



Our Ref: HE551522-ATK-GEN-J10-LN-ZM-000013

Planning Inspectorate
National Infrastructure Planning
Temple Quay House
Temple Quay
Bristol
BS1 6PN

For the attention of: Mr Gavin Jones, Lead Member of the
Examining Authority

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

9 April 2020

By email to:

m25junction10@planninginspectorate.gov.uk

Dear Sirs,

M25 junction 10/A3 Wisley interchange scheme (the Scheme)
Planning Inspectorate reference: TR010030
Application for changes to an accepted Development Consent Order (DCO)

Introduction

Further to our letter of 3 April 2020, Highways England hereby submits a request for the following changes to the Scheme (the **Proposed Changes**) to be accepted for examination:

- Change 7 – Optional Alternative Private Means of Access to Court Close Farm through Heyswood Campsite.
- Change 8 - Old Lane and Elm Lane Visibility Splay.
- Change 9 - Wisley Airfield Construction Worksite.

Highways England notified the Examining Authority of its intention to make the Proposed Changes at Deadline 6.

Further information regarding the Proposed Changes, together with an assessment of their likely effects, can be found in the documents accompanying this application. A full list of the accompanying documents is set out in section 8 of the accompanying 'Report on Proposed Scheme Changes 7 to 9'.

In preparing the documents to accompany this application, Highways England has had regard to the advice contained in the Planning Inspectorate's Advice Note 16 (How to request a change which may be material).

It is Highways England's position that there is a strong case for each of the three Proposed Change to be accepted for examination. Although they have been promoted as a single package of proposed changes, each of the Proposed Changes is in reality free-standing, i.e. they are not dependent upon one another.

Application of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 in respect of the Proposed Changes

Changes 7 and 8 involve adjustments to the red line boundary which increase the scope of compulsory acquisition powers although they do not involve any newly-affected parties. Change 9 does not involve any adjustments to the red line boundary.

The amendments to the land affected by compulsory acquisition as a result of the Proposed Changes are as follows:

- **Change 7 (Optional Alternative Private Means of Access to Court Close Farm through Heyswood Campsite)**

As explained in further detail in the enclosed Report on Changes 7-9, Change 7 has been developed as an optional alternative in order that the Examining Authority may recommend, and ultimately the Secretary of State may decide, between the current Scheme alignment of the private means of access to Court Close Farm (Work No. 40) or the alternative alignment encompassed in Change 7.

This change requires an additional 513 square metres of land subject to permanent acquisition and 705 square metres of land subject to temporary possession.

In accordance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (the **2010 Regulations**) Highways England sought the consent of the land interests to the inclusion of any additional land under regulation 4 of the 2010 Regulations and has obtained such consent from all of the known land interests affected by Change 7.

The land interests who would be affected by Change 7 and who have consented to the inclusion of the additional land are listed in the Table below.

Table: Affected land interests in relation to Change 7

Plots affected by Change 7	Land interest name	Land interest address
6/23, 6/23b, 7/1, 7/1a, 7/1b, 7/2, 7/2a, 7/2b, 7/2c, 7/2d, 7/2e, 7/2f, 7/7, 7/7a, 7/8, 7/9	Mrs Agnes Engelen	Court Close Farm Portsmouth Road Cobham KT11 1EN
	Mr Andrew Macateer	22 Knowle Park Cobham KT11 3AB
	British Telecommunications Limited	81 Newgate Street London EC1A 7AJ
	Elmbridge Borough Council	Civic Centre High Street Esher KT10 9SD
	Painshill Park Trust	Painshill Park Portsmouth Road Cobham KT11 1JE
	Mr Robert Macateer	92 Pirbright Road London SW18 5NA
	South Eastern Power Networks plc	Newington House 237 Southwark Bridge Road London SE1 6NP

	Southern Gas Networks plc	St. Lawrence House Station Approach Horley RH6 9HJ
	The Guide Association Trust Corporation*	17-19 Buckingham Palace Road London SW1W 0PT

*As the freeholder of the Heyswood Campsite. The occupier Girlguiding Greater London West confirmed in its response to the Examining Authority's second written question 2.12.8 [REP5-056] that the additional land-take necessary for Change 7 was acceptable.

The Table above only records those land interests which are affected by the compulsory acquisition (or compulsory acquisition of rights) of "additional land" within the meaning of the 2010 Regulations in connection with Change 7. Accordingly, the Table does not include those land interests which, in relation to Change 7, are either affected only by additional temporary possession powers or by a reduction in compulsory acquisition as compared with the Scheme applied for, as consent from such parties is not required under regulation 4 of the 2010 Regulations in order to avoid the application of the prescribed procedure under the 2010 Regulations.

The Book of Reference addendum which has been submitted with this application includes certain unknown category 1 interest and category 2 interests. Those interests comprise mines and minerals interests and other rights and covenants affecting land.

Highways England notes that regulation 9(a) of the 2010 Regulations (the requirement to certify compliance with the obligation to give notice of a proposed provision to additional affected parties) requires an applicant to give notice of a proposed provision to those persons who, following diligent inquiry, the applicant (i.e. Highways England) *knows* (emphasis added) are interested in the additional land or any part of that land.

In any event the compulsory acquisition of land required for Change 7 which includes mines and minerals would be subject to article 23 of the draft development consent order which incorporates the minerals code under the Acquisition of Land Act 1981.

On that basis, the unknown interests which have been identified in relation to the plots affected by Change 7 should not be regarded as "additional affected persons" for the purposes of the 2010 Regulations as by definition they are not interests known to the applicant following diligent inquiry. Such interests appear in the Book of Reference addendum for completeness and as a matter of good practice which has been applied consistently on a large number of development consent order applications.

- **Change 8 (Old Lane and Elm Lane Visibility Splay)**

As explained in further detail in the enclosed Report on Proposed Scheme Changes 7-9, Change 8 encompasses vegetation removal works on the inside of the corner of Old Lane where it forms a junction with Elm Lane, to maintain a forward visibility splay of 70m in both directions, including the widening of Elm Lane to 5.5m, for 20m from the junction with Old Lane and associated traffic management measures.

This change requires an additional 300 square metres of land subject to temporary possession.

As only temporary possession powers are needed in order to implement the change, the 2010 Regulations are not engaged.

- **Change 9 (Wisley Airfield Construction Worksite)**

As explained in further detail in the enclosed Report on Proposed Scheme Changes 7-9, Change 9 encompasses alterations to the scope of temporary works to be undertaken at the Wisley Airfield construction compound to incorporate a materials processing area with ancillary traffic management area and welfare facilities.

Proposed Change 9 does not involve adjustments to the red line boundary and therefore does not engage the 2010 Regulations.

Supporting documents

Notwithstanding that it is not necessary to rely upon the prescribed procedure under the 2010 Regulations in respect of Change 7, in order to provide the Examining Authority with a clear understanding of the effect of the Proposed Changes on the application documents, Highways England has elected voluntarily to submit the following documents:-

- Report on Proposed Scheme Changes 7-9 (**document reference TR0130030/Volume 10.12**);
- DCO Change Request Drawings – Changes 7-9 (**document reference TR0130030/Volume 10.13**);
- Book of Reference Addendum (**document reference TR0130030/Volume 10.14**);
- Schedule of Change to Book of Reference (**document reference TR0130030/Volume 10.15**);
- Revised Outline Construction Environmental Management Plan (**document reference TR0130030/Volume 7.2 (4)**);
- Revised Register of Environmental Actions and Commitments (**document reference TR0130030/Volume 7.3(3)**)

We trust that the documents submitted in support of this request for the Proposed Changes to be accepted for examination provide a clear explanation and justification for them.

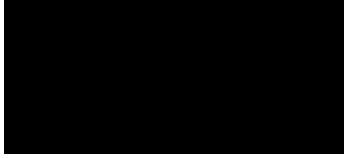
Data protection

Highways England wishes to make the Examining Authority aware that the consents enclosed at the Appendix to this letter and the appendices to the Report on Proposed Scheme Changes 7-9 contain signatures and other personal data and should be appropriately redacted prior to publication on the Planning Inspectorate website.

I should be grateful if you would acknowledge safe receipt of this letter and arrange for a copy of it and its enclosures to be placed before the Examining Authority.

We look forward to hearing from you.

Yours faithfully,



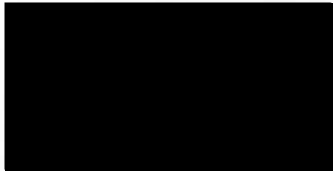
Jonathan Wade
Project Manager, Regional Investment Programme (South East)
Highways England
Enc.

APPENDIX – Copies of consents from affected land interests in relation to Change 7

In accordance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010, Highways England sought the consent of the land interests to the inclusion of any additional land under regulation 4 of the 2010 Regulations and has obtained such consent from all of the known land interests affected by Change 7.

Copies of these consents are given below, unredacted for the full disclosure to the ExA, in the following order:

- Mrs Agnes Engelen
- Mr Andrew & Mr Robert Macateer
- British Telecommunications Limited
- Elmbridge Borough Council
- Painshill Park Trust
- South Eastern Power Networks plc
- Southern Gas Networks plc
- The Guide Association Trust Corporation

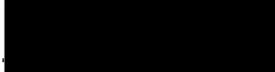


Jonathan Wade
 Project Manager, Regional Investment Programme (South East)
 Highways England



To Highways England:

I confirm my consent to the inclusion of the additional land, set out in the enclosed letter dated 03 March 2020, within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

Signed: 

Print name: 

Print organisation: *Court Close Farm*

Date: *5/3/20*



From: Hagarth-Dodd, Deborah <Deborah.Hagarth-Dodd@highwaysengland.co.uk>
Sent: 20 March 2020 13:17
To: Wade, Jonathan; Barker, Jon; Claire Dargle
Cc: Horne, John; richard.w.pugh; Graham.Smith
Subject: FW: Highways England engagement - alternative access to [REDACTED].

Good Afternoon Jonathan, Jon, Claire

Please see the response from Richard Anstis below from Robert and Andrew Macateer. They have no objection to the proposed amendments to land take to provide an alternative access to [REDACTED]. I will ask for the signed slip to formalise the reply.

Kind regards

Deborah

From: Richard Anstis [REDACTED]
Sent: 20 March 2020 13:05
To: Hagarth-Dodd, Deborah
Cc: Pugh, Richard W
Subject: Re: Highways England engagement - alternative access to [REDACTED].

Deborah I can confirm that both Macateers have no objections to the proposed amendments.

Richard

Sent from my Samsung device

----- Original message -----

From: "Hagarth-Dodd, Deborah" <Deborah.Hagarth-Dodd@highwaysengland.co.uk>
Date: 19/03/2020 13:40 (GMT+00:00)
To: [REDACTED]
Cc: [REDACTED] "Pugh, Richard W" [REDACTED]
Subject: Highways England engagement - alternative access to [REDACTED].

Good afternoon Richard

Sorry to chase you on this one, but we were hoping for a response from Mr Robert and Andrew Macateer by the 20th March. I have not seen the post today so apologies if you have sent something through already.

Kind regards

Deborah

From: Hagarth-Dodd, Deborah
Sent: 11 March 2020 17:31
To: 'Richard Anstis'
Cc: Wade, Jonathan; Smith, Graham; Pugh, Richard W; Boone, Mark; Aldred, Martin; Wade, Jonathan
Subject: Highways England engagement - alternative access to [REDACTED].

Good Afternoon Richard

Apologies for the delay. I have now spoken to Jonathan Wade regarding the queries you raised in response to the letter to Andrew and Robert Macateer of the 3rd March regarding an alternative access to [REDACTED], which has been put forward in response the representation made on behalf of the Girl Guiding Greater West.

Please see the response below:-

- 1) Is the proposed track to the North or South of the original Fence line

Please refer to the drawing submitted to the Planning Inspectorate at Deadline 5, TR010030 9.64 Update on Discussions around the Girlguiding Greater London West Alternative Access and Response to ExA Question 2.12.8:

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010030/TR010030-000709-TR010030_Volume_9.64%20-%20Update%20on%20GGLW%20Alternative%20Access%20&%20Response%20to%20ExQ2.12.8.pdf

Towards the lower part of the drawing is a cross section along the road, which shows, left to right, the A3 southbound carriageway, verge, retaining wall with anti-dazzle fence on top, the access road to [REDACTED] and finally the new Heyswood Campsite fence, which generally corresponds to the red line boundary

- 2) Will a fence be proposed both side of the proposed access track

Yes there will be a fence both side of the proposed access track

- 3) What kind of fencing will be proposed for each side of the proposed track

To the north the proposed track will be an anti-dazzle fence. To the south side will be the Heyswood Campsite boundary fence, the type of which will be determined at detailed design but which is likely to be a close boarded fence similar to their existing fence. Refer also to the link in bullet point 1 above.

- 4) What will be the visual impact of the fencing on Mr Macateer's retained land

There is expected to be minimal visual impact given the type of fencing likely to be used, the surrounding retained trees and gas compound

- 5) What form of security will be put in place to stop other people apart from [REDACTED] and her lodgers/delivery/utility providers using the access track

To access the entire route of Private Means of Access (PMA), there will be gates close to the Painshill slip road. The approximate location of these is shown on sheet 8 of the M25 junction 10/A3 Wisley interchange TR010030 2.8 Scheme layout plans (Sheets 1-10 of 31):

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010030/TR010030-000107-TR010030_2.8_scheme_layout_plans1_10.pdf

Since the track westwards beyond the gas compound will serve only [REDACTED], there may be a second gate at one end or the other of the new access track, dependent upon the owners preference and detailed design.

- 6) Where will any security fence be located

The only security type fence is expected to be in the area of Heyswood Campsite.

- 7) Why is the verge no longer needed for the expansion of the A3? If this proposal is rejected by the inspector, is that land not in fact required?

The verge is required for buried services. The preference is for these to be buried in soft ground to allow for easy ongoing maintenance, where required, but were the proposed access track to be constructed, these services would be buried beneath the road. Again. Please refer to the drawing submitted to the Planning Inspectorate at Deadline 5, TR010030 9.64 Update on Discussions around the Girlguiding Greater London West Alternative Access and Response to ExA Question 2.12.8:

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010030/TR010030-000709-TR010030_Volume_9.64%20-%20Update%20on%20GGLW%20Alternative%20Access%20&%20Response%20to%20ExQ2.12.8.pdf

- 8) Would there be a dazzle and sound barrier on the northern side of the proposed lane, to prevent users of the A3 from being confused by traffic coming the other way? If so, what height and spec?

The anti-dazzle fence is not a sound barrier. The exact type of the fence would be determined during detailed design. It will have to satisfy the requirement of traffic on the A3 and proposed access track being blinded by headlights of oncoming traffic during the hours of darkness.

- 9) What surface is proposed?

It is likely to be an asphalt surface as is the rest of the PMA.

- 10) What fence/barrier on the south and east side? Would this also be anti-dazzle and sound?

On the basis that this refers to the fence on the south / east side of the proposed access track (i.e. Heyswood Campsite side and not the side facing the A3), refer to the response to bullet points 1 & 3 above.

- 11) The proposal includes a gate to secure [REDACTED], but will that be on the east or west end of the proposed track?

Please refer to the response to bullet point 5 above.

- 12) How will the access gain entry to the altered A3

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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ



Our ref: TR010030

British Telecommunications plc
81 Newgate Street
London
EC1A 7AJ

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

03 March 2020

Dear Sir or Madam,

M25 junction 10/A3 Wisley interchange improvement scheme
Planning Inspectorate reference: TR010030

I am writing regarding the M25 junction 10/A3 Wisley interchange improvement scheme (the Scheme)

At the hearings into the Scheme held in January, the Examining Authority (which is considering Highways England's application on behalf of the Secretary of State) asked Highways England to investigate an alternative access to Court Close Farm in response to representations which had been made on behalf of Girlguiding Greater West in respect of the proposed replacement access to Court Close Farm. A replacement access to this property is necessary because the existing direct access from the A3 will be removed as part of the Scheme on safety grounds. The Scheme currently includes provision for a replacement means of access.

Further to the Examining Authority's instruction, we have now identified a potential alternative access option alongside the A3 and are developing proposals to submit a request to the Examining Authority for the alternative access to be accepted into the examination as an alternative option, so that the Secretary of State (as the ultimate decision-maker on the Scheme) may choose between the current proposal and the alternative, should he not be satisfied with the current proposal for any reason.

The alternative access is mostly situated within the existing red line boundary for the Scheme, but there are areas where additional land is required, in the woodland immediately to the east of the red line boundary and to the south of the Southern Gas Networks compound. Some of this land, for the realigned access adjacent to the gas compound and for the passing places needed along the route, will need to be acquired permanently. The remainder of the additional land is only needed temporarily for working space for construction.

Accordingly, Highways England would need to acquire land or rights over such land in order to implement the alternative access, should the Secretary of State select

this option in preference to the replacement access which is currently included as part of the Scheme.

Assuming that all of the parties affected by the requirement for additional land consent, and that the Examining Authority indicates that it would be possible to accommodate this change within the remaining examination period, Highways England will make a formal application to the Examining Authority for the change to be accepted for examination.

In the event that either not all of the affected parties give their consent, or the Examining Authority otherwise indicates that it would not be minded to accept the change, Highways England will not proceed with the alternative proposal.

Your land interest

According to our records, you have an interest in the following plots which will be affected by the proposed alternative access to Court Close Farm alongside the A3:

Permanent acquisition: 7/2

Temporary Possession: 7/2a, 7/2b

Enclosed with this is letter is a drawing where you can see the current and proposed alignment with plots numbers.

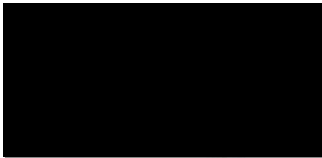
I should be grateful if you would confirm that you are agreeable to the abovementioned change and to Highways England including the additional land within the Order limits of the dDCO by signing and returning the enclosed letter by **20 March 2020**.

If you have any queries about this letter, please do not hesitate to contact me using the details provided below. If you have any queries regarding the land acquisition, please contact:

Deborah Hagarth-Dodd
Highways England
Principal Property Adviser
Telephone: 07714 272215
Email: Deborah.Hagarth-Dodd@highwaysengland.co.uk

I look forward to hearing from you.

Yours sincerely,



Jonathan Wade
 Project Manager, Regional Investment Programme (South East)
 Highways England



To Highways England:

I confirm my consent to the inclusion of the additional land, set out in the enclosed letter dated 03 March 2020, within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

Signed:
 [Redacted signature]

Print name:
 [Redacted name]

Print organisation: OPEN REACH

Date: 19/03/20



Elmbridge Borough Council

... bridging the communities ...

Civic Centre
High Street, Esher
Surrey KT10 9SD
01372 474474
contactus@elmbridge.gov.uk
elmbridge.gov.uk

Jonathan Wade
Highways England
Bridge House
1 Walnut Tree Close
Surrey, GU1 4LZ

Contact: Jamie Pourier-Benham
Telephone: 01372 474474
Email: jpourier-benham@elmbridge.gov.uk
Ref: TR010030

M25j10@highwaysengland.co.uk

3 April 2020

Dear Mr Wade,

RE: M25 junction 10/A3 Wisley interchange improvement scheme letter

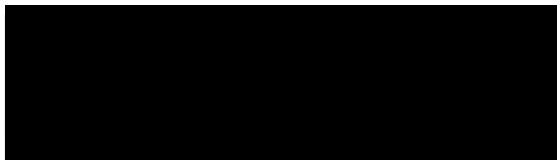
Thank you for your letter regarding Highways England's investigation of an alternative access to Court Close Farm as requested by the Examining Authority (ExA) at the Development Consent Order (DCO) hearings in January 2020.

The letter lists land plots affected, and a query about consent to the inclusion of the additional land within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

The proposed expansion of the land use by Highways England for the M25 J10/A3 Wisley interchange improvement scheme is not resisted or objected to by Elmbridge Borough Council in its capacity as landowner. The property leased to Painshill Park Trust under land reference SY542328 – leasehold, will need agreement from the Tenant. All other land in the subject area is held as public land and therefore public works may be undertaken subject to the normal contractual requirements.

If you need anything additional, please let us know.

Yours faithfully,



Kim Tagliarini
Head of Planning Services

20th March 2020

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



Dear Sirs,

M25 Junction 10/A3 Wisley interchange improvement scheme
Planning Inspectorate reference: TR010030

I refer to Jonathan Wade's letter of 3rd March.

I am not aware that the Trust has any interest in the plots of land referred to but can confirm that the trust does not object to the alternative access option set out in that letter.

If I am wrong and the Trust does have an interest in the relevant plots of land, then so does Elmbridge Borough Council as the freeholder of all the land over which the Trust has a leasehold interest.

The Trust does, however, object to any access proposal which does not provide for the replacement of the existing western access entrance to Painshill. Without that it is not prepared to make available land to permit the access to be taken off the Painshill roundabout slip road.

Yours sincerely,



Richard Reay-Smith DL
Chairman
Painshill Park Trust Limited



Our ref: TR010030

South Eastern Power Networks plc
237 Southwark Bridge Road
London
SE1 6NP

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

03 March 2020

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Further to the Examining Authority's instruction, we have now identified a potential alternative access option alongside the A3 and are developing proposals to submit a request to the Examining Authority for the alternative access to be accepted into the examination as an alternative option, so that the Secretary of State (as the ultimate decision-maker on the Scheme) may choose between the current proposal and the alternative, should he not be satisfied with the current proposal for any reason.

The alternative access is mostly situated within the existing red line boundary for the Scheme, but there are areas where additional land is required, in the woodland immediately to the east of the red line boundary and to the south of the Southern Gas Networks compound. Some of this land, for the realigned access adjacent to the gas compound and for the passing places needed along the route, will need to be acquired permanently. The remainder of the additional land is only needed temporarily for working space for construction.

Accordingly, Highways England would need to acquire land or rights over such land in order to implement the alternative access, should the Secretary of State select

this option in preference to the replacement access which is currently included as part of the Scheme.

Assuming that all of the parties affected by the requirement for additional land consent, and that the Examining Authority indicates that it would be possible to accommodate this change within the remaining examination period, Highways England will make a formal application to the Examining Authority for the change to be accepted for examination.

In the event that either not all of the affected parties give their consent, or the Examining Authority otherwise indicates that it would not be minded to accept the change, Highways England will not proceed with the alternative proposal.

Your land interest

According to our records, you have an interest in the following plots which will be affected by the proposed alternative access to Court Close Farm alongside the A3:

Permanent acquisition: 7/2, 7/2d

Temporary Possession: N/A

Enclosed with this is letter is a drawing where you can see the current and proposed alignment with plots numbers.

I should be grateful if you would confirm that you are agreeable to the abovementioned change and to Highways England including the additional land within the Order limits of the dDCO by signing and returning the enclosed letter by **20 March 2020**.

If you have any queries about this letter, please do not hesitate to contact me using the details provided below. If you have any queries regarding the land acquisition, please contact:

Deborah Hagarth-Dodd
Highways England
Principal Property Adviser
Telephone: 07714 272215
Email: Deborah.Hagarth-Dodd@highwaysengland.co.uk

I look forward to hearing from you.

Yours sincerely,

[REDACTED]

Jonathan Wade
Project Manager, Regional Investment Programme (South East)
Highways England



To Highways England:

I confirm my consent to the inclusion of the additional land, set out in the enclosed letter dated 03 March 2020, within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

Signed: ... [REDACTED]

Print name: [REDACTED]

Print organisation: UK POWER NETWORKS

Date: 19/03/2020



Our ref: TR010030

Southern Gas Networks plc
St. Lawrence House
Station Approach
Horley
RH6 9HJ

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

03 March 2020

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M25 junction 10/A3 Wisley interchange improvement scheme
Planning Inspectorate reference: TR010030

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Further to the Examining Authority's instruction, we have now identified a potential alternative access option alongside the A3 and are developing proposals to submit a request to the Examining Authority for the alternative access to be accepted into the examination as an alternative option, so that the Secretary of State (as the ultimate decision-maker on the Scheme) may choose between the current proposal and the alternative, should he not be satisfied with the current proposal for any reason.

The alternative access is mostly situated within the existing red line boundary for the Scheme, but there are areas where additional land is required, in the woodland immediately to the east of the red line boundary and to the south of the Southern Gas Networks compound. Some of this land, for the realigned access adjacent to the gas compound and for the passing places needed along the route, will need to be acquired permanently. The remainder of the additional land is only needed temporarily for working space for construction.

Accordingly, Highways England would need to acquire land or rights over such land in order to implement the alternative access, should the Secretary of State select

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In the event that either not all of the affected parties give their consent, or the Examining Authority otherwise indicates that it would not be minded to accept the change, Highways England will not proceed with the alternative proposal.

Your land interest

According to our records, you have an interest in the following plots which will be affected by the proposed alternative access to Court Close Farm alongside the A3:

Permanent acquisition: 7/2
Temporary Possession: N/A

Enclosed with this is letter is a drawing where you can see the current and proposed alignment with plots numbers.

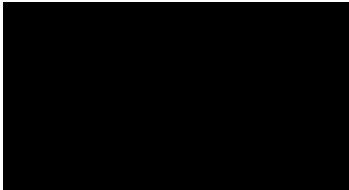
I should be grateful if you would confirm that you are agreeable to the abovementioned change and to Highways England including the additional land within the Order limits of the dDCO by signing and returning the enclosed letter by **20 March 2020**.

If you have any queries about this letter, please do not hesitate to contact me using the details provided below. If you have any queries regarding the land acquisition, please contact:

Deborah Hagarth-Dodd
Highways England
Principal Property Adviser
Telephone: 07714 272215
Email: Deborah.Hagarth-Dodd@highwaysengland.co.uk

I look forward to hearing from you.

Yours sincerely,

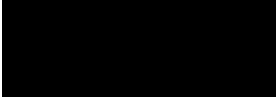


Jonathan Wade
Project Manager, Regional Investment Programme (South East)
Highways England



To Highways England:

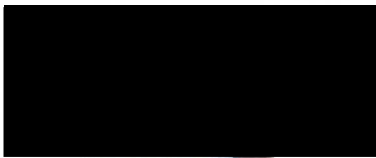
I confirm my consent to the inclusion of the additional land, set out in the enclosed letter dated 03 March 2020, within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

Signed: 

Print name: Dean Vandeppeer

Print organisation: SGN Plc

Date: 06.04.20

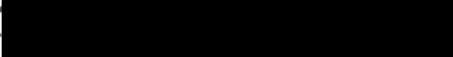


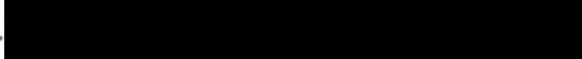
Jonathan Wade
Project Manager, Regional Investment Programme (South East)
Highways England



To Highways England:

I confirm my consent to the inclusion of the additional land, set out in the enclosed letter dated 03 March 2020, within the Order limits of the dDCO for the M25 junction 10/A3 Wisley interchange improvement scheme.

Signed: ... 

Print name..... 

Print organisation: THE GUIDE ASSOCIATION TRUST CORPORATION

Date: 24th March 2020