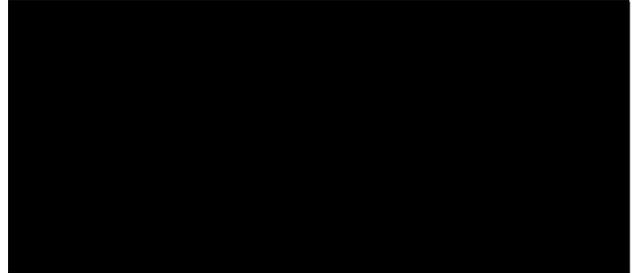
ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>raised to this broad approach, recognising that this would not be taken to set a precedent for a similar ratio on any other project as individual site and scheme details must be taken into account on a case by case basis. However, the final package would need to be carefully scrutinised by all parties for its acceptability in avoiding setting a precedent. It was noted that Park Barn Farm would be managed to provide areas of heathland or acid grassland habitat which may in due course support SPA qualifying species, but is not part of the SPA compensation package and will not be designated as SPA as part of this Scheme.</p>	N/A	N/A
3.0	<p>SPA enhancement</p> <p>█ explained that as well as replacement land for loss of SPA the compensatory measures package would also include areas where the existing SPA would be enhanced. Research undertaken by Atkins and the stakeholders has identified that the appropriate enhancement ratio can vary greatly between schemes. Based on the present nature of the habitat being lost within the SPA (i.e. woodland habitat that does not directly support any qualifying species, but may contribute to the invertebrate food resource within the SPA). It has been proposed that a 3:1 enhancement ratio would be appropriate.</p> <p>█ explained that this ratio was envisaged in relation to the areas of permanent loss, with a lower ratio for areas of temporary loss. █ recommended that this ratio is applied to enhancement for both permanent and temporary loss. All parties were in agreement that this ratio is appropriate for the Scheme. On the M25 scheme this would give an area of c18ha of enhancement land for c 6ha of temporary loss and c18ha for 6ha of permanent loss in the calculation which would mean c36ha of enhancement</p> <p>As an ideal compensation package scheme overall SWT would like to see 60 ha of which 20ha would be outside the SPA. (N.B. the 20ha outside the SPA would not be included within the formal SPA compensatory measures required under regulation 68 but would be delivered as part of a wider package). █ has had discussions with Forestry Commission who would be comfortable with this amount of loss of trees although they hoped to see the scheme including woodland tree planting (potentially including conifers with broadleaved edge) elsewhere in the scheme. However, there is uncertainty whether a 1:1 ratio would be</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>expected, as such requirements have not been made in other areas where conifers on heathland have been cleared. and this is not in FC's open habitat policy</p> <p>It was noted that ancient woodland loss has been reduced with the revised scheme, but compensation planting would still be included in the replacement land parcels.</p> <p>█ noted that the compensatory measures under the Habitats Regulations will need to be clearly identified and secured separately to any additional enhancement measures delivered for other reasons (e.g. dealing with legacy impacts from road etc). Enhancement as a compensatory measure under the Habitats Regulations must be delivered within the SPA boundary (any enhancement on land beyond the SPA boundary which is <i>perceived</i> to form part of a compensatory measures package under regulation 68 would trigger calls for such land to be added to the network and be classified as SPA). █ noted the cost of the enhancement (felling and removal of brush and scraping of material) was relatively modest but that there would need to be an ongoing maintenance regime to keep these areas in a suitable condition. The works and costs for them would need to be included in a legal agreement to ensure that they would be delivered. █ suggested that thinning around the margins of Bolder Mere would be beneficial by increasing foraging habitat and could be included as part of the SPA enhancements</p> <p>█ suggested that the areas of SPA lost temporarily and permanently and the compensation and enhancement areas are set out clearly, so it is easy for stakeholders to confirm their agreement to them and avoid the need for appearance at DCO examination. This should include description of the condition of the land lost and that provided as compensation and enhancement.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>	<p>N/A</p> <p>Atkins</p> <p>Atkins</p>
4.0	<p>HRA update</p> <p>█ gave a brief overview on progress in preparing the HRA referring to recent case law (People Over Wind) indicating that mitigation should not be included in the screening stage and noting that the J10 HRA screening would be updated to comply with the recent case.</p> <p>█ explained that the current findings of the Appropriate Assessment indicate that the sole adverse effect on the conservation objectives of the SPA and the overall integrity of the SPA would arise from loss of habitat within the SPA rather than other effect</p>	<p>N/A</p> <p>N/A</p>	<p>PW</p> <p>N/A</p>

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>mechanisms on the SPA identified at screening which have been ascertained to not have adverse effects on site integrity. Air quality, noise, ground/surface water and recreational disturbance will not have an adverse effect on the conservation objectives of the SPA, nor the overall integrity of the SPA, based on current findings.</p> <p>█ explained that the scheme is unlikely to lead to an increase in visitor numbers, but would change how visitors use and move around the SPA. However, the new NMU routes, PRow links open areas and bridges, this will draw users away from the SPA and thus reduce disturbance. █ requested this is set out in the HRA and emphasised the need for clear justifications in the Appropriate Assessment, as to why potential impacts, such as recreational disturbance, will not have an adverse effect on the conservation objectives of the SPA.</p> <p>█ suggested that if Atkins are able to share the Imperative Reasons of Overriding Public Interest (IROPI) and alternatives text in the HRA with him he would comment before it is submitted formally thus reducing risks of concerns being raised at a later stage</p> <p>█ requested that the scheme reduce light spill where possible. █ noted that, subject to approval by HE, lighting may be removed from parts of the A3. It was noted that there would be no lighting on the NMU route – all agreed this was appropriate given the ecological value of the area.</p> <p>█ also requested that some signage would be provided as part of the Scheme, to ensure users had the appropriate information to encourage their use of preferred routes through the SPA, and utilisation of additional provision areas outside the SPA. █ confirmed that this should be possible.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>	<p>Atkins</p> <p>Atkins/█</p> <p>N/A</p> <p>Atkins</p>
5.0	<p>Bolder Mere</p> <p>█ explained that recent surveys have indicated that the A3 widening would require works within the margins of Bolder Mere. This would be discussed further and proposals for compensation/mitigation would be developed. It was agreed that, if any Water Framework Directive compensation works were needed to provide open water habitat, these could be seen as part of and complementary to the habitat enhancement works around the margins of the Mere raised in Item 3 above.</p>	<p>N/A</p> <p>N/A</p>	<p>Atkins</p> <p>N/A</p>
6.0	GI		

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p> explained that GI sites outside the highway boundary would be in woodland rather than heathland. The GI team will agree exact locations with SWT and SCC. A method statement will then be issued to Natural England (along with a plan of the GI locations) to secure permission for the GI works to proceed within the SPA/SSSI. highlighted the need for fencing of GI working areas to avoid accidents.</p>	N/A	Atkins
7.0	<p>DCO programme</p> <p> set out the likely programme to DCO submission in outline with targeted consultation in September, PINS review in November and DCO submission in early 2019. explained the likely programme for the DCO following submission/acceptance.</p>	N/A	N/A

[REDACTED]
Senior Project Manager
Highways England
Bridge House
1 Walnut Tree House
Guildford
Surrey GU1 4LZ



Emailed to: info@highwaysengland.co.uk

23 March 2018

Dear [REDACTED]

M25 JUNCTION 10/WISLEY INTERCHANGE IMPROVEMENT SCHEME

SURREY COUNTY COUNCIL RESPONSE TO STATUTORY PRE-APPLICATION CONSULTATION

Thank you for the opportunity for Surrey County Council (SCC) to comment on the M25 junction 10/A3 interchange improvement scheme. We have consulted with our Cabinet Members from Transport and the Environment, other elected members and internally within the Environment and Infrastructure Directorate.

Whilst **we strongly support the principle of the scheme** (as was set out in our response to Highway England's Roads Investment Strategy 2015-2020 - RIS1 consultation), we have concerns over the specific details of the scheme as proposed which we would ask to see addressed to deliver a successful scheme that meets the needs of both the strategic and local road network.

Presented within this letter is the collective response from SCC. This response has been set out under the sections/headings set out in the Highways England (HE) M25 junction10/A3 Wisley Interchange scheme questionnaire but supplemented with additional comments that we ask are taken into account as part of our response.

SCHEME OBJECTIVES

A1. To what extent do you agree or disagree that the M25 junction 10/A3 Wisley interchange improvement scheme will address the following objectives?

A1.1 Improving safety – Disagree

A1.1.1 Whilst we agree with the objective as stated, and we strongly support improving safety along the A3 and at M25 Junction 10 that this scheme can bring, we disagree that the scheme as currently proposed achieves this objective at key locations, for the reasons as set out below.

A1.1.2 We acknowledge that the proposals includes some provision for increased safety, for example changing the exit from Wisley Lane. However, we are concerned that aspects of the scheme could reduce safety, in particular increased traffic through Ripley, increased demand at the Ockham roundabout (additional entrance and exit arm onto the roundabout) and increased queuing on the approaches to the A245 / Seven Hills Road junction which could lead to increased driver frustration and a consequent reduction in safety.

A1.1.3 At the M25 Junction 10 roundabout, we have concerns of potential conflicts between merging traffic where the M25 traffic turns left and joins the A3 via a dedicated left turn lane. The circulatory speeds on the existing junction 10 roundabout are reasonably low and consistent due its size and layout; and the phasing of the traffic signals. However, we have concerns that the extended roundabout could result in high speeds on the long straight sections, increasing the potential for loss of control on the bends and shunt type collisions as drivers brake, manoeuvre or accelerate when approaching the bend.

A1.1.4 Later in this response letter we have also raised safety issues localised to the preferred side roads and local access arrangement options. This includes the need to review speed limits on service roads proposed as well as the Painshill junction roundabout and A245 between Painshill junction and Seven Hills Road. Where Road Safety Audits have been undertaken for the scheme, we would welcome to be sent these.

A1.1.5 We would welcome HE's response as to how these concerns will be addressed in order that SCC can be reassured that the stated objective of the scheme will be achieved.

A1.2 Reducing congestion and improve journey time reliability – Strongly Disagree

A1.2.1 Whilst we agree with the objective as stated and strongly support improvements to reduce congestion and journey times along the A3, we disagree that the scheme as currently proposed achieves this objective as a whole for the reasons set out below.

A1.2.2 We agree there is potential for some reduction in congestion on the strategic road network, however it is apparent that there could be increases in congestion on the local road network, particularly through Ripley, at the Ockham interchange and on the approaches to the A245 / Seven Hills Road junction (especially on the approach from Painshill and on Seven Hills Road south). See **A1.4** for further information including comments related to jet lanes at the A3/A245 Painshill junction. In addition, no quantified evidence has been presented to substantiate the claim that journey time reliability will be improved.

A1.2.3 We note that the existing A3 overbridge over the interchange will remain as 2 lanes in each direction but either side of the bridge the A3 will be widened to 4 lanes. We would ask to see evidence that this does not create a pinch point leading to congestion and would ask if HE has future plans to widen the bridge.

A1.2.4 It is important that the design of any new M25 junction 10 should be future proofed, in terms of traffic capacity and layout, against potential development at Wisley Airfield and other relevant major development sites and as such would ask to see the evidence relating to this.

A1.2.5 SCC would welcome HE's response as to how these concerns will be addressed and mitigation provided in order that SCC can be reassured that the stated objective of the scheme will be achieved.

A1.3 Improve facilities for pedestrians, cyclists and horse riders – Agree

A1.3.1 We welcome the inclusion of improved provision for pedestrians, cyclists and horse riders through the scheme, including grade separated facilities crossing the junction. We have raised some issues on facilities proposed localised to the preferred side route options later in this letter. In addition to the proposed cycle route between Ockham junction and Painshill junction, we would also highlight the need for a high quality cycle route connecting Seven Hills Road, across Painshill, towards Cobham. We would ask for facilities provided for non-motorised users to be of sufficient standard (including width, surface, crossing facilities).

A1.3.2 We look forward to seeing the plans in development for the non-motorised user routes, including confirmation on whether current facilities (such as through the existing interchange roundabout) will be extinguished. We are aware that non-motorised user routes may impact SCC countryside estate and designated nature conservation sites. These impacts need to be quantified and mitigated. Also see **A2.9.5**.

A1.3.3 We welcome working with HE to help achieve non-motorised user routes that connect appropriately into the Public Rights of Way (PROW) network, and connect to walking and cycling routes beyond the scheme. The scheme provides an opportunity to undo and mitigate fragmentation issues caused by the existing A3/M25 on the cycling and PROW network, create opportunities for sustainable travel links, create opportunities for recreational use recognising environmental impact, and make a circular 'family' recreational cycle friendly route around the common that links RHS Wisley, Byfleet, Cobham, Wisley and Ripley.

A1.3.4 We would ask for future discussions regarding potential adoption or maintenance of assets/structures that form the improved facilities for non-motorised users. Also see **A2.9.10**.

A1.4 Minimising impacts on the surrounding local road network – Disagree

A1.4.1 Whilst we agree with the objective as stated we disagree that the scheme as currently proposed achieves this objective for the reasons as set out below.

A1.4.2 SCC would ask to see details of the modelling carried out, including a **Links and Nodes diagram** which covers both the impact on the strategic roads network and the local roads network and which shows peak hour and daily traffic flows in the 'do nothing' current year, 'do nothing' design year, and 'do something' design year along with the local model validation report and the forecasting report. This information is requested to demonstrate the impacts on Ripley, surrounding villages (e.g. Send, Ockham) and A245/Seven Hills Road along with any mitigation measures proposed and their modelled impact.

A1.4.3 This traffic flow information is required so that the stated objective of "*Minimising impacts on the surrounding local road network*" can be understood. This information has also been requested by the SCC's Traffic Manager in order that the requirements of the Traffic Management Act 2004 can be addressed.

A1.4.4 We note from the consultation brochure that it states that there will be less traffic on the local road network in the AM peak but no statement has been made for the PM peak. As such we would ask to see the aforementioned traffic network diagram that clearly shows the projected changes in traffic levels on the local road network in the AM peak, PM peak, inter-peaks, and daily flows.

A1.4.5 We note that it is stated that traffic through Ripley is forecast to increase and the scheme adds a further 4% more traffic through Newark Lane. We believe this 4% is a misleading figure due to the data stated in Technical Note (M25 J10 Impacts on the Surrey local road network), dated 7th November 2017. This states on page 7 that, "*The comparison between the 2022 without scheme and with scheme scenarios predict a significant increase in the level of traffic travelling through Ripley in both the morning and evening peaks, with a 15% increase in the morning peak and an 18% increase in the evening peak.*"

A1.4.6 Furthermore, it is not clear if this apparent 4% includes the potential of diverted traffic accessing/egressing RHS Wisley Gardens. As such we would ask that this information is provided including scenarios for traffic accessing/egressing RHS Wisley Gardens along with the proposed mitigation/improvement measures for Ripley, and other local settlements affected, to meet the scheme objective of "*Minimising impacts on the surrounding local road network.*"

A1.4.7 On page 6 of the statutory consultation brochure, in the table summarising the scheme objectives and benefits, it stated that the scheme, "... *will accommodate an extra 5% of traffic through the Painshill interchange ...*". Consequently, we are very concerned about the potential impact of this 5% increase on Surrey's local road network and apparent lack of mitigation proposed and would ask that this mitigation is provided. The scheme appears to relocate congestion from the strategic road network onto the local road network. We note the proposed jet lane at the Painshill interchange from the northbound A3 to the A245 Byfleet Road will remove the gating effect of the existing signals, and this means that the first junction encountered by vehicles making this movement will be on Surrey's network. We acknowledge the proposed additional lane to provide extra stacking capacity, but we are yet to see evidence of the benefits arising from the proposed "*improved phasing of traffic signals*" as shown on map 4.

- A1.4.8 Similarly, while we acknowledge the scheme provides better access arrangements to Feltonfleet School, we are concerned there will be extra congestion and queuing on Seven Hills Road south. We are also concerned that this will be exacerbated by the proposed linking of the access road alongside Painshill Park to Seven Hills Road south via the potential overbridge. We are yet to be convinced that these changes can be accommodated at the existing A245 / Seven Hills Road junction without further mitigation work to improve the operation of this junction and would ask that mitigation options are developed by HE and presented to SCC for further discussion. In addition, please see our comments in response to **A2.8**, including comments on the **option for a jet lane from the A245 onto the A3 northbound** which we would support in principle, subject to seeing modelled evidence.
- A1.4.9 It is unclear if the traffic modelling and benefits being presented for the scheme relies upon north facing slip roads being provided at Burntcommon. We ask that this issue be clarified as if the benefits are being taken then would ask whether the Junction 10 Wisley scheme would then include this infrastructure.
- A1.4.10 We understand that a HE traffic modelling workshop for the scheme is to be arranged and that SCC officers will be invited to. We would suggest that Elmbridge, Guildford and Woking Borough Councils' are represented at this workshop to feed in views regarding Local Plan growth. We would welcome this workshop to address our concerns and would ask that following this workshop and resolution of our concerns that a presentation is given by HE (and your consultants) to update SCC's Cabinet Members (in early-mid April?).

A1.5 Supporting local and regional growth – Disagree

- A1.5.1 The details of the improvements do not show how the scheme allows for potential Local Plan related growth, specifically the possible Wisley Airfield development and others in the vicinity. In addition, please see our response below to **A2.9.2**. We would ask to see evidence as to how this option has been future proofed to take account of capacity beyond 2037 and traffic from potential large scale development adjacent to the proposal (including Wisley Airfield).

A1.6 Any further comments that you think we should consider?

- A1.6.1 Please refer to other points made in this letter.

A2. To what extent do you agree or disagree that we have captured the important issues regarding:

A2.1 The proposed design for the widening of the A3 – Disagree

- A2.1.1 In general, we agree in principle with widening of sections of the A3 between Ockham and Painshill to increase capacity. However we do have concerns which are discussed in sections **A2.1** to **A2.8**.
- A2.1.1.1 As also raised in **A.1.2**, we would ask whether the 2 lane overbridge may create a pinch point in the future.
- A2.1.1.2 Consideration will need to be given to an effective method of screening headlights between the new service roads and the A3.

A2.1.2 The proposed design for the widening of the A3 and Lorry/HGV Parking

- A2.1.2.1 We are concerned that if the A3 is widened to a dual 4 lane all-purpose road (D4AP) all HGV parking could be lost. Lorry parking along this section of the A3 is long established and a very popular location for overnight parking before transporting goods into London, where there is very little lorry parking available. Roadside parking for HGV's in Surrey away from residential areas is also very limited. If HGV parking alongside the A3 is lost we do not believe that all the HGV's dispersed from this location can be accommodated within these facilities. Our experience is that when these facilities are full any overspill HGV parking will disperse into residential areas. We acknowledge that the Cobham services could accommodate some of the HGV's displaced from the A3 but maintain that HGV parking should be retained in the final scheme.
- A2.1.2.2 We understand that at this stage of the design HE haven't undertaken a detailed assessment of both the feasibility and requirement for the inclusion of HGV parking along this stretch of the A3. As set out in your letter to SCC dated 4th October 2017 HE *"acknowledge the concern you have raised in your letter with regard to the overspill onto local roads that may occur if there isn't sufficient provision and that HE intend to "undertake a wider study of the A3 in the vicinity of the junction (rather than just between Ockham and Painshill) to build a better picture of the need in the area".* We would ask to see a copy of this study when it is available.
- A2.1.2.3 The proposal seemingly removes the layby at the Wisley Lane Junction with the A3. This is occasionally used as an abnormal load lay-up (e.g. to collect Police escorts) and an alternative should be provided in the scheme design.

A 2.2 The proposed design for the access to Wisley Lane (and RHS Wisley Gardens) – Strongly Disagree

- A2.2.1 In section **A1.4** we outlined concerns regarding potential increases in congestion in Ripley that would result from the scheme. The proposed Wisley Lane access and closure of the left in access to Wisley Lane from the A3 has the potential to divert traffic accessing/egressing RHS Wisley Gardens. This could be exacerbated further if the Wisley Airfield development proposals progress. The proposed design for Wisley Lane therefore does not comply with the objective *"Minimising impacts on the surrounding local road network."*
- A2.2.2 Any proposal taken forward here should minimise the impact of traffic on local roads, including those through Ripley, Wisley and Ockham. This should include consideration of the possible impact as a result of the development of the Wisley Airfield site.
- A2.2.3 The scheme will need to also consider the future long term planned growth of RHS Wisley Gardens to ensure that their junction proposals are future proofed.

- A2.2.4 We would ask that HE provide evidence of the impacts on the local road network and surrounding communities (including Ripley, Send, Ockham and A245/Seven Hills) and the mitigation options which we would request requires a significant funding package (£multi-million) to address these impacts. Mitigation options could consider south facing slip roads at Ockham Roundabout, retaining the left in access to Wisley Lane and improvements to moderate traffic speeds and improve highway condition as a result of additional traffic along the B2215 corridor. In addition consideration should be given to improvements at the B2215 High Street/Newark Lane junction and its approaches and the potential for public realm improvements in Ripley. Further consideration should be given to mitigating the effects of road safety risk of the likely additional traffic in Ripley, including heavy goods vehicles.
- A2.2.5 We would request that a detailed technical assessment/feasibility report of options considered to mitigate impacts in Ripley are shared with SCC. This should include the detailed assessment as to why south facing slip roads at Ockham junction roundabout or retaining the current left-turn access into Wisley Lane are not considered feasible/required as part of the scheme, so that SCC can fully understand the technical reasons (e.g. traffic and environmental) why these appear to have been discounted.
- A2.2.6 In summary on this point, as previously requested, we would ask that sensitivity testing is undertaken and shared with SCC as to traffic that could travel through Ripley as a result of the proposed changes to Wisley Lane and that a suitably significant mitigation package is funded/included in the scheme.
- A2.2.7 Under the proposed access to Wisley Lane, there will be additional traffic using the Ockham roundabout junction. Further consideration should be given to enhancing and improving the safety of this roundabout, including enhancement to vulnerable road user facilities.
- A2.2.8 The two way access to Wisley will add an entrance and exit onto the Ockham roundabout and so care will be needed to design the entry and exits at the roundabout to minimise driver confusion with regards to drivers mistaking a vehicle indicating a movement to an adjacent roundabout exit. Also entry path deflection would need to be in accordance with current advice at the roundabout.
- A2.2.9 Care will be required to set an appropriate speed limit for Wisley Lane in the vicinity of RHS Wisley Gardens' entrance and along the new road to Ockham junction taking into account the visibility across the over bridge and bends, and the presence of vulnerable road users along the new route. The design should be undertaken carefully to encourage compliance with the new speed limit.
- A2.2.10 We would ask to see any Road Safety Audits that have been undertaken as well as any capacity assessments related to Ockham junction roundabout to address our issues raised.
- A2.2.11 The new access bridge proposed to Wisley Lane will be busy with RHS Wisley Gardens traffic. We welcome the fact that it will improve accessibility for non-motorised users and would ask that the bridge and first section of Wisley Lane to have a suitable facility/width for pedestrians, cyclists and horse riders as well as suitable parapets on the bridge. We would ask to see the non-motorised route proposals for the Wisley Lane access to link to BW8.

A2.2.12 We would urge HE to continue dialogue with RHS Wisley Gardens in respect of their proposed access to consider the future long term planned growth of RHS Wisley Gardens to ensure that the junction proposals are future proofed and avoid unnecessary trips on the local road network to meet the scheme objective of *"Minimising impacts on the surrounding local road network"*.

A2.3 The proposed design for Elm Lane – Disagree

A2.3.1 We understand that if the Wisley Airfield proposals proceeds (currently awaiting a decision from the Secretary of State), the option as currently set out in the consultation documents would not be consistent with the potential proposals for the Wisley Airfield development. We therefore ask that HE consider the treatment of Elm Lane with the Wisley Airfield developers and Elm Lane residents to discuss and agree the possibility of the future connection of Elm Lane to the realigned Wisley Lane (south) to ensure that the design for the realigned Wisley Lane (on the southern side of the A3) allows for this potential connection e.g. in terms of levels, gradients and land.

A2.3.2 Under the proposed design for Elm Lane, the remains of Elm Lane (where it is being stopped up) should be retained as bridleway linking BW544/new bridge and Old Lane/BW16. Extinguishing the Elm Lane 'spur' and integrating new parking restrictions would also help deter unlawful motorbike access to Wisley Airfield. It should be noted that the new road providing access to Old Lane for Elm Lane residents could create possible conflict with walkers, cyclists and equestrians.

A2.4 The proposed design for Old Lane – Neutral

A2.4.1 Care will be needed to improve the safety of the Old Lane Junction with the A3. At the present time, when the traffic signals turn red at the top of the of the M25 slip, this provides a break in the traffic allowing vehicles to more easily exit Old Lane on to the A3. However under the proposals, these traffic signals will be removed, which will make it more difficult to find a gap in the traffic and join safely the fast moving traffic exiting the M25. We would ask that an acceleration lane from Old Lane would improve drivers' ability to join the A3 with improved safety, especially if breaks in southbound A3 traffic will not be present due to the removal of the existing signals.

A2.5 The proposed design for Pond Farm / Birchmere campsite – Agree

A2.5.1 We support the fact that the new bridge connecting the Ockham Common side of the A3 to Pond Farm and the Scout campsite, replacing the existing Cockrow Bridge, is usable for all.

A2.5.2 We would ask that the bridge to have a suitable facility/width for pedestrians, cyclists and horse riders as well as suitable parapets on the bridge. Clarification regarding accesses for cyclists and horse riders both sides of the bridge is required.

A2.5.2 FP17 needs to be suitably connected/ramped up to the new bridge crossing the A3. The FP10 end point should link in with new bridge therefore linking up with FP17 (FP10 currently ends at the A3 verge). There are opportunities to make changes to and tie into the existing network to significantly improve provision for non-motorised users.

A2.6 The proposed design for the access arrangements for properties along the A3 southbound (Painshill to M25 junction 10) – Disagree

A2.6.1 Whilst we support improving the safety and traffic flow along the A3 we have a number of concerns that we ask are addressed as set out below.

A2.6.2 An appropriate speed limit will need to be set for the service roads, and they should be designed carefully to encourage compliance with the new speed limit. It is unclear if the proposed access via the new bridge will link into Redhill Road and as such clarification is requested on this point. There may be some increased traffic and possibly more vulnerable users on Redhill Road and therefore the speed limit (currently 60 mph) should be reviewed along with additional measures to encourage compliance with a new lower speed limit may be required as part of the proposed HE scheme

A2.6.3 On the new bridge proposed, we would ask that the bridge to have a suitable facility/width pedestrians, cyclists and horse riders as well as suitable parapets and clarification regarding accesses for cyclists and horse riders both sides of the bridge is required.

A2.6.4 There are opportunities to make changes to and tie into the existing network to significantly improve provision for non-motorised users. FP11 could be upgraded to bridleway. This would link through to BW8. BW12 could be diverted to link Pointers Road with bridge (far enough away from A3 and with acoustic fencing for horses). We would suggest BW12 needs to be extinguished.

A2.6.5 As noted in **A2.9.5**, the proposed new bridge and its approaches may directly impact the SCC Countryside Estate and the impacts need to be quantified and mitigated.

A2.6.6 **Painshill Park-** We would urge HE to continue dialogue with Painshill Park in respect of the proposed alternative link road and overbridge arrangement that currently impacts upon Painshill Park. We would ask that HE consider further alternative access arrangements to minimise impacts on Painshill Park and the SCC Countryside Estate.

A2.7 The proposed design for the access arrangements for properties along the A3 northbound (Painshill to M25 junction 10) - Agree

A2.7.1 An appropriate speed limit will need to be set for the service roads, and they should be designed carefully to encourage compliance with the new speed limit – see also para **A2.9.10**.

A2.8 The proposed design for the widening of the A245 between the A3 Painshill junction and Seven Hills Road – Disagree

A2.8.1 As raised in **A.1.4**, we have concerns regarding potential increases in congestion at Seven Hills junction and on the approaches resulting from the scheme. We have yet to see the traffic modelling work carried out for this location to show that the changes proposed can be accommodated without further mitigation work. We would welcome drawings of the highway arrangement to clarify road layout, including access for Feltonfleet School.

A2.8.2 We understand from Map 4 within the consultation brochure that the design may include a **jet lane from the A245 onto the A3 northbound** which may be beneficial to ease congestion on the Cobham approach to the Painshill junction. In principle we would support this, subject to seeing modelled evidence.

A2.8.3 Currently the SCC maintained A245/B365 junction signals are not linked to operation of the HE signals at Painshill A3 junction but we strongly recommend that the linking of these junctions is fully investigated, taking into account expected changes in traffic flows.

A2.8.4 The speed limit of the Painshill junction roundabout and the A245 between Painshill junction and Seven Hills Road is currently national speed limit (70 mph). This speed limit should be reviewed as part of the proposed HE scheme to encourage safer speeds here and on the approaches to the junctions.

A2.8.5 The provision of a jet lane for northbound vehicles leaving the A3 entering the northbound A245 could result in risk of vehicles encountering queuing traffic ahead and not having time to stop, especially if visibility into A245 from the slip road is restricted by the horizontal alignment. The facilities for pedestrians/cyclists across the proposed jet lane will need consideration, as the jet lane is likely to allow continuous movement of left turning traffic. There is a need for improved facilities for sustainable transport modes at Painshill junction.

A2.9 Any further comments that you think we should consider?

A2.9.1 Bus Facilities and Routes

A2.9.1.1 We would request that clarity is provided as to what new access arrangements will be provided for the bus stops and services that are currently located/operate on the A3 between Ockham roundabout and Junction 10 as the consultation map does not show whether the existing bus stops are to be removed or retained?

A2.9.1.2 The 715 bus service that serves RHS Wisley Gardens, is essential, irrespective of what happens on the Wisley Airfield development as with the plans as drawn, we see a real issue of bus access to RHS Wisley Gardens being worsened rather than improved - not physically but in terms of a bus time/mileage penalty.

A2.9.1.3 SCC have been pressed by RHS Wisley Gardens and disability groups to provide a bus service that goes into the RHS Wisley Gardens both north and south bound but at present that is constrained by the access restrictions at A3/Wisley Lane southbound, creating unacceptable time penalties. The new route (east of the A3 from/to Ockham Park roundabout and over the A3 to give access to/from Wisley Lane and the Gardens) would be as much of a detour for a bus north and southbound, as the current situation.

A2.9.1.4 We therefore ask that this issue be considered in the design of the proposals to ensure that this can be delivered with the highway in the vicinity supporting appropriate and non-circuitous bus access. Otherwise, these plans might worsen the situation for buses.

A2.9.2 Possible Wisley Airfield Development

A2.9.2.1 Although approval has not yet been given for development at this site, it is essential that the design of any new M25 junction 10 should be future proofed, in terms of traffic capacity and layout, against potential development at Wisley Airfield and other relevant major development sites and we would ask to see evidence of this including the traffic modelling work..

A2.9.2.2 Any proposal taken forward should minimise the impact of traffic on local roads, including those through Ripley, Wisley and Ockham. This should include consideration of the possible impact as a result of the development of the Wisley Airfield site including the potential realignment of Elm Lane to allow the closure of its direct access onto the A3 access; and the provision of additional slip roads to allow all movements at the A3/A247 Burntcommon interchange.

A2.9.3 VMS/Technology

A2.9.3.1 In the County Council's response (dated 1st February 2017) to the initial consultation we stated that SCC has two existing VMS on the A245 either side of the Painshill A3 junction. These signs have been an essential tool to inform motorists of both immediate incidents and planned works/events but both have come to the end of their useful life.

A2.9.3.2 We asked that HE funds the replacement of these two VMS together with the provision of new VMS on the SCC network to benefit J10 of the M25 and the nearby associated A3 junctions. This would ensure that motorists arriving onto the HE network are aware of network issues in advance of arriving on the network itself. Other suitable locations for the provision of new VMS might be on B2215 Portsmouth Road leaving Ripley to join A3 north bound and B2039 Ockham Road to join A3 north bound.

A2.9.3.3 If installed in advance of any works on the strategic road network itself, these signs would also be a useful communications tool to update on the scheme's construction progress; potentially saving money on portable VMS to serve the same purpose.

A2.9.3.4 We would need HE to be able to connect to SCC's ITS infrastructure to our own ITS systems, to allow for sharing of data, joint strategies etc. and to ensure that HE will be granted access to them via that link so we can use them as part of any wider traffic management strategies – particularly out of hours.

A2.9.3.5 We understand in the email response from HE on 24th July 2017 that HE have confirmed that *"In principal, the idea is sound and if it would add benefit in the local area and on the strategic road network, it would be possible for HE to provide the VMS's, for SCC to use and maintain"*. We understand that HE would need a brief business case to demonstrate this benefit and envisage 3 No VMS at about £25k per sign.

A2.9.4 Flood Compensation

A2.9.4.1 The impact on flood zones, Main River and ordinary water courses will need to be taken into account including mitigation of any current flooding of the strategic and local road network in the vicinity of the proposed scheme. We understand that the Environment Agency are being consulted, which should also clarify the position and requirements and we would ask to see the mitigation in this respect.

A2.9.4.2 There will be highway “wet spots*” (locations where flooding occurs in times of local intense rainfall) affected by the scheme. Increased run off caused by the scheme in these locations is a concern for SCC as the Lead Local Flood Authority and we would ask that mitigation/compensation is provided. There is a need to regulate the run off from the increase in gross impermeable area created by the scheme.

* Wet spots include:

- A245 west bound dual carriageway off Painshill roundabout (high risk wet spot).
- Areas by J10 roundabout.
- Between the A3 and Wisley Airfield.
- By Ockham junction roundabout/Stratford Brook (high risk wet spot).

A2.9.5 Impact on the local countryside estate

A2.9.5.1 SCC would ask for detailed discussions with HE as to how the SCC countryside estate around the scheme can be managed and land take mitigated. We would ask that drawings and schedules to identify land take required is provided.

A2.9.5.2 The scheme as proposed will have a major impact on designated nature conservation sites and SCC countryside estate and compensatory mitigation should be provided.

A2.9.5.3 Ockham and Wisley Commons are owned by SCC, forming part of the countryside estate managed by Surrey Wildlife Trust. It forms part of the Thames Basin Heaths Special Protection Area for birds (SPA), a SSSI, a LNR and most of the land that may be affected by the improvement scheme is public open space with public footpaths and bridleways and also permissive routes.

A2.9.5.4 Impacts on designated sites and SCC countryside estate will need to be assessed and the land take compensated adequately/subsequent mitigation required.

A2.9.5.5 In addition to impact on actual land take, we are particularly concerned about how access will be provided and maintained to Wisley and Ockham Commons both during construction and then following completion; to ensure safe access for cyclists, riders and walkers across the A3/M25. Access arrangements will need to be communicated so that the general public will be made fully aware.

A2.9.5.6 The delivery of the non-motorised user routes currently proposed as part of the wider scheme will also have additional impacts on SSSI, SPA and Common Land. Use of existing routes may reduce this. As examples, we have noticed that the access route connecting to Pointers Road will cross SSSI and as such would ask if alternatives have been investigated or mitigation identified.

A2.9.5.7 The SCC countryside estate may also be directly impacted by the new bridge and its approaches proposed through the Side Road Preferred Route A3 southbound (Painshill to M25 J10). This part of the SCC countryside estate is not SSSI or SPA but it is very close to part which is SSSI and Common Land.

A2.9.5.8 There appears to be an over reliance on existing trees to provide screening. Some of these trees may need to be removed at some stage for conservation reasons as the area's ecological importance is for open heathland. There is also a concern that cutting swathes into plantations during the works and exposing trees that were previously protected will make these more susceptible to wind throw and create additional maintenance liabilities for SCC.

A2.9.6 Exchange Land

A2.9.6.1 We understand that HE has made a commitment to resolving historic exchange land issues that relate to the building of the M25 and the calculations the project team have made in terms of replacement land for this scheme are based on all exchange land from the previous development being in the correct ownership and designation but would ask that these issues be finalised as soon as possible and before exchange land for the current Junction 10 scheme is agreed.

A2.9.6.2 We understand that with regard to the replacement land that HE are currently working to identify, you are working to provide replacement land that is 'not less and of equal advantage to the public'. At present, we understand that you are working to an approximate ratio of 3:1 on this land. We would reiterate that in view of the potential impacts on different designations, the exchange land will need to be carefully considered. Exchange common land may not be suitable to act as well as exchange land for the SPA/SSSI, for example.

A2.9.6.3 In addition the land to be lost has a high nature conservation value that cannot be compensated by supplying a like for like land area unless the exchange land has a similar nature conservation value. If this cannot be found, a mechanism for bringing any exchange land up to the required standard will be required. It will also be important to understand the amount and location of temporary land take needed during the construction of the project.

A2.9.7 Landscape Views

A2.9.7.1 The County Council have many interests in the landscape of the area affected by the proposed junction improvements. The area is identified as sandy woodland in the Landscape Character Assessment of Surrey undertaken in 2015. As such it softens the impact of the two major roads cutting through this woody heathland area and we would expect to see this character maintained in the landscape work. In addition to containing parts of the Thames Basin Heaths SPA, it impacts on two significant gardens. We will need to see the outline landscape scheme and be involved in the detailed design in order to reduce the impact on all these key features.

A2.9.8 Mineral Safeguarding Areas

A2.9.8.1 It appears that the scheme would result in some minor, but not substantial incursion into the Mineral Safeguarding Areas (MSAs) that extend across the former Wisley Airfield and Ockham Park, to the south east of J10 of the M25, and the one that extends across Wisley and Pyrford to the west of the A3. The effect of the proposed scheme on MSAs should be addressed as part of the planning submission.

A2.9.9 Waste Safeguarding

A2.9.9.1 The proposed access to Wisley Lane is adjacent to a site that is allocated in the 2008 Surrey Waste Plan (SWP). The allocated SWP site is also allocated in the Aggregates Recycling Joint Development Plan Document 2013 (ARJDPD) as a potential site for the development of aggregates recycling. Despite the site being safeguarded under these allocations the Waste Planning Authority (WPA) consider it unlikely to receive a waste related development due to the site being allocated in Guildford Borough's Submission Local Plan for a new settlement. For this reason the WPA will not be taking the site forward in the new Surrey Waste Local Plan.

A2.9.9.2 The WPA would however encourage sustainable construction techniques to maximise recycling of Construction, Demolition and Excavation (CD&E) waste that is generated by the M25 Junction 10 development. The SWP allocated site was identified as being suitable for aggregate recycling and the developer may want to consider using the site to recycle materials generated from the development.

A2.9.10 Asset definition – would any assets become the County Council's responsibility?

A2.9.10.1 We would ask for future discussions regarding potential adoption of assets/structures and assets/structures impacting Surrey highway.

A2.9.10.2 The adoption of a highway asset by SCC should be with the agreement of SCC. Any highway asset to be adopted must have had technical approval and meet SCC's requirements (e.g. for material, form, loading, durability, etc.). SCC must have a commuted sum for any highway asset that is to be adopted.

A2.9.10.3 All bridges, and their approach supports, crossing/carrying the M25/A3 should remain the responsibility of HE. All retaining structures retaining either the A3/M25 or a Surrey highway adjacent to the M25/A3 should remain the responsibility of HE.

A2.9.10.4 For assets/structures not to be adopted by SCC that will carry/cross or be on a Surrey highway/ROW, SCC will need to be involved with the technical approval of the design details (dimensions/loading/parapet height etc.), including to agree/reject any Departures from Standard that may be proposed. Where SCC will adopt any of the elements of these non-Surrey structures, often paved surfaces, then these elements must be approved by Surrey with a commuted sum payable.

A2.9.10.5 Agreements must be written/signed as part of the project to clarify the future maintenance responsibilities of the assets.

A2.9.10.6 SCC will also need to be involved with the technical approval of any temporary structures affecting Surrey's highway/PROW network (i.e. temporary bridges in place whilst foot/bridle bridges are being reconstructed both over the A3 and M25).

A2.9.11 Network impacts during construction

A2.9.11.1 The impacts during construction will need careful consideration. The elongated roundabout is proposed to be at the same level as the existing one and so it is likely that there would be some degree of additional traffic congestion arising from construction works, as the existing roundabout is reconstructed. Effective and safe traffic management during construction will be important and we would ask to see these details when available.

A2.9.11.2 For any closures of the M25/A3 during the works, there may be use of diversions onto Surrey's local road network that will increase fatigue of our existing highway assets on those routes and so would ask if funding is provided to mitigate these impacts.

A2.9.11.3 It will be important to take into account that not all bridges on HE diversion routes may be motorway grade load capacity and potential funding of maintenance on tactical diversion routes/bridges should be considered.

A2.9.11.4 As well as potential closures of the M25/A3, we realise that other closures may be necessary, affecting accesses for vehicles as well as non-motorised users. For example the Wisley Lane Junction with the A3 will need a temporary continuous access route on to the A3 while the new bridge over the A3 is being built. The alternative route via Pyrford Lock is unsuitable (a 7.5t weight restricted bridge and 2.5m width restriction). Where closures affect Rights of Ways, mitigation should be considered including phasing of the works programme to minimise diversion routes.

A2.9.11.5 We would ask that information is provided as to how the impacts during construction are to be mitigated to the local road network and also to key businesses and facilities in the local area including RHS Wisley Gardens, Painshill Park and Feltonfleet School.

A2.9.11.6 We would ask that the construction compounds identified are fully restored to at least the condition that existing prior to construction.

A2.9.12 PCF3 Traffic Modelling

A2.9.12.1 Following previous discussions with HE regarding the traffic modelling methodology, we look forward to a continued dialogue with regard to proposed PCF3 traffic modelling.

A2.9.13 A3 widening through Guildford

A2.9.13.1 There is a need for this scheme to take into account and to not negatively impact the future scheme to widen the A3 through Guildford. In particular we would ask that the Junction 10 proposals are future proofed against any additional traffic capacity provided later as part of the potential A3 widening scheme in Guildford for example additional northbound A3 traffic “arriving” at Junction 10. We would ask that the traffic modelling and capacity assessment requested earlier in our letter show how this has been taken into account.

A3. What changes could be made to the proposals to remove or minimise any of the potentially negative effects that are of concern to you?

A3.1 Please see some suggestions we have made within this letter. We welcome future discussions with HE to address our concerns.

A4. Do you agree with the proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?

- Land take
- Special Protection Area / Site of Special Scientific Interest and biodiversity
- Ancient woodland and landscape (impact on flora and fauna)
- Scheduled monuments, listed buildings and other heritage assets
- Common Land – access for pedestrians, cyclists and horse riders
- Approach to addressing/ mitigating air quality and noise

A4.1 We are not able to agree with the proposed approach currently as it is difficult to assess the adequacy of the mitigation measures when the impacts have not been fully assessed and ask that this information is provided. In addition as part of the mitigation hierarchy, compensation measures also need to be considered along with the need to identify biodiversity gains.

A4.2 Given the scale of likely impacts identified in para 7.7.2 of the PEIR Main Text Report, it is questioned whether there is currently sufficient extent for mitigation and compensation together with land to achieve them. Furthermore some mitigation is put forward and then caveated by being 'subject to funding available' as is the case with the multifunctional bridge in para 7.5.1. The needs for mitigation will be driven by the levels of the impacts of the scheme. The mitigation provided by the multi-functional bridge may be achieved in other ways but the subject to cost caveat is inappropriate at this stage.

A4.3 Air quality and noise impacts/mitigation should be addressed in consultation with Elmbridge, Guildford and Woking Borough Councils. We would ask that the **Link and Nodes traffic diagram** requested under para **A1.4** be provided to clearly demonstrate how the changes in traffic flows impact on air quality and noise and suitable mitigation be provided.

A4.4 We would also draw HE's attention to the Planning Inspectorate's Environmental Scoping Opinion for the scheme which took account of the County Council's response in respect of the environmental scoping process (see County Council letter to the Planning Inspectorate dated 11th January 2018).

A4.5 In cultural heritage terms direct impact to designated heritage assets should be avoided if at all possible and the approach set out in the PEIR acknowledges that. Where impact is unavoidable then a full assessment of the significance of an asset whether designated or not is required in order to make informed decisions regarding appropriate mitigation and again that is allowed for in the documentation. We are satisfied that that the baseline work done so far, when combined with the further evaluation and survey work that is proposed will enable informed decisions to be made regarding the nature of the cultural heritage resource and enable appropriate mitigation measures to be put in place.

A4.5 The PEIR states that the design seeks to avoid heritage assets where possible and minimises land take where unavoidable. This is to be welcomed. The mitigation measures that are proposed seem appropriate although these will need to be developed following further detailed investigations. It will be for HE to advise on measures that directly impact upon scheduled monuments, Grade 1 Parks and Gardens or listed buildings.

A5. Do you wish to make any comments about the information contained in our Preliminary Environmental Information Report that was published as part of the consultation materials?

A5.1 In the PEIR, we would recommend that the sources of the desktop information are cited: National Biodiversity Network, MAGIC or Surrey Biodiversity Information Centre, etc.

A5.2 It is unclear whether the potential exchange land has been or will be subject to ecological surveys. These are necessary to ensure that no habitats or species are adversely harmed and also that the exchange land can function in the way it is proposed.

A5.3 There is a lack of clarity when referring to the impacts of the scheme across different areas. For example there is the Ecological Zone of Influence and what is referred to as the 'footprint of the scheme' and the latter should be defined. Does this, for example include all the side roads, rights of way diversions and temporary land take for construction works?

A5.4 Regarding Chapter 12 (Minerals & Waste) of the PEIR, no reference is made in the sections on baseline information to a number of publications that SCC produce that are relevant, including the Annual Monitoring Reports, the Local Aggregate Assessments, and the South East Aggregates Monitoring Report (a SEAWP report), all of which can be accessed on the SCC website at the following address: <https://www.surreycc.gov.uk/environment-housing-and-planning/minerals-and-waste-policies-and-plans/minerals-and-waste-performance-monitoring>.

A5.5 In respect of predicted future waste infrastructure capacity, there are a number of references to SCC's stated intent to calculate future need for construction, demolition and excavation (CD&E) waste management capacity. That work has now been carried out and forms part of the evidence base for the emerging Surrey WLP 2018-2033. The relevant report can be accessed on the SCC website at the following address: https://www.surreycc.gov.uk/data/assets/pdf_file/0009/147357/2017-10-27-Draft-Plan,-Waste-Needs-Assessment.compressed.pdf.

A5.6 In general we are content with the approach taken so far to the cultural heritage issues raised by the proposals. We have been consulted on the scope and extent of the required heritage assessments and have discussed the need to assess the potential for as yet undiscovered archaeological assets as well as the known known heritage assets within the study area. The baseline information that has been provided is satisfactory and now a detailed suite of archaeological investigations will be required in order to further assess the nature, extent and significance of the potential archaeological resource and we note that the need for this is acknowledged in the report. We are therefore satisfied that this will enable informed decisions to be made regarding the significance of the archaeological resource and allow suitable and appropriate mitigation measures to be devised.

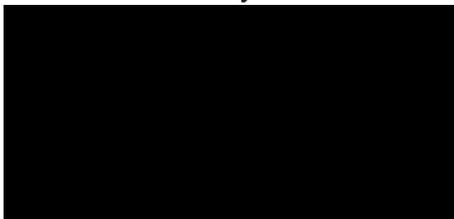
B1 Next Steps and other matters

- B1.1 Where our letter deals with mitigation, which is to be subsequently accepted, we would ask that HE clarifies the mechanism by which these matters will be written into the Development Consent Order (DC) and/or planning requirements and obligations. We would also welcome HE setting out/confirming the nature and timetable for the remaining stages and documentation in relation to this scheme e.g. Statement of Common Ground, Planning Statement, Environmental Impact Assessment and the DCO.
- B1.2 We have welcomed the consultation and engagement from HE and their consultants to date and look forward to continued dialogue. SCC has invested significant resources in engagement and responding to the development of this scheme to produce a successful scheme that addresses the needs and impacts on both the strategic and local road network. As the project develops further SCC will have to dedicate further resources and associated costs. We would therefore welcome a discussion with Highways England to enter into a Planning Performance Agreement to cover our costs involved. Your response on the processes involved to achieve this would be appreciated.

Thank you for providing the opportunity for Surrey County Council to comment.

We would ask if you could please acknowledge receipt of this letter.

Yours sincerely



Strategic Director Environment & Infrastructure



Meeting notes

Project:	Road Investment Strategy M25 J10		
Subject:	Stakeholder Meeting with Surrey County Council and Surrey Wildlife Trust		
Date and time:	24/03/2016	Meeting no:	2
Meeting place:	SCC Depot, Merrow	Minutes by:	██████████
Present:	██████████	Representing:	Highways England Highways England Surrey Wildlife Trust Surrey County Council Atkins Atkins

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
1	Health & safety No issues raised		
2	Introductions ██████████ agreed to chair the meeting. Apologies for absence from ██████████ were given.		
3	Purpose of meeting The purpose of the meeting, as described by ██████████ was to describe and discuss the three short-listed options for the improvement of the M25 Junction 10. It was also to discuss land issues and in particular common land and possible exchange/compensation land.		
4	Background and work done to date A slide show describing the Road Investment Strategy, work done up to this point, and work to be undertaken in the coming years, was presented. ██████████ presented the section of the slide show which discussed environmental constraints. ██████████ noted that he will handle client side liaison between SWT and HE	Ongoing	██████████

Next meeting:	TBA		
Distribution:	As per attendance list plus ██████████ and ██████████		
Date issued:	3 rd June 2016	File ref:	

NOTE TO RECIPIENTS:
These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	<p>SCC and HE committed to progressing the completion of the land exchange from the original M25 Inquiry. SCC solicitors are working on it</p> <p>██████████ was noted as SCC Rights of Way officer</p> <p>It was confirmed that the SCC land was held for access and nature conservation</p> <p>It was noted that Ockham Common is not common land but open access land</p> <p>It was noted that the areas of land to the south of the M25 were the most environmentally valuable and the north east section was the least valuable.</p> <p>Pond Farm was noted as owned by SCC but leased to SWT. There is no public access as it is a working farm housing a herd of cows used for grazing at various sites by SWT</p> <p>██████████ then outlined the potential locations and initial assessment of suitability of exchange land around the junction as noted in Section 5 below:</p>	TBA	██████████
5	<p>Land options</p> <ul style="list-style-type: none"> • RHS land/land west of Pond Farm (approx. 5ha) – land owned by the RHS but used by SWT for grazing, no public access • Land north west of M25 (approx. 15ha) – Buxton Wood is owned by RHS; common land but not on official common land register – query with RHS why not registered; land up to river on Manor Farm owned by RHS but used by SWT; difficulties connecting across river Wey to land to the north. • Park Barn Farm (approx. 10ha + a further 10 ha) – 2 fields in private ownership, not a working farm; access tolerated • North east of J10 (approx. ? ha) – Chatley Farm, privately owned and actively farmed , least attractive option • North of Hatchford End (approx. 10ha) – fields owned by SCC but currently no public access • Plot 54 on land ownership map (approx. ? ha) – owned by HE, no official public access but has it by default • Wisley Airfield land (approx. 50 ha) – potential to use the SANG land as common land through negotiation with Wisley Airfield Developments Ltd 	2/6/16	██████████
	<p>It was noted that Atkins are preparing a report on the common/exchange/compensation land issue and it would be ready in draft in two weeks</p>		

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
	Further meetings with Natural England and the HA environmental advisor at the time of the J10 Inquiry and construction, [REDACTED] would be held to inform the report	31/5/16	[REDACTED]
6	Information and other matters		
	Suggestion was raised as to the possibility of moving the junction to the north and deemed impractical.		
	Possibility of providing better access to Pond Farm was discussed but questions over the viability of this were raised.		
	It was noted that the [REDACTED] [REDACTED]		
	50% of the SSSI units were deemed favourable and remaining 50% was unfavourable but recovering.		
	Noise is a concern for SWT and it was noted that the concrete road surface was a contributory factor.		
	[REDACTED] noted that there was an infestation of the Oak Processionary Moth along the A3 and this was being 'managed' not eradicated.		
	It was noted that the covenant for Ockham Common was for it to be held as open space for perpetuity.		
	SCC undertook to provide an extract and map of the Commons Register for the areas around J10.	19/6/16	[REDACTED]

WITNESS STATEMENT

- of -

[REDACTED]
[REDACTED]

relating to a reference to the Upper Chamber (Lands Tribunal)
in respect of land and buildings
at

[REDACTED]
[REDACTED]

We [REDACTED] and [REDACTED] of [REDACTED]
[REDACTED] WILL SAY as follows:

1. We make this statement in support of our Blight Notice in respect of the land and buildings at [REDACTED] [REDACTED] (“the Site”).
2. The matters contained below are true to the best of our knowledge and belief. In particular, the statement provides further evidence in relation to the way we have used the site as an integral part of our domestic curtilage over the past 15 years.

Description of the Site

3. Approximately half of the Site where we live is directly affected by the proposed compulsory purchase order which Highways England is seeking to obtain. We refer to this generally as the ‘acquisition land’ or ‘CPO land’.
4. The acquisition land is labelled [REDACTED] and described in the DCO application documents as “agricultural land”. It appears that the land has also been assessed on that basis (incorrectly) in the DCO scheme documents. As will already be known to representatives of Highways England, however, the acquisition land has often been enjoyed in connection with, as an intimate part of, our home.
5. There are in fact 3 residential properties built on the Site [REDACTED] [REDACTED]. All three dwellings have shared this same use of the acquisition land and the buildings which are erected upon it, which includes the summerhouse and the pole barn.
6. The Site as a whole forms a very secluded and private residential area, which may change as a result of the public access proposals which Highways England has put forward under its DCO scheme.
7. The main access to [REDACTED] follows a long winding driveway down through mature woodland from the north, until it opens out on the final approach to the three dwellings and other outbuildings, with open lawn, ponds and woodland mainly lying to the south and east (including the ‘CPO land’).
8. In total the Site comprises:-
 - a) Three lawful dwellinghouses;

- b) A collection of other outbuildings (former agricultural barns);
- c) A large area of grass which we have always kept tightly mown and which is used as an extensive domestic lawn;
- d) A 'chalet' or summerhouse which we built on an elevated part of the cut lawn (within the acquisition land), which we have often used for barbecues, parties and other special events;
- e) A pole barn, also on the acquisition land, which we have often used for hosting similar events to the above;
- f) Two ornamental ponds, one of which is now scheduled for compulsory acquisition as part of the acquisition land;
- g) Areas of mature woodland.

Our use of the Site

9. When I [REDACTED] first bought the land it was run down and much of it was covered in brambles. It has taken many long hours of effort to nurture the land in the way it now appears, so it could be enjoyed by all of us (and our friends) in the way we wanted to use it.

10. One thing we always did was keep the grass mown short so it appeared as one very large area of lawn surrounding the dwellings and summerhouse. This can be seen clearly in the photographs. We have let this 'go' of late, particularly since the advent of the road scheme, and so at the time of the accompanied site visit it appeared more like rough 'meadow'.

11. We have used the acquisition land as 'domestic' garden land in a variety of different ways. This can be seen in a number of photographs which we have taken from time to time ([REDACTED]). These uses and activities include:-
 - a) Regularly walking our dogs;
 - b) Fishing ([REDACTED] is a keen angler);
 - c) Putting on a wedding reception for a friend which we staged by the pond, with marquee, music and dancing;
 - d) Arranging "Treasure Hunts" for the grandchildren in the woods behind the chalet;
 - e) Hosting an annual Easter Sunday breakfast in the Pole Barn;
 - f) An annual Bonfire Party by the Pole Barn, in order to raise money for our personal charity [REDACTED]. [REDACTED] The Pole Barn hosts our guests on inclement evenings and we serve burgers and hot dogs with mulled wine;
 - g) Tobogganing (on the hill down to the pond), and snowballing;
 - h) Animal safaris for the grandchildren, driving over the parkland at dusk to spot rabbits, badgers, foxes, deer and pheasants;

- i) We once allowed a friend use the parkland to hunt game with a trained hawk.
12. We have also put on numerous other parties and events on the acquisition land using the summerhouse as a base (we often fondly refer to this as the 'site hut'). For example:
- a) Halloween parties with the grandchildren, with barbecues and fire-pit;
 - b) Easter eggs hunts and games;
 - c) Barbecue's and lunches with family and friends on summer days;
 - d) Clay-pigeon shooting, hosting family and business acquaintances;
 - e) Walks on Christmas Eve with mince pies and a visit from Santa for the grandchildren;
 - f) A 'Birdman' came for one grandchild's birthday. He put on a show involving birds of prey flying over the field and trees.

Impact on the amenity of home

13. In our view the loss of the acquisition land will have a substantial impact on the way we have always used and enjoyed these dwellings, our homes, and the special amenity we have always derived from owning the Site.
14. Our garden will be very substantially reduced in size and utility. We will lose an extensive area of lawn, one of the ponds, the summerhouse, the pole barn and the mature woodland - all being the most attractive features of our garden. The special lifestyle we have always enjoyed (as described above), will be totally obliterated as a result.
15. To us it is not a question of whether anyone would consider that the retained land (i.e. the parcels remaining after the road scheme) would still be 'adequate' for continued residential use. What is important is the degree of the loss that will be suffered. The Site where we live is extraordinary and unique, and that is exactly why we bought it.
16. It is also the opportunity to buy into this special 'lifestyle' that we had been hoping would attract prospective buyers, now that we have decided it is time to move on. The road scheme has put a shadow over all of this at the worst possible time. A sub-divided and vastly diminished landholding will have far less marketing appeal to the sort of purchaser that we need to target, which is exactly why we have been experiencing problems selling.
17. Highway England is seeking to acquire an extensive part of our domestic curtilage. No other part of Highway England's road scheme will cause such a direct and catastrophic loss of private residential amenity. In our view this is quite extraordinary given that the road scheme would still satisfy the relevant

requirements for 'replacement land' without anything close to this scale of compulsory acquisition.

Our efforts to sell the Site

- 18. In our previous evidence [REDACTED] [REDACTED] we have described our continuing efforts to sell the Site. These efforts have been ongoing since July 2017. This evidence shows that three prospective purchasers have all walked away because they were keen on acquiring the entire undivided landholding and were put off by the road proposals.

- 19. The latest position is that Savills have been instructed to re-market the land, but this will now exclude the mutually agreed boundary with the 'CPO' land.

STATEMENT OF TRUTH

We believe that the facts contained in this statement are true.

Signed
[REDACTED]

Dated

Signed
[REDACTED]

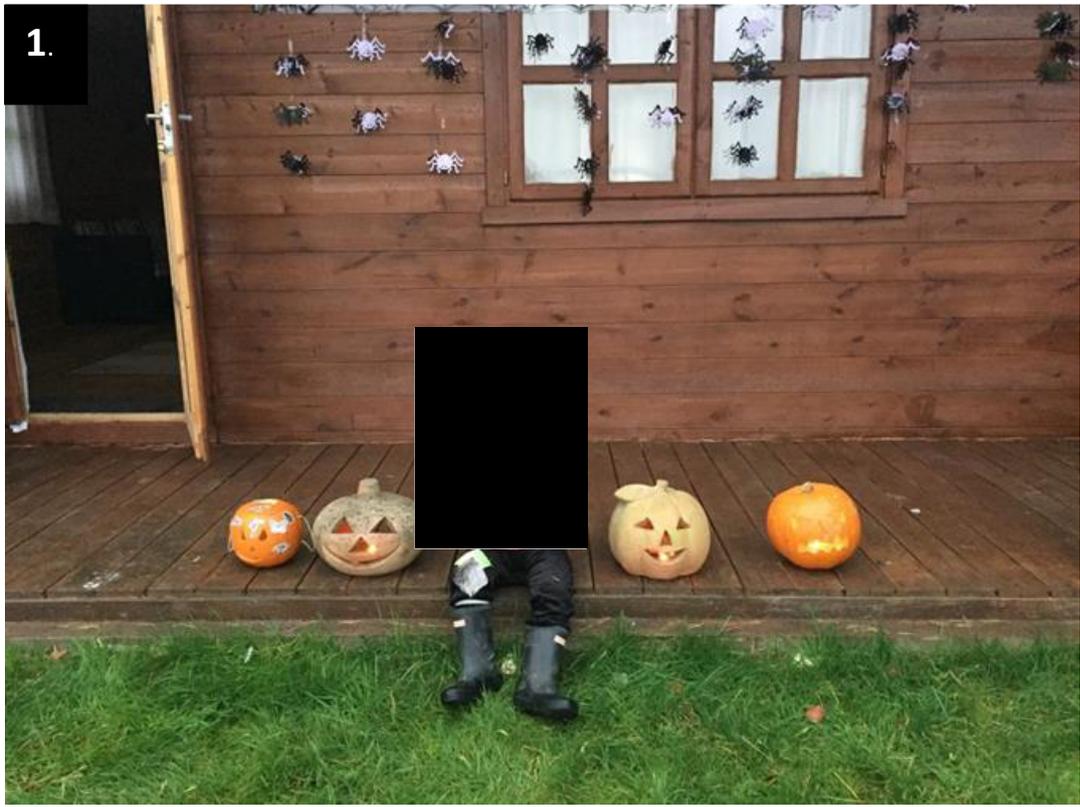
Dated



PHOTOGRAPHS

**THIS IS THE EXHIBIT REFERRED TO IN THE
WITNESS STATEMENT OF**





Summerhouse at Halloween [redacted]



Summerhouse at Halloween (exterior)



Summerhouse at Halloween 3 (interior)



Long range view of summerhouse across mown lawn

5.



Long range view across freshly mown lawn

6.



View of ornamental pond

7.



View of ornamental pond (with bench seat on 'island')

8.



Bonfire and Barbecue for about 60 people



Bonfire Night at Pole Barn



11.



Barbecue at Pole Barn

12.



Easter Egg Hunt at Pole Barn

13.



[Redacted]

14.



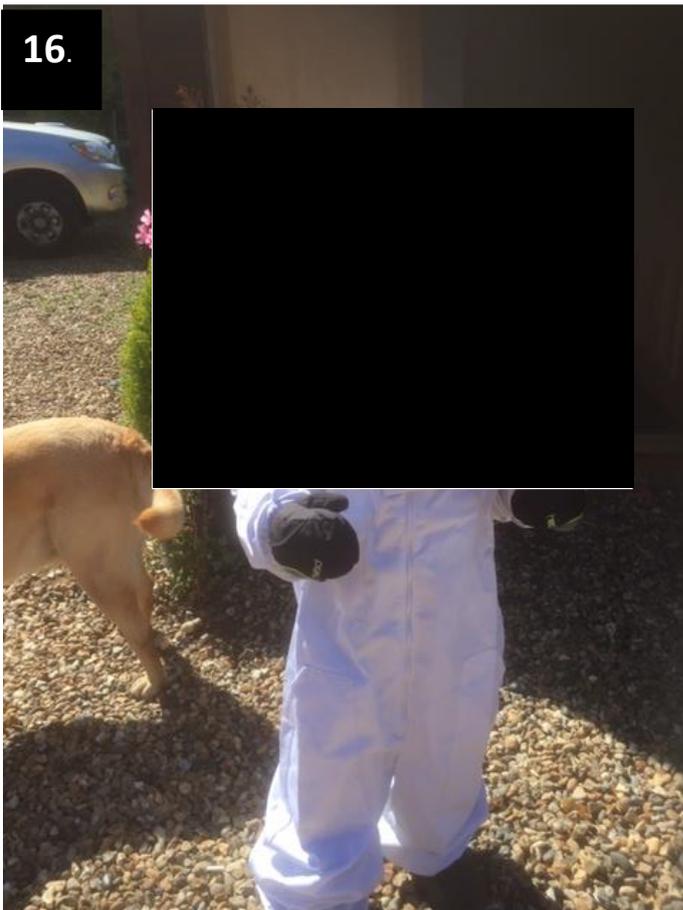
Birthday party for [Redacted]

15.



View from summerhouse (wood burning)

16.



moving beehives from the 'CPO' land

17.



Deer on lawn

18.



with his grandchildren in the snow

19.



Sledging down the hill from the Summerhouse 1

20.



Sledging down the hill from the Summerhouse 2

APPENDIX 3

FURTHER QUESTIONS FOR HIGHWAYS ENGLAND IN RELATION TO SITE AT POND FARM

1. Please state the total area of the Pond Farm site.
2. How many head of cattle does SWT keep on that land?
3. On a plan, please indicate the areas used for grazing and explain how the grazing land is rotated in Winter.
4. It is understood that no cattle are grazed on the Pond Farm site at other times of year because the cattle herd is moved for grazing on other parts of the SPA (and elsewhere in the County) – please confirm.
5. The meeting note dated 31 August 2017 mentions a number of other uses taking place on the site: a firewood business, sheep, ponies and goats that operate for commercial activities. Please explain the nature of these activities and specify (on a plan) which parts of the land they occupy on the Pond Farm site.
6. It is understood that Pond Farm also includes [REDACTED]. Has the possibility of using this land been considered? If it has been considered but rejected, please provide the reasons.
7. Has HE considered the alternative of using only part of the Pond Farm Site? If so, how?
8. HE uses methods to keep users to guided routes in order to control the use on other parts of the common land, and intends to do the same with parts of the RL, so why is that possibility not also countenanced for Pond Farm?
9. What specific provisions of the PA 2008 does HE say would be infringed by giving users of the commons only *seasonal* rights of access to Pond Farm?