

## Highways England proposed M25 J10 A3 interchange works, in response to DoT letter of 4 November 2020

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Elm Corner Residents are directly impacted by the works, including a re-routing of our access road with a change of direction, being located adjacent to both the proposed widened section of the A3, and the construction compound on the former Wisley Airfield where the proposed Wisley overbridge is to be constructed and assembled. We respond to the numbered points as follows:

### Replacement Land and biodiversity – No.s 3 and 4.

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We do not support any reductions in Replacement Land in this ecologically important and sensitive area, where due to this infrastructure project, SSSI, SPA and ancient woodland are all suffering land loss despite the recognised climate and ecological emergency.

Since access to Elm Corner is being re-routed as part of the works, there are parts of Elm Lane that will no longer be required for access to Elm Corner (from Orchard Cottage to A3) that *could and should be used to increase replacement land*.

The to-be-disused section of Elm Lane that we refer to is:

[REP8-006] Sheet 23 (see top right corner WNW from 23/5) – starting from the point where the driveway from Orchard Cottage meets Elm Lane (access needs to be retained following accommodation works to realign driveway, see DCO Schedule 4 part 5, work No 34) continuing WSW along Elm Lane, through sheet 3 (bottom left corner) and into sheet 2 where it splits into a ‘T’ junction, to include both the left SSE turn and the right NNW turn all the way up to the A3. This overlaps with the section mentioned in the DCO Schedule 4 part 1: ‘*Elm Lane (unclassified public road) For a distance of 330 metres, as shown between point 2/6 on Sheet 2 and point 23/1 on Sheet 23 of the Streets, Rights of Way and Access Plans and for a distance of 25 metres as shown between points 2/4 and 2/11 on Sheet 2 of the Streets, Rights of Way and Access Plans. Work No.50 Note: Existing highway to be reclassified in part as footpath and in part as bridleway.*’

From the outset, residents expressed clearly and repeatedly that Elm Lane should be stopped up by Orchard Cottage and the redundant tarmac surface must be used as replacement land - ie returned to the wild as an unpaved bridleway: doing so is *part and parcel* of how residents reached a *unanimous agreement* as to the alternate access road for the 16 Elm Corner properties via BOAT 525, due to concerns about the retention of the old road exacerbating lewd antisocial behaviour and flytipping. These concerns, whilst recognised by HE, SWT and OPC, remain insufficiently addressed in the DCO application.

ECRG pushed for this stretch of road to be included within the red line (draft versions at consultation stage did not include it), in order that it can be used as replacement land. The plans were accordingly amended, however somehow the use then became skewed to retaining the surfaced road as maintenance access for drainage attenuation ponds rather than as replacement land. Whilst we understand that there is an occasional requirement of access for maintenance, this access could be facilitated via the proposed Wisley overbridge, by foot along the bridleway which would remain in place of the paved road, or from the A3 itself. Rewilding the disused part of the current Elm Lane will increase

replacement land, protect the area from antisocial behaviour, increase biodiversity and create an additional buffer around the SPA. It is worth noting that this land is contiguous to 'open space' woodland which includes areas identified for ecological enhancement works to improve biodiversity [REP8-006] land plot 3/13.

## Submissions received at Deadlines 11 and 12 – No.7

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REP12-048 Elm Corner Residents Group support the deadline 12 joint response via White & Sons from Mr and Mrs P Young, Mrs A Barklam and Miss B Kendrick who are Elm Corner residents. We have repeatedly raised serious concerns about increased noise, light and particles pollution during both the construction phase and finished works: the proposed works include the widening of the carriageways from 6 lanes to 8 lanes adjacent to the hamlet of Elm Corner. Whilst there is woodland between residences and the A3, there is little to no understory, meaning light and noise from the A3 are a nuisance. Many properties, and indeed residents, have been at Elm Corner before the M25 was built, when the A3 was a 2 lane road 'the Portsmouth Road' and can recall driving straight over it out of Elm Lane onto Wisley Lane. Acoustic fencing should have been installed as part of the previous widening works in anticipation of the increase in traffic on the A3, but it was not. Providing it now will go some way to giving some protection from noise and light. Whilst we understand that statutory noise nuisance laws don't apply to noise from traffic, it is worth noting that 24 dBA is the standard baseline level from which councils assess noise nuisance. By Highways England's own modelling, noise from traffic at Elm Corner properties already exceeds 61 decibels and is projected to increase in the years ahead. We therefore once again urge Highways England to accept our request for acoustic fencing along the A3 southbound carriageway that abuts land plots 2/20, 3/11, 3/12, 3/16, 3/17, 3/21 and 3/22 (ie the stretch between the proposed Wisley overbridge and Old Lane). Doing so will not only allow residents to enjoy their properties but will also maximise the potential success of ecological biodiversity improvement works in land plot 3/13.

The Department of Transport's letter of 4 November 2020 does not offer any response to White & Sons Deadline 12 letter. ECRG believe that White & Sons letter would have better served us, if it took a broad brush view of any noise affecting EC due to the J10 redevelopment, rather than from just the over bridge. We feel strongly that we should also advise the DoT/SoS that we wish to revisit the noise, light, pollution issue when the J10 redevelopment has finished. Consequently, Elm Corner residents request the right to revisit the A3 noise issue, if necessary, upon completion of the A3 works and following the reopening of the four lane trunk road. Furthermore, we should reserve the right to generally take issue if any excess noise, light, pollution etc is affecting EC residents during the J10 construction works.

## Missing Work Order for Accommodation Works

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No Work Order has been specified for the required driveway realignment at residence 'Twenty Twelve', Elm Corner, which will be affected by a change of access from the opposite direction. This appears to be an unintended omission, and needs to be corrected. A letter from Highways England to the resident dated 19 December 2019 states 'we will undertake the necessary works at your property as part of the scheme works and that we recognise that the impact to Twenty Twelve is the same as Orchard Cottage'. See [REP8-006] opposite land plot 23/5. Orchard Cottage, does have a Work Order (Work No.34).

Signed

All 16 properties at Elm Corner