

# M25 Junction 10/ A3 Wisley Interchange

**TR010030**

## **9.87 Applicant's Comments on Painshill Park Trust's Deadline 6 submission**

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

Volume 9

April 2020

# Infrastructure Planning

## Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

## M25 junction 10/A3 Wisley interchange Development Consent Order 202[x ]

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<b>Rule Number:</b>	Rule 8(1)(c)(i)
<b>Planning Inspectorate Scheme Reference</b>	TR010030
<b>Application Document Reference</b>	TR010030/9.87
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<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	20 April 2020	Deadline 7

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## 1. Introduction

- 1.1.1 This document sets out Highways England's comments on documents submitted by Painshill Park Trust at Deadline 6 (3 April 2020).
- 1.1.2 Where issues raised within the submission have been dealt with previously by Highways England, a cross reference to that response or document is provided to avoid unnecessary duplication. The information provided in this document should, therefore, be read in conjunction with the material to which cross references are provided.
- 1.1.3 In order to assist the Examining Authority, Highways England has not provided comments on every point made by Painshill Park Trust, including for example statements which are matters of fact and those which it is unnecessary for Highways England to respond to. However, and for the avoidance of doubt, where Highways England has chosen not to comment on matters contained in the response, this should not be taken to be an indication that Highways England agrees with the point or comment raised or opinion expressed.

## 2. Highways England's comments on Painshill Park Trust's Deadline 6 submission

- 2.1.1 Highways England provides a response to the following paragraph in Painshill Park Trust's Deadline 6 submission:
- "In addition, Director of Painshill, Paul Griffiths has now met with a representative of the South East Coast Ambulance Service NHS Foundation Trust (visit dated 20th February 2020) who verbally expressed similar concerns about the loss of access at the western point for the efficacy of ambulance service in responding to an emergency. This has obviously been an incredibly busy time for the ambulance service, so the report is currently pending'.*
- 2.1.2 In response to the above comments, we await submission of the report from the South East Coast Ambulance Service and will address this comment on review of the report.
- 2.1.3 Highways England provides a response to the following paragraphs in Painshill Park Trust's Deadline 6 submission:
- "The NNNPS states that: "Where the proposed development will lead to substantial harm to... a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm.*
- Given the context detailed above, it is hard to see why acquiring the land needed to replace the western access would not be in the public interest. Without the western access, substantial harm will be done to an outstanding heritage asset without delivering any substantial public benefit. Failure to replace the western access threatens the survival of one of the most important 18th Century landscapes as well as severely impeding the safety of its visitors and the ability of the Trust to generate essential income to ensure its future."*

- 2.1.4 As reported in Chapter 11 of the Environmental Statement [APP-056], Highways England has assessed the impacts of the Scheme and concluded that the impacts do not rise to the level of substantial harm, on either Painshill Park Grade I Registered Park and Garden or the Grade II\* listed Gothic Tower. Removal of the western access road does not have any bearing on the characteristics that contribute to the significance of the Gothic Tower or the Registered Park and Garden.
- 2.1.5 Paragraph 11.5.14 of Chapter 11 of the Environmental Statement [APP-056] states that *“Historic England agreed that, while there may be significant effects on the settings of designated heritage assets, none of these, in their opinion, rose to the level of Substantial Harm.”*

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Highways England Company Limited registered in England and Wales number 09346363

