

**M25 Junction 10/A3 Wisley Interchange
TR010030
9.83 Applicant's Comments on Park
Barn Farm Deadline 6 submission**

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1. Highways England's comments on the submission made at Deadline 6 by Ronald Alderson of Park Barn Farm (REP6-025)

- 1.1.1 At Deadline 5a, Highways England submitted a document entitled 'Note to Examining Authority on implications of potential reductions in the provision of replacement land as part of the Scheme' [REP5a-012].
- 1.1.2 That document identified several possible scenarios involving the reduction or removal of some of the replacement land parcels from the scope of compulsory acquisition powers under the draft development consent order (dDCO), in the event that the Secretary of State (contrary to Highways England's case) is not persuaded that there is a compelling case in the public interest for their acquisition.
- 1.1.3 Highways England notes that the Examining Authority has asked a written question (3.9.3) of the three local authorities in its recent Rule 17 letter which relates to the scenarios identified in REP5a-012.
- 1.1.4 Options 1-4 set out in Table 1 of REP5a-012 relate to the land parcels at Park Barn Farm that have been identified in the Common Land and Open Space Report [AS-005] as PBF1, PBF2 and PBF3.
- 1.1.5 The interested party has commented on the scenarios contained in REP5a-012 in his deadline 6 submission [REP6-025]. In particular, the interested party has identified two further variants of "Option 4" as identified in Table 1 of REP5a-012 (known as "Option 4a" and "Option 4b"). Highways England is currently in discussions with the interested party to identify the precise boundaries of these options.
- 1.1.6 At paragraphs 19 to 27 of REP6-025, the interested party has commented on the various scenarios identified by Highways England in Table 1 of REP5a-012 and has also provided a ranking of the various options. Highways England notes that the interested party's two strongest preferences (Options 3 and 2 respectively) are those which would result in the complete removal of PBF1, PBF2 and PBF3 or otherwise the removal of PBF2 and PBF3 from the red line boundary of the Scheme. As explained in its previous responses [REP2-014] [REP4-004] [REP6-014], Highways England does not support either option.
- 1.1.7 Without prejudice to its general position, Highways England is currently amending the boundaries of the land plots comprising PBF1, PBF2 and PBF3 as shown on the Land Plans in order to enable the Secretary of State to give effect to one (or more) of the options identified in Table 1 of REP5a-012 and in REP6-025 should he wish to do so. Importantly, the red line boundary of the Scheme would still include all the land within the parcels referred to as PBF1, PBF2, and PBF3 so that, equally, the Secretary of State may authorise the compulsory acquisition of all the land within those plots. This course of action was originally suggested at paragraphs 1.4.1 and 1.4.2 of REP5a-012.
- 1.1.8 Highways England will also update Table 1 in REP5a-012 to reflect the new plot numbering and the additional options provided in REP6-025, in order to assist both the examining authority and the Secretary of State in understanding which

land plots would need to be excluded in the event that the Secretary of State wished to opt for one of the options identified in Table 1.

- 1.1.9 As regards the interested party's further submissions in relation to Pond Farm (paragraphs 12 and 21 of REP6-025), Highways England has responded to this issue previously, with further detail being provided in Highways England's most recent response [REP6-014]. Highways England maintains its position that Pond Farm has a key role in supporting the maintenance of the Surrey County Council estate including part of the Thames Basin Heaths SPA and, therefore, is not a practicable or appropriate alternative location for replacement land.

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