

Submissions Received after the Close of the Examination

TR010030

M25 Junction 10 / A3 Wisley Interchange

Close of Examination: 12 July 2020

Date of Report: 12 October 2020

Date of Decision: 12 May 2022

A. Submissions made to the Planning Inspectorate during Recommendation stage				
No.	Name / Organisation	On behalf of	Receipt Date	Sent to SoS
01	BDB Pitmans	The Applicant	10 August 2020	12 October 2020
02	Bruton Knowles	E and M Cocolios	17 August 2020	12 October 2020
03	Bruton Knowles	E and M Cocolios	16 September 2020	12 October 2020
04	Nusrat Ghani MP	Constituent Ms Bastick	19 August 2020	12 October 2020

B. Submissions made to the Planning Inspectorate during Decision stage				
No.	Name / Organisation	On behalf of	Receipt Date	Sent to SoS
05	Robert J Brown	Painshill Residents Association	09 February 2021	15 February 2021
06	Joe Gervasio		20 July 2021	22 July 2021

C. Submissions made to the Department of Transport during Recommendation stage			
No.	Name / Organisation	On behalf of	Receipt Date
07	Annette Chapman		06/08/2020
08	Desmond Swayne MP	Sally Raworth and David Frampton	07/08/2020
09	John Baron MP	anon	07/08/2020
10	Chris Philp MP	Janice Lawrence	07/08/2020
11	Steve Brine MP	Ralph and Judy Pointer	08/08/2020
12	Flick Drummond MP	Stuart Hill	09/08/2020
13	Jill Chant		09/08/2020
14	Peter Bottomley MP	Marion Tarbuck	10/08/2020
15	Caroline Nokes MP	Paul Wills	10/08/2020
16	Theresa May MP	Frances Kearsey	10/08/2020
17	Natalie Elphicke MP	Catherine Otley	10/08/2020
18	Jeremy Quin MP	Pat Walker	11/08/2020
19	Theresa Villiers MP	Helen Mordsley	11/08/2020
20	Sally Slade		11/08/2020
21	Henry Smith MP	anon	12/08/2020
22	Leo Docherty MP	anon	12/08/2020
23	Jeremy Quin MP	Sandra Ward	12/08/2020

24	Robert Lorgan MP	Anthony Bottrill	12/08/2020
25	Greg Clark MP	Sheila Dale	13/08/2020
26	Claire Coutinho MP	Philip Stone	14/08/2020
27	Stephen Flynn MP	anon	14/08/2020
28	Grant Shapps MP	Dawn Thompson	14/08/2020
29	Rupa Huq MP	Pamela Armstrong	17/08/2020
30	Jeremy Quin MP	Alison Hudson	17/08/2020
31	Nickie Aiken MP	Celeste Shirvani	18/08/2020
32	David Linden MP	Alistair Brown	19/08/2020
33	Elliot Colburn MP	Various constituents	20/08/2020
34	Sarah Olney MP		20/08/2020
35	Michael Gove MP	Tom Kernan, Sheila Taylor, Paula Glover, Jason Smith, David O'Brien, Sally Wilkins, David Norminton and Linda Allard	20/08/2020
36	Tom Tugendhat MP	Lynn Fallaize	21/08/2020
37	Bob Blackman MP	Madelaine Mason	24/08/2020
38	Sarah Olney MP	Christine Astbury	25/08/2020
39	Wera Hobhouse MP	Nadia MacCall	26/08/2020
40	John Baron MP	Brian Poole	28/08/2020
41	Kwasi Kwarteng MP		28/08/2020
42	Margaret Beckett MP	Judith Jones	01/09/2020
43	Sally-Ann Hart MP	Nick Chitty	02/09/2020
44	Oliver Dowden MP	Mr Povey	03/09/2020
45	James Wild MP	anon	03/09/2020
46	Andrew Murrison MP	Irene Lucas	04/09/2020
47	Laura Farris MP	Dr and Mrs Bennett	08/09/2020
48	Eleanor Laing MP	Ruth Moore	15/09/2020
49	Damian Hinds MP	Keith Bissex (among others)	15/09/2020
50	Huw Merriman MP	Brian Valentine	15/09/2020
51	James Murray MP	Hilary D'Ettorre	16/09/2020
52	Ben Spencer MP		16/09/2020
53	TP Pope		17/09/2020
54	Bill Wiggin MP	Shelagh Wynn	22/09/2020
55	Kit Malthouse MP	Suzanne Czarnomska	22/09/2020
56	Cheryl Gillan MP	Sue Biggs, RHS	22/09/2020
57	Mike Penning MP		24/09/2020
58	Neil Parish MP	Jill Chant	28/09/2020
59	Sally-Ann Hart MP	Susan Hopper	03/10/2020
60	Adam Afriyie MP	Barry Thompson	07/10/2020
61	Theresa May MP	Penelope Whitfield	08/10/2020

D. Submissions made to the Department of Transport during Decision stage			
No.	Name / Organisation	On behalf of	Receipt Date
62	Cllr Tim Oliver	Surrey County Council	16/10/2020
63	Paul Beresford MP		22/10/2020
64	Claire Coutinho MP	Margaret Allen	02/11/2020
65	Robert Brown	Painshill Residents Association	06/11/2020
66	Marcus Jones	Tony Birch	09/11/2020
67	Daisy Cooper MP		13/11/2020
68	Angela Richardson	Huw Roberts	05/02/2021

	MP		
69	Nick Gibb MP	Marcus Priestley	10/02/2021
70	Siobhain McDonagh MP		17/02/2021
71	Rob Robb		27/02/2021
72	Dominic Raab MP	Painshill Residents	08/03/2021
73	Bob Milton		08/03/2021
74	Keystone Law	Ronald Anderson	16/03/2021
75	Rob Robb		20/04/2021
76	Bob Milton		13/05/2021
77	Layla Moran MP		20/05/2021
78	Richard Harvey		19/07/2021
79	Cllr Tim Oliver	Surrey County Council	09/08/2021
80	Ed Davey MP	Patty Soundy	23/08/2021

**A. Submissions made to the Planning Inspectorate
during Recommendation stage**

Numbers 01 - 04

From: [REDACTED]
To: [M25 Junction 10](#)
Cc: [REDACTED]
Subject: M25 Junction 10 DCO Application - Agreement Between Highways England and Surrey County Council dated 13 July 2020
Date: 10 August 2020 15:37:32
Attachments: [image001.gif](#)

Dear Eleanor

As you will be aware this firm acted for Highways England in relation to the recently completed examination.

Paragraph 3 of Highways England's position statement on agreements with Surrey County Council (document reference REP12-018) explained that the wording of the agreement had been settled but that it had not been completed at the time of writing.

Unfortunately it was not possible to achieve the completion of the agreement until the day after the examination ended and so the agreement, as completed, is dated 13 July 2020.

The purpose of this email is to make the Inspectorate aware of the position. It is appreciated that the ExA is not in a position to receive any further information but presumably the Inspectorate will make the Secretary of State aware of the situation when the ExA's report is before him for determination, if not before. Please confirm that our understanding is correct.

Yours sincerely



Mark Challis [Partner \(Head of Dept\)](#)

T [REDACTED]

For and on behalf of BDB Pitmans LLP

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From: [REDACTED]
To: [REDACTED]
Cc: [M25 Junction 10;](#) [REDACTED] - M25 Junction 10/A3 Wisley Interchange DCO
Date: 17 August 2020 12:48:00
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)
[EC Timesheet_04082020.pdf](#)
[Planning Act 2008 - Guidance related to procedures for the compulsory acquisition of land.PDF](#)

Dear Graham

Further to your emails dated 15th June and 15th July 2020, I have discussed these matters with my client and respond as follows:-

1. The development proposal does not require access off Portsmouth Road during construction. Access is required via Mill Lane both for my client to get to his caravan and for the foreseeable future for the development project. As it stands my client will be unable to access his caravan or his development on account of the compound. I suggest that you come and see the situation for yourself on the ground.
2. My clients are concerned by your response and the apparent lack of concern for the environment being shown by HE by its refusal to replace any trees it fells to make way for the compound. As such take note that they may wish to make further representation regarding this matter.
3. Again, I suggest that a site visit would be in order so that you can better understand my clients concern regarding the proximity of the compound to his development. There was some discussion at the meeting we had in February around provision of sound proof fencing that would reduce the noise from the site. Has this been given any further consideration by HE?
4. I note your comments, however, my response in 3 above also applies here. This is a very large compound that is proposed on my clients land and it is going to be a huge imposition on him and his family.
5. Noted, however, my clients wish to be kept informed regarding this.
6. Thank you for sending through the Code of Practice, a useful document but unfortunately not a Method Statement specific to this site. The Code refers to a Soil Resource Survey and Soil Resource Plan. Have these been carried out and if so, are they available for inspection?
7. Noted, however my client considers that our wording is more in line with HE's reinstatement obligations than yours.
8. Noted.
9. Noted, however, my client has expended considerable time at HE's behest up until now and requests that an interim payment be made now to cover that. His timesheet is attached.
10. I note that an early access licence is no longer required by HE and that the main contractor intends to work within DCO powers. Please provide details of HE's revised programme in so far as it effects my client's property.
11. I note that plots 1/27 and 1/5a are now both required. This is a change to what had been indicated to my client previously. When were you planning to tell him?

I attach a copy of the DCLG Guidance related to the procedures for the compulsory acquisition of

land under the Planning Act 2008. Point 25 states that applicants should seek to acquire land by negotiation. To date you have not made any attempt to do this in so far as both your temporary and permanent requirements post DCO grant on my clients land is concerned.

I look forward to hearing from you further regarding suitable dates for a meeting. My clients are willing to consider granting access for the required surveys, but they would also like you and HE to start listening to their concerns.

Regards

Bill Simms BA (Hons) MRICS

Partner



Property Consultants

Olympus House, Olympus Park, Quedgeley
Gloucester, GL2 4NF



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Timesheet

0080		Highways England				
Project C/EC004035		Highways England - NFF Land Rent				
Line #	Date	Description	VAT	Hrs	Rate	Charge
6679	09/08/2019	Reply to Deborah' email	S	0.25	71.43	£17.86
6681	12/08/2019	Letter received from [REDACTED]@atkinsglobal.com	S	0.25	71.43	£17.86
6687	16/08/2019	Call with Laura Christie, HE	S	0.08	71.43	£5.95
6688	16/08/2019	Email from Laura Christie, HE	S	0.25	71.43	£17.86
6716	17/09/2019	Phone call with Laura Christie	S	0.08	71.43	£5.95
6721	20/09/2019	Printed bore-hole map & discussed with Elena	S	0.17	71.43	£11.90
6725	24/09/2019	Sent email to Laura confirming meeting tomorrow	S	0.17	71.43	£11.90
6727	25/09/2019	Preparing for meeting. On-Site meeting at NFF for bore-holes with Elena	S	5.00	71.43	£357.14
6771	04/10/2019	Replying to VoA email, Graham Smith.	S	0.50	71.43	£35.71
6775	07/10/2019	Reading email and plans from HE Laura re: new bore-hole sitings	S	0.50	71.43	£35.71
6784	11/10/2019	Reading Mr. Smith's email re: surveyor to appoint, reading RICS code document	S	1.00	71.43	£71.43
6811	15/10/2019	Call with Mark Henderson, Cushman & Wakefield	S	0.50	71.43	£35.71
6788	15/10/2019	Call with Mark Henderson regarding junior position to represent us. Also discuss with Elena	S	1.00	71.43	£71.43
6810	25/10/2019	Call with Hart Brown Solicitors	S	0.08	71.43	£5.95
6809	25/10/2019	Call with Hart Brown Solicitors	S	0.08	71.43	£5.95
6807	25/10/2019	Call with Bruton Knowles - Reception	S	0.08	71.43	£5.95
6808	25/10/2019	Call with Bruton Knowles - David Moody	S	0.50	71.43	£35.71
6812	28/10/2019	Call with Mark Henderson, Cushman & Wakefield	S	0.08	71.43	£5.95
6813	28/10/2019	Call with Bruton Knowles - Bill Simms	S	0.08	71.43	£5.95
6814	30/10/2019	Email to Bill Simms, Email to CMS, Email to Cushman & Wakefield, Email to Deborah (HE)	S	1.17	71.43	£83.33
6815	30/10/2019	Reading Bruton Knowles Terms of Business and emailing Bill Simms	S	0.58	71.43	£41.67
6818	31/10/2019	Read email from Laura Christie and responded	S	0.50	71.43	£35.71
6819	31/10/2019	Read email from CMS and replied with further details	S	0.33	71.43	£23.81
6817	31/10/2019	Read email from Deborah (Highways England). Forwarded request to CMS for legal quote as per Deborah's email	S	0.33	71.43	£23.81
6849	01/11/2019	Read email from Deborah again - needed to ask Bruton Knoles to email Graham also. Email bounced re-sent.	S	0.42	71.43	£29.76
6870	09/11/2019	Email to Bruton Knowles to speak with CMS for update	S	0.33	71.43	£23.81
6871	11/11/2019	Email to Bruton Knowles and reading revised T&C's	S	0.33	71.43	£23.81
6872	11/11/2019	Email to Bruton Knowles for ID documents	S	0.25	71.43	£17.86

Line #	Date	Description	VAT	Hrs	Rate	Charge
6875	13/11/2019	Email from CushWake re: Bruton Knoles knowledge exchange. Email response.	S	0.17	71.43	£11.90
6886	18/11/2019	Call with Bill Simms and email to Maria	S	1.00	71.43	£71.43
6906	01/12/2019	Checking website from post-card received	S	0.17	71.43	£11.90
6909	02/12/2019	Reading DCO information from website link received on postcard	S	1.50	71.43	£107.14
6911	03/12/2019	Preparing farm diagram with HE bore-hole locations and access routes	S	1.50	71.43	£107.14
6916	04/12/2019	Reading and replying to Bruton Knowles	S	0.17	71.43	£11.90
6912	04/12/2019	Preparing farm diagram with HE bore-hole locations and access routes, sending to Bill	S	1.75	71.43	£125.00
6977	18/12/2019	Reading email from	S	0.50	71.43	£35.71
7057	14/01/2020	Reading and replying to Bill Simms re: cancellation of ground investigation works and proposed meeting	S	0.33	71.43	£23.81
7071	22/01/2020	Email from Bill Simms re: new meeting date	S	0.17	71.43	£11.90
7076	23/01/2020	Respond to Bill Simms	S	0.17	71.43	£11.90
7083	26/01/2020	Email to Bill Simms re: meeting and car boot licence advice	S	0.33	71.43	£23.81
7084	27/01/2020	Read and reply to Bill Simms emails	S	0.33	71.43	£23.81
7186	12/02/2020	Email to Bill re: meeting on Friday	S	0.25	71.43	£17.86
7189	14/02/2020	Meeting with Bill & HE & VO at NFF	S	3.75	71.43	£267.86
7300	09/03/2020	Reply to Bill	S	0.17	71.43	£11.90
7368	30/03/2020	Call with Bill Simms, email invoices and licences for car boot sales	S	1.17	71.43	£83.33
7405	01/04/2020	Emails from Bill re access for surveys	S	0.25	71.43	£17.86
7413	04/04/2020	Reading HoTs and replying to Bill	S	0.67	71.43	£47.62
7419	06/04/2020	Call with Bill Simms re: HoTs from HE	S	0.50	71.43	£35.71
7420	06/04/2020	Call with Mark Henderson	S	0.25	71.43	£17.86
7421	06/04/2020	Email to Bill Simms re: HoTs	S	1.08	71.43	£77.38
7425	07/04/2020	Email from Bill	S	0.25	71.43	£17.86
7426	08/04/2020	Email to Bill and planning inspectorate	S	0.25	71.43	£17.86
7437	15/04/2020	Read and correcting Bill's draft response to HE's unfair HoTs	S	0.50	71.43	£35.71
7440	16/04/2020	Looking at plans, measuring areas and looking at links	S	1.25	71.43	£89.29
7441	16/04/2020	Phone call with Bill Simms	S	0.33	71.43	£23.81
7443	16/04/2020	Read email from HE asking for surveys	S	0.33	71.43	£23.81
7453	23/04/2020	Elena and myself reading and responding to email from Bill/HE	S	1.00	71.43	£71.43
7454	23/04/2020	Call with Bill Simms	S	0.83	71.43	£59.52
7457	24/04/2020	Talk, compose and send email	S	2.00	71.43	£142.86
7465	27/04/2020	Telephone call	S	0.25	71.43	£17.86

Line #	Date	Description	VAT	Hrs	Rate	Charge
7466	28/04/2020	Email	S	0.25	71.43	£17.86
7474	29/04/2020	Email to Bill	S	0.33	71.43	£23.81
7500	06/05/2020	Response to Bill Simms email for Graham Smith	S	0.92	71.43	£65.48
7539	19/05/2020	Meeting with Bill Simms	S	2.00	71.43	£142.86
7540	19/05/2020	Discuss with Elena	S	0.50	71.43	£35.71
7593	02/06/2020	Reading and replying to Bill Simms email for HE	S	0.50	71.43	£35.71
7661	16/06/2020	Read response from VOA and 64 page soil brochure!	S	0.25	71.43	£17.86
7660	16/06/2020	Email from and to Bruton knowles	S	0.17	71.43	£11.90
7743	03/07/2020	Tax declaration and emails between accountant	S	0.50	71.43	£35.71
7740	03/07/2020	Call with Bruton Knowles (Bill Simms)	S	1.50	71.43	£107.14
7808	20/07/2020	Email from Bill Simms	S	0.17	71.43	£11.90
7860	30/07/2020	Email from Bill Simms	S	0.27	71.43	£19.05
7877	04/08/2020	Call with Bill (+Elena)	S	2.00	71.43	£142.86
Summary for C/EC004035 (73 records)				47.43		£3,388.10
Summary for Highways England (73 records)				47.43		£3,388.10
Grand Total		Grand Total		47.43		£3,388.10



Department for
Communities and
Local Government

Planning Act 2008

Guidance related to procedures for the compulsory acquisition
of land

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Introduction

1. The Planning Act 2008 (“the Planning Act”) created a new development consent regime for major infrastructure projects¹ in the fields of energy, transport, water, waste water, and waste.
2. This guidance is designed to assist those intending to make an application for a development consent order under the Planning Act where their application seeks authorisation for the compulsory acquisition of land or rights over land². Its aim is to help applicants understand the powers contained in the Planning Act, and how they can be used to best effect. This guidance also advises on the application of the correct procedures and statutory or administrative requirements, to help ensure that the process of dealing with such orders is as fair, straightforward and accurate for all parties as possible.
3. Sections 122 to 134 of the Planning Act set out the main provisions relating to the authorisation of compulsory acquisition of land. These provisions specify the conditions which must be satisfied if a development consent order is to authorise compulsory acquisition, apply the provisions of the Compulsory Purchase Act 1965 (with appropriate modifications), restrict the provision which may be made about compensation in an order, and set out additional requirements which apply in relation to certain special types of land and Crown land.
4. The Planning Act was amended by the Growth and Infrastructure Act 2013. In particular the Growth and Infrastructure Act made changes to the consent and certification requirements (sections 127, 131, 132, 137 and 138 of the Planning Act), and to the circumstances where special parliamentary procedure can be triggered (sections 128, 129, 131 and 132). These changes are reflected in the remainder of this guidance where they are relevant. References to the Planning Act in this guidance should be read as including the amendments made by the Growth and Infrastructure Act.

¹ Major infrastructure projects will be used throughout this guidance to refer to projects that are granted development consent under the Planning Act.

² Unless otherwise stated, in the remainder of this guidance document any reference to the compulsory acquisition of land also includes any compulsory acquisition of rights over such land.

Justification for seeking authorisation for compulsory acquisition

5. Applicants seeking authorisation for the compulsory acquisition of land should make appropriate provision for this in their draft development consent order.
6. Section 122 of the Planning Act provides that a development consent order may only authorise compulsory acquisition if the Secretary of State is satisfied that:
 - the land is required for the development to which the consent relates, or is required to facilitate, or is incidental to, the development, or is replacement land given in exchange under section 131 or 132, and
 - there is a compelling case in the public interest for the compulsory acquisition.
7. Applicants must therefore be prepared to justify their proposals for the compulsory acquisition of any land to the satisfaction of the Secretary of State. They will also need to be ready to defend such proposals throughout the examination of the application. Paragraphs 8-19 below set out some of the factors which the Secretary of State will have regard to in deciding whether or not to include a provision authorising the compulsory acquisition of land in a development consent order.

General considerations

8. The applicant should be able to demonstrate to the satisfaction of the Secretary of State that all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored. The applicant will also need to demonstrate that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate.
9. The applicant must have a clear idea of how they intend to use the land which it is proposed to acquire. They should also be able to demonstrate that there is a reasonable prospect of the requisite funds for acquisition becoming available. Otherwise, it will be difficult to show conclusively that the compulsory acquisition of land meets the two conditions in section 122 (see paragraphs 11-13 below).
10. The Secretary of State must ultimately be persuaded that the purposes for which an order authorises the compulsory acquisition of land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected. In particular, regard must be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of acquisition of a dwelling, Article 8 of the Convention.

The purpose for which compulsory acquisition is sought

11. Section 122 of the Planning Act sets out two conditions which must be met to the satisfaction of the Secretary of State before compulsory acquisition can be authorised. The first of these is related to the purpose for which compulsory acquisition is sought. These three purposes are set out in section 122(2):

(i) the land is required for the development to which the development consent relates

For this to be met, the applicant should be able to demonstrate to the satisfaction of the Secretary of State that the land in question is needed for the development for which consent is sought. The Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development.

(ii) the land is required to facilitate or is incidental to the proposed development.

An example might be the acquisition of land for the purposes of landscaping the project. In such a case the Secretary of State will need to be satisfied that the development could only be landscaped to a satisfactory standard if the land in question were to be compulsorily acquired, and that the land to be taken is no more than is reasonably necessary for that purpose, and that is proportionate.

(iii) the land is replacement land which is to be given in exchange under section 131 or 132 of the Planning Act.

This may arise, for example, where land which forms part of an open space or common is to be lost to the scheme, but the applicant does not hold other land in the area which may be suitable to offer in exchange. Again, the Secretary of State will need to be satisfied that the compulsory acquisition is needed for replacement land, that no more land is being taken than is reasonably necessary for that purpose, and that what is proposed is proportionate.

Compelling case in the public interest

12. In addition to establishing the purpose for which compulsory acquisition is sought, section 122 requires the Secretary of State to be satisfied that there is a compelling case in the public interest for the land to be acquired compulsorily.
13. For this condition to be met, the Secretary of State will need to be persuaded that there is 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. Parliament has always taken the view that land should only be taken compulsorily where there is clear evidence that the public benefit will outweigh the private loss.

Balancing public interest against private loss

14. In determining where the balance of public interest lies, the Secretary of State will weigh up the public benefits that a scheme will bring against any private loss to those affected by compulsory acquisition.
15. In practice, there is likely to be some overlap between the factors that the Secretary of State must have regard to when considering whether to grant development consent, and the factors that must be taken into account when considering whether to authorise any proposed compulsory acquisition of land.
16. There may be circumstances where the Secretary of State could reasonably justify granting development consent for a project, but decide against including in an order the provisions authorising the compulsory acquisition of the land. For example, this could arise where the Secretary of State is not persuaded that all of the land which the applicant wishes to acquire compulsorily has been shown to be necessary for the purposes of the scheme. Alternatively, the Secretary of State may consider that the scheme itself should be modified in a way that affects the requirement for land which would otherwise be subject to compulsory acquisition. Such scenarios could lead to a decision to remove all or some of the proposed compulsory acquisition provisions from a development consent order.

Resource implications of the proposed scheme

17. Any application for a consent order authorising compulsory acquisition must be accompanied by a statement explaining how it will be funded. This statement should provide as much information as possible about the resource implications of both acquiring the land and implementing the project for which the land is required. It may be that the project is not intended to be independently financially viable, or that the details cannot be finalised until there is certainty about the assembly of the necessary land. In such instances, the applicant should provide an indication of how any potential shortfalls are intended to be met. This should include the degree to which other bodies (public or private sector) have agreed to make financial contributions or to underwrite the scheme, and on what basis such contributions or underwriting is to be made.
18. The timing of the availability of the funding is also likely to be a relevant factor. Regulation 3(2) of the Infrastructure Planning (Miscellaneous Prescribed Provisions) Regulations 2010 allows for five years within which any notice to treat must be served, beginning on the date on which the order granting development consent is made, though the Secretary of State does have the discretion to make a different provision in an order granting development consent. Applicants should be able to demonstrate that adequate funding is likely to be available to enable the compulsory acquisition within the statutory period following the order being made, and that the resource implications of a possible acquisition resulting from a blight notice have been taken account of.

Other matters

19. The high profile and potentially controversial nature of major infrastructure projects means that they can potentially generate significant opposition and may be subject to legal challenge. It would be helpful for applicants to be able to demonstrate that their application is firmly rooted in any relevant national policy statement. In addition, applicants will need to be able to demonstrate that:
- any potential risks or impediments to implementation of the scheme have been properly managed;
 - they have taken account of any other physical and legal matters pertaining to the application, including the programming of any necessary infrastructure accommodation works and the need to obtain any operational and other consents which may apply to the type of development for which they seek development consent.

Pre-application

20. A development consent order may only contain a provision authorising compulsory acquisition if one of the conditions set out in section 123(2)–(4) are met. These are that:
- the application for the order included a request for compulsory acquisition of land to be authorised - in which case the proposals will have been subject to pre-application consultation, and the other pre-application and application procedures set out in the Planning Act have been followed; or
 - if the application did not include such a request, then the relevant procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 have been followed; or
 - all those with an interest in the land consent to the inclusion of the provision.

Preparatory work

21. Before an application is made, applicants will need to comply with the pre-application requirements set out in Chapter 2 of Part 5 of the Planning Act. In particular, sections 42 and 44 require applicants to consult those with interests in relevant land.
22. Applicants must also ensure that they comply with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“the Applications Regulations”). These contain specific requirements where compulsory acquisition is sought, including the following information:

- a statement of reasons (see paragraphs 31-33);
 - a statement to explain how the proposals contained in an order which includes authorisation for compulsory acquisition will be funded (see paragraphs 17-18);
 - a plan showing the land which would be acquired, including protected land and any proposed replacement land (see Annex C);
 - a book of reference (see Annex D).
23. Applicants are expected to seek their own legal and professional advice when preparing an application under the Planning Act. However, where an applicant has concerns or questions about technical points concerning a draft order, including provisions regarding compulsory acquisition, the Planning Inspectorate may be able to provide advice or clarification. Advice is also available to those who wish to make representations in respect of applications for development consent.

Consultation

24. Applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which sets out how they have complied with the consultation requirements set out in the Act. Early consultation with people who could be affected by the compulsory acquisition can help build up a good working relationship with those whose interests are affected, by showing that the applicant is willing to be open and to treat their concerns with respect. It may also help to save time during the examination process by addressing and resolving issues before an application is submitted, and reducing any potential mistrust or fear that can arise in these circumstances.
25. Applicants should seek to acquire land by negotiation wherever practicable. As a general rule, authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire by agreement fail. Where proposals would entail the compulsory acquisition of many separate plots of land (such as for long, linear schemes) it may not always be practicable to acquire by agreement each plot of land. Where this is the case it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset³.

³ It should be noted that in some cases it may be preferable, or necessary, to acquire compulsorily rather than by agreement. In the case of land belonging to and held inalienably by the National Trust, because the Trust has no power to dispose of land so held, the compulsory acquisition of Trust land must be authorised in an order even if the Trust is minded not to oppose the proposals.

26. Applicants should consider at what point the land they are seeking to acquire will be needed and, as a contingency measure, should plan for compulsory acquisition at the same time as conducting negotiations. Making clear during pre-application consultation that compulsory acquisition will, if necessary, be sought in an order will help to make the seriousness of the applicant's intentions clear from the outset, which in turn might encourage those whose land is affected to enter more readily into meaningful negotiations.

Use of alternative dispute resolution techniques

27. In the interests of speed and fostering good will, applicants are urged to consider offering full access to alternative dispute resolution techniques for those with concerns about the compulsory acquisition of their land. These should involve a suitably qualified independent third party and should be available throughout the whole of the compulsory acquisition process, from the planning and preparation stage to agreeing the compensation payable for the acquired properties. For example, mediation might help to clarify concerns relating to the principle of compulsorily acquiring the land, while other techniques such as early neutral evaluation might help to relieve worries at an early stage about the potential level of compensation eventually payable if the order were to be confirmed.
28. The use of alternative dispute resolution techniques can save time and money for both parties, while its relative speed and informality may also help to reduce the stress which the process inevitably places on those whose properties are affected.

Other means of involving those affected

29. Other actions which applicants should consider initiating during the preparatory stage include:
- providing full information about what the compulsory acquisition process under the Planning Act involves, the rights and duties of those affected and an indicative timetable for the decision making process;
 - appointing a specified case manager to whom those with concerns about the proposed acquisition can have easy and direct access.
30. The applicant may offer to alleviate concerns about future compensation entitlement by entering into agreements with those whose interests are directly affected. These can be used as a means of guaranteeing the minimum level of compensation which would be payable if the acquisition were to go ahead (but without prejudicing any future right of the claimant to refer the matter to the Upper Tribunal (Lands Chamber), including the basis on which disturbance costs would be assessed.)

Statement of Reasons

31. The Applications Regulations require applicants to submit with their application a statement of reasons relating to the compulsory acquisition.
32. The statement of reasons should seek to justify the compulsory acquisition sought, and explain in particular why in the applicant's opinion there is a compelling case in the public interest for it. This includes reasons for the creation of new rights.
33. When serving a compulsory acquisition notice under section 134 of the Planning Act, applicants should also send to each person they are notifying a copy of the statement of reasons and a plan showing how that person's land is affected by compulsory acquisition proposals.

Examination

34. Applications for a development consent order authorising compulsory acquisition will be subject to the same examination procedures as all other applications under the Planning Act. These procedures are set out in the Infrastructure Planning (Examination Procedure) Rules 2010 and in a guidance document⁴.
35. Once an application has been accepted for examination, applicants must notify the people who have an interest in the application, and give them a deadline by which they can register their interest and assert their right to make representations about the application to the Planning Inspectorate (section 56 of the Planning Act) providing at least the minimum amount of time prescribed. When the application seeks an order authorising compulsory acquisition, applicants must also notify the Secretary of State of the names and other details of people who are affected (section 59 of the Planning Act).
36. Where the Secretary of State has accepted an application for an order which would authorise the compulsory acquisition of land, section 92 of the Planning Act requires the Secretary of State to hold an oral compulsory acquisition hearing if requested to by an "affected person"⁵ within the set deadline. At this hearing each affected person will be able to make oral representations regarding the compulsory acquisition request, subject to the procedures governing the hearing.

⁴ See guidance at: <https://www.gov.uk/government/publications/planning-act-2008-examination-of-applications-for-development-consent>

⁵ As defined in section 59(5) of the Planning Act.

Authorisation

37. The Secretary of State will decide whether an order can be made granting development consent which authorises the compulsory acquisition of land. Once an order authorising compulsory acquisition has been made, applicants must also ensure that they comply with the notification requirements specified under section 134 of the Planning Act.

Other relevant provisions in the Planning Act

Special categories of land

38. The compulsory acquisition of certain types of land (land held inalienably by the National Trust, land forming part of a common (including a town or village green), open space, or fuel or field garden allotment and statutory undertakers' land) is subject to additional restrictions. These restrictions are described in more detail in Annex A.

Crown land

39. Unlike other land, interests in Crown land cannot generally be compulsorily acquired. Therefore, where such land is required for a major infrastructure project, the land, or an interest in it held by or on behalf of the Crown, will need to be acquired through negotiation and bilateral agreement. Discussions between applicants and the appropriate Crown authority should start as soon as it is clear that such land or interests will be required⁶. As it may be possible that the project as a whole will not get development consent if a voluntary agreement with the Crown authority is not reached, the aim should be to ensure that agreement is in place no later than the time that the application for the project is submitted to the Planning Inspectorate.
40. Section 135 of the Planning Act does allow development consent orders to contain provisions which authorise the compulsory acquisition of an interest in Crown land where that interest is held by a party other than the Crown. Consent to the acquisition of such an interest must be given by the appropriate Crown authority for the land concerned before the compulsory acquisition provision can be included in a development consent order. Early discussions should be entered into in relation to such land where it is clear that such a provision will be required in the development consent order. Further details on the provisions of section 135 and the need for early agreement on Crown authority consents are set out in Annex B.

⁶ Land or interests held by the Crown or a Duchy as defined by section 227(3) and 227(4) of the Planning Act.

Other relevant provisions

41. Applicants should also note that section 125 of the Planning Act applies (with suitable modifications and omissions) the provisions of Part 1 of the Compulsory Purchase Act 1965 to all orders made under the Planning Act which authorise the compulsory acquisition of land (section 125 also makes suitable provision for land in Scotland). These provisions govern the procedures to be followed once the compulsory acquisition of land has been authorised under the Planning Act.
42. An order under the Planning Act may also provide for a general vesting declaration under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981.

Decisions

43. Unlike the two stage process which generally operates for compulsory purchase, whereby an order is made by an acquiring authority but then has to be confirmed by a Minister, an order under the Planning Act is made in a single stage and does not have to be confirmed by another authority. Unless it is subject to special parliamentary procedure, an order for development consent under the Planning Act becomes operative when it is made, unless a different coming into force date is provided for in the order itself.
44. Unless the order is subject to legal challenge, the applicant may then implement the compulsory acquisition provisions. Implementation of compulsory acquisition provisions may be by “notice to treat” or, if the order so provides, by “general vesting declaration”. A notice to treat must be served within 5 years or within any other period specified in the order.

Further guidance

45. The ODPM circular 06/2004 *Compulsory Purchase and the Crichton Down Rules* contains further general guidance on matters related to compulsory acquisition, including on serving a “notice to treat”, making a general vesting declaration, and compensation and other matters⁷.

⁷ Circular 06/2004 is currently being revised as part of the Government review of planning practice guidance.

Annex A:

Special categories of land

1. Certain special categories of land are subject to additional provisions in the Planning Act where it is proposed that they should be compulsorily acquired. This includes the possibility of any compulsory acquisition provision in the development consent order being subject to special parliamentary procedure.
2. Special parliamentary procedure requires those elements of a development consent order covering the compulsory acquisition of special land to be subject to further scrutiny by Parliament before it can come into effect.
3. Following the amendments to the Planning Act made by the Growth and Infrastructure Act 2013 the compulsory acquisition of the following types of land may, in certain cases, be subject to special parliamentary procedure:
 - Land held by the National Trust inalienably (section 130);
 - Land forming part of a common (including a town or village green), open space, or fuel or field garden allotment (sections 131 and 132).

For applications for development consent made after the commencement of the Growth and Infrastructure Act⁸, special parliamentary procedure will no longer apply where the land being acquired is held by a local authority or a statutory undertaker. Special parliamentary procedure will still apply, however, to land held by a local authority or statutory undertaker if that land is common land, open space, or fuel or field garden allotments and protected by sections 131 and 132.

National Trust Land

4. An order granting development consent may be subject to special parliamentary procedure to the extent that the order authorises the compulsory acquisition of land held inalienably by the National Trust.

⁸ The amendments made by the Growth and Infrastructure Act in respect of special parliamentary procedure will apply to all applications for development consent made on or after 25 June 2013. In addition, certain transitional and savings provisions apply to applications made on or after 19 October 2012 - see <http://www.legislation.gov.uk/ukxi/2013/1124/made>

5. Special parliamentary procedure will be triggered where the National Trust makes a formal objection to compulsory acquisition of that land and that objection is not withdrawn.

Commons (including town or village greens), open space, or fuel or field garden allotments

6. Sections 131 and 132 of the Planning Act make provision for special parliamentary procedure to apply where a development consent order authorises the compulsory acquisition of land, or rights over land, forming part of a common, open space, or fuel or field garden allotment.
7. Special parliamentary procedure will apply in such cases unless the Secretary of State is satisfied that one of the following circumstances applies:
 - replacement land has been, or will be, given in exchange for land being compulsorily acquired (sections 131(4) or 132(4));
 - the land being compulsorily acquired does not exceed 200 square metres in extent or is required for specified highway works, and the provision of land in exchange is unnecessary in the interests of people entitled to certain rights or the public (sections 131(5) or 132(5));
 - for open space only, that replacement land in exchange for open space land being compulsorily acquired is not available, or is available only at a prohibitive cost, and it is strongly in the public interest for the development to proceed sooner than would be likely if special parliamentary procedure were to apply (sections 131(4A) or 132(4A));
 - for open space only, if the land, or right over land, is being compulsorily acquired for a temporary purpose (sections 131(4B) or 132(4B)).

The last two of these circumstances were added by the Growth and Infrastructure Act. This Act also removed the separate procedural requirements for issuing a certificate where the Secretary of State is of the view that one of the circumstances described above applies⁹. Instead, these matters will be considered and determined as part of the development consent order application process and recommendations provided to enable the Secretary of State to reach a view.

⁹ Subject to the transitional and savings arrangements set out in the Commencement Order: <http://www.legislation.gov.uk/ukxi/2013/1124/made>

Replacement land

8. Where either section 131(4) or 132(4) of the Planning Act applies, the Secretary of State will have regard to such matters as relative size and proximity of the replacement land when compared with the land it is proposed to compulsorily acquire through the development consent order.
9. Land which is already subject to rights of common or to other rights, or used by the public, even informally, for recreation, cannot usually be given as replacement land, since this would reduce the amount of such land, which would be disadvantageous to the persons concerned. There may be some cases where a current use of proposed replacement land is temporary (e.g. pending development). In such circumstances it may be reasonable to give the land in exchange, since its current use can thereby be safeguarded for the future.

Other provisions

10. Where either section 131(5) or 132(5) of the Planning Act applies, the Secretary of State will need to be satisfied that both criteria are met:
 - the order land (in total) does not exceed 200 square metres in extent or is required for the widening or drainage of an existing highway or partly for the widening and partly for the drainage of such a highway, and
 - the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public.
11. In coming to a view as to whether the criteria are met, the Secretary of State will have regard to the overall extent of common land, open space land or fuel or field garden allotment land being acquired compulsorily. Where all or a large part of such land would be lost, the Secretary of State may be reluctant to be satisfied in terms of section 131(5) or 132(5).

Land held by statutory undertakers

12. The Growth and Infrastructure Act repealed sections 128 and 129 of the Planning Act. This removed the possibility of special parliamentary procedure applying to situations where a development consent order provided for the compulsory acquisition of land, or rights over land, held by a statutory undertaker for the purposes of their undertaking.

13. Section 127(2) of the Planning Act places restrictions on the compulsory acquisition of land held by statutory undertakers for the purposes of their undertaking. Where the land falls into the description set out in that section and a statutory undertaker makes a representation, the Secretary of State will need to be satisfied that:
- the land can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or
 - if purchased, it can be replaced by other land belonging to, or available for acquisition by, the undertaker without serious detriment to the carrying on of the undertaking.
14. Section 127(5) places restrictions on the compulsory acquisition of rights over statutory undertakers' land where new rights over that land are created. If the circumstances in that subsection apply the Secretary of State will need to be satisfied that:
- the rights can be purchased without any serious detriment to the carrying on of the undertaking, and;
 - any consequential detriment to the carrying on of the undertaking can be made good by the undertaker by the use of other land belonging to or available for acquisition by the undertaker.

Annex B:

Crown Land

Compulsory acquisition of an interest in Crown land

1. Section 135(1) of the Planning Act enables development consent orders authorise the compulsory acquisition of an interest in Crown land where that interest is held by a party other than the Crown. Such an interest could include, for example, a lease granted over Crown land to a third party that is not itself the Crown, or an easement or right of way over Crown land granted to such a third party.
2. If provisions to compulsorily acquire such interests are to be included in a development consent order, then the consent of the appropriate Crown authority¹⁰ is needed. It is important that such consent is obtained at the earliest opportunity as the development consent order cannot be made by the Secretary of State until the consent of the Crown authority is in place. The applicant for a project should ensure that any discussions with the Crown authority are started as soon as it is clear that an interest in Crown land will need to be acquired – i.e. before their application is submitted to the Planning Inspectorate for acceptance. The aim should be to ensure that Crown consent is in place before the application for the development consent order is submitted. If consent is not granted by the time an application is submitted, then the applicant should give an indication of when they expect consent to be received. At the very latest, this should be by the time the examination phase of the project is completed. This will allow the Examining Authority's recommendations to the Secretary of State on whether to grant development consent for the project to include a reference to the outcome of the application for Crown consent.
3. Early engagement is vital to ensure that the section 135 consenting requirement does not delay the final decision by the Secretary of State on the development consent order. It is the responsibility of applicants to notify the appropriate Crown authority if a section 135(1) consent is required. Applicants and Crown authorities are expected to do all they reasonably can to ensure an early resolution of any Crown consent needed. If, following notification by the applicant, it is clear that Crown consent is not going to be given, the appropriate Crown authority will aim to notify the applicant of the project before their application is submitted to the Planning Inspectorate.

¹⁰ See section 227 of the Planning Act.

4. Applicants should note that certain Crown authorities may be unable to give general consents for compulsory purchase of interests in Crown land, and applicants should therefore be in a position to identify the specific third party interests which are required to be compulsorily purchased. Drafting in the development consent order may be needed to reflect this and where further specific interests are then identified, further consent would then be required from the appropriate Crown authority.

Other Provisions applying to Crown Land

5. Section 135(2) of the Planning Act allows a development consent order to include any provision which applies "in relation to Crown land or rights benefiting the Crown", but only if the appropriate Crown authority consents to the inclusion of the provision. These provisions could include, for example, a power to use Crown land temporarily for construction or maintenance of a project. "Rights benefiting the Crown" do not include rights that benefit the general public.
6. If the applicant is proposing to include such provisions in a draft development consent order, they should seek early discussions with the relevant Crown authority on whether such consent is likely to be granted before they submit their application to the Planning Inspectorate for acceptance. The Crown authority should also provide an early view on any issues that will need to be resolved if their consent is to be granted. These can then be taken into account by the applicant before they submit their application to the Planning Inspectorate. Any outstanding matters should then be identified in the application so these can be covered during the examination if relevant.
7. Wherever possible, the applicant should seek, and the Crown authority should give, a consent decision before the application is submitted, even if that is only on an "in principle basis" in advance of the examination of the project. The Crown authority should give a final decision on Crown consent by the time the examination of the project is completed. This will ensure that all relevant issues are covered during the examination and that a decision by the Secretary of State on the development consent order is not delayed by the need for Crown authority consent. If, at decision stage, the Secretary of State decides to make changes to the development consent order that go beyond the scope of the earlier Crown consent, then the Crown authority will be consulted and invited to give a final consent. Again decision on that final consent should be given promptly so the final decision on the development consent for the project is not delayed.

Annex C:

Plan which must accompany an application seeking authorisation for compulsory acquisition

1. The Applications Regulations require a land plan (see regulation 5(2)(i)) to identify any land over which it is proposed to exercise powers of compulsory acquisition or any right to use land.
2. Applicants should ensure that references to the plan in the draft order and other documentation relating to the application correspond exactly with headings on the plan itself.
3. All land to be compulsorily acquired, and any replacement land, should be clearly identified on the plan by colouring or by any other method at the discretion of the applicant. Where it is decided to use colouring, the long-standing convention (without statutory basis) is that land proposed to be acquired is shown pink, land over which a new right would subsist is shown blue, and replacement land is shown green. Where black-and-white copies are used they must still provide clear identification of the land to be compulsorily acquired and, where appropriate, any replacement land (e.g. by suitable shading or hatching).
4. The use of a sufficiently large scale, Ordnance Survey based map is important. The Applications Regulations specifies that maps should be on a scale no smaller than 1/2500. However, experience has shown that for compulsory acquisition a map of this scale is only suitable for rural areas. In general, the map scale should not be smaller than 1/1250, and for land in a densely populated urban area, the scale should be at least 1/500 and preferably larger. Where the order involves the acquisition of a considerable number of small plots, the use of insets on a larger scale is often helpful. Where a plan requires three or more separate sheets, they should be bound together, and a key plan should be provided showing how the various sheets are interrelated.
5. Where it is necessary to have more than one sheet, appropriate references must be made to each of them in the text of the draft order so that there is no doubt that they are all related to the order. If it is necessary to include a key plan, then it should be purely for the purpose of enabling a speedy identification of the whereabouts of the area to which the order relates. It should be the plan itself, and not the key plan which identifies the boundaries of the land to be acquired.

6. It is also important that the plan should show such details as are necessary to relate it to the description of each parcel of land (including land affected by temporary occupation) described in the book of reference. This may involve marking on the map the names of roads and places or local landmarks not otherwise shown.
7. The boundaries between plots should be clearly delineated and each plot separately numbered to correspond with the book of reference. Land which is delineated on the map but which is not being acquired compulsorily should be clearly distinguishable from land which is being acquired compulsorily.
8. There should be no discrepancy between the description of the land in the book of reference and the plan, and no room for doubt on anyone's part as to the precise areas of land which are to be compulsorily acquired. Where uncertainty over the true extent of the land to be acquired causes or may cause difficulties, the Secretary of State may refuse to make the order until this is made clear.
9. Where an applicant seeks authorisation for compulsory acquisition of additional land not included in the original application, and has not therefore been able to comply with the Applications Regulations, they must either secure the consent of all those with an interest in the land in question or observe the relevant procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

Annex D:

The Book of Reference

1. The book of reference is defined in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. It comprises a book, in five Parts, together with any relevant plan.
2. Part 1 should contain the names and addresses for service of each person within Categories 1 and 2 in respect of any land which it is proposed shall be subject to:
 - (i) powers of compulsory acquisition;
 - (ii) rights to use land, including the right to attach brackets or other equipment to buildings; or
 - (iii) rights to carry out protective works to buildings;

Category 1 persons are the owners, lessees, tenants, or occupiers of land. Category 2 persons are those who have an interest in the land or who have the power to sell or convey the land or release the land.
3. Part 2 should contain the names and addresses for service of each person within Category 3. These are persons who might be entitled to make a relevant claim if the development consent order were to be made and fully implemented (section 57(4) of the Planning Act).
4. Part 3 should contain the names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) where these would be extinguished, suspended or interfered with as a result of the provisions in the development consent order for which an application is being made.
5. Part 4 should specify the owner of any Crown interest in the land which it is proposed to use for the purposes of the development consent order for which an application is being made.
6. Part 5 should specify land the acquisition of which could be subject to special parliamentary procedure, or which is special category land or which is replacement land for land being compulsorily acquired.

7. The descriptions of each plot of land included in parts 1-5 of the book of reference where it is intended that all or part of the proposed development and works shall be carried out, should include the area in square metres of each plot.

8. Applicants will need to be aware that each part in the book of reference serves a different purpose and persons may need to be identified in one or more parts. For example, a person entitled to enjoy easements or other private rights over land which the applicant proposes to extinguish, suspend or interfere with identified in Part 3 should also be recorded in Part 1 as a person within categories 1 or 2 as set out in section 57 of the Planning Act. Part 4 should specify the owner of any Crown interest in land it is proposed to be used for the purposes of the development consent order. Some (although not necessarily all) of these Crown interests may also be identified in the descriptions of land contained in Part 1 which will be subject to powers of compulsory acquisition, rights to use land or rights to carry out protective works to buildings.
9. Applicants should not add any further (non-prescribed) parts to a book of reference, for example schedules of statutory undertakers or other like bodies having or possibly having a right to keep equipment on, in or over the land within the order limits. 'Dashes' or other ambiguous descriptions should be avoided. Diligent inquiry should enable applicants to know whether or not such persons have an interest or right in land for the purposes of section 57 and if they are known to applicants the names and addresses should be contained in the relevant part(s) of the book of reference.
10. Where it is proposed to create and acquire new rights compulsorily they should be clearly identified. The book of reference should also cross-refer to the relevant articles contained in the development consent order.

From: [REDACTED]
To: [REDACTED]
Cc: [M25 Junction 10](#); [REDACTED]
Subject: RE: M25 J10/A3 Wisley - E & M Cocolios - Nutberry Fruit Farm
Date: 16 September 2020 12:17:44
Attachments: [image005.jpg](#)
[image006.jpg](#)
[image001.png](#)
[image002.png](#)
[image003.jpg](#)
[Planning Act 2008 - Guidance related to procedures for the compulsory acquisition of land.PDF](#)

Dear Graham

I attach a copy of the DCLG Guidance related to the procedures for the compulsory acquisition of land under the Planning Act 2008. Point 25 states that applicants should seek to acquire land by negotiation and that authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire land by agreement fail.

You have made it very clear to me that HE do not wish to seek a voluntary agreement for the rights it requires on my clients land and that it is content simply in your words, to 'wait until they can take temporary possession under the powers within the DCO and compensate your client accordingly'.

I have copied the Planning Inspectorate into this email as my client would like the Secretary of State to be made aware of HE's position in this regard. In the meantime I will take instructions from my client regarding your offer of an early access licence to cover the period up until DCO powers are granted.

Regards

Bill Simms BA (Hons) MRICS
Partner



Property Consultants

Olympus House, Olympus Park, Quedgeley
Gloucester, GL2 4NF



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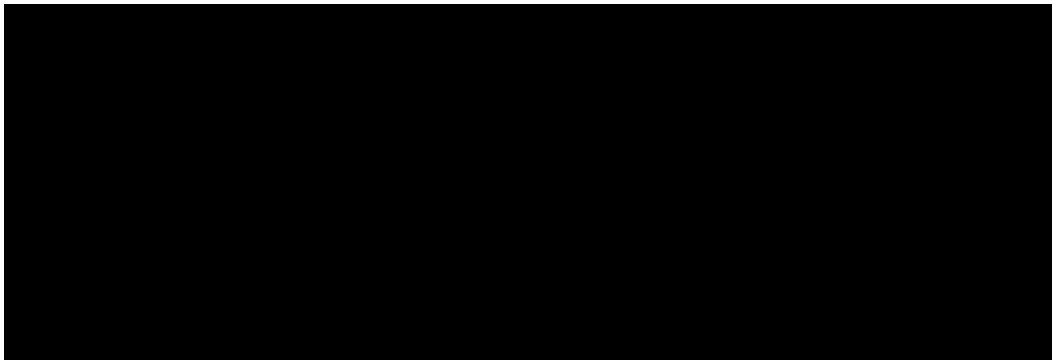
From: [REDACTED]
Sent: 16 September 2020 11:37
To: [REDACTED]
Subject: FW: M25 J10/A3 Wisley - E & M Cocolios - Nutberry Fruit Farm

Dear Bill

Further to our conversation yesterday afternoon, HE have advised that the reinstatement of the temporary land plot 1/6 will be covered under the powers granted by the DCO. The answer to your query is no, the licence terms are not being offered over the whole occupation period. However, it would be sensible to have a clause in the early access licence to the effect that, in a circumstance whereby the Secretary of State's decision was that the DCO should not be granted, then there would need to be reinstatement of the land at the end of the early access licence.

I emphasise that whether your client is able to agree an early access licence or not, the intention is to move on with discussing the terms for the permanent acquisition and temporary possession plots with you over the coming weeks.

Regards



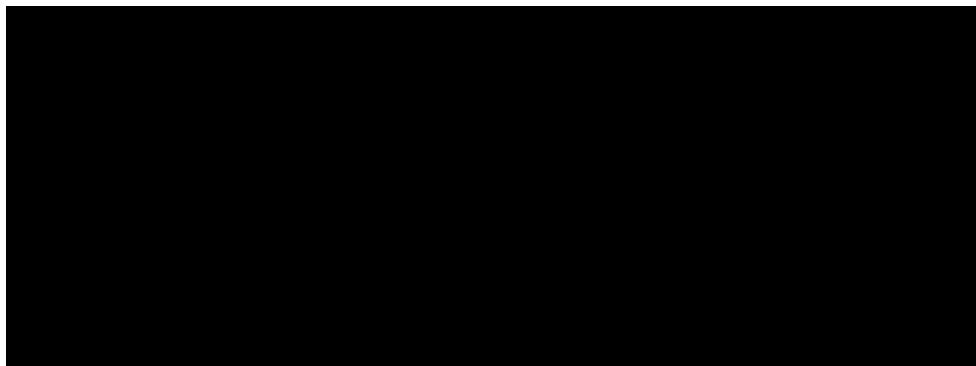
From: Smith, Graham (VOA)
Sent: 15 September 2020 09:43
To: [REDACTED] <[\[REDACTED\]@brutonknowles.co.uk](mailto:[REDACTED]@brutonknowles.co.uk)>
Subject: RE: M25 J10/A3 Wisley - E & M Coccolios - Nutberry Fruit Farm

Dear Bill

Yes that is correct.

Regards

Graham



From: [REDACTED] <[\[REDACTED\]@brutonknowles.co.uk](mailto:[REDACTED]@brutonknowles.co.uk)>
Sent: 15 September 2020 09:29
To: Smith, Graham (VOA) [REDACTED] <[\[REDACTED\]@voa.gov.uk](mailto:[REDACTED]@voa.gov.uk)>
Subject: RE: M25 J10/A3 Wisley - E & M Coccolios - Nutberry Fruit Farm

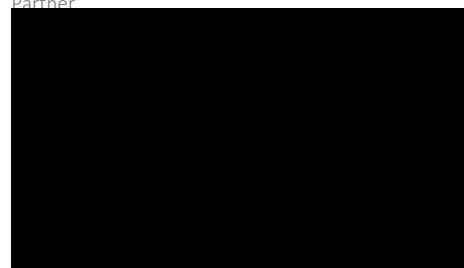
Graham


Sorry I missed your call yesterday.

Thanks for your email. Can you confirm that HE wish to take an early access licence over the whole (13.92 acres) area please?

Regards

Bill Simms BA (Hons) MRICS
Partner







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From: 
Sent: 15 September 2020 09:08
To: @brutonknowles.co.uk>
Subject: M25 J10/A3 Wisley - E & M Coccolios - Nutberry Fruit Farm

Dear Bill

Without Prejudice

Further to our recent conversations, I write in relation to the issue of a possible early access licence onto plot 1/6 for ground preparation and site set-up as mentioned by Jonathan Wade in his recent email to you.

I confirm that, I would be able to recommend to Highways England (HE) a licence fee based on £166.67 per acre per month. This is based on the rate you quoted during our exchanges in April for something similar in the Bicester area. The anticipated start time for the licence would be early November 2020 for three months certain and then on a month by month basis thereafter until HE has powers to take possession. Based on 13.92 acres, this would be £2,320 per month. For the avoidance of doubt, this arrangement would cease once HE has exercised powers to enter the land under the DCO.

Highways England and its contractor have other options available for a temporary compound prior to having compulsory powers so if an arrangement along these lines is not acceptable to Mr Coccolios, they will wait until they can take temporary possession under the powers within the DCO and compensate your client accordingly.

Regards

Graham



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Department for
Communities and
Local Government

Planning Act 2008

Guidance related to procedures for the compulsory acquisition
of land

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Introduction

1. The Planning Act 2008 (“the Planning Act”) created a new development consent regime for major infrastructure projects¹ in the fields of energy, transport, water, waste water, and waste.
2. This guidance is designed to assist those intending to make an application for a development consent order under the Planning Act where their application seeks authorisation for the compulsory acquisition of land or rights over land². Its aim is to help applicants understand the powers contained in the Planning Act, and how they can be used to best effect. This guidance also advises on the application of the correct procedures and statutory or administrative requirements, to help ensure that the process of dealing with such orders is as fair, straightforward and accurate for all parties as possible.
3. Sections 122 to 134 of the Planning Act set out the main provisions relating to the authorisation of compulsory acquisition of land. These provisions specify the conditions which must be satisfied if a development consent order is to authorise compulsory acquisition, apply the provisions of the Compulsory Purchase Act 1965 (with appropriate modifications), restrict the provision which may be made about compensation in an order, and set out additional requirements which apply in relation to certain special types of land and Crown land.
4. The Planning Act was amended by the Growth and Infrastructure Act 2013. In particular the Growth and Infrastructure Act made changes to the consent and certification requirements (sections 127, 131, 132, 137 and 138 of the Planning Act), and to the circumstances where special parliamentary procedure can be triggered (sections 128, 129, 131 and 132). These changes are reflected in the remainder of this guidance where they are relevant. References to the Planning Act in this guidance should be read as including the amendments made by the Growth and Infrastructure Act.

¹ Major infrastructure projects will be used throughout this guidance to refer to projects that are granted development consent under the Planning Act.

² Unless otherwise stated, in the remainder of this guidance document any reference to the compulsory acquisition of land also includes any compulsory acquisition of rights over such land.

Justification for seeking authorisation for compulsory acquisition

5. Applicants seeking authorisation for the compulsory acquisition of land should make appropriate provision for this in their draft development consent order.
6. Section 122 of the Planning Act provides that a development consent order may only authorise compulsory acquisition if the Secretary of State is satisfied that:
 - the land is required for the development to which the consent relates, or is required to facilitate, or is incidental to, the development, or is replacement land given in exchange under section 131 or 132, and
 - there is a compelling case in the public interest for the compulsory acquisition.
7. Applicants must therefore be prepared to justify their proposals for the compulsory acquisition of any land to the satisfaction of the Secretary of State. They will also need to be ready to defend such proposals throughout the examination of the application. Paragraphs 8-19 below set out some of the factors which the Secretary of State will have regard to in deciding whether or not to include a provision authorising the compulsory acquisition of land in a development consent order.

General considerations

8. The applicant should be able to demonstrate to the satisfaction of the Secretary of State that all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored. The applicant will also need to demonstrate that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate.
9. The applicant must have a clear idea of how they intend to use the land which it is proposed to acquire. They should also be able to demonstrate that there is a reasonable prospect of the requisite funds for acquisition becoming available. Otherwise, it will be difficult to show conclusively that the compulsory acquisition of land meets the two conditions in section 122 (see paragraphs 11-13 below).
10. The Secretary of State must ultimately be persuaded that the purposes for which an order authorises the compulsory acquisition of land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected. In particular, regard must be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of acquisition of a dwelling, Article 8 of the Convention.

The purpose for which compulsory acquisition is sought

11. Section 122 of the Planning Act sets out two conditions which must be met to the satisfaction of the Secretary of State before compulsory acquisition can be authorised. The first of these is related to the purpose for which compulsory acquisition is sought. These three purposes are set out in section 122(2):

(i) the land is required for the development to which the development consent relates

For this to be met, the applicant should be able to demonstrate to the satisfaction of the Secretary of State that the land in question is needed for the development for which consent is sought. The Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development.

(ii) the land is required to facilitate or is incidental to the proposed development.

An example might be the acquisition of land for the purposes of landscaping the project. In such a case the Secretary of State will need to be satisfied that the development could only be landscaped to a satisfactory standard if the land in question were to be compulsorily acquired, and that the land to be taken is no more than is reasonably necessary for that purpose, and that is proportionate.

(iii) the land is replacement land which is to be given in exchange under section 131 or 132 of the Planning Act.

This may arise, for example, where land which forms part of an open space or common is to be lost to the scheme, but the applicant does not hold other land in the area which may be suitable to offer in exchange. Again, the Secretary of State will need to be satisfied that the compulsory acquisition is needed for replacement land, that no more land is being taken than is reasonably necessary for that purpose, and that what is proposed is proportionate.

Compelling case in the public interest

12. In addition to establishing the purpose for which compulsory acquisition is sought, section 122 requires the Secretary of State to be satisfied that there is a compelling case in the public interest for the land to be acquired compulsorily.
13. For this condition to be met, the Secretary of State will need to be persuaded that there is 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. Parliament has always taken the view that land should only be taken compulsorily where there is clear evidence that the public benefit will outweigh the private loss.

Balancing public interest against private loss

14. In determining where the balance of public interest lies, the Secretary of State will weigh up the public benefits that a scheme will bring against any private loss to those affected by compulsory acquisition.
15. In practice, there is likely to be some overlap between the factors that the Secretary of State must have regard to when considering whether to grant development consent, and the factors that must be taken into account when considering whether to authorise any proposed compulsory acquisition of land.
16. There may be circumstances where the Secretary of State could reasonably justify granting development consent for a project, but decide against including in an order the provisions authorising the compulsory acquisition of the land. For example, this could arise where the Secretary of State is not persuaded that all of the land which the applicant wishes to acquire compulsorily has been shown to be necessary for the purposes of the scheme. Alternatively, the Secretary of State may consider that the scheme itself should be modified in a way that affects the requirement for land which would otherwise be subject to compulsory acquisition. Such scenarios could lead to a decision to remove all or some of the proposed compulsory acquisition provisions from a development consent order.

Resource implications of the proposed scheme

17. Any application for a consent order authorising compulsory acquisition must be accompanied by a statement explaining how it will be funded. This statement should provide as much information as possible about the resource implications of both acquiring the land and implementing the project for which the land is required. It may be that the project is not intended to be independently financially viable, or that the details cannot be finalised until there is certainty about the assembly of the necessary land. In such instances, the applicant should provide an indication of how any potential shortfalls are intended to be met. This should include the degree to which other bodies (public or private sector) have agreed to make financial contributions or to underwrite the scheme, and on what basis such contributions or underwriting is to be made.
18. The timing of the availability of the funding is also likely to be a relevant factor. Regulation 3(2) of the Infrastructure Planning (Miscellaneous Prescribed Provisions) Regulations 2010 allows for five years within which any notice to treat must be served, beginning on the date on which the order granting development consent is made, though the Secretary of State does have the discretion to make a different provision in an order granting development consent. Applicants should be able to demonstrate that adequate funding is likely to be available to enable the compulsory acquisition within the statutory period following the order being made, and that the resource implications of a possible acquisition resulting from a blight notice have been taken account of.

Other matters

19. The high profile and potentially controversial nature of major infrastructure projects means that they can potentially generate significant opposition and may be subject to legal challenge. It would be helpful for applicants to be able to demonstrate that their application is firmly rooted in any relevant national policy statement. In addition, applicants will need to be able to demonstrate that:
- any potential risks or impediments to implementation of the scheme have been properly managed;
 - they have taken account of any other physical and legal matters pertaining to the application, including the programming of any necessary infrastructure accommodation works and the need to obtain any operational and other consents which may apply to the type of development for which they seek development consent.

Pre-application

20. A development consent order may only contain a provision authorising compulsory acquisition if one of the conditions set out in section 123(2)–(4) are met. These are that:
- the application for the order included a request for compulsory acquisition of land to be authorised - in which case the proposals will have been subject to pre-application consultation, and the other pre-application and application procedures set out in the Planning Act have been followed; or
 - if the application did not include such a request, then the relevant procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 have been followed; or
 - all those with an interest in the land consent to the inclusion of the provision.

Preparatory work

21. Before an application is made, applicants will need to comply with the pre-application requirements set out in Chapter 2 of Part 5 of the Planning Act. In particular, sections 42 and 44 require applicants to consult those with interests in relevant land.
22. Applicants must also ensure that they comply with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“the Applications Regulations”). These contain specific requirements where compulsory acquisition is sought, including the following information:

- a statement of reasons (see paragraphs 31-33);
 - a statement to explain how the proposals contained in an order which includes authorisation for compulsory acquisition will be funded (see paragraphs 17-18);
 - a plan showing the land which would be acquired, including protected land and any proposed replacement land (see Annex C);
 - a book of reference (see Annex D).
23. Applicants are expected to seek their own legal and professional advice when preparing an application under the Planning Act. However, where an applicant has concerns or questions about technical points concerning a draft order, including provisions regarding compulsory acquisition, the Planning Inspectorate may be able to provide advice or clarification. Advice is also available to those who wish to make representations in respect of applications for development consent.

Consultation

24. Applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which sets out how they have complied with the consultation requirements set out in the Act. Early consultation with people who could be affected by the compulsory acquisition can help build up a good working relationship with those whose interests are affected, by showing that the applicant is willing to be open and to treat their concerns with respect. It may also help to save time during the examination process by addressing and resolving issues before an application is submitted, and reducing any potential mistrust or fear that can arise in these circumstances.
25. Applicants should seek to acquire land by negotiation wherever practicable. As a general rule, authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire by agreement fail. Where proposals would entail the compulsory acquisition of many separate plots of land (such as for long, linear schemes) it may not always be practicable to acquire by agreement each plot of land. Where this is the case it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset³.

³ It should be noted that in some cases it may be preferable, or necessary, to acquire compulsorily rather than by agreement. In the case of land belonging to and held inalienably by the National Trust, because the Trust has no power to dispose of land so held, the compulsory acquisition of Trust land must be authorised in an order even if the Trust is minded not to oppose the proposals.

26. Applicants should consider at what point the land they are seeking to acquire will be needed and, as a contingency measure, should plan for compulsory acquisition at the same time as conducting negotiations. Making clear during pre-application consultation that compulsory acquisition will, if necessary, be sought in an order will help to make the seriousness of the applicant's intentions clear from the outset, which in turn might encourage those whose land is affected to enter more readily into meaningful negotiations.

Use of alternative dispute resolution techniques

27. In the interests of speed and fostering good will, applicants are urged to consider offering full access to alternative dispute resolution techniques for those with concerns about the compulsory acquisition of their land. These should involve a suitably qualified independent third party and should be available throughout the whole of the compulsory acquisition process, from the planning and preparation stage to agreeing the compensation payable for the acquired properties. For example, mediation might help to clarify concerns relating to the principle of compulsorily acquiring the land, while other techniques such as early neutral evaluation might help to relieve worries at an early stage about the potential level of compensation eventually payable if the order were to be confirmed.
28. The use of alternative dispute resolution techniques can save time and money for both parties, while its relative speed and informality may also help to reduce the stress which the process inevitably places on those whose properties are affected.

Other means of involving those affected

29. Other actions which applicants should consider initiating during the preparatory stage include:
- providing full information about what the compulsory acquisition process under the Planning Act involves, the rights and duties of those affected and an indicative timetable for the decision making process;
 - appointing a specified case manager to whom those with concerns about the proposed acquisition can have easy and direct access.
30. The applicant may offer to alleviate concerns about future compensation entitlement by entering into agreements with those whose interests are directly affected. These can be used as a means of guaranteeing the minimum level of compensation which would be payable if the acquisition were to go ahead (but without prejudicing any future right of the claimant to refer the matter to the Upper Tribunal (Lands Chamber), including the basis on which disturbance costs would be assessed.)

Statement of Reasons

31. The Applications Regulations require applicants to submit with their application a statement of reasons relating to the compulsory acquisition.
32. The statement of reasons should seek to justify the compulsory acquisition sought, and explain in particular why in the applicant's opinion there is a compelling case in the public interest for it. This includes reasons for the creation of new rights.
33. When serving a compulsory acquisition notice under section 134 of the Planning Act, applicants should also send to each person they are notifying a copy of the statement of reasons and a plan showing how that person's land is affected by compulsory acquisition proposals.

Examination

34. Applications for a development consent order authorising compulsory acquisition will be subject to the same examination procedures as all other applications under the Planning Act. These procedures are set out in the Infrastructure Planning (Examination Procedure) Rules 2010 and in a guidance document⁴.
35. Once an application has been accepted for examination, applicants must notify the people who have an interest in the application, and give them a deadline by which they can register their interest and assert their right to make representations about the application to the Planning Inspectorate (section 56 of the Planning Act) providing at least the minimum amount of time prescribed. When the application seeks an order authorising compulsory acquisition, applicants must also notify the Secretary of State of the names and other details of people who are affected (section 59 of the Planning Act).
36. Where the Secretary of State has accepted an application for an order which would authorise the compulsory acquisition of land, section 92 of the Planning Act requires the Secretary of State to hold an oral compulsory acquisition hearing if requested to by an "affected person"⁵ within the set deadline. At this hearing each affected person will be able to make oral representations regarding the compulsory acquisition request, subject to the procedures governing the hearing.

⁴ See guidance at: <https://www.gov.uk/government/publications/planning-act-2008-examination-of-applications-for-development-consent>

⁵ As defined in section 59(5) of the Planning Act.

Authorisation

37. The Secretary of State will decide whether an order can be made granting development consent which authorises the compulsory acquisition of land. Once an order authorising compulsory acquisition has been made, applicants must also ensure that they comply with the notification requirements specified under section 134 of the Planning Act.

Other relevant provisions in the Planning Act

Special categories of land

38. The compulsory acquisition of certain types of land (land held inalienably by the National Trust, land forming part of a common (including a town or village green), open space, or fuel or field garden allotment and statutory undertakers' land) is subject to additional restrictions. These restrictions are described in more detail in Annex A.

Crown land

39. Unlike other land, interests in Crown land cannot generally be compulsorily acquired. Therefore, where such land is required for a major infrastructure project, the land, or an interest in it held by or on behalf of the Crown, will need to be acquired through negotiation and bilateral agreement. Discussions between applicants and the appropriate Crown authority should start as soon as it is clear that such land or interests will be required⁶. As it may be possible that the project as a whole will not get development consent if a voluntary agreement with the Crown authority is not reached, the aim should be to ensure that agreement is in place no later than the time that the application for the project is submitted to the Planning Inspectorate.
40. Section 135 of the Planning Act does allow development consent orders to contain provisions which authorise the compulsory acquisition of an interest in Crown land where that interest is held by a party other than the Crown. Consent to the acquisition of such an interest must be given by the appropriate Crown authority for the land concerned before the compulsory acquisition provision can be included in a development consent order. Early discussions should be entered into in relation to such land where it is clear that such a provision will be required in the development consent order. Further details on the provisions of section 135 and the need for early agreement on Crown authority consents are set out in Annex B.

⁶ Land or interests held by the Crown or a Duchy as defined by section 227(3) and 227(4) of the Planning Act.

Other relevant provisions

41. Applicants should also note that section 125 of the Planning Act applies (with suitable modifications and omissions) the provisions of Part 1 of the Compulsory Purchase Act 1965 to all orders made under the Planning Act which authorise the compulsory acquisition of land (section 125 also makes suitable provision for land in Scotland). These provisions govern the procedures to be followed once the compulsory acquisition of land has been authorised under the Planning Act.
42. An order under the Planning Act may also provide for a general vesting declaration under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981.

Decisions

43. Unlike the two stage process which generally operates for compulsory purchase, whereby an order is made by an acquiring authority but then has to be confirmed by a Minister, an order under the Planning Act is made in a single stage and does not have to be confirmed by another authority. Unless it is subject to special parliamentary procedure, an order for development consent under the Planning Act becomes operative when it is made, unless a different coming into force date is provided for in the order itself.
44. Unless the order is subject to legal challenge, the applicant may then implement the compulsory acquisition provisions. Implementation of compulsory acquisition provisions may be by “notice to treat” or, if the order so provides, by “general vesting declaration”. A notice to treat must be served within 5 years or within any other period specified in the order.

Further guidance

45. The ODPM circular 06/2004 *Compulsory Purchase and the Crichton Down Rules* contains further general guidance on matters related to compulsory acquisition, including on serving a “notice to treat”, making a general vesting declaration, and compensation and other matters⁷.

⁷ Circular 06/2004 is currently being revised as part of the Government review of planning practice guidance.

Annex A:

Special categories of land

1. Certain special categories of land are subject to additional provisions in the Planning Act where it is proposed that they should be compulsorily acquired. This includes the possibility of any compulsory acquisition provision in the development consent order being subject to special parliamentary procedure.
2. Special parliamentary procedure requires those elements of a development consent order covering the compulsory acquisition of special land to be subject to further scrutiny by Parliament before it can come into effect.
3. Following the amendments to the Planning Act made by the Growth and Infrastructure Act 2013 the compulsory acquisition of the following types of land may, in certain cases, be subject to special parliamentary procedure:
 - Land held by the National Trust inalienably (section 130);
 - Land forming part of a common (including a town or village green), open space, or fuel or field garden allotment (sections 131 and 132).

For applications for development consent made after the commencement of the Growth and Infrastructure Act⁸, special parliamentary procedure will no longer apply where the land being acquired is held by a local authority or a statutory undertaker. Special parliamentary procedure will still apply, however, to land held by a local authority or statutory undertaker if that land is common land, open space, or fuel or field garden allotments and protected by sections 131 and 132.

National Trust Land

4. An order granting development consent may be subject to special parliamentary procedure to the extent that the order authorises the compulsory acquisition of land held inalienably by the National Trust.

⁸ The amendments made by the Growth and Infrastructure Act in respect of special parliamentary procedure will apply to all applications for development consent made on or after 25 June 2013. In addition, certain transitional and savings provisions apply to applications made on or after 19 October 2012 - see <http://www.legislation.gov.uk/ukxi/2013/1124/made>

5. Special parliamentary procedure will be triggered where the National Trust makes a formal objection to compulsory acquisition of that land and that objection is not withdrawn.

Commons (including town or village greens), open space, or fuel or field garden allotments

6. Sections 131 and 132 of the Planning Act make provision for special parliamentary procedure to apply where a development consent order authorises the compulsory acquisition of land, or rights over land, forming part of a common, open space, or fuel or field garden allotment.
7. Special parliamentary procedure will apply in such cases unless the Secretary of State is satisfied that one of the following circumstances applies:
 - replacement land has been, or will be, given in exchange for land being compulsorily acquired (sections 131(4) or 132(4));
 - the land being compulsorily acquired does not exceed 200 square metres in extent or is required for specified highway works, and the provision of land in exchange is unnecessary in the interests of people entitled to certain rights or the public (sections 131(5) or 132(5));
 - for open space only, that replacement land in exchange for open space land being compulsorily acquired is not available, or is available only at a prohibitive cost, and it is strongly in the public interest for the development to proceed sooner than would be likely if special parliamentary procedure were to apply (sections 131(4A) or 132(4A));
 - for open space only, if the land, or right over land, is being compulsorily acquired for a temporary purpose (sections 131(4B) or 132(4B)).

The last two of these circumstances were added by the Growth and Infrastructure Act. This Act also removed the separate procedural requirements for issuing a certificate where the Secretary of State is of the view that one of the circumstances described above applies⁹. Instead, these matters will be considered and determined as part of the development consent order application process and recommendations provided to enable the Secretary of State to reach a view.

⁹ Subject to the transitional and savings arrangements set out in the Commencement Order: <http://www.legislation.gov.uk/ukxi/2013/1124/made>

Replacement land

8. Where either section 131(4) or 132(4) of the Planning Act applies, the Secretary of State will have regard to such matters as relative size and proximity of the replacement land when compared with the land it is proposed to compulsorily acquire through the development consent order.
9. Land which is already subject to rights of common or to other rights, or used by the public, even informally, for recreation, cannot usually be given as replacement land, since this would reduce the amount of such land, which would be disadvantageous to the persons concerned. There may be some cases where a current use of proposed replacement land is temporary (e.g. pending development). In such circumstances it may be reasonable to give the land in exchange, since its current use can thereby be safeguarded for the future.

Other provisions

10. Where either section 131(5) or 132(5) of the Planning Act applies, the Secretary of State will need to be satisfied that both criteria are met:
 - the order land (in total) does not exceed 200 square metres in extent or is required for the widening or drainage of an existing highway or partly for the widening and partly for the drainage of such a highway, and
 - the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public.
11. In coming to a view as to whether the criteria are met, the Secretary of State will have regard to the overall extent of common land, open space land or fuel or field garden allotment land being acquired compulsorily. Where all or a large part of such land would be lost, the Secretary of State may be reluctant to be satisfied in terms of section 131(5) or 132(5).

Land held by statutory undertakers

12. The Growth and Infrastructure Act repealed sections 128 and 129 of the Planning Act. This removed the possibility of special parliamentary procedure applying to situations where a development consent order provided for the compulsory acquisition of land, or rights over land, held by a statutory undertaker for the purposes of their undertaking.

13. Section 127(2) of the Planning Act places restrictions on the compulsory acquisition of land held by statutory undertakers for the purposes of their undertaking. Where the land falls into the description set out in that section and a statutory undertaker makes a representation, the Secretary of State will need to be satisfied that:
- the land can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or
 - if purchased, it can be replaced by other land belonging to, or available for acquisition by, the undertaker without serious detriment to the carrying on of the undertaking.
14. Section 127(5) places restrictions on the compulsory acquisition of rights over statutory undertakers' land where new rights over that land are created. If the circumstances in that subsection apply the Secretary of State will need to be satisfied that:
- the rights can be purchased without any serious detriment to the carrying on of the undertaking, and;
 - any consequential detriment to the carrying on of the undertaking can be made good by the undertaker by the use of other land belonging to or available for acquisition by the undertaker.

Annex B:

Crown Land

Compulsory acquisition of an interest in Crown land

1. Section 135(1) of the Planning Act enables development consent orders authorise the compulsory acquisition of an interest in Crown land where that interest is held by a party other than the Crown. Such an interest could include, for example, a lease granted over Crown land to a third party that is not itself the Crown, or an easement or right of way over Crown land granted to such a third party.
2. If provisions to compulsorily acquire such interests are to be included in a development consent order, then the consent of the appropriate Crown authority¹⁰ is needed. It is important that such consent is obtained at the earliest opportunity as the development consent order cannot be made by the Secretary of State until the consent of the Crown authority is in place. The applicant for a project should ensure that any discussions with the Crown authority are started as soon as it is clear that an interest in Crown land will need to be acquired – i.e. before their application is submitted to the Planning Inspectorate for acceptance. The aim should be to ensure that Crown consent is in place before the application for the development consent order is submitted. If consent is not granted by the time an application is submitted, then the applicant should give an indication of when they expect consent to be received. At the very latest, this should be by the time the examination phase of the project is completed. This will allow the Examining Authority's recommendations to the Secretary of State on whether to grant development consent for the project to include a reference to the outcome of the application for Crown consent.
3. Early engagement is vital to ensure that the section 135 consenting requirement does not delay the final decision by the Secretary of State on the development consent order. It is the responsibility of applicants to notify the appropriate Crown authority if a section 135(1) consent is required. Applicants and Crown authorities are expected to do all they reasonably can to ensure an early resolution of any Crown consent needed. If, following notification by the applicant, it is clear that Crown consent is not going to be given, the appropriate Crown authority will aim to notify the applicant of the project before their application is submitted to the Planning Inspectorate.

¹⁰ See section 227 of the Planning Act.

4. Applicants should note that certain Crown authorities may be unable to give general consents for compulsory purchase of interests in Crown land, and applicants should therefore be in a position to identify the specific third party interests which are required to be compulsorily purchased. Drafting in the development consent order may be needed to reflect this and where further specific interests are then identified, further consent would then be required from the appropriate Crown authority.

Other Provisions applying to Crown Land

5. Section 135(2) of the Planning Act allows a development consent order to include any provision which applies "in relation to Crown land or rights benefiting the Crown", but only if the appropriate Crown authority consents to the inclusion of the provision. These provisions could include, for example, a power to use Crown land temporarily for construction or maintenance of a project. "Rights benefiting the Crown" do not include rights that benefit the general public.
6. If the applicant is proposing to include such provisions in a draft development consent order, they should seek early discussions with the relevant Crown authority on whether such consent is likely to be granted before they submit their application to the Planning Inspectorate for acceptance. The Crown authority should also provide an early view on any issues that will need to be resolved if their consent is to be granted. These can then be taken into account by the applicant before they submit their application to the Planning Inspectorate. Any outstanding matters should then be identified in the application so these can be covered during the examination if relevant.
7. Wherever possible, the applicant should seek, and the Crown authority should give, a consent decision before the application is submitted, even if that is only on an "in principle basis" in advance of the examination of the project. The Crown authority should give a final decision on Crown consent by the time the examination of the project is completed. This will ensure that all relevant issues are covered during the examination and that a decision by the Secretary of State on the development consent order is not delayed by the need for Crown authority consent. If, at decision stage, the Secretary of State decides to make changes to the development consent order that go beyond the scope of the earlier Crown consent, then the Crown authority will be consulted and invited to give a final consent. Again decision on that final consent should be given promptly so the final decision on the development consent for the project is not delayed.

Annex C:

Plan which must accompany an application seeking authorisation for compulsory acquisition

1. The Applications Regulations require a land plan (see regulation 5(2)(i)) to identify any land over which it is proposed to exercise powers of compulsory acquisition or any right to use land.
2. Applicants should ensure that references to the plan in the draft order and other documentation relating to the application correspond exactly with headings on the plan itself.
3. All land to be compulsorily acquired, and any replacement land, should be clearly identified on the plan by colouring or by any other method at the discretion of the applicant. Where it is decided to use colouring, the long-standing convention (without statutory basis) is that land proposed to be acquired is shown pink, land over which a new right would subsist is shown blue, and replacement land is shown green. Where black-and-white copies are used they must still provide clear identification of the land to be compulsorily acquired and, where appropriate, any replacement land (e.g. by suitable shading or hatching).
4. The use of a sufficiently large scale, Ordnance Survey based map is important. The Applications Regulations specifies that maps should be on a scale no smaller than 1/2500. However, experience has shown that for compulsory acquisition a map of this scale is only suitable for rural areas. In general, the map scale should not be smaller than 1/1250, and for land in a densely populated urban area, the scale should be at least 1/500 and preferably larger. Where the order involves the acquisition of a considerable number of small plots, the use of insets on a larger scale is often helpful. Where a plan requires three or more separate sheets, they should be bound together, and a key plan should be provided showing how the various sheets are interrelated.
5. Where it is necessary to have more than one sheet, appropriate references must be made to each of them in the text of the draft order so that there is no doubt that they are all related to the order. If it is necessary to include a key plan, then it should be purely for the purpose of enabling a speedy identification of the whereabouts of the area to which the order relates. It should be the plan itself, and not the key plan which identifies the boundaries of the land to be acquired.

6. It is also important that the plan should show such details as are necessary to relate it to the description of each parcel of land (including land affected by temporary occupation) described in the book of reference. This may involve marking on the map the names of roads and places or local landmarks not otherwise shown.
7. The boundaries between plots should be clearly delineated and each plot separately numbered to correspond with the book of reference. Land which is delineated on the map but which is not being acquired compulsorily should be clearly distinguishable from land which is being acquired compulsorily.
8. There should be no discrepancy between the description of the land in the book of reference and the plan, and no room for doubt on anyone's part as to the precise areas of land which are to be compulsorily acquired. Where uncertainty over the true extent of the land to be acquired causes or may cause difficulties, the Secretary of State may refuse to make the order until this is made clear.
9. Where an applicant seeks authorisation for compulsory acquisition of additional land not included in the original application, and has not therefore been able to comply with the Applications Regulations, they must either secure the consent of all those with an interest in the land in question or observe the relevant procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

Annex D:

The Book of Reference

1. The book of reference is defined in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. It comprises a book, in five Parts, together with any relevant plan.
2. Part 1 should contain the names and addresses for service of each person within Categories 1 and 2 in respect of any land which it is proposed shall be subject to:
 - (i) powers of compulsory acquisition;
 - (ii) rights to use land, including the right to attach brackets or other equipment to buildings; or
 - (iii) rights to carry out protective works to buildings;

Category 1 persons are the owners, lessees, tenants, or occupiers of land. Category 2 persons are those who have an interest in the land or who have the power to sell or convey the land or release the land.
3. Part 2 should contain the names and addresses for service of each person within Category 3. These are persons who might be entitled to make a relevant claim if the development consent order were to be made and fully implemented (section 57(4) of the Planning Act).
4. Part 3 should contain the names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) where these would be extinguished, suspended or interfered with as a result of the provisions in the development consent order for which an application is being made.
5. Part 4 should specify the owner of any Crown interest in the land which it is proposed to use for the purposes of the development consent order for which an application is being made.
6. Part 5 should specify land the acquisition of which could be subject to special parliamentary procedure, or which is special category land or which is replacement land for land being compulsorily acquired.

7. The descriptions of each plot of land included in parts 1-5 of the book of reference where it is intended that all or part of the proposed development and works shall be carried out, should include the area in square metres of each plot.

8. Applicants will need to be aware that each part in the book of reference serves a different purpose and persons may need to be identified in one or more parts. For example, a person entitled to enjoy easements or other private rights over land which the applicant proposes to extinguish, suspend or interfere with identified in Part 3 should also be recorded in Part 1 as a person within categories 1 or 2 as set out in section 57 of the Planning Act. Part 4 should specify the owner of any Crown interest in land it is proposed to be used for the purposes of the development consent order. Some (although not necessarily all) of these Crown interests may also be identified in the descriptions of land contained in Part 1 which will be subject to powers of compulsory acquisition, rights to use land or rights to carry out protective works to buildings.
9. Applicants should not add any further (non-prescribed) parts to a book of reference, for example schedules of statutory undertakers or other like bodies having or possibly having a right to keep equipment on, in or over the land within the order limits. 'Dashes' or other ambiguous descriptions should be avoided. Diligent inquiry should enable applicants to know whether or not such persons have an interest or right in land for the purposes of section 57 and if they are known to applicants the names and addresses should be contained in the relevant part(s) of the book of reference.
10. Where it is proposed to create and acquire new rights compulsorily they should be clearly identified. The book of reference should also cross-refer to the relevant articles contained in the development consent order.

From: [REDACTED]
To: [MHCLG Correspondence](#)
Subject: FW: RHS Wisley proposed DCO (Case Ref: NG17962)
Date: 14 August 2020 10:53:42

Dear Ministers,

I have been contacted by my constituent, Pauline Bastick, [REDACTED]
[REDACTED]

She has drawn my attention to her concern regarding the proposals mentioned below that would affect RHS Wisley.

I would be most grateful if my constituent's concerns could be considered and if I might have a substantive reply I can share with Pauline Bastick.

Best wishes

Nus

Nusrat Ghani MP

[REDACTED]

From: [REDACTED]@aol.com
Sent: 12 August 2020 17:26
To: GHANI, Nusrat
Cc: [REDACTED]@aol.com
Subject: RHS Wisley proposed DCO

Dear Nusrat Ghani MP,

I am writing to you to request your support for the RHS against the proposals by Highways England to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

I have been a member of the RHS for more than 25 years and this is not the first time that I have felt so incensed by proposals to make changes to the roads around Wisley which would not only impact on the flora and fauna of this world famous garden, but would alter the road access to Wisley Gardens in a very detrimental way for members and visitors. I have looked carefully at all the various proposed changes and conclude that the ones submitted by the RHS should be implemented.

As I am sure you will appreciate, Wisley is not just a garden but a national treasure and place of scientific interest. Any negative changes to the surroundings of the gardens will impact, not just directly on the gardens, but importantly on the welfare of our natural environment in future years.

I am particularly unhappy that this situation has arisen during a time when the RHS is struggling financially as a result of the Covid 19 pandemic and, as a charity, can ill afford costly legal fees.

I would kindly request your support and ask you to engage with the Secretary of State for Transport, Rt Hon. Grant Shapps MP and call on him to refuse permission for this project and adopt the RHS Alternative Scheme instead. I understand that The Secretary of State for Transport will be presented with the final proposals no later than 12 October. I therefore urge you to stand alongside the RHS, its members and visitors to protect these unique and much loved gardens.

I would welcome your response.

Yours sincerely,
Pauline Bastick

[Redacted signature]

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**B. Submissions made to the Planning Inspectorate
during Decision stage**

Numbers 05 - 06

PAINSHILL RESIDENT'S ASSOCIATION
M25 junction 10/A3 Wisley Interchange

Tel: [REDACTED]

E-mail ; [REDACTED]@foxhouse.org.uk

Right Honourable Grant Shapps
The Secretary of State for Transport

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

February 9, 2021

Reference : M25 junction 10/A3 Wisley Interchange

Request for Part Redesign of New Farm etc. Access Road Junction

Dear Secretary of State,

We are writing to you with respect of the scheme above which is currently with your Ministry for approval as proposed by Highways England and submitted by the Planning Inspectorate.

In summary, Painshill Residents strongly object to the proposed location of the Junction of the access road intended to serve New farm, The Gas Valve Compound, Heyswood Camp Site and Court Close Farm. The basis of our objections and request for redesign is detailed below.

Painshill Residents Association represents some 30 residents of 12 historic Grade Two and Grade Two Star dwellings which originally comprised Charles Hamilton's Estate, adjacent to Painshill Park in Cobham, Surrey.

Consultations with the Residents originally began in 2018 when the above scheme was originally envisaged. Initially, there were several alternative schemes to provide access to isolated properties adjacent to the A3 south west carriageway leading to the M25 and a series of meetings held with representatives of the Highways England to discuss the impact on Painshill Residences.

At a meeting in 2019 a scheme involving a bridge over the A3 providing access to a service road for New Farm, The Gas Valve Compound, Heyswood Girl Guides Camp Site and Court Close Farm (sited as shown under **Exhibit 1**) was unanimously approved by Painshill residents.

Later in 2019 when the final scheme was sent to the Planning Inspectorate by Highways England this vehicle bridge had been removed, and is now replaced by a bridle path bridge. Access to this service road has been brought much closer to Painshill Residences by provision of a slip road junction off the Painshill Roundabout ramp leading from Painshill to the A3 (see **Exhibit 2**) which severely impacts our Residents.

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At the initial Planning Inspectorate consultation in 2020 the writer and other residents objected to the overall scheme considering this to be a waste of public money, which at that time was estimated to be in the region of £250 Million. Furthermore, at this initial planning Inspectorate Consultation and following subsequent consultation sessions specific requests and concerns were raised by Painshill Residents as follows;

a) The siting of the service road junction for Court Close Farm, the Heyswood Camp Site (Girl Guides Association), New Farm and Painshill Park Emergency Access.

Painshill Residents Association have requested that the proposed service road access point, be moved from the A3 access slip road, from Painshill Roundabout, further down towards the M25 Junction 10 ,or accommodated within any re-considered direct access point for the Guides Association or Painshill Park Emergency Access. As advised this would prevent the cutting down of long established trees in the Christmas Tree Wood, which apart from their biodiversity and habitat protection, currently afford a level of noise and carbon reduction.

b) Fencing, Toxicity and Noise Prevention.

The requirement for acoustic fencing provision for the five Painshill Residencies adjacent to the above scheme boundary, redlined on the A245 and Painshill Roundabout, together with the provision by Highways England of double/triple glazing for the five properties most directly impacted and roadway noise-reducing surfaces for the paved roadways adjacent to the five properties, all offered as standard by Highways England for properties close to motorways and major A roads.

c) Historic Heritage of Painshill Grade 2 and Grade 2 Star listed buildings

Inclusion and recognition of the Historic Heritage of Painshill Grade 2 and Grade 2 Star listed buildings and their settings within the Highways England Environmental Impact Assessment. In addition a specific environmental assessment relating to toxic emissions, noise and light pollution relating to these properties.

As requested by the Planning Inspectorate a separate meeting was held with Highways England in January 2020 and the resultant confirmation of the points raised was sent by Painshill Residents in a letter to the planning Inspectorate (see **Exhibit 3**).

We would reconfirm the points raised in the penultimate paragraph of this letter, under exhibit 3 namely, insofar as we believe that we were excluded from an important part of the consultation process to reach "common ground" following changes to the initially preferred design of a bridge over the A3. We would reiterate that the current proposal for the service road access is sited far too close to the Painshill residential estate, which unnecessarily impacts the lives of some 30 plus residents. In short the above points raised by Painshill Residents have been totally discounted by Highways England during their consultation process.

In conclusion, Painshill Residents remain opposed to the M25 Junction 10 / A3 Wisley Interchange scheme on several grounds including the cost which we believe is a waste of tax-payers money, damage to the local environment arising from the land-take together with increased air, noise and light pollution and the impact on the historical heritage of the Painshill

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

Estate where Grade 2 and Grade 2 Star listed homes have been excluded from the Environmental Impact Assessment.

We also vehemently oppose the current proposal for the Access Road on additional grounds including the impact on our safety, security, and human rights as residents as summarized below.

Severe traffic congestion on the Painshill roundabout, particularly during the morning and evening rush hours, already presents a significant safety risk to Painshill residents driving in and out of the estate through the main gates which open onto the roundabout. The current proposal for the Access Road will make that problem far worse due to the increased volume of traffic using the roundabout resulting from the widening of the A3 and the construction of the Access Road near to the roundabout, plus the fact that nothing is being done to substantially reduce the build-up of traffic backing onto the roundabout from the A245 Seven Hills Road.

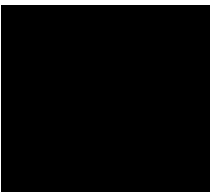
The current siting of the Access Road would render redundant all security systems operated by day and night across Painshill Estate and Painshill Park leading to uncontrolled access by vehicles and pedestrians.

The right to a family/private life and the enjoyment of property is relevant in this context. We believe that the current proposals would violate the rights of approximately some 30 people who live on the Painshill Estate.

If the M25 Junction 10 / A3 Wisley Interchange scheme is to go ahead, despite our objections and those of other stakeholders, we request at least a re-design of the highly contentious Access Road reverting to the previous design approved by residents (see **Exhibit 1**) or the re-siting of this road even further away from the Painshill Estate towards the M25 Junction 10.

Unfortunately our legitimate concerns and interests as residents have been discounted by Highways England throughout the consultation process as highlighted by the fact that we were excluded from the process which led to the change in the siting of the Access Road. We are therefore writing to you to request your intervention on this issue of vital importance to us as residents of the Painshill Estate.

Yours faithfully,



Robert J. Brown Bsc(Eng) F.I.C.E, M.Inst.H.E, M.A.S.C.E For and on behalf of Painshill Resident's Association.

C/C The Planning Inspectorate
National Infrastructure Planning Temple, Quay House, The Square, Bristol, BS1 6PN
Highways England.

PAINSHILL RESIDENT'S ASSOCIATION

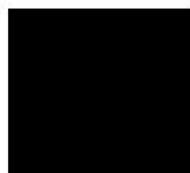
M25 junction 10/A3 Wisley Interchange

EXHIBIT 3

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

C/O



The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square,
Bristol,
BS1 6PN

January 27, 2020

Reference M25 Junction 10/A3 Wisley
Representation From Painshill Resident's Association Specific Hearing Action Note 15

Dear Sirs,

In accordance with the Specific Hearing 2 Action points number 15, Painshill Residents Association has met with the Highways England team to discuss the following Agenda and to try to reach common ground. Our comments against the various subjects are recorded below;

1. The siting of the service road Junction for Close Court Farm etc.

It is accepted that representation and consultation by Highways England regarding the amended A3 M25 Interchange was held with Painshill Residents Association during the initial stages of the development, where various options of the development and service road access points for the properties affected by the development were advised and explored. However with regard to the conceptual proposal currently before the Planning Inspectorate, Painshill Residents Association maintains that the new service road access point was neither discussed nor advised to us prior to its final submission to the Planning Inspectorate. It's disappointing that no such consultation took place since, had we been aware that the proposal had changed, we would not have supported it in its current form. We raised this point at our meeting and requested Highways England to shift the new service road junction on the A3 slip further down the slip road towards M25/ Junction 10. Alternatively to amalgamate this with a considered direct access to Close Court Farm, the Guides Association, Painshill Park Emergency Access, New Farm etc, due to its proximity to Painshill Roundabout.

Either suggestion would prevent the removal of carbon absorbing trees in the Christmas Tree Wood which limit noise levels, and provide biodiversity sustainability adjacent to Painshill Residents Association properties.

Highways England maintain that they alone cannot amend any detail at this stage, only on a directive from the Planning Inspectorate. We therefore look to you to consider all hazardous aspects of the siting of this junction, at its present indicated position, as advised under our previous correspondence and move this junction to a more suitable, less hazardous and less obstructive location.

2 Social Economic Considerations

2.1 Noise Level.

Highways England state that no specific noise abatement measures are to be provided at present and have produced for us Defra noise projections in relation to the development around Painshill roundabout

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

C/O

up to the year 2037, taking into consideration the traffic and its impact on the dwellings within the Painshill Residents Complex. Here both East Lodge and West Lodge are potentially at risk of theoretical noise levels exceeding 68 decibels and the Belfry, Clock House and Stables Cottage could well be bordering on this noise level in practice. Consideration should then be given to providing noise abatement measures by providing Double/Triple glazing and/or acoustic fencing.

2.2 Security;

The provision of this service road within Painshill Park Grade 1 listed landscape without any security fencing on its boundary with the Park, opens the whole park area to intrusion by undesirable elements, also putting our homes at risk. Painshill Residents Association has already mitigated unwanted intrusion to the complex by installing Electronic Gates on its service Drive. The omission of security fencing to the service road on its border with Painshill Park, will void our previous efforts to mitigate uncontrolled access to our properties. We would request your instruction to Highways England to provide security fencing along the service road boundary with the Park Landscape.

2.3 Roadway Noise.

Painshill Residents Association has been given details of the noise reducing surface. We would request that consideration be given to extending the noise reduction surfacing along the A245 approach to Painshill Roundabout from Cobham and the area of Painshill Roundabout where the filter road abuts Painshill Resident Association properties.

3 Environmental Impact.

We request that Highways England impact statements, recognize that Painshill Residents Association Grade 2 and Grade 2 star Properties (part of the original Painshill Estate) are not combined with those of Painshill Park and as such are recognised as separate entities and the environmental impact on the same assessed separately. This relates to all pollution aspects.

In summary, we believe that we were excluded from an important part of the consultation process to reach 'common ground' following changes to the initially preferred proposal in the mistaken belief that we would be unaffected by those changes. This clearly is not the case, since our properties are very much adjacent to the currently proposed works and these concerns have prompted this letter.

We look forward to your consideration of our concerns since Highways England have effectively said that any further changes are now out of their hands.

Eur Ing Robert J. Brown Bsc(Eng) F.I.C.E., M.Inst.H.E., M.A.S.C.E
For and on behalf of Painshill Resident's Association.

C/c Highways England

From: [M25 Junction 10](#)
To: [M25 Junction 10](#)
Subject: Re: M25 junction 10/A3 Wisley interchange representations
Date: 09 May 2022 12:01:23

From: [REDACTED]
Sent: 20 July 2021 13:57
To: M25j10@highwaysengland.co.uk <M25j10@highwaysengland.co.uk>; M25 Junction 10 <M25Junction10@planninginspectorate.gov.uk>
Subject: M25 junction 10/A3 Wisley interchange representations

I note in your (Highways England) most recent newsletter on this scheme your statement:-

"Thank you to everyone for their engagement and contribution in the development of the scheme to date. Further information regarding the additional consultation will be posted on the [Planning Inspectorate's website](#)."

Having then just received this access to the representations that have been made, it is very disappointing to note that the representations to HE regarding this scheme from myself and many other local residents submitted have been excluded. This does nothing to improve the strong local perception that the handling of this scheme once again does not take into account the views and interests of the people affected.

You refer obliquely to "additional consultation". Please ensure that my views are entered this time, and not once again excluded.

Essentially, although the scheme selected was clearly the cheapest and consequently the least helpful of the three options studied, there are still aspects within the scheme that could be significantly improved without significant divergence from the strategy adopted by HE.

As residents of Ripley, we object strongly to the routing of ALL the traffic destined for RHS Wisley from the south to be routed via a 'B' road through our village instead of as now on the A3 trunk road Ripley Bypass (there's a clue in the name). We similarly object to the routing of ALL of the traffic from RHS (north or southbound) to the Ockham roundabout at the edge of the village. No "signage" will be able to direct people to go the long way round, especially in an age where everyone has a sat-nav. Additionally you propose no improvements to Ockham roundabout to cope with this massive increase in traffic. RHS Wisley had over 1 million visitors (almost entirely by car) in 2017, and expect that to grow to 1.4 million before this scheme is even started. Currently almost none of that traffic uses that roundabout.

It is obvious therefore that all RHS traffic should be routed directly to the A3/M25 interchange, since almost all of that traffic is already from/towards one of those two roads.

Please ensure that local people's views are not excluded from this process.

Thank you. Regards,

Joe Gervasio

e:
m:

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DPC:76616c646f72



C. Submissions made to the Department of Transport during Recommendation stage

Numbers 07 - 61

From: [REDACTED]
Subject: FW: Proposed New Junction M25/A3
Date: 11 August 2020 10:49:40

Anisha Lakhani | Diary Manager, , Department for Transport

5/13 | [REDACTED]

Post to: [REDACTED]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail [REDACTED]

Please note that all e-mails and their attachments sent by a Private Secretary on behalf of a Minister relating to a decision or comment made by a Minister, or note of a Ministerial meeting, should be filed appropriately by the recipient. DfT Private Office does not keep official records of such e-mails or documents attached to, or forwarded with, them.

From: SHAPPS, Grant [mailto:[REDACTED]@parliament.uk]
Sent: 11 August 2020 09:48
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: FW: Proposed New Junction M25/A3

From: [REDACTED]
Sent: 06 August 2020 23:33
To: SHAPPS, Grant [REDACTED]
Subject: Proposed New Junction M25/A3

Dear Mr Shapps,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I therefore call on you to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on

incorrect evidence that *does not* adequately protect the flora and fauna of the SPA and *does not* comply with the requirements of the DCO process.

The RHS Alternative Scheme that was proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I believe that you must refuse the Junction 10 of the A3/M25 proposals from HE. Instead, you should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,
Annette Chapman

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From: [REDACTED]
Subject: FW: RHS Wisley Petition Sally Raworth and David Frampton
Date: 10 August 2020 08:34:31
Attachments: [image002.jpg](#)
[image004.jpg](#)
[image005.jpg](#)

Mc send it to road investment strategy

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 07 August 2020 15:32
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: RHS Wisley Petition Sally Raworth and David Frampton

Rt Hon Sir Desmond Swayne TD MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Dear Secretary of State,

Please find below representations from Sally Raworth and David Frampton of [REDACTED] who object to the proposed plan by Highways England to build a new junction between the A3 and M25 which threatens the area of the RHS Wisley Gardens.

Yours sincerely,

[REDACTED]

Rt. Hon. Sir Desmond Swayne TD MP
New Forest West



House of Commons
London
SW1A 0AA

[REDACTED]

From: [REDACTED]
Sent: 06 August 2020 18:23
To: [REDACTED]
Subject: RHS Wisley Petition

Dear Sir Desmond MP,

We are writing to you as a member and a supporter of the Royal Horticultural Society (RHS) and to share with you our deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). We love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. We would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

We would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

We look forward to your response.

Yours sincerely,

Sally Raworth and David Frampton

[Redacted signature block]

[REDACTED]
Tel: [REDACTED]

Sent from [REDACTED] for Windows 10

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From: [REDACTED]
To: [REDACTED]
Subject: FW: Wisely and the A3 (Case Ref: JB28386)
Date: 07 August 2020 11:54:13

From: [REDACTED]@parliament.uk>
Sent: 07 August 2020 09:53
To: SM-Defra-Correspondence Section (MCU) <Correspondence.Section@defra.gov.uk>
Subject: FW: Wisely and the A3 (Case Ref: JB28386)

JOHN BARON MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Good morning,

Would you please address the concerns raised in the enclosed correspondence so I can respond to the constituents that have written to me regarding this issue?

Please could you send a generic reply so I can send it on to them all and please ensure our reference is on all correspondence.

We look forward to hearing from you in due course.

Kind regards

Jo Turner
Constituency Assistant
Office of John Baron MP
Tel: [REDACTED]
[REDACTED]

Sent: 7 August 2020 09:48
To: BARON, John
Subject: Wisely and the A3

Dear Mr Baron,

I hope you and your family are keeping well and healthy at this time.

I am writing with my concerns for the planned expansion of the A3. As the RHS article, attached, points out the destruction of Grade II listed trees will not only be a great loss, but the continuation of the destruction of the British countryside. The Conservative Party were meant to be the party of conservation of, British countryside, British values, British history and way of life, but it seems that the party have lost touch with what they are meant to stand for. In fact the Conservatives resemble the Labour Party more and more with Boris's plans to interfere in every aspect of our lives. For those who think, 'what's a few trees compared to getting to our destination 5 minutes quicker', then perhaps they ought to consider the 200 years it took for those trees to be what they are today. If Boris believes that electric cars will save the planet, he is not only sadly mistaken but completely deluded. Paving our tiny island is not progress.

I would be grateful if you could pass my thoughts and this article onto the Secretary of State, although I doubt it will make much difference.

Kind regards

[REDACTED]

Sent from my iPad

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From: [REDACTED]
Subject: FW: RHS Wisley (Case Ref: CP24840)
Date: 07 August 2020 14:17:16

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 07 August 2020 14:16
To: [REDACTED]
Subject: FW: RHS Wisley (Case Ref: CP24840)

Dear Minister,

I have received the email below from my constituent Janice Lawrence, concerning an issue relevant to your department.

I would be grateful therefore if you would please look into their concerns, and if you would please advise me accordingly.

Kind regards,

Chris

...
Chris Philp MP
Member of Parliament for Croydon South
House of Commons, London SW1A 0AA
[REDACTED]
[REDACTED]

From: janice lawrence
Sent: 7 August 2020 09:20
To: Chris Philp MP
Subject: RHS Wisley

Dear Chris Philps MP,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

-- Janice Lawrence

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From: [REDACTED]
Subject: FW: Casework (Ralph and Judy Pointer) Proposed New Junction 10 - Development Control Order Re: A3 / A25
Date: 10 August 2020 09:48:52
Attachments: [REDACTED]
Importance: High

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 08 August 2020 11:39
To: [REDACTED]
Cc: [REDACTED]
Subject: Casework (Ralph and Judy Pointer) Proposed New Junction 10 - Development Control Order Re: A3 / A25
Importance: High

Dear Sirs,

I am contacting you on behalf of Ralph and Judy Pointer, [REDACTED].

Mr and Mrs Pointer are concerned about the likely impact of the proposals by Highways England (H.E.), to impose a new junction between the A3 and M25, under a national infrastructure Development Control Order (DCO). They are wondering whether you may consider the R.H.S Alternative Scheme as they believe the Highways England proposal will threaten R.H.S. Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). Please see the correspondence below.

I would appreciate it if my constituents concerns could be addressed a response prepared.

Kind regards,

Steve

Steve Brine MP

Working hard for Winchester & Chandler's Ford

[REDACTED]

[REDACTED]

[REDACTED]

Under GDPR, your data (name, address and email) will be held by Steve Brine in relation to casework, in support of his Parliamentary duties and to carry out work necessary to his role of representing constituent's views as Member of Parliament for Winchester & Chandler's Ford.

From: [REDACTED]
Sent: 07 August 2020 15:40
To: [REDACTED]
Subject: Proposed New Junction 10 - Development Control Order Re: A3 / A25
Importance: High

Dear Steve Brine MP,

As members of the Royal Horticultural Society (R.H.S.), we write to you to share our considerable concern regarding the likely impact of the proposals by Highways England

(H.E.), to impose a new junction between the A3 and M25, under a national infrastructure Development Control Order (DCO).

The construction of this junction, as currently proposed, will threaten R.H.S. Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). We consider the Wisley Garden to be a national treasure, it is the country's home of gardening and gardening science, visited by millions from both home and abroad every year. We therefore request your support and ask you to write, before it is too late, to the Secretary of State for Transport, the Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the R.H.S. Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the R.H.S. to protect the flagship garden of this historically important charity. And in doing so show just how serious they are about protecting the environment.

Although this planning proposal may appear to be something that only affects the local area around R.H.S. Wisley, we wish to emphasise the national importance of this scheme. The R.H.S. is a hugely popular national charity that receives no public funding and the Covid-19 pandemic has hit its finances considerably. The financial loss projected so far is £18 million. The proposed scheme would further harm the Organisation, with a reduction in visitor income, calculated to be £6.6 million during the construction period alone. During the subsequent 10-year operational phase this figure grows to an eye-watering £19.2 million. These financial burdens are avoidable.

Whilst many people will know of the work the R.H.S. undertakes to support the Ornamental Horticulture sector, via their excellent shows like the Chelsea Flower Show, it may not be so well known that the R.H.S. is also a community-driven organisation. It makes charitable donations to schools, connects with millions of schoolchildren through its Campaign for School Gardening, and thousands of communities through Britain in Bloom. The Organisation employs scientists and gardeners, takes on apprentices and teaches students the green skills that are increasingly missing in our country. It is a charity that invests in constituencies, like ours, and we want to see that investment continue. With your interest in health matters you will know the health benefits, especially mental health, of encouraging people to engage in gardening, the R.H.S. plays an important part in that strategy. Its' continued success is therefore important to all.

Aside from the financial harm to the R.H.S., there are wider environmental harms. The R.H.S. has recently learnt that; the impact on the garden of H.E.'s proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown that the impact on the Special Protection Area is based on incorrect evidence, that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The R.H.S. Alternative Scheme, proposed in 2018, should have been considered by HE as it meets the requirements of the DCO process, resulting in less mileage, less pollution, less driver confusion (from circular routing), and most importantly fewer impacts on the Wisley Garden and the surrounding heathland ecology.

We would be grateful for your support in opposing the H.E. Junction 10 A3 / M25 proposal and ask you again to request that the Secretary of State for Transport, the Rt. Hon. Grant Shapps MP, refuses the damaging proposal and instead have the R.H.S. Alternative Scheme reconsidered as part of a new DCO., which will achieve all the desired aims, and safely minimise the negative impacts.

We look forward to your response.

Yours sincerely,

Ralph & Judy Pointer



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From: [REDACTED]
Subject: FW: A3 junction 10 representations
Date: 10 August 2020 09:49:44
Attachments: [REDACTED]

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 09 August 2020 21:17
To: [REDACTED]
Subject: FW: A3 junction 10 representations

Dear team,

Flick Drummond MP has received the letter attached from her constituent, Stuart Hill, and would be grateful if the Department could consider the points he makes, and provide her with a response which can be shared with him.

Kind regards,

Stuart Crow

Office of Flick Drummond MP
Member of Parliament for Meon Valley

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 08 August 2020 10:42
To: [REDACTED]
Subject: A3 junction 10 representations

Dear Mrs Flick Drummond MP

Please find attached electronic correspondence (pdf letter form) relating to the A3 / M25 junction proposals. Thank you in anticipation of your engagement with this matter.

Sincerely

S E L Hill

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[REDACTED]
[REDACTED]

Dear Mrs Flick Drummond MP

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

It seems to me there are two issues involved both those pertaining specifically to Wisley and others relating to responsible ecological and sustainability elements. The need to conserve trees for 'green lung' and acoustic issues and to help with NOx emissions are important too.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on

[REDACTED]
[REDACTED]

the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Stuart Hill

From: [REDACTED]
Subject: FW: A3/M25 at Wisley
Date: 10 August 2020 17:56:36

Anisha Lakhani | Diary Manager, , Department for Transport

5/13 | [REDACTED]

Post to: [REDACTED]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.

To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk

Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.

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-----Original Message-----

From: SHAPPS, Grant [REDACTED]
Sent: 10 August 2020 09:47
To: [REDACTED]
Subject: FW: A3/M25 at Wisley

-----Original Message-----

From [REDACTED]
Sent: 09 August 2020 09:26
To: [REDACTED]
Subject: A3/M25 at Wisley

Dear Mr Shapps,

I have been asked as a member of the Royal Horticultural Society to contact you regarding the proposed development of the A3 and M25 junction that will have a very serious deleterious effect on the Royal Horticultural Garden Wisley.

My interest though I live in Mid Devon is very serious. I have had the privilege of visiting the garden at Wisley since 1956 when I was first taken on visits by my parents from the flat in North Finchley where we lived. I am still able to visit with my own children and grandchildren. The garden made such an impression on me that I have become a life long gardener, the trees, rockery and water features not to mention floral borders and fruit gardens! As time has passed I notice the noise from traffic more and more which already detracts from the peaceful character of the garden.

Please protect this haven for future generations of gardeners.

Jill Chant

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From: [REDACTED]
Subject: FW: The RHS and M25/A3 Road Improvements - Marion Tarbuck [REDACTED]
Date: 10 August 2020 15:28:30

MC for BV

Tommy Vu | Correspondence Allocations Manager, , Department for Transport
5/11 | [REDACTED] |

From: [REDACTED]
Sent: 10 August 2020 13:57
To: [REDACTED]
Cc: [REDACTED]
Subject: The RHS and M25/A3 Road Improvements - Marion Tarbuck of [REDACTED]
[REDACTED]

From: HANSON, Colette
Sent: 10 August 2020 13:55
To: [REDACTED]
Cc: [REDACTED]
Subject: The RHS and M25/A3 Road Improvements - Marion Tarbuck of [REDACTED]
[REDACTED]

Sir Peter Bottomley MP received the email below from his constituent, Marion Tarbuck of the above address which is self-explanatory.

I know that Sir Peter would be most grateful if the responsible Minister might please consider the points raised and arrange for a response to be sent direct to his constituent with a copy to him.

Kind regards,

Colette

Mrs Colette Hanson
Senior Parliamentary Assistant
Office of Sir Peter Bottomley MP for Worthing West
Father of the House
[REDACTED]

To sign up to Sir Peter's monthly newsletter please visit: [REDACTED]

If you are a constituent and in need of assistance please ensure you have included your full name, address and telephone number in your email or call the office on [REDACTED]. There is a strict Parliamentary rule that means a Member of Parliament can only act on behalf of their own constituent(s). To find out if you are a Worthing West constituent, visit [REDACTED]

Sir Peter and his office try to identify and to respond quickly to requests for help on individual problems, requests for visits or meetings and messages about local issues. These are too often difficult to identify amongst email blizzards. Where there is clearly a widespread interest a statement will be placed on Sir Peter's website - [REDACTED]

Sir Peter's office is compliant with the Data Protection Act (2018). If you would like to read Sir Peter's Privacy and Data Protection policies please visit: [REDACTED]

To read more on the Data Protection Act (2018) visit: [REDACTED]

From: [REDACTED]
Sent: 10 August 2020 12:48
To: [REDACTED] >
Cc: [REDACTED]
Subject: Re: The RHS and M25/A3 Road Improvements

Dear Sir Peter,
Thank you for your prompt and empathetic reply. Sorry I forgot to include my details earlier. They are:

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

On Mon, 10 Aug 2020, 12:40 [REDACTED] wrote:

Dear Marion Tarbuck,
Thank you.
I was aware of some of these issues a few years back.
If you 'Reply All' with your full address and telephone number, my team will put your points to Highways England and to Transport ministers.
I should note for the record that I am an RHS member - and that an A3 by-pass was once built through our cottage garden 30 feet from our door.
Peter B

Get [REDACTED]

[REDACTED]
Sent: Monday, August 10, 2020 12:17:52 PM
To: [REDACTED]
Subject: The RHS and M25/A3 Road Improvements

Dear Sir Peter Bottomley

I have not been asked to write to you, but am doing so as one of your constituents, to ask you please to write to the Secretary of State for Transport to refuse Highways England permission to develop the M25/A3 junction according to their present proposals.

The plans involve felling many of the magnificent trees at RHS Wisley, while risking the health of many others, and during development causing untold disruption to the RHS Gardens, the Thames Basin Heath Special Protection Area and the surrounding villages. While previous plans by Highways England have been modified the present ones are still very damaging.

The RHS has put forward alternative proposals which considerably reduce the disruption but still allow improvements to go ahead but these have been rejected by Highways England and it is now up to the Secretary of State to make a final decision.

I have just watched a video produced by the RHS which is heart rending. Their beautiful site would be spoilt for decades, and their income drastically reduced if Highways England proposals go ahead. At a time when we should be more concerned than ever about gardens, the environment and wildlife this is not a proposal that should be approved.

Please will you intervene.

Yours sincerely

Marion Tarbuck



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From: [REDACTED]
Subject: FW: (Case Ref: CN1538) RHS Garden Wisley and Road Developments.
Date: 10 August 2020 11:08:31

Mc send it to road investment strategy

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 10 August 2020 10:28
To: [REDACTED]
Subject: (Case Ref: CN1538) RHS Garden Wisley and Road Developments.

Please find below an email from my constituent, Paul Wills, about Highways England (HE) plans to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

As you will read, my constituent opposes Highways England (HE) plan to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). He is worried these proposals will damage RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). RHS Garden Wisley is a vital national facility that is the home of gardening science and people from the RHS carry out lots of work in schools. The RHS has lost huge amounts of their income due to COVID-19 and this proposed development risk bankrupting the organisation. Highways England's plans are also environmentally destructive and threaten rare fauna.

Mr Wills argues the Department for Transport should look at alternative options. The RHS Alternative Scheme was proposed in 2018 and met the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology. I agree with my constituent that we should protect RHS Garden Wisley and not give the go ahead to environmentally destructive projects. I think the Government should carefully consider the RHS Alternative Scheme as an alternative option for development.

With best wishes
Caroline Nokes MP

From: Paul Wills
Sent: Sunday, August 9, 2020 2:21 pm
To: NOKES, Caroline
Subject: Wisley - Royal Horticultural Society

Dear Caroline Nokes MP,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School

Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,
Paul Wills



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From: [REDACTED]
Subject: FW: RHS Wisley and Thames Basin Heaths Special Protection Area (Case Ref: TM32370)
Date: 10 August 2020 14:38:16
Attachments: [REDACTED]

Mc for sos, road investment strategy

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 10 August 2020 13:06
To [REDACTED]
Subject: RHS Wisley and Thames Basin Heaths Special Protection Area (Case Ref: TM32370)

Dear Secretary of State,

Mrs. May has been contacted by one of her constituents regarding their concern about the impact of the proposal by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order

I have enclosed below a copy of her constituent's correspondence for your reference.

Mrs. May would be most grateful for your thoughts on the points raised by her constituent. What impacts will current proposals have on the RHS Garden Wisley and the Thames Basin Heaths Special Protection Area?

Would it instead be better to implement the RHS Alternative Scheme, proposed in 2018?

With best wishes,

Cameron

Cameron Bradbury
Senior Parliamentary Assistant | Office of the Rt Hon Theresa May MP
Member of Parliament for Maidenhead

From: Frances Kearsey
Sent: 10 August 2020 10:55
To:
Subject: RHS Wisley and Thames Basin Heaths Special Protection Area

Dear Mrs May

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA).

I am particularly concerned about the effects on the SPA. Along with a dozen of your constituents I spend several days every year volunteering on East Berkshire Lowland Heath reserves, also part of the Thames Basin Heaths SPA. Lowland Heath is a very rare, threatened habitat, supporting rare species of flora and fauna and once lost can't be resurrected. [REDACTED]

The RHS has shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme, proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts

I look forward to your response.

Yours sincerely,

Frances Kearsey



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From: [REDACTED]
Subject: FW: (Case Ref: NE13412)
Date: 11 August 2020 08:33:35

MC BV please

A

**Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]
Please ring my desk phone first**

From: [REDACTED]
Sent: 10 August 2020 17:29

To: [REDACTED]
Subject: (Case Ref: NE13412)

Dear Ministers

I am writing on behalf of a constituent, Ms Otley, regarding the RHS and the proposed junction between the A3 and M25.

The constituent has asked that I pass across her concerns to you. Please find below a copy of her correspondence, which sets out her concerns in more detail.

Looking forward to hearing your thoughts on this matter.

Best regards

Office of Natalie Elphicke
Member of Parliament for Dover & Deal

House of Commons
London SW1A 0AA
[REDACTED]
[REDACTED]

Dear Mrs Elphicke MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

In addition to the financial harm to the RHS, already badly hit by Covid, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I hope you will agree that the scheme proposed by HE is flawed and will support the RHS alternative by writing to

Rt. Hon. Grant Shapps MP and help preserve our precious, dwindling green spaces.

Yours sincerely,

Catherine Otley



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From: [REDACTED]
Subject: FW: new junction between the A3 and M25 under national infrastructure Development Control Order (DCO). (Case Ref: JQ19342)
Date: 11 August 2020 11:55:42

Jonathan Scott | Correspondence Manager, , Department for Transport

5/11 | [REDACTED]

From: [REDACTED]
Sent: 11 August 2020 10:53
To: [REDACTED]
Subject: FW: new junction between the A3 and M25 under national infrastructure Development Control Order (DCO). (Case Ref: JQ19342)

Dear Minister

Pat Walker, [REDACTED]
[REDACTED]

I have been approached by my constituent, Pat Walker, who is very concerned about the new proposed junction between the A3 and M25 under the national infrastructure Development Control Order (DCO).

These proposals would threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). There are also serious environmental concerns. She feels that the RHS proposal would be much better.

I attach her email and would be grateful for your comments on the points she makes.

Yours sincerely

Jeremy Quin MP

From: [REDACTED]
Sent: 10 August 2020 11:32
To: [REDACTED]
Cc: [REDACTED]
Subject: new junction between the A3 and M25 under national infrastructure Development Control Order (DCO).

Dear Mr. Quin,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like

the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Pat Waker

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From: [REDACTED]
Subject: FW: RHS Wisley road development proposals (Case Ref: TV113367)
Date: 25 August 2020 09:53:50

Mc sam, send to dangerous goods

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 25 August 2020 09:44
To: [REDACTED]
Subject: RHS Wisley road development proposals (Case Ref: TV113367)

Dear Grant

My constituent, Helen Mordsley, has sent the email below about the proposed works by Highways England at junction 10 of the M25 and the impact they will have on RHS Wisley. I understand that RHS Wisley has put forward an alternative scheme for you to consider.

I assured my constituent that I would pass her concerns on to you and I hope that these will be taken on board before a final decision is reached.

Regards
Theresa

Office of the Rt Hon Theresa Villiers MP
Member of Parliament for Chipping Barnet

[REDACTED]

Reference when replying TV/CC

I send out a monthly e-newsletter containing information on campaigns and activities in my constituency and Westminster. If you do not receive it and would like to sign up, please visit my website or email me on [REDACTED] and I will add you to my circulation list. You can unsubscribe at any time and there is a statement setting out my approach to data privacy on my website at [REDACTED]

In line with GDPR data protection regulations, my office processes constituents' data for casework and policy query purposes under the lawful basis of 'public task' and democratic engagement. In instances where this lawful basis is not sufficient and explicit consent is required, a member of my staff will get in touch with you to establish your consent. We also use data from the open electoral register for reference and filing purposes.

As a data subject, you have the right to request access to all personal data that I hold on you by making a Subject Access Request using the contact details above. If the data my office has about you is no longer necessary for the casework or policy query purposes for which it was collected, you have the right to have it deleted. You also have the right of rectification if the data is no longer correct. I will not use your personal data in a way that I believe would go beyond your reasonable expectations in contacting me. You can find out more about my approach to privacy and data protection by visiting my website at [REDACTED]

From: Helen Mordsley
Sent: 11 August 2020 01:10
To:
Subject: RHS Wisley road development proposals

Dear Theresa Villiers

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently

proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Helen Mordsley

[REDACTED]

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From: [REDACTED]
Subject: FW: Save Wisley's trees - please sign our petition
Date: 13 August 2020 14:58:21
Attachments: [REDACTED]

Anisha Lakhani | Diary Manager, , Department for Transport
5/13 | [REDACTED]
[REDACTED]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail [REDACTED]
[REDACTED]

Please note that all e-mails and their attachments sent by a Private Secretary on behalf of a Minister relating to a decision or comment made by a Minister, or note of a Ministerial meeting, should be filed appropriately by the recipient. DfT Private Office does not keep official records of such e-mails or documents attached to, or forwarded with, them.

From: [REDACTED]
Sent: 13 August 2020 14:36
To: [REDACTED]
Subject: FW: Save Wisley's trees - please sign our petition

From: [REDACTED]
Sent: 11 August 2020 16:02
To: [REDACTED]
Subject: Fw: Save Wisley's trees - please sign our petition

Dear Mr Shapps

I am only one of thousands who deplore the proposal to remove established trees at RHS Wisley for M25/M3 construction work.

What on earth is the point of us all individually trying to save the planet, when our politicians behave so irresponsibly.

If you approve this, and overrule public opinion, then shame on you for bringing your important and trustworthy position into disrepute.

You have to find another way.

Regards

Mrs Sally Slade

From: The Royal Horticultural Society <marketing@rhs-media.org.uk>
Sent: 10 August 2020 10:16
To: [REDACTED]
Subject: Save Wisley's trees - please sign our petition

Save Wisley's trees - please sign the petition

Dear Member,

RHS Garden Wisley, and the local Thames Basin Heath Special Protection Area, are under threat from Highways England's M25/A3 plans and this is our last chance to get a positive outcome for the local community and our charity.

Back in 2018 we launched a campaign to save Wisley's trees and over 134,000 of you kindly signed our petition calling for the objections we raised to be listened to. We cannot thank you all enough for your support, but sadly the proposals remained on the table and now the Secretary of State for Transport will have the final say on whether or not the scheme gets approval to start construction. This is something we still believe will be a disastrous outcome.

That is why we are calling upon the support of our members again. We must show that these proposals do not have support and must be stopped. If you haven't already done so, please click below to sign our e-petition to Parliament.




Thank you for your support.

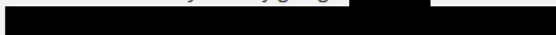
Sue Biggs,

Director General

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sensitive data.

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From: [REDACTED]
Subject: FW: Proposals for a new junction between the A3 and M25
Date: 12 August 2020 11:09:06
Attachments: [REDACTED]

MC BV

Tommy Vu | Correspondence Allocations Manager, , Department for Transport
5/11 | [REDACTED]
Post to: [REDACTED]

From: [REDACTED]

Sent: 12 August 2020 11:01

To: [REDACTED]
[REDACTED]

Subject: Proposals for a new junction between the A3 and M25

Dear Mr Shapps

Please see attached correspondence Henry Smith MP has received from a constituent regarding proposals for a new junction between the A3 and M25.

On behalf of Henry Smith MP I would be grateful if you would please provide clarification on the points which have been raised by this constituent. A response which Henry will be able to share with his constituent would be appreciated.

Many thanks for your attention in this regard.

Yours sincerely

Darren Rutland
Senior Researcher to Henry Smith
Member of Parliament for Crawley

COVID-19/Corona Virus Information

Due to the current outbreak of COVID-19 response times may be delayed. To comply with Government and NHS advice, helping to ensure the safety of the public and staff members alike, face to face appointments are currently suspended until further notice.

The office remains on hand to assist and is fully functional via email, letter and pre-arranged telephone appointments with Mr Smith.

For all the latest advice on COVID-19 please visit: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]



[REDACTED]



[REDACTED]



[REDACTED]

All personal information given to Henry Smith MP or his staff will be treated as confidential. Please note to aid any enquires that result from your correspondence, as well as to satisfy Data Protection Act and General Data Protection Regulation (EU) criteria with external organisations, your email and any attachments included may be passed on as supporting information. If you do not wish for your email to be shared please advise the office.

Henry Smith MP undertakes to handle the information you give him and his staff in line with the requirements of the Data Protection Act 1998 and General Data Protection Regulation 2018 (EU). If you have any queries regarding the processing of your personal data by his office, please contact Henry Smith MP, House of Commons, London, SW1A 0AA.

Please note that if you copy me into an email, its contents will be noted but no further action will be taken unless it is part of a piece of ongoing casework.

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Dear Henry Smith MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

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support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

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The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

From: [REDACTED]
Subject: FW: From Leo Docherty MP - FAO SofS re: RHS Wisley & M25 J10
Date: 12 August 2020 14:27:47

MC BV

Tommy Vu | Correspondence Allocations Manager, , Department for Transport
5/11 | [REDACTED] | [REDACTED]

From: [REDACTED]
Sent: 12 August 2020 13:46
To: [REDACTED]
Subject: From Leo Docherty MP - FAO SofS re: RHS Wisley & M25 J10

Dear Secretary of State

Please find below an example of the 10 or so emails that I have received from constituents on the issue of the plans for improving Junction 10 of the M25.

My constituents are concerned about the impact of the plans on wildlife and the environment in that area and have asked that I share their views and concerns with you as you are the one to make the decision on the project's future.

With best wishes
Leo

Leo Docherty MP
Member of Parliament
for Aldershot, Farnborough, Blackwater and Hawley

From:
Sent: 12 August 2020 05:41
To: [REDACTED]
Subject: RHS Garden Wisley Under Transport Threat

Dear Leo Docherty MP,

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. This includes 17 Grade II Heritage Trees being cut down and 27 trees, including North American redwood species (*Sequoia sempervirens*) and 5 Grade II* Heritage Trees, being at risk because the development could adversely affect the health of the trees by undermining root strength. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

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From: [REDACTED]
Subject: FW: Bluetree Contact Form - Sandra Ward [REDACTED]
Date: 12 August 2020 14:39:30

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 12 August 2020 14:25
To: [REDACTED]
Subject: FW: Bluetree Contact Form - Sandra Ward, [REDACTED]

Dear Minister

[REDACTED]

I have been approached by my constituent, Sandra Ward, who is very concerned about the new proposed junction between the A3 and M25 under the national infrastructure Development Control Order (DCO).

These proposals would threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). There are also serious environmental concerns. She feels that the RHS proposal would be much better.

I attach her email and would be grateful for your comments on the points she makes.

Yours sincerely

Jeremy Quin MP

Name: Sandra Ward
Email: [REDACTED]

Address: [REDACTED]
[REDACTED]

Submission time: Tuesday, August 11, 2020, 14:53:49
Timezone: UTC

Message: Dear Mr Quin MP, I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme. The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity. Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable. Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours,

and I want to see that investment continue. Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process. The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology. I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts. I look forward to your response. Yours sincerely, Sandra Ward (Mrs)

Email subscription: no

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From: [REDACTED]
Subject: FW: M25/A3 Junction threatens RHS Wisley's trees (Case Ref: RL10155)
Date: 12 August 2020 15:29:52

MC BV please

A

**Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]
Please ring my desk phone first**

From: [REDACTED]
Sent: 12 August 2020 15:23
To: [REDACTED]
Subject: FW: M25/A3 Junction threatens RHS Wisley's trees (Case Ref: RL10155)

Good Afternoon

Re: Anthony Bottrill

[REDACTED]

I am contacting you on behalf of Robert Largan MP. He has been contacted by his constituent referenced above. Please read their email below for more information. Robert would be grateful if you can look into their concerns and respond as soon as possible.

Kind regards,

David Cowan

Robert Largan MP
Member of Parliament for High Peak

[REDACTED]

[REDACTED]

[REDACTED]

From: anthonybottrill
Sent: 10 August 2020 10:47
To: [REDACTED]
Subject: M25/A3 Junction threatens RHS Wisley's trees

Dear Mr Largan,

I have just signed a petition to save the arboretum trees at the Royal Horticultural Society's headquarters garden at Wisley in Surrey. These trees are threatened by proposed changes to the M25/A3 junction which is to be considered by the Transport Secretary. The petition has already gathered more than 12,000 signatures, and seems quite likely to reach the 100,000 required for a debate in the House of Commons. If this occurs, I hope that you will oppose the destruction of these trees, which are an important depository of arbicultural diversity, gathered from all over the world and nurtured at Wisley for many years. My family and I have been members of the RHS for almost 50 years, and although living mainly in Derbyshire now, we have visited Wisley countless times over the years and appreciate both these trees and the rest of these magnificent gardens.

Sincerely

Anthony Bottrill

[REDACTED]

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From: [REDACTED]
Subject: FW: Proposals by Highways England
Date: 14 August 2020 08:36:04

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]
Please ring my desk phone first

From: [REDACTED]
Sent: 13 August 2020 16:33
To: [REDACTED]
Subject: FW: Proposals by Highways England

Good afternoon

Greg has informed this constituent that he will raise her concerns about the proposals by Highways England to develop a new junction between the A3 and M25 and its impact upon the RHS Garden Wisley. Greg would also like to push for the Royal Horticultural Society's proposed alternative scheme to be considered instead.

Kind regards

Adam

--

Adam Hignett
Office of Greg Clark MP
House of Commons, [REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 07 August 2020 10:43
To: [REDACTED]
Subject: Proposals by Highways England

Dear Mr Greg Clark MP,

I am writing to you as a Volunteer and Member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too

late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the

heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Sheila Dale



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From:

[REDACTED]

Subject:

FW: from Claire Coutinho re Philip Stone of [REDACTED]

Date:

14 August 2020 09:33:14

MC BV please – RIS

Thanks

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport

5/11 GMH | [REDACTED]

Please ring my desk phone first

From: [REDACTED]

Sent: 14 August 2020 09:24

To: [REDACTED]

Subject: from Claire Coutinho re Philip Stone of 18 [REDACTED]
[REDACTED]

Dear Sir/Madam,

Claire has been contacted by Philip Stone of [REDACTED].

He is a member of the Royal Horticultural Society and he is concerned about a new junction between the A3 and the M25.

Please see email below for details:

Please could you provide a response to assist Claire in her reply to Mr Stone.

Yours faithfully

Lisa

Office of Claire Coutinho

From: Philip

Sent: 10 August 2020 11:45

To: [REDACTED]

Subject: Proposals for a new road junction at A3/M25

Dear Claire,

I am writing to you as a member of the Royal Horticultural Society (RHS) and participant in your zoom surgery and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2

million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I appreciate that this is a template letter and that you get a lot of these but none the less I look forward to your response.

Yours sincerely,

Philip Stone



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From: [REDACTED]
Subject: FW: (Case Ref: SF2729)
Date: 14 August 2020 15:10:49

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 14 August 2020 15:00
To: [REDACTED]
Subject: (Case Ref: SF2729)

Dear Mr Schapps,

I am writing to you as one of my constituents has been in contact with my office regarding the proposals for the new junction at the A3 and M25 by Highways England. Please see below for redacted correspondence.

My constituent, as a member of the Royal Horticultural Society, has concerns over the impacts the proposals will have on the RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I would be grateful if you could please address my constituent's concerns and provide any further information you may have regarding the issue.

Many thanks for your assistance and I look forward to hearing from you in due course.

Kind regards,
Stephen

Stephen Flynn
MP for Aberdeen South

Enc.

Dear Stephen Flynn MP,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora

and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

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From: [REDACTED]
Subject: FW: RHS Wisley
Date: 14 August 2020 10:57:26

Constituent MC

Jessica Hall | Private Office Corporate and Reporting Manager, Private Office, Department for Transport
5/11 | [REDACTED]

-----Original Message-----

From: TransportSecretary
Sent: 14 August 2020 10:51
To: [REDACTED]
Subject: FW: RHS Wisley

Anisha Lakhani | Diary Manager, , Department for Transport
5/13 | [REDACTED]
Post to: [REDACTED]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.

To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk

Find out more information about the Secretary of State, the Secretary of State's office and their responsibilities, templates and guidance, parliamentary recess and duty rotas.

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-----Original Message-----

From: [REDACTED]
Sent: 14 August 2020 10:32
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: FW: RHS Wisley

Hello,

I am writing on behalf of Grant Shapps, who has been contacted by a constituent with the below email.

We would be grateful to receive a response addressing this issue/transport development, which Grant can share with her.

Kind regards,

Kushal Patel
Office of The Rt Hon Grant Shapps MP
Secretary of State for Transport
Member of Parliament for Welwyn Hatfield

[REDACTED]

From: Dawn1 [REDACTED]

Sent: 11 August 2020 10:26

To: [REDACTED]

Subject: RHS Wisley

Dear Grant

It cannot be right on so many levels to give priority to roads over 17 irreplaceable Grade II Heritage Trees by cutting them down and also putting 27 other hugely valuable trees at risk. How can you ever replace such magnificent trees? Where is the value on our heritage and our countryside going with this government? Such short term gain over the long term needs of the countryside.

Highways England have failed to correctly assess the impacts of the unnecessary extra mileage and the resulting pollution of their scheme on the Thames Basin heath Special Protection Area. An alternative RHS scheme has been provided which reduces the impact on local villages and the heathland. You have a duty to the country beyond cars and should be working with groups such as the RHS who have significantly more expertise than your so called experts.

Checks and balances tragically seem to be rapidly disappearing in all areas with the Boris government and I dread to think what the long term consequences are going to be for this country.

Yours

Dawn Thompson

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From:

[REDACTED]

Subject:

FW: Ms Pamela Armstrong - [REDACTED]

Date:

17 August 2020 13:53:46

MC for BV.

Jackie Geiles | Ms, , Department for Transport

5/11 GMH | [REDACTED]

From:

[REDACTED]

Sent: 17 August 2020 12:22

To:

[REDACTED]

Subject: Re: Ms Pamela Armstrong - [REDACTED]

Dear Grant,

Re: Ms Pamela Armstrong - [REDACTED]

Good afternoon. I am writing to you regarding correspondence I have received from my constituent, Ms Pamela Armstrong, over Highways England's proposal for changes to Junction 10 of the A3/M25. I understand that you will be deciding on this in the upcoming months and I would like to convey my constituent's concerns to you in light of her interest in this matter as a member of the Royal Horticultural Society (RHS).

Please find Ms Armstrong's correspondence below which sets out her concerns in full. I would be grateful if you could take these into consideration as part of your decision making on this matter.

Thank you in advance.

Best wishes,

Rupa

Dr Rupa Huq

Member of Parliament for Ealing Central and Acton

House of Commons

London

[REDACTED]

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[REDACTED] >
Sent: 10 August 2020 16:45

[REDACTED] >

Subject: FW: RHS Wisley Trees Under Threat

PAMELA ARMSTRONG

[REDACTED]

[REDACTED]

Dear Rupa Huq MP,

The National Treasure of RHS Wisley- now threatened

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

During the pandemic the vital importance of these open spaces and the health benefits they bring for physical and mental wellbeing, has been demonstrated beyond doubt and they need to be cherished.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology. Altogether a much more environmentally friendly alternative !

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

PAMELA ARMSTRONG

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From: [REDACTED]
Subject: FW: Alison Hudson, [REDACTED]
Date: 17 August 2020 13:55:21
Attachments: [REDACTED]

MC for BV.

Jackie Geiles | Ms, , Department for Transport
5/11 GMH | [REDACTED]

From [REDACTED]
Sent: 17 August 2020 12:54
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Alison Hudson, [REDACTED]

Dear Secretary of State,

I have received the attached correspondence from my constituent Mrs Alison Hudson, regarding Highways England's plans to make changes to the M25/A3 and the impact this will have on RHS Wisley.

I would be most grateful for any comment you are able to make in respect to my constituent.

Thank you in advance for your help.

Yours sincerely,

Jeremy Quin
Member of Parliament for Horsham

[REDACTED]

[REDACTED]

This email has originated from external sources and has been scanned by DfT's email scanning service.

10th August 2020

Dear Jeremy

Proposed M25/M3 Junction

I last wrote to you in support of the Withdrawal Agreement and was a little disappointed when that failed to get through. I now feel more hopeful that things will be settled amicably between ourselves and the EU. I was particularly concerned that our young people should still be able to study in Europe as they have done in recent years eg. attending university in the Netherlands. I hope this will still continue and that we will also follow Europe's lead in supporting the environment. I hope that this country will really put this as a top priority, as nature is so precious. There can be a lot of hot air about 'the environment', 'sustainability' and other such phrases. However the 'growth' that everyone seems to want must not be at the expense of nature. 'Mother Nature' is quite capable of wiping out a large proportion of humankind if necessary, as we have seen with the Covid pandemic.

I am writing to you in response to an email I received from the RHS regarding Highways England's M25/A3 plans. They tell me that 44 trees along their boundary with the A3 are at risk. These are Grade II Heritage Trees. A further

27 trees would be at risk because their root strength would be undermined. These include a North American Redwood. These trees are magnificent and should not be felled.

What is more, the new scheme would mean that visitors to the garden would have to pass the garden up to four times and then negotiate the new junction twice. Of course this adds to carbon emissions and is massively inconvenient. The additional 7.3 miles ^{to travel} per vehicle per visit that people would have, in order to visit Wisley is unacceptable.

The good news is that the RHS have produced an alternative scheme to help improve access to the garden and reduce traffic travelling through local villages. They say "our safe and pragmatic approach will ensure that our heritage trees are protected and the concerns raised over air pollution can be addressed." They go on to add that "time is running out on our ability to get the right outcome and protect our heritage and the environment. If the Secretary of State for Transport approves the proposals ~~for~~ by Highways England we will see an irreplaceable woodland lost and the local environment damaged beyond repair."

Please would you write to the Secretary of State for Transport with ^{my} request that the scheme by Highways England is not approved and the RHS Alternative scheme is approved in its place. We do not want a clunky junction.

Thank you for your help in this matter

Yours sincerely

Alison E Hudson (Mrs.)

From:
To:
Subject:
Date:

FW: HE Scheme between A3 and M25: Concerns (Case Ref: NA4573)
18 August 2020 12:13:18

MC for BV

Jackie Geiles | Ms, , Department for Transport
5/11 GMH |

From:
Sent: 18 August 2020 12:07
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: HE Scheme between A3 and M25: Concerns (Case Ref: NA4573)

BY EMAIL ONLY

Nickie Aiken MP (Cities of London and Westminster) has been contacted by constituent Celeste Shirvani regarding their concerns over the impact of a Highways England scheme to impose a new junction between the A3 and M25. I quote our constituent's original correspondence below. Nickie would be grateful for a reply she could share with her constituent.

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity, protecting what is both something near to my heart personally, but also so important to the wider community and country on many levels.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is

based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

Many thanks,

David.

David Leigh-Pemberton

Chief of Staff

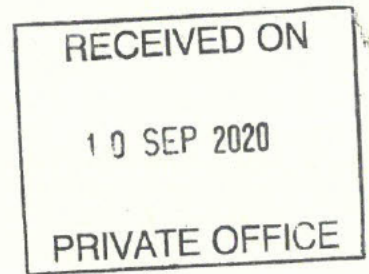
Office of Nickie Aiken MP

Member of Parliament for the Cities of London and Westminster

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HOUSE OF COMMONS
LONDON SW1A 0AA



19 August 2020
Our ref: DL7055

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Secretary,

RE: Mr Alistair Brown, [REDACTED]

I am writing to you on behalf of my above-named constituent who has contacted me with his concerns regarding the proposed upgrade of the Wisley interchange at RHS Garden Wisley.

My constituent has raised concerns regarding the destruction of our country's green spaces and the need to preserve these areas for the wellbeing of the population. Mr Brown states that green spaces such as RHS Garden Wisley are needed as places for relaxation and to help us restore our health. Additionally, Mr Brown raises his concerns regarding the uprooting of trees and nature to make way for the proposed road and believes that it's time that we put nature first.

I would be grateful if you could look into this matter and offer comment and assistance, where possible. Any additional information you are able to provide would also be appreciated.

[REDACTED]

Cc: Mr Alistair Brown

David Linden MP
Member of Parliament for Glasgow East

[REDACTED]

From:
To:
Subject:
Date:

[REDACTED]
FW: RHS Wisley (Case Ref: EC6326)
20 August 2020 11:31:47

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 20 August 2020 11:31
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Re: RHS Wisley (Case Ref: EC6326)

Good morning,

I am writing on behalf of a number of constituents who have concerns over the impact of the proposals by Highways England to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). They are particularly concerned that the construction of the junction will threaten RHS Wisley and the Thames Basin Heaths Special Protection Area (SPA).

I should be grateful if you could provide me with a response that allows me to report back positively to my constituents, including a consideration of a Development Consent Order.

With best wishes,

Elliot

Elliot Colburn MP
Conservative Member of Parliament for Carshalton and Wallington

House of Commons, London, SW1A 0AA
[REDACTED]

This email has originated from external sources and has been scanned by DfT's email scanning service.



HOUSE OF COMMONS

LONDON SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: SO10700

20 August 2020

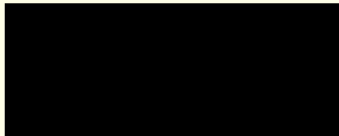
Dear Grant,

Re: Expansion of A3/M25 Junction

I am writing to you on behalf of my constituents who are deeply concerned about the widening of the A3 at the junction with the M25. This extension will result in the cutting down of many special trees within the RHS Wisely boundary.

I would be grateful if you could outline how the Government plans to mitigate the impact of cutting down trees when widening the A3 at the junction with the M25.

Yours sincerely,



Sarah Olney
Member of Parliament for Richmond Park

From:

[REDACTED]

Subject:

FW: Proposed new Junction between A3 and M25 (Case Ref: MG18679)

Date:

21 August 2020 11:03:36

Mc sos, for dangerous goods

Jonathan Scott | Correspondence Manager, , Department for Transport

5/11 | [REDACTED]

From: DFT Ministers

Sent: 21 August 2020 08:29

To: [REDACTED]

Subject: FW: Proposed new Junction between A3 and M25 (Case Ref: MG18679)

MC SofS please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport

5/11 GMH | [REDACTED]

Please ring my desk phone first

From: Michael Gove MP [REDACTED]

Sent: 20 August 2020 18:24

To: DFT Ministers <DFT.Ministers@dft.gov.uk>

Subject: Proposed new Junction between A3 and M25 (Case Ref: MG18679)

Dear Grant,

I am writing on behalf of several constituents who have contacted me regarding the proposed new junction between the A3 and the M25.

As you will see from their correspondence below, they express deep concerns about the impact of the proposal on the environment, and I would be most grateful for your response as soon as possible.

I shall look forward to hearing from you.

With every good wish,

Michael

Rt Hon. Michael Gove MP
Member of Parliament for Surrey Heath

[REDACTED]

House of Commons, London, SW1A 0AA

You can view my data protection and privacy policy at the following website:

From: Tom Kernan

Sent: 06 August 2020 21:56

To: GOVE, Michael

Subject: Proposed new Junction between A3 and M25

Dear Michael Gove MP,

I am writing to you as my MP and a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

Giant redwood trees (*Wellingtonia*) which could be the symbol for Surrey Heath, as there are so many fine specimens here, are my particular favourite trees and personally I would hate to see any of them destroyed along the Wisley A3 boundary

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25

proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Tom

Tom Kernan

Mobile: [REDACTED]
[REDACTED]

From: Sheila Taylor

Sent: 07 August 2020 10:45

To: GOVE, Michael

Subject: Saving trees, RHS Wisley - Highwaays England

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental

harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Sheila Taylor



Phone: [REDACTED]

Email: [REDACTED]

Saturday 8 August 2020

Dear Michael Gove,

I am writing to you as one of your constituents in Surrey Heath, and as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA).

I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. They have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process. At a time of climate change and increased urbanisation, we should be protecting our trees, especially large and well-established trees.

The RHS Alternative Scheme proposed by the RHS in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Paula Glover

From: [REDACTED]
Sent: 08 August 2020 11:53
To: [REDACTED]
Subject: The proposed A3/M25 junction and its damage to the RHS

Dear Mr Gove MP,

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps

MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

It is quite deplorable, when the Conservative government is forever going on about it being green and wishing and wanting for a much greener environment for us all when 44 important trees will be felled. As well as the serious damage to the local environment and its ecology whilst this work is being completed. And we all know that the area required to do this construction road works is usually, at least, three times the area of the finished product due to all the site traffic requirements and then there is the traffic pollution to take into account as well etc. I don't see this as being green in any way, shape or form.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Jason Smith



From: david o'brien

Sent: 10 August 2020 11:16

To: GOVE, Michael

Subject: Dear Michael, Please object to the plans for junction 10 of the M25 on the basis it is going to destroy thousands of trees associated with RHS Wisley.

Yours sincerely David O'Brien [REDACTED]

From: [REDACTED]

Subject: WISLEY TREES -A3/M25 PROPOSALS

Dear Michael Gove,

I confirm that I have today signed the petition supporting the Wisley routes described. Why do we need to change anyway – it is going to take us 60 years to recover as a country from the CV19 pandemic – why spend all this money at this crucial time?

Sally Wilkins.

From: David Norminton

Sent: 10 August 2020 11:19

To: GOVE, Michael

Subject: Wisley Trees

Dear Mr Gove

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of

£18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to hearing from you

Yours sincerely

David Norminton

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 10 August 2020 13:17
To: GOVE, Michael
Subject: Highways England's M25/A3 plans

Dear Michael Gove MP,

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction

as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Linda Allard

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HOUSE OF COMMONS

LONDON SW1A 0AA

21 August 2020

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: TT42649

Dear Grant,

Please find enclosed a copy of a letter I have received from Ms Lynn Fallaize of [REDACTED]
[REDACTED]

As you can see, Ms Fallaize is concerned about the environmental impacts of the possible new junction between the A3 and M25 through a Development Control Order and I would appreciate it if you could address whether you would be able to provide some reassurance about the benefits of the RHS Alternative Scheme which was submitted during this process.

I would be grateful if you could answer Ms Fallaize's concerns and let me know what steps you are taking to resolve this.

I look forward to hearing back from you.

Best wishes,

[REDACTED]

TOM TUGENDHAT

Member of Parliament for Tonbridge and Malling

[REDACTED]



BOB BLACKMAN

A Strong Voice for Harrow East



The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

August 2020
Our reference: BB36533/JT

Dear [REDACTED]

Madelaine Mason – 2 Culverlands Close, Stanmore, HA7 3AG

I write on behalf of the above constituent who has written to me outlining her concerns with Highways England's proposals to implement a new junction between the A3 and M25. I enclose my constituent's email to me for your reference as I believe that it gives a good outline of the situation.

I would be most grateful for your thoughts and any relevant information that I can pass on. I do not accept second hand responses; i.e. where previously issued correspondence is re-sent.

I look forward to hearing from you. Please reply to my Harrow office: [REDACTED]
[REDACTED] All data held by my office is processed in accordance with GDPR guidelines and my Data Privacy Policy can be found on my website.

[REDACTED]
Bob Blackman MP
Harrow East

Encl.- MM to BB 09/08/2020

Madelaine Mason

9 August 2020 11:40

To:

Case Ref:

Re: RHS Wisley [Highways England's M25/A3 plans]

Dear Bob Blackman MP,

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,
Madelaine Mason

On 9 Aug 2020, at 10:01, BLACKMAN, Bob > wrote:

Please advise your postal address, post code and telephone number.

Bob Blackman
MP for Harrow East



HOUSE OF COMMONS

LONDON SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: SO10923

25 August 2020

Dear The Rt Hon Shapps

Re: Junction 10 A3/M25

I am writing on behalf of a constituent, Christine Astbury, who recently contacted me regarding the proposed new junction 10 of the A3/M25.

Ms Astbury says the proposals from Highways England will do great financial and environmental damage to RHS Garden Wisley, where she volunteers.

My constituent favours the Royal Horticultural Society's (RHS) Alternative Scheme proposed in 2018, which she says meets the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and fewer impacts on Garden Wisley and the heathland ecology.

I would be most grateful if you refuse permission for the proposed Junction 10 of the A3/M25 proposals from Highways England and consider the RHS Alternative scheme instead for the reasons given above.

I look forward to hearing from you.

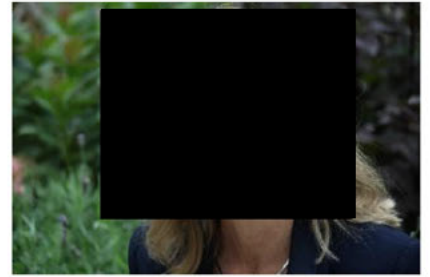
Yours sincerely

Sarah Olney
Member of Parliament for Richmond Park

Cc: Christine Astbury

Wera Hobhouse

Liberal Democrat MP for Bath



The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
by email

Our Ref: P/WH22204

26 August 2020

Dear Grant,

Re: Nadia MacCall, [redacted]

The above-named constituent has contacted me to raise concerns about proposals by Highways England (HE) to impose a new junction between the A3 and M25, and the impact on the Royal Horticultural Society Garden Wisley and the Thames Basin Heaths Special Protection Area. Please find the correspondence below.

"I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). Having grown up near Wisley, visiting it as a child fostered in me a lifelong passion for gardening and the environment, which I now practice in my small garden in Bath. But I also love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on



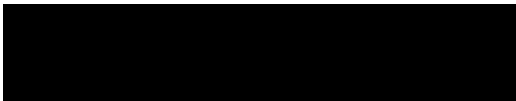
the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts."

I would be grateful if you could offer your thoughts on this. Thank you in advance for your assistance.

Yours sincerely

A solid black rectangular box used to redact the signature of Wera Hobhouse.

Wera Hobhouse
Liberal Democrat MP for Bath

From:

[REDACTED]

Subject:

FW: Letter from your constituent Brian Poole (Case Ref: JB28601)

Date:

28 August 2020 11:23:57

Jonathan Scott | Correspondence Manager, , Department for Transport

5/11 | [REDACTED]

From:

[REDACTED]

Sent: 28 August 2020 09:24

To: DFT Ministers <DFT.Ministers@dft.gov.uk>

Subject: FW: Letter from your constituent Brian Poole (Case Ref: JB28601)

LONDON SW1A 0AA
HOUSE OF COMMONS

JOHN BARON MP

Good morning,

Please could you address the issues raised in the email below from Mr Poole?

We look forward to hearing from you in due course – **could you please ensure you include our reference on all correspondence.**

Kind regards

Annie Akinin
Constituency Assistant
Office of John Baron MP

[REDACTED]
[REDACTED]

From: Brian Poole

Sent: 27 August 2020 20:44

To: BARON, John

Subject: Letter from your constituent Brian Poole

[REDACTED]

Phone: [REDACTED]

[REDACTED]

Thursday 27 August 2020

Dear John Baron,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MP's from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

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The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Brian Poole

[Redacted signature]

(Signed with an electronic signature in accordance with section 7(3) of the Electronic Communications Act 2000.)

[This message was sent by [REDACTED]. If you have had any problems receiving this message, please email support@writetothem.com and we'll get back to you. See [REDACTED] for more details about the service. We have sent this email to [REDACTED] if this address is out of date please email us so that we can update our records.]

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The Rt. Hon. Kwasi Kwarteng MP

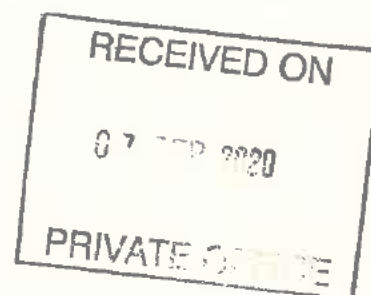


28th August 2020

HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR



Dear Grant

I have been contacted by a number of constituents expressing their concerns about Highways England's plans for improving junction 10 of the M25.

I understand that Highways England have proposed the scheme to address repeated heavy congestion at the junction, and it is hoped that changes will increase capacity and reduce delays.

However, there are concerns about the loss of trees and habitat during construction, and the effects of the scheme on biodiversity. I understand that Highways England propose a number of environmental mitigation measures, but I wanted to alert to the concerns some Spelthorne residents have about the proposed scheme before you take a final decision on the Development Consent Order

Yours ever



Kwasi Kwarteng – Working For Spelthorne

Kwasi Kwarteng's privacy policy is available at: 

From: [REDACTED]
Subject: FW: Highways England A3/M25 Junction Proposal
Date: 01 September 2020 13:59:57

Mc road investment strategy

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 01 September 2020 11:54
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Fw: Highways England A3/M25 Junction Proposal

Dear Grant,

I enclose a communication, which I have received from my constituent, **Judith Jones**, [REDACTED] who, as you can see, is concerned that RHS Wisley is under threat from the proposal to have a new junction connecting the A3 and M25.

I would be very grateful for a reply, which addresses the points that my constituent makes and which I can send to her.

I look forward to hearing from you.

Yours sincerely,

Margaret Beckett

Rt Hon Dame Margaret M Beckett MP for Derby South
House of Commons [REDACTED]

From: [REDACTED]
Sent: 01 September 2020 10:08
To: [REDACTED]
Subject: Fw: Highways England A3/M25 Junction Proposal

From: [REDACTED]
Sent: 30 August 2020 17:54
To: [REDACTED]
Subject: Highways England A3/M25 Junction Proposal

Dear Margaret Beckett MP,
I live in Alvaston and am a member of the Royal Horticultural Society. I have just signed the petition regarding the proposal from Highways England to impose a new junction between the A3 and M25. The Society is greatly concerned about this plan due to the severe financial and environmental impact it will have. The current proposal will threaten both the garden at Wisley and the Thames Basin Heaths Special Protection Area; the Society has earlier submitted an Alternative Scheme in 2018 which results in less pollution, less mileage, less driver confusion from circular routing and most importantly fewer impacts on the garden and the heathland ecology.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity. I should be grateful if you would write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from Highways England and instead puts forward the Alternative Scheme. In so doing this will achieve all the desired aims but safely minimise the negative impacts.

Yours sincerely,

Judith Jones



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From: [REDACTED]
Subject: FW: Mr Nick Chitty of [REDACTED]
Date: 02 September 2020 14:23:05

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 02 September 2020 13:07
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Mr Nick Chitty of [REDACTED]

Dear Team,

Please find below an email from Mr Chitty raising his concerns about the proposed upgrade on Junction 10 of the M25. He is concerned about the removal of 17 Grade 11 Heritage trees and the impact on other trees and the environment.

I look forward to hearing from you.

Kind regards,

Jane

Jane Howard-Smith

Senior Caseworker to Sally-Ann Hart MP

Member of Parliament for Hastings and Rye

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 30 August 2020 22:51
To: [REDACTED]
Subject: RHS Wisley under threat from Highways England scheme

Dear Sally-Ann

As an RHS member I have been upset to read of proposals from Highways England for Junction 10 of the A3/M25 that would see 17 Grade II Heritage Trees being cut down, many more put at risk and have adverse impacts on the wider local environment and villages.

This seems a particularly inappropriate time to proceed with such a damaging scheme when future transport demand is uncertain and the importance of conserving our environmental assets has been heightened.

I urge you to ask the Secretary of State for Transport to make the right decision and stop Highways England's proposals and adopt the RHS Alternative Scheme.

Thank you
Nick Chitty



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From: [REDACTED]
Subject: FW: Rt Hon Oliver Dowden MP on behalf of Mr Povey [REDACTED]
Date: 04 September 2020 11:19:44
Attachments: [REDACTED]

Mc sos, sam, road investment strategy

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 03 September 2020 16:49
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Rt Hon Oliver Dowden MP on behalf of Mr Povey, [REDACTED]

Dear Sirs,

I am emailing you on behalf of Oliver Dowden MP who has been contacted by his constituent, Mr Povey of the above address regarding his concerns about the proposed works on the M25. I have attached his email for your point of reference.

Oliver asks for your understanding and any information he can share directly with his constituent.

Please do let me know if you require anything further.

Kind regards,
Emily



Emily Wood

Parliamentary Office of the Rt Hon Oliver Dowden CBE MP
Member of Parliament for Hertsmere
Secretary of State for Digital, Culture, Media and Sport
[REDACTED]

For more information on Oliver's data protection policy, follow this link: [REDACTED]

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24th August 2020

Rt Hon Oliver Dowden MP
House of Commons
London
SW1A 0AA

Dear Oliver Dowden,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and

connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

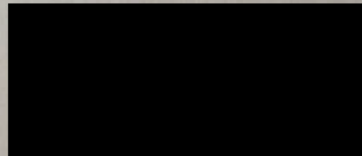
Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

A large black rectangular box redacting the signature of T R Povey.

T R Povey

From: [REDACTED]
Subject: FW: (Case Ref: JW3730)
Date: 04 September 2020 11:23:21
Attachments: [REDACTED]

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 03 September 2020 18:58
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: (Case Ref: JW3730)

Baroness Vere of Norbiton, Parliamentary Under Secretary of State

Dear Minister

I have been contacted by a constituent who has raised concerns about the proposed new junction between the A3 and the M25 under a national infrastructure development control order.

The attached note sets out the concerns raised and I would be grateful to receive your comments to enable me to reply to my constituent.

I look forward to hearing from you.

Best wishes
James

James Wild MP
Member of Parliament for North West Norfolk
House of Commons, London SW1A 0AA

[REDACTED]

[REDACTED]

This email has originated from external sources and has been scanned by DfT's email scanning service.

Dear James Wild MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its

boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

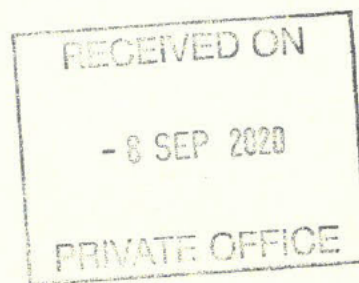
The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

RT HON ANDREW MURRISON MD MP



HOUSE OF COMMONS
LONDON SW1A 0AA



AM/JCP/07/040920 (AM16324)

(Please ensure that the letter reference is quoted on return correspondence).

4 September 2020

Rt Hon Grant Shapps MP
Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

I enclose an email from my constituent Ms Irene Lucas of [REDACTED]
[REDACTED] which is self-explanatory.

I would be very grateful if you could note the points that my constituent makes and provide a response.

Thank you for your help.

Enclosure

Serving South West Wiltshire

From: [REDACTED]

Sent: Monday, August 10, 2020 7:59 am

To: MURRISON, Andrew

Subject: RHS Garden Wisley and Highways England's M25/A3 plans

Dear Dr Murrison MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

Irene Lucas
[REDACTED]

From: [REDACTED]
Subject: FW: (Case Ref: LF5626)
Date: 08 September 2020 12:45:39

MC BV please – Fergus O'Dowd

Thanks

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]

Please ring my desk phone first

From: [REDACTED]
Sent: 08 September 2020 12:02
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: (Case Ref: LF5626)

Dear Minister,

I am writing on behalf of my constituents, Dr and Mrs Bennett, in order to make necessary representations regarding their concerns over the proposals of Highways England to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order.

They have highlighted that the RHS raise two concerns and would like them reiterated to the Department. The first of these is the commercial implications of the proposals to the RHS at the loss of their site at Wisley. Second, the RHS have highlighted several trees which are of importance and significance and, they have said, have not been properly assessed.

As such, Dr and Mrs Bennett would like me to express to you their concerns over these proposals and request that you give full consideration to alternative proposals made by the RHS.

Your response to these concerns would, as always, be greatly appreciated.

Very best wishes,

Laura

Laura Farris MP
Member of Parliament for Newbury
W: [REDACTED]
[REDACTED]
[REDACTED]

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THE RT. HON. DAME ELEANOR LAING MP



HOUSE OF COMMONS

LONDON SW1A 0AA

The Right Honourable
Grant Shapps MP
Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London, SW1P 4DR

14th September 2020

Dear Secretary of State,

I have been contacted by my constituent, Ms. Ruth Moore of [REDACTED]
[REDACTED] regarding the proposals for a new junction between the A3 and M25.

Ms. Moore is a member of the Royal Horticultural Society and is very concerned that the current proposals will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area.

I do understand my constituent's concerns about this matter and enclose a copy of correspondence for your further information.

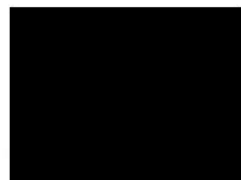
I would be grateful for a response which would assist in my reply to Ms. Moore.

Yours sincerely,

[REDACTED]
Dame Eleanor Laing

[REDACTED]

31 AUG 2020



Dame Eleanor Laing
House of Commons
London
SW1A 0AA

13 August 2020

Dear Dame Eleanor Laing MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

From: [REDACTED]
Subject: FW: M25 / A3 Development - Mr Keith Bissex (Case Ref: DH17381)
Date: 15 September 2020 09:28:34
Attachments: [REDACTED]

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 15 September 2020 09:27
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: M25 / A3 Development - Mr Keith Bissex (Case Ref: DH17381)

I have received a number of notes from constituents concerned about the proposed changes to the A3/M25 junction, one of which I have attached for your reference.

Could you please respond to the issues raised regarding the potential financial impact on RHS Wisley during the works, and also what consideration was given to the alternative scheme that was proposed.

Kind regards
Damian Hinds

=====
Damian Hinds
Member of Parliament for East Hampshire

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

g

From: COHEN, Daniel B
Sent: 9 September 2020 11:05
To: HINDS, Damian
Subject: M25 / A3 Development - Mr Keith Bissex

Letter attached from Mr Keith Bissex [REDACTED]
[REDACTED]

UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

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Original letter to Rt Hon Damian Hinds MP dated 11 September 2020

11 September 2020

Rt Hon Damian Hinds MP
House of Commons
Westminster
LONDON
SW1 0AA

Dear Mr Hinds,

M25/A3 JUNCTION REDEVELOPMENT

I am writing to you as a Life Member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School

Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

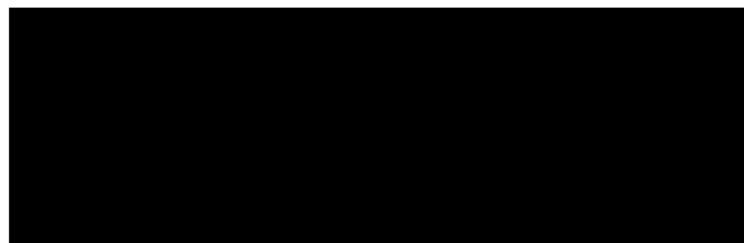
Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

As my MP, I should be grateful if you will write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours faithfully,



KEITH BISSEX.

From: [REDACTED]
Subject: FW: Mr Valentine - M25/A3 Junction Highways England (Case Ref: HM18161)
Date: 16 September 2020 09:30:00
Attachments: [REDACTED]

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 15 September 2020 16:58
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Mr Valentine - M25/A3 Junction Highways England (Case Ref: HM18161)

Dear Minister

Please could you see the attached correspondence from Huw's constituent Mr Brian Valentine, [REDACTED]
[REDACTED]

As you will see, Mr Valentine is raising a concern regarding the work being planned by Highways England around the M25/A3 junction near to RHS Wisley. Mr Valentine feels very concerned about the plans and would like to know if there are any intentions for the plan of works to be considered by an independent source.

Please could you consider the points of concern raised by Mr Valentine, and when you have completed your enquiries please could you provide Huw with a response that he can share with Mr Valentine.

Thank you for your assistance with this matter and Huw looks forward to hearing from you in due course.

Kind regards

Penny

Penny Jones
Case Worker for the Constituency Office of Huw Merriman MP
Member of Parliament for Bexhill and Battle

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

For information: Huw has an electronic newsletter which briefly explains what is going on in Parliament and what he is up to. If you would like to receive a copy of this newsletter please sign up here
[REDACTED]

In line with data protection regulations, this office processes constituents' data for casework and policy query purposes under the lawful basis of public task. In instances where this lawful basis is not sufficient and explicit consent is required, a member of the office will get in touch with you to establish your consent. Data will be processed only to the extent to which it is necessary to achieve the stated purposes of assisting with casework and policy queries.

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From: [REDACTED]

Sent: 28 August 2020 18:37

To: [REDACTED]

Cc: membership@rhs.org.uk

Subject: Highways England plans for M25/A3 junction.

Dear Mr Merriman,

I am a member of the Royal Horticultural Society and have just signed a petition for more thought to go into the planning of this junction for the way it will damage the RHS Wisley site and lead to the felling of established trees and affect The Thames Basin Heaths Special Protection Area. I gather the RHS submitted other plans which would have caused less disruption but Highways England [HE] refused to consider them. In view of the manner in which they have continued to ignore the obvious dangers they have produced, and continue so to do I understand, with their so called 'Smart Highways' that does not surprise me at all.

There is an RHS template letter that I am sure others have sent to you so I'll desisted from adding to that pile but I would appreciate it if you could give your consideration to writing to the Secretary of State for Transport, the Rt Hon Grant Shapps, asking him to at least ensure the RHS requested alterations to HE's plans are fully considered by an independent source. So that if they do have merit, they are not simply thrown in the bin by the government establishment figures in a fit of pique at being questioned over their plans.

It has taken generations for our areas of Special interest to be protected and it would be a shame if the government just steam rolled a set of plans through as 'they were what had been decided by the planners'. I know it happens in France and other countries with an authoritarian background to their populations views but I would hope the UK has come a little further towards both common sense and consensus thinking in such matters.

Yours sincerely,

Brian Valentine

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Subject: FW: RHS Garden Wisley (Our Ref: JM4105)
Date: 17 September 2020 10:11:40

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: [REDACTED]
Sent: 16 September 2020 17:36
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: RHS Garden Wisley (Our Ref: JM4105)

Rt Hon Grant Shapps MP
Secretary of State for Transport

Dear Grant

I have been contacted by a constituent of mine, Hilary D'Ettorre, who is very concerned about the threat from Highways England's M25/A3 to RHS Garden Wisley, and the local Thames Basin Heath Special Protection Area.

I have copied below further details of my constituent's concerns. I would be grateful if you could take this into account and let me know their views.

Yours sincerely

James

James Murray MP
Member of Parliament for Ealing North
Labour and Cooperative Party

House of Commons, London, SW1A 0AA
[REDACTED]

Save Wisley's trees

RHS Garden Wisley, and the local Thames Basin Heath Special Protection Area, are under threat from Highways England's M25/A3 plans and this is our last chance to get a positive outcome for the local community and our charity.

Back in 2018 we launched a campaign to save Wisley's trees and over 134,000 of you kindly signed our petition calling for the objections we raised to be listened to. We cannot thank you all enough for your support, but sadly the proposals remained on the table and now the Secretary of State for Transport will have the final say on whether or not the scheme gets approval to start construction. This is something we still believe will be a disastrous outcome. We must show that these proposals do not have support and must be stopped.

This email has originated from external sources and has been scanned by DfT's email scanning service.



HOUSE OF COMMONS

LONDON SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our reference: BS7284

16 September 2020

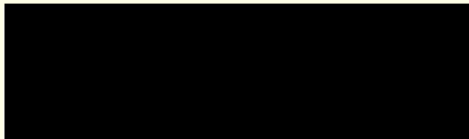
Dear The Rt Hon Grant Shapps

I write to raise concerns that a number of my constituents have concerning Junction 10 of the M25, particularly around the potential loss of a number of trees and habitats in the area marked out for improvement.

1. What steps are being taken to mitigate the damage done to the natural environment?
2. How likely is it that a Development Consent Order will be granted by the Department for Transport for the proposed improvements to Junction 10?

I look forward to your response.

Yours sincerely,



Dr Ben Spencer MP
Runnymede and Weybridge



RECEIVED ON

21 SEP 2020

PRIVATE OFFICE

17th September 2020

Rt. Hon. Grant Shapps MP,
Secretary of State for Transport,
Great Minster House,
33 Horseferry Road,
London,
SW1P 4DR

Dear Mr. Shapps,

RHS GARDENS WISLEY

Proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO)

I am writing to you on behalf of my wife and I and for the Royal Horticultural Society (RHS) of which we are both members. As you will know, interest in gardening and all aspects of horticulture is a massive industry with millions of followers in the UK who are Wisley members. This interest in gardening has grown enormously in this Covid period. These UK members are joined by a large number of foreign nationals who are Wisley members. Together they all take great pride and joy in these gardens and the enormously important national and international facility they provide.

We would like to share our deep concern about the hugely damaging impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

The RHS and its gardens and research facilities at Wisley are nationally and internationally renowned as leaders of excellence, innovation and science. The horticultural eyes of the world are on Wisley. It sets the gold standard in its fields of

activity. It is a UK 'crown jewel' that adds greatly to our heritage, our international standing and to the economy.

The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). We love and care for Wisley as a national and international treasure that is our country's home of gardening and gardening science. It is a horticultural jewel that is in the eye of every such body around the world as a hallmark of excellence and thought leadership.

We therefore request you to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

You will be presented with the final proposals for approval no later than 12 October. It is vital that you stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, we want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are unacceptable and are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and we want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

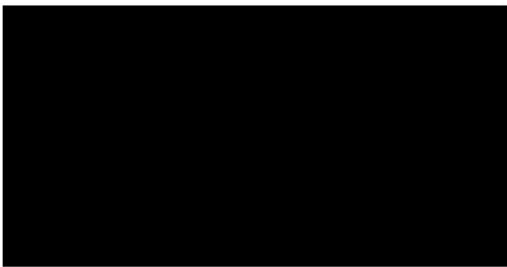
The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage,

less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

We beg you to refuse the Junction 10 of the A3/M25 proposals from HE. Instead, we ask you to adopt the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

We look forward to your response.

Yours sincerely,



T P Pope, FCA

From: [REDACTED]
Subject: FW: Highways England A3/M25 proposals - Junction 10 scheme (Case Ref: BW117281/AS)
Date: 22 September 2020 17:20:03

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport

5/11 GMH | [REDACTED]

Please ring my desk phone first

From: [REDACTED]

Sent: 22 September 2020 16:20

To: DFT Ministers <DFT.Ministers@dft.gov.uk>

Subject: FW: Highways England A3/M25 proposals - Junction 10 scheme (Case Ref: BW117281/AS)

Dear Grant

I enclose correspondence from my constituent, Ms Wynn, regarding Highways England's proposals for a new junction between the A3 and M25.

I would welcome your comments on the matters she has raised and look forward to hearing from you in due course.

Yours ever

Bill Wiggin MP

Member of Parliament for North Herefordshire

[REDACTED]

[REDACTED]

From: Shelagh Wynn
Sent: 12 August 2020 11:22
To: Bill Wiggin
Subject: Highways England A3/M25 proposals - Junction 10 scheme

Dear Mr Wiggin,

I am writing to you as a supporter of the Royal Horticultural Society (RHS) and to share with you my concern about the impact of proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I consider Wisley to be a national treasure, and our country's home of gardening and gardening science. I would therefore request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP calling on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. I feel it important that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the potential national consequences. The RHS is a much-loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard – it projects a loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know the work undertaken by the RHS to support the ornamental horticulture sector via world-renowned events such as the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. It makes charitable donations to schools, connecting with millions of schoolchildren through its Campaign for School Gardening, and to thousands of communities across the country through 'Britain in Bloom'. The RHS employs scientists and gardeners, take on apprentices and teaches students the green skills that are increasingly missing in our country. It is a charity that invests in constituencies like ours, and I want to see that investment continue.

Not only is there financial damage to the RHS, there are wider environmental harms. The RHS has recently learnt that the HE's proposal would place at risk 44 important trees forming part of its collection along its boundary with the A3. Moreover, the RHS has shown the impact on the SPA to be based on incorrect evidence that does not adequately protect the flora and fauna of the SPA, and does not comply with the requirements of the DCO process.

The RHS proposed an Alternative Scheme in 2018 that should have been considered by HE to meet the requirements of the DCO process. This Alternative Scheme would result in less mileage, less pollution, less driver confusion from circular routing, and most importantly, fewer impacts on Wisley garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

Yours sincerely,
Shelagh Wynn

[Redacted signature block]

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From: [REDACTED]
Subject: FW: Highways England proposals for a new junction between the A3 and M25 (Case Ref: KM14764)
Date: 23 September 2020 07:56:08
Attachments: [REDACTED]

MC BV please

A

Anne Broome | Private Office Business Manager, Private Office, Department for Transport

5/11 GMH | [REDACTED]

Please ring my desk phone first

From: [REDACTED]

Sent: 22 September 2020 16:50

To: DFT Ministers <DFT.Ministers@dft.gov.uk>

Subject: FW: Highways England proposals for a new junction between the A3 and M25 (Case Ref: KM14764)

Dear Minister

Suzanne Czarnomska, [REDACTED]

Please find attached a letter and copied below email correspondence Mr Malthouse has received from his constituent, Suzanne Czarnomska.

He would be grateful if you could consider the points his constituent makes and let him have your response to their representation.

Yours sincerely

Ann Addington

Senior Parliamentary Assistant to Kit Malthouse MP

Member of Parliament for North West Hampshire and Minister of State for Policing, Crime and Justice

House of Commons | Westminster | London SW1A 0AA

[REDACTED]
[REDACTED]

From: suzanne

Sent: 15 September 2020 13:43

To: MALTHOUSE, Kit

Subject: Highways England proposals for a new junction between the A3 and M25

Dear Mr Malthouse

Please see my letter attached, expressing my concerns about the Highways England proposal for a new junction

between the A3 and M25.

Kind regards

Suzanne Czarnomska

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[REDACTED]

15 September 2020

[REDACTED]

[REDACTED]

Dear Mr Malthouse MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity which invests in

constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. The RHS has shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme it proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I believe that Highway England's plans for the M25/A3 junction will be extremely damaging for the future of Wisley. It is an exceptional garden which should not be placed under threat from this proposed scheme. If the Highways England proposal is not rejected, then this could well set a precedent for future schemes.

These past few months during and after lockdown have demonstrated that our open green spaces improve the quality of the environment around us, are good for our physical and mental wellbeing and give us breathing space.

The Prime Minister has recently voiced his concerns about the rising level of obesity in the UK and the need for exercise. Our green spaces are precious and need to be protected for the health of the population, especially in England, which ranks as one of the most densely populated countries in Europe.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I would appreciate confirmation of receipt of this letter.

I look forward to your response.

Yours sincerely,

Suzanne Czarnomska (Miss)



HOUSE OF COMMONS
LONDON SW1A 0AA

RECEIVED ON

30 SEP 2020

PRIVATE OFFICE

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: CG44051

22 September 2020

Dee Grant

I have recently received correspondence from constituents in relation to RHS Wisley and the Highways England proposal to construct a new junction between the A3 and M25.

As a member of the RHS, I wanted to write to you and let you know of my support for the RHS and enclose a copy of their response to me dated 14 September 2020.

I would welcome your thoughts and comments on this matter and look forward to hearing from you.



Rt. Hon. Dame Cheryl Gillan DBE MP
House of Commons
Houses of Parliament
Westminster
London
SW1A 0AA

Dear Dame Cheryl,

14 September 2020

Thank you for your letter dated 7 September 2020 regarding the Highways England proposal to construct a new junction between the A3 and M25.

May I start by thanking you for being an active supporter of the RHS. We are determined to work in a productive manner with Highways England and that is why during the consultation period we submitted a large amount of data to demonstrate the shortcomings of the proposed scheme. You can access all these documents here:

As this planning application has been conducted via the Development Consent Order (DCO) process we understand and accept that the Department for Transport will be operating in a quasi-judicial role. In that light we have ensured that the vast majority of our work has been directed at the Planning Inspector who first determines the plan that is passed to the Secretary of State for Transport. In our work with the Planning Inspector, we have recommended ways to minimise the destruction of trees and the damage to the Thames Valley Basin Special Protection Area. We have also suggested workable alternatives that can be used to maintain driver safety and the economic viability of RHS Garden Wisley, as well as reduce pollution from the proposed increased mileage required to gain (a worsened) access to Wisley.

Now that the DCO process has moved onto its next phase, we have utilised our links with Peers in the House of Lords, as well as local Members of Parliament for Wisley and the surrounding area, and those of our members to apply both informal and formal pressure on the UK Government. We are extremely grateful to everyone who has been able to raise our concerns at the highest levels of government. Our Vice President, Baroness Floella Benjamin CBE, alongside Baroness Rosie Boycott and Lord William Bradshaw, were able to secure a series of questions in the House of Lords. You can read the outcome of that session here:

We strongly believe that the maintenance of the left turn onto the A3 and the introduction of south facing slip roads into the proposed Highways England scheme would hugely benefit both the local environment and protect RHS Garden Wisley. You can see our alternative scheme via these YouTube videos:

As you can see, our counter proposals will cut journey times, save trees and reduce emissions. We are strongly urging the Secretary of State to reject Highways England's proposal and adopt our amended plan. In addition to working with our partners in Parliament, the RHS has written to the ministers responsible to advocate for our alternative.

Thank you once again for your support – and for being an RHS member! Please do not hesitate to contact me further on this or any other issue.

Yours sincerely,

Sue Biggs CBE
Director General

The Rt Hon Sir MIKE PENNING MP

Member of Parliament for Hemel Hempstead
Constituency Office

Please quote our reference in all correspondence: MP64392 / Shapps

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

14 August 2020

Dear Secretary of State,

I have been contacted by a number of constituents in support of a campaign to urge you to reject the Development Consent Order for Highways England's proposals for Junction 10 of the A3/M25. Urges the Secretary of State to adopt the Alternative Scheme advocated by the RHS to protect the local environment and RHS Garden Wisley.

I would be grateful if you could look into this and come back to me with your detailed reply.

I look forward to hearing from you.

Yours sincerely

Mike Penning

(Dictated by Sir Mike and signed in his absence)

Data protection and privacy policies can be found here:

From: [REDACTED]
Subject: FW: A3 proposed development (Case Ref: NP12276)
Date: 28 September 2020 16:57:30

MC BV please (Tommy emailed about a change to the allocation on this)

A

**Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]
Please ring my desk phone first**

From: [REDACTED]
Sent: 28 September 2020 15:50
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: A3 proposed development (Case Ref: NP12276)

Dear Minister,

Re: Ms Jill Chant of [REDACTED]

I have been contacted by my above-named constituent regarding the proposed M25 junction 10/A3 Wisley interchange development. I have enclosed a copy of her correspondence for your information and reference.

I would be very grateful for a response to my constituent's concerns.

Yours sincerely,

Neil

Neil Parish MP
Member of Parliament for Tiverton and Honiton
Chair of the Environment Food and Rural Affairs Select Committee
House of Commons | London | SW1A 0AA
[REDACTED]

From: Jill Chant
Sent: 9 August 2020 09:11
To: PARISH, Neil
Subject: A3 proposed development

Dear Mr Parish,

As a member of the Royal Horticultural Society I am most concerned about the proposed changes to the A3 which I am informed will have an adverse effect on the grounds of RHS Wisley. I have been visiting the garden since 1956 (taken there by parents) and still visit with own children and grandchildren. Please do your very best to protect the very special environment around Wisley.

Thank you so much

Jill Chant

[REDACTED]

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From: [REDACTED]
Subject: FW: Ms Susan Hopper
Date: 30 October 2020 12:52:16

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 30 October 2020 09:47
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Ms Susan Hopper

Dear Team,

Please find below an email to Sally-Ann from Ms Hopper who is concerned about the impact on Wisley Gardens of the proposed new junction from the M25 to the A3.

I look forward to hearing from you.

Kind regards,

Jane
Jane Howard-Smith
Senior Caseworker to Sally-Ann Hart MP
Member of Parliament for Hastings and Rye [REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 27 October 2020 10:05
To: [REDACTED]
Subject: RHS Wisley under threat from A3 Plans

Dear Sally-Ann Hart MP

I am writing to you as a member of the Royal Horticultural Society about my deep concern of the huge impact on Wisley Gardens of the proposals of Highway England to impose a new junction between the A3 and M25. RHS Wisley Gardens are of national and international importance not only for the preservation of plants and trees but also for scientific research. This proposal will include felling a huge number of trees including 17 GRADE II Heritage trees and also put at risk trees 5 GRADE II trees.
The RHS has submitted an alternative plan

I would be very grateful if you could pass on my concern to Grant Shapps MP Secretary of State for transport and encourage him to consider the RHS Alternative scheme

Thank you
Kind Regards

Susan Hopper

Hastings resident

Sent from my iPad

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HOUSE OF COMMONS

LONDON SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: AA20063

7 October 2020

Dear Secretary of State,

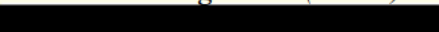
I write on behalf of one of my constituents in relation to proposals for a new junction between the A3 and M25 and enclose a copy of their recent correspondence for your reference.

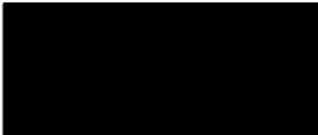
It would be very much appreciated if you would comment on their wider policy concerns.

I look forward to your earliest reply.

Yours sincerely,

Adam Afriyie MP

All correspondence received by the Office of Adam Afriyie MP, is treated in line with the General Data Protection Regulation (GDPR) 2018. A copy of the office Privacy Notice is available online at 



10th August 2020

Dear Mr Afriyie MP,

I am writing to you as a member of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden, Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write, before it is too late, to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

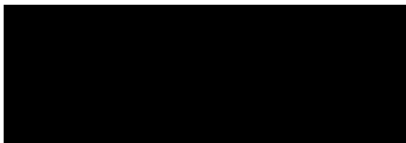
The RHS Alternative Scheme, proposed in 2018, should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I apologise if this seems somewhat trivial in our difficult times dealing with Covid 19, but our environment should continue, like the elderly trees, well into the future after we have left this world.

I look forward to your response.

Yours sincerely,

A black rectangular box redacting the signature of Barry Thompson.

Barry Thompson

From: [REDACTED]
Subject: FW: Proposed new junction between A3 and M25.
Date: 08 October 2020 16:56:36
Attachments: [REDACTED]

MC SoS

Tommy Vu | Correspondence Allocations Manager, , Department for Transport
5/11 | [REDACTED]
Post to: [REDACTED]

From: TransportSecretary
Sent: 08 October 2020 16:52
To: [REDACTED]
Cc: POCorrespondence <POCorrespondence@dft.gov.uk>
Subject: FW: Proposed new junction between A3 and M25.

Georgia Howard-Merrill | Diary Manager to the Secretary of State, , Department for Transport
5/13 | [REDACTED]
Post to: [REDACTED]

The Secretary of State's box closes at 2pm Monday – Thursday, when parliament is sitting.
To contact the Secretary of State's office, please e-mail transportsecretary@dft.gov.uk
Find out more information about the [REDACTED]

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From: [REDACTED]
Sent: 08 October 2020 16:32
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: Proposed new junction between A3 and M25.

Dear Secretary of State

Mrs. May has been contacted by one of her constituents regarding the proposed new junction between A3 and M25.

I have attached a copy of the letter which goes into further details about Mrs. May's constituent's concerns.

Mrs. May is aware that as per your previous response on this issue, that Transport Ministers cannot comment on live applications, however, she would be most grateful if you could confirm that her constituents views have been taken into account and provide any update on this matter.

Yours sincerely,

Cameron

Cameron Bradbury
Senior Parliamentary Assistant | Office of the Rt Hon Theresa May MP
Member of Parliament for Maidenhead

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virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

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8 October 2020

The Right Honourable Theresa May
House of Commons

Dear Mrs May,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science. I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme.

The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity.

Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable.

Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to

schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue.

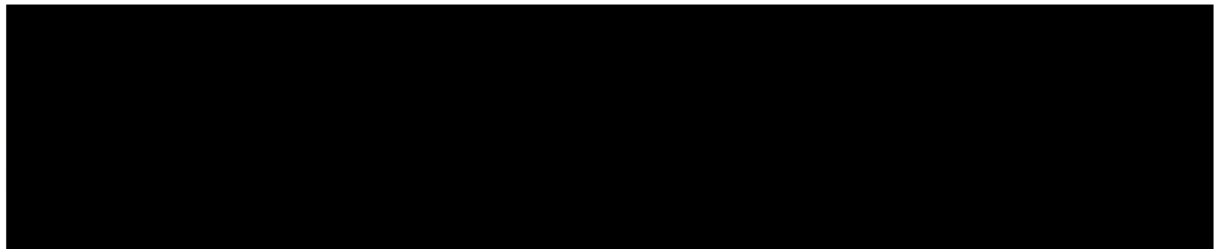
Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process.

The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts.

I look forward to your response.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Penelope Whitfield

**D. Submissions made to the Department of Transport
during Decision stage**

Numbers 62 - 80



Cllr Tim Oliver
Leader of Surrey County Council

County Hall
Penrhyn Road
Kingston upon Thames
Surrey
KT1 2DN
02085418003

Rt Hon Grant Shapps MP
Secretary of State for Transport
[by email:]

Friday 16 October 2020

Dear Secretary of State,

M25 Junction 10 /A3 Wisley Interchange

I am writing in relation to the Highways England M25 Junction 10/ A3 Wisley Interchange scheme and the A3 in general.

Surrey County Council support the principle of the scheme but wish to ensure it does not result in unacceptable impacts on the residents, businesses and environment of the affected local area to meet Highways England's stated objective to "Minimise impacts on the surrounding Local Road Network."

I was therefore pleased to hear from officers at the County Council of the robust and thorough nature of the M25 junction 10/ A3 Wisley Interchange Development Consent Order (DCO) examination conducted by the Planning Inspectorate whose report will shortly be submitted to you. Throughout the process the County Council worked collaboratively with Highways England (as the promoters of the scheme) and in meeting the deadlines which was recognised by the Planning Inspectorate examining Authority at the conclusion of the hearings.

One of the key issues for the County Council is the potential impacts on Ripley Village and the potential mitigation required and we were pleased to see that Highways England has put forward on a without prejudice basis suggested wording for an additional DCO requirement on this matter should the Examining Authority recommend and the Secretary of State determine that provision should be made for mitigation measures within the DCO.

In addition, the County Council's views are that additional slip roads at the A3 /A247 Burnt Common (Ripley South) junction, together with traffic management measures on the B2215, would help to mitigate the impact of Local Plan growth and strategic highway improvements on the village of Ripley. As such the County Council were pleased to learn that the A3/A247 Ripley South junction has been included within the Highways England RIS2 scheme development pipeline, which is a factor that the County Council and Guildford Borough Council can now take into account in any development viability negotiations with housing developers in the area such as that at the former Wisley Airfield and accord with planning policy A35 under the Guildford Borough Council Local Plan.

You may be aware that RHS Wisley Gardens also presented evidence at the examinations including alternative options (including a request to provide additional south facing slip roads at the Ockham Roundabout junction). The County Council appreciate that these additional slip roads are not included within the DCO red line boundary and as such have not had the level of wider/extensive traffic modelling or environmental assessment under the scheme. Although Highways England did undertake additional modelling during the examination at the request of the Planning Inspectorate, this was a sensitivity test into the hypothetical provision of south facing slips at the Ockham Park junction as

opposed to a full technical assessment of potential infrastructure and was based on a pre-feasibility (concept) design.

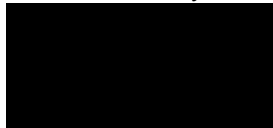
While being informative, the County Council recognise that time constraints limited the nature of the test and so the results were unable to consider, for example, the potential for induced traffic to areas such as the villages to the south of the Ockham Roundabout, the impact on and the effect of the potential Ripley South junction improvement at Burnt Common and they were not accompanied by any other information such as land availability, drainage, environmental factors, safety audit and costs. The County Council appreciate that there is not time within the current M25 DCO scheme to undertake this work but note that from the Highways England Statement of Common Ground with the County Council that the Scheme does not preclude the provision of south-facing slips at the Ockham Park junction at a later date.

Turning to wider matters the County Council are now aware of changes in policy in the wider context. Within Highways England's first Roads Investment Strategy (RIS1 -2015-2020) there was provision for feasibility development of the 2 lane section of the A3 that runs through Guildford which currently causes congestion and environmental issues. However, the County Council have now seen that this scheme has not been included for development within RIS2 (2020-2025) and that the County Council would have to lobby for its inclusion in a future Roads Periods.

As such, and taking a wider view, the County Council would ask whether Highways England could work with the County Council and Guildford Borough Council to assess potential south facing slip roads at the Ockham Roundabout along with an improvement to the A3 through Guildford, as part of the A3/A247 Ripley South pipeline project? The County Council wish to understand the potential benefits or impacts of such improvements on our Local Road Network through a robust assessment.

I understand that RHS Wisley may also be writing to you on this matter and seeking a meeting to share their concerns. Should this meeting take place I would be happy to join to discuss the importance of the A3 and the Local Road Network. Whilst the Ockham Slip Roads is a lower priority to the County Council than the Burnt Common slip roads at the A3/A247 Ripley South junction, I would like to explore further the technical/environmental feasibility, potential benefits or adverse impacts to the wider Surrey Local Road Network that additional slip roads at the Ockham Roundabout would provide.

Yours sincerely,



Tim Oliver
Leader of the Council

Cc: Matthew Furniss - Cabinet Member for Transport



SIR PAUL BERESFORD, M.P.
Member of Parliament for Mole Valley



The Rt Hon Grant Shapps MP
House of Commons
London
SW1A 0AA

HOUSE OF COMMONS
LONDON, SW1A 0AA

22 October 2020



M25 Junction Improvements and Royal Horticultural Society – Wisley

The Highways England scheme for this important junction improvement is in for your determination as part of the Development Control Order process.

The original draft design from Highways England would have had a disastrous effect on the RHS Wisley Gardens. As a consequence, over a number of months, there have been considerable cooperative discussions between RHS Wisley and the Highways England team. As a result there is now a large measure of agreement but this plan as it stands still leaves Wisley with potential losses of £9 million over 10 years. This hits them just as they have £65 million invested in new developments for the future horticulture and coupled with what is estimated to be an £18 million loss from the impacts of Covid.

Present scheme includes an access route to from Wisley that is excessively circular and long adding considerably to traffic milage, and distances with anticipated considerable increases in local road traffic for the northern part of Guildford Borough.

South of the scheme on the A3 is the Ockham roundabout which if two simple sliproads were added at relatively low cost as a proportion of the whole scheme would move considerably towards alleviating the difficulties. Unfortunately the Ockham roundabout is currently just outside the design perimeters for the Junction 10 scheme. Hence although Highways England recognise the benefits to the scheme and have no objections, it cannot be included in your consideration being outside the scheme perimeter.

Surrey County Council have initially considered the Ockham roundabout changes and although the detailed effects have not been worked out are at this stage fully supportive

Hence I would be grateful if in considering the Junction 10 scheme you could extend the boundary to include the addition of the sliproads on the Ockham roundabout thus meeting the considerable major difficulties to RHS Wisley if these are not included.

Regards,



Paul Beresford MP

From: [DfT Ministers](#)
To: [Rosemary Apelogun](#)
Subject: FW: from Claire Coutinho re Margaret Allen [REDACTED] (Case Ref: CC5052)
Date: 02 November 2020 15:43:39

Jonathan Scott | Correspondence Manager, , Department for Transport
5/11 | [REDACTED]

From: Claire Coutinho MP [REDACTED]
Sent: 02 November 2020 12:23
To: DfT Ministers [REDACTED]
Subject: from Claire Coutinho re Margaret Allen [REDACTED]
[REDACTED]

Dear Sir/Madam,

Claire has been contacted by Margaret Allen [REDACTED]

She has contacted Claire about the plans for altering Junction 10 on the M25. Please see below for details:

Please could you provide comment to assist Claire in her response to Ms Allen.

Yours faithfully

Lisa
Office of Claire Coutinho

From: The Allens
Sent: 7 October 2020 19:53
To: COUTINHO, Claire C
Subject: Re: Further information for Environment Q&A - Monday, 28 September, 4pm-4.45pm

Dear Claire. Thank you for your email and we will certainly keep you up to date on our plans to plant a wood in one of the Jubilee fields owned by S Nutfield parish council. We have just drawn up a detailed plan for the council's approval and hope we will be able to have a village planting day early next year.

Apart from that I would urge you to question the plan for altering Junction 10 on the M25. The current plan will cause the A3 passing alongside RHS garden, Wisley to be altered and in doing so will cause irreparable damage to ancient and valuable trees . The RHS has submitted an alternative viable plan which I believe has been discounted. I hope, too, that Lord Goldsmith will also oppose the present plan.

Hopefully

Margaret Allen

Ps Apart from the irreparable damage to rare trees, I have a great belief in the work that the RHS does, having been a volunteer at Wisley for almost 20 years.

Sent from my iPad

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From: [REDACTED]
Subject: FW: M25 Junction 10 Infrastructure Planning
Date: 10 May 2022 10:06:25
Attachments: [REDACTED]

From: [REDACTED]
Sent: 06 November 2020 13:11
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: M25 Junction 10 Infrastructure Planning

Dear Sirs,

Reference ; Planning act 2008(as amended) and the Infrastructure Planning (Examination Procedure) Rules 2010 M25 Junction 10 and the Associated Works on the A3 regarding Painshill Residents)

Further to your notification above we would once again request that due consideration be given to the comments in our letter above to the Highways Agency and the Planning Inspectorate . Painshill Residents Association have initially objected to the whole scheme, have had several meetings with Highways England and attended the Planning Inspectorate Consultations in relation to the content of our letter. It appears that our comments in the above letter have been ignored in the final submission of the scheme to yourselves.

We would therefore request a review by yourselves of our concerns and a re-design of the scheme incorporating, in principle, our request to site the service road for Close Court Farm, The guides association complex, New Farm, etc further down towards the M25.

Regards,
Robert J. Brown

E-mail: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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DPC:76616c646f72



PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

C/O

Attn. Jonathan Wade
Highways England
Bridge House,
1 Walnut Tree Cl,
Guildford GU1 4LZ

January 18, 2020

Reference M25 Junction 10/A3 Wisley
Request for Meeting From Painshill Resident's Association following Specific Hearing 2

Dear Jonathan,

Further to Specific Hearing 2 and the Planning Inspectorates request that Pains Hill Residents meet with Highways England to discuss the Agenda below, to find an equitable solution, may I suggest the meeting takes place at my house [REDACTED] date and time suitable to Highways England. Could you please suggest a date in the immediate future well before Deadline 3.

The proposed Agenda

- a) The siting of the service road junction for Close Court Farm, The Guides Association, New Farm and Painshill Park Emergency Access.
Painshill Residents Association have requested that the proposed service road access point be moved from the A3 access slip road from Painshill Roundabout, further down towards the M25 Junction 10 or accommodated within any re-considered direct access point for the Guides Association or Painshill Park Emergency Access. As advised this would prevent the cutting down of long established trees in the Christmas Tree Wood, which apart from their biodiversity and habitat protection, currently afford a level of noise and carbon reduction.
- b) The requirement for acoustic fencing provision for the five Painshill Residencies adjacent to the above scheme boundary redlined on the A245 and Painshill Roundabout together with the provision by Highways England of double/triple glazing for the 5 affected properties and roadway noise-reducing surfaces for the paved roadways adjacent to the five properties, all offered as standard by Highways England for properties close to motorways and major A roads.
- c) Inclusion and recognition of the Historic Heritage of Painshill Grade 2 and Grade 2 Star listed buildings and their settings within the Highways England Environmental Impact Assessment. In addition a specific environmental assessment relating to toxic emissions, noise and light pollution relating to these properties.

Yours faithfully,

Eur Ing Robert J. Brown Bsc(Eng) F.I.C.E, M.Inst.H.E, M.A.S.C.E For and on behalf of Painshill Resident's Association.

C/C The Planning Inspectorate
National Infrastructure Planning Temple Quay House, The Square, Bristol, BS1 6PN

From: [REDACTED]
Subject: FW: (Case Ref: ZA20599)
Date: 09 November 2020 13:23:22

Mc BV please

A

**Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | [REDACTED]
Please ring my desk phone first**

From: [REDACTED]
Sent: 09 November 2020 13:11
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: (Case Ref: ZA20599)

Dear Rt Hon Grant Shapps MP

I am writing on behalf of a constituent Mr Tony Birch who recently contacted me regarding RHS Wisley.

I enclose the email received. I would be most grateful if you could respond as a matter of some urgency setting out the Government's position on this matter.

"Please do everything in your power to prevent Highways England from wrecking this world renowned garden, national treasure & Beacon of research for Horticulture. Surely at the present time your government should be enhancing the role of Wisley, rather than threatening its future viability. The detrimental effects of this scheme would also worsen the local environment & reduce the quality of life for local people. The RHS is a charity which works incredibly hard for the benefit of people & the natural environment in our country. It does not deserve such irresponsible treatment. The primacy of the motor car above all other considerations must be reversed"

Thank you in anticipation of your kind response.

Yours sincerely

Office of Marcus Jones MP

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Daisy Cooper MP
Member of Parliament for St Albans
House of Commons, London SW1A 0AA

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

13 November 2020

Case Ref: DC11768

Dear Secretary of State,

I am writing to you regarding the campaign by the Royal Horticultural Society, who stand in opposition to the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). There are many worries that this will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I have received much correspondence on this matter from worried constituents who lives in St Albans but who are members of the RHS, and who oppose the Highways England proposals. From my research, it appears that residents local to the RHS are similarly concerned.

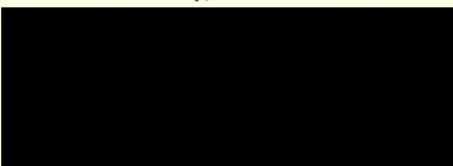
Not only is there a financial harm to the RHS, there are wider environmental concerns. The RHS has recently learnt that the impact on the garden of Highway England's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. There is also likely to be a major negative impact on the flora and fauna of the SPA.

The RHS Alternative Scheme proposed in 2018 should have been considered by Highways England to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly less impact on the garden and the heathland ecology. We cannot allow such a fantastic nature venue to be negatively impacted in this way.

I hope that you will refuse permission for this project and instead adopt the RHS Alternative scheme.

Thank you in advance for your help and I look forward to your response.

Yours sincerely,



Daisy Cooper MP
Member of Parliament for St Albans

From: [REDACTED]
Subject: FW: Letter from your constituent Huw Roberts (Case Ref: AR7838)
Date: 05 February 2021 15:51:21

MC BV please

Matthew Green | , , Department for Transport
1st Floor | |

Post to: [REDACTED]
From: [REDACTED]
Sent: 05 February 2021 13:43
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: Letter from your constituent Huw Roberts (Case Ref: AR7838)

Dear Minister,

Below I am forwarding an e-mail from my constituent Mr Huw Roberts of [REDACTED]. My constituent is enquiring about the delay of the decision relating to the M25 junction 10 scheme.

I would greatly appreciate it if you could look into my constituent's concerns and helped me address them accordingly, by way of a response which I could share with him.

Yours sincerely,

Angela Richardson MP
Member of Parliament for Guildford
House of Commons, London, SW1A 0AA

[REDACTED]

Dear Angela Richardson,

I understand that the minister of transport has delayed a long awaited decision regarding the M25 junction 10 scheme. Given the critical need for jobs, spending and investment on infrastructure following your decision to hobble the UK economy by placing it outside the EU with the thinnest of trade deals, are you able to let me know why a decision to proceed has been ducked?

Yours sincerely,

Huw Roberts

[REDACTED]

[This message was sent by [REDACTED]. If you have had any problems receiving this message, please email support@writetothem.com and we'll get back to you. See [REDACTED]

[REDACTED] this address is out of date
please email us so that we can update our records.]

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From: [REDACTED]
Subject: FW: Constituent of Nick Gibb MP (our ref: NG20445)
Date: 17 March 2021 17:40:32

MC SofS please

Matthew Green | , , Department for Transport
1st Floor | |
Post to: [REDACTED]

From: [REDACTED]
Sent: 10 February 2021 14:22
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: Constituent of Nick Gibb MP (our ref: NG20445)

Hello

I am emailing on behalf of Nick Gibb MP. Are you able to advise when Mr Gibb will receive a response to his email of 13 August?

Many thanks, Vicki

Vicki Corenbloom
Senior Parliamentary Assistant
Rt Hon Nick Gibb MP for Bognor Regis & Littlehampton
Minister of State for School Standards
House of Commons, London, SW1A 0AA

From: GIBB, Nicolas
Sent: 13 August 2020 12:58
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: Constituent of Nick Gibb MP (our ref: NG20445)

Baroness Vere of Norbiton
Parliamentary Under Secretary of State
Department for Transport

Dear Charlotte

I have received the email below from my constituent, Mr Marcus Priestley of [REDACTED], regarding his concerns about proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO).

I should be grateful if you could look into the issues raised by my constituent and let me have your comments in due course.

With best wishes.

Yours sincerely

Nick

Rt Hon Nick Gibb MP for Bognor Regis & Littlehampton
Minister of State for School Standards
House of Commons, London, SW1A 0AA

From: no-reply@conservativewebsites.org.uk <no-reply@conservativewebsites.org.uk>
Sent: 06 August 2020 19:39
To: [REDACTED]
Subject: Bluetree Contact Form - Marcus Priestley [REDACTED]

This is an email sent via the Contact form on your Bluetree website. It is not spam.
Please do not reply, but instead copy the email address and compose a new message.

Name: Marcus Priestley
Email: [REDACTED]

[REDACTED]

Submission time: Thursday, August 6, 2020, 18:38:30
Timezone: UTC

Message: Please find attached my objections to A3/M25 proposals as they will affect RHS Wisley.

Dear Nick Gibb MP,

I am writing to you as a [member/supporter] of the Royal Horticultural Society (RHS) and to share with you my deep concern about the impact of the proposals by Highways England (HE) to impose a new junction between the A3 and M25 under a national infrastructure Development Control Order (DCO). The construction of this junction as currently proposed will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area (SPA). I love and care for Wisley as a national treasure that is our country's home of gardening and gardening science.

I would, therefore, request your support and ask you to write before it is too late to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, to call on him to refuse permission for this disastrous project, and instead adopt the RHS Alternative Scheme. The Secretary of State for Transport will be presented with the final proposals for approval no later than 12 October. It is vital that MPs from across the country stand side-by-side with the RHS to protect the flagship garden of this historically important charity. Although this planning proposal may appear to be something that only affects the local area around RHS Garden Wisley, I want to stress the national importance of this scheme. The RHS is a much loved national charity that receives no public funding. The Covid-19 pandemic has hit the RHS hard with a projected loss of £18 million thus far. The proposed scheme would harm the RHS even further with a reduction in visitor income from RHS Garden Wisley calculated to be £6.6 million during the construction period alone. This grows to an eye-watering £19.2 million during the subsequent 10-year operational phase. These financial burdens are avoidable. Many people will know of the work the RHS undertakes to support the Ornamental Horticulture sector via excellent shows like the RHS Chelsea Flower Show. However, the RHS is also a community-driven organisation. They make charitable donations to schools and connect with millions of schoolchildren through its Campaign for School Gardening and thousands of communities through Britain in Bloom. They employ scientists and gardeners, take on apprentices and teach students the green skills that are increasingly missing in

our country. They are a charity who invest in constituencies, like ours, and I want to see that investment continue. Not only is there a financial harm to the RHS, there are wider environmental harms. The RHS has recently learnt that the impact on the garden of HE's proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk. We have shown the impact on the SPA is based on incorrect evidence that does not adequately protect the flora and fauna of the SPA and does not comply with the requirements of the DCO process. The RHS Alternative Scheme we proposed in 2018 should have been considered by HE to meet the requirements of the DCO process because it results in less mileage, less pollution, less driver confusion from circular routing, and most importantly fewer impacts on the garden and the heathland ecology.

I would be grateful if you could write to the Secretary of State for Transport, Rt. Hon. Grant Shapps MP, requesting that he refuses the Junction 10 of the A3/M25 proposals from HE. Instead, he should require the RHS Alternative Scheme as part of a new DCO, which will achieve all the desired aims and safely minimise the negative impacts. I look forward to your response.

Yours sincerely,

Marcus Priestley

[REDACTED]

Email subscription: yes

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The Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: SI46445

17 February 2021

Dear Secretary of State,

RE: RHS Gardens A3/M25 proposed project

I have recently been contacted by my constituent regarding the proposed RHS Gardens A3/M25 project.

My constituent is deeply concerned about the proposals, arguing that they will threaten RHS Garden Wisley and the Thames Basin Heaths Special Protection Area. He further argues that the proposal would place 44 important trees forming part of its Collection along its boundary with the A3 at risk.

My constituent hopes that the scheme will be rejected and asks if the Government has considered the RHS Alternative Scheme. He argues that this scheme would result in less mileage, less pollution, less driver confusion from circular routing, and fewer impacts on the garden and the heathland ecology.

Finally, my constituent argues that this project is contrary to the promises and spirit of reversing climate change.

Please can you outline the Government's response in full that I can share with my constituent.

Thank you in advance.

Yours sincerely

Siobhain McDonagh MP

From: [REDACTED]
To: [POCorrespondence](#)
Subject: FW: M25 junction 10/A3 Wisley interchange scheme newsletter
Date: 01 March 2021 15:29:48
Attachments: [REDACTED]

From: [REDACTED]
Sent: 27 February 2021 09:07
To: [REDACTED]
Cc: M25j10@highwaysengland.co.uk
Subject: FW: M25 junction 10/A3 Wisley interchange scheme newsletter

Rt Hon Grant Shapps
Secretary of State Transport

Sir,

Very good morning to you.

Hope you , your family and your colleagues are safe and well.

Before you make your final decision on the M25 Junction 10\A3 Wisley Interchange , can I ask that when this project first started we did not foresee a Pandemic on the horizon.

We have now been through one of the worst years we have experienced since possibly WWII.

Hopefully one of the good things that will come out of this is we really have come to appreciate what we have when it comes to our surroundings , outdoor space etc. and nurture and appreciate what we have.

The main problem with this junction is drivers trying to cut in at the last moment not willing to take their turn . I believe that there is possibly enough existing space to rearrange the lanes and along with stricter lane disciplines covered by CCTV and with average speed cameras covering the

approaches to the junction on the A3 both North and South , the main issues could be addressed. At least these should be tried before trees etc. are destroyed for ever. This would also make the junction much safer and stop the idiots that speed up to the point when they break and cut in to beat the queue.

Also the message we get is the Government wants to discourage car usage and if these policies work we are using badly needed revenue that could be spent on far more important issues that we need to restore our economy , jobs and society as a whole and why should we destroy our country side just to make it easier for these idiots that cannot wait to enter the roundabout .

We are finding more and more even on a local level where our Highways department are wasting money on isolated standalone projects and not thinking about the overall affects. In Kingston our Highways department is putting raised areas at Zebra crossings that have bus stops only yards away so that as passengers on double decker buses get up out of their seats or are coming down the stairs, the bus suddenly goes up and down.

It is just an example where they do not think their ideas completely through resolving the issue for one section of society but causing real safety issues for many others , very much like the Wisley Project. They are also spending £200,000 on a short length of isolated cycle lane that will destroy trees and disturb a Bat Roost which will possibly not even be used by cyclist as they still use the road on the section that is already there and just across the way the Local Station could do with Inclinator Lifts to give disabled free access.

Can I just ask that you look at this long ongoing expensive project with fresh eyes, especially now all our lives have changed for ever and we are looking to Build Back Better for everyone and make the protection of our surroundings the main criteria especially when it comes to the Mental Health of our society going forward.

Thanking you in anticipation of your taking the time just to read my email.

Keep well, keep safe.

Kindest regards

Rob

Rob Robb

Resident South of the Borough Neighbourhood Royal Borough of Kingston

From: Highways England [mailto:highwaysengland@service.govdelivery.com]

Sent: 25 February 2021 18:05

To: [REDACTED]

Subject: M25 junction 10/A3 Wisley interchange scheme newsletter

Hello,

Welcome to our latest update on our proposals to improve the M25 junction 10/A3 Wisley interchange.

A quick reminder of our proposals:

As one of the busiest sections of road on our network, more than 270,000 vehicles pass through the M25 junction 10/A3 Wisley interchange each day. Due to the volume of traffic and the resulting queues, the junction and the surrounding roads have a high number of incidents.

By improving the current layout of the junction and approaching carriageway, our plans will help to reduce delays, smooth traffic flow and create safer journeys for all.

What's been happening?

Our plans have been examined through the Development Consent Order (DCO) process. All schemes that are classed as 'Nationally Significant Infrastructure Projects' go through the DCO process, instead of the more traditional planning permission.

During this process our plans are reviewed by the Planning Inspectorate, acting on behalf of the Secretary of State. Once the review is complete, a recommendation is made to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

More information about the process can be found on the [REDACTED]

Timeline of our DCO:

Date	
June 2019	We submitted our plans to the Planning Inspectorate for review. The DCO process is mainly a written process with questions asked to us and other interested parties. The Inspectors can decide to also hold hearings around specific issues. These hearings provide the inspectors the opportunity to ask questions and clarify evidence.
July 2020	The Planning Inspectorate closed its review.
October 2020	The Planning Inspectorate submitted its report and recommendation to the Secretary of State. This report will only be made public after the Secretary of State makes their decision.
January 2021	The Secretary of State extended the deadline for a decision on our plans. The 4-month extension allows the Secretary of State to consult further on specific areas of our plans.
May 2021	A final decision is due from the Secretary of State on whether or not the scheme will go ahead.

Keeping you informed

You can find out more about our plans and keep up to date with the project on our dedicated webpage: [REDACTED]. There is also the opportunity for you to sign up to updates via the webpage.

If you have any questions, please contact us either by email on M25j10@highwaysengland.co.uk or call [REDACTED] and one of the team will be happy to help.

[REDACTED]

This service is provided free of charge by Highways England. Visit us on the web at [REDACTED]

Please do not reply to this email.

- Technical queries or problems? Contact digital_communications@highwaysengland.co.uk
- All other enquiries should go to info@highwaysengland.co.uk

[REDACTED]

[REDACTED]

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DOMINIC RAAB MP
Member of Parliament for Esher & Walton



HOUSE OF COMMONS

LONDON SW1A 0AA

Rt. Hon. Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London, SW1P 4DR

8 March 2021

Dear Secretary of State,

I am writing to you on behalf of Mr Robert Brown, the Chair of Painshill Park Residents Association (PPRA).

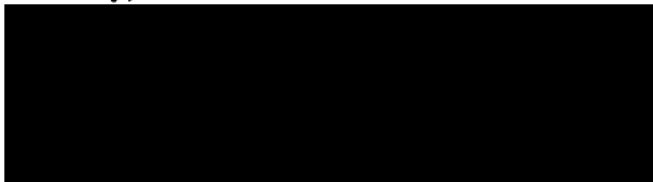
On 9 February Mr Brown and PPRA wrote to you to raise concerns around Highways England's Application to re-develop the M25 Junction 10/A3 Wisley Interchange.

In particular, Mr Brown and the PPRA have raised a number of concerns around the impact that the scheme would have on a range of issues, including the local environment and the ability of emergency vehicles to attend critical incidents.

I have enclosed a copy of the correspondence I have received from Mr Brown and PPRA and, given the extensive concerns they have outlined in detail, I would be grateful if you could fully consider their objections in a timely manner.

I look forward to hearing from you.

Yours sincerely,



Country	Year	Value
United States	2010	100
United States	2011	100
United States	2012	100
United States	2013	100
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February 9, 2021

Reference : M25 junction 10/A3 Wisley Interchange

Request for Part Redesign of New Farm etc. Access Road Junction

Dear Secretary of State,

We are writing to you with respect of the scheme above which is currently with your Ministry for approval as proposed by Highways England and submitted by the Planning Inspectorate.

In summary, Painshill Residents strongly object to the proposed location of the Junction of the access road intended to serve New farm, The Gas Valve Compound, Heyswood Camp Site and Court Close Farm. The basis of our objections and request for redesign is detailed below.

Painshill Residents Association represents some 30 residents of 12 historic Grade Two and Grade Two Star dwellings which originally comprised Charles Hamilton's Estate, adjacent to Painshill Park in Cobham, Surrey.

Consultations with the Residents originally began in 2018 when the above scheme was originally envisaged. Initially, there were several alternative schemes to provide access to isolated properties adjacent to the A3 south west carriageway leading to the M25 and a series of meetings held with representatives of the Highways England to discuss the impact on Painshill Residencies.

At a meeting in 2019 a scheme involving a bridge over the A3 providing access to a service road for New Farm, The Gas Valve Compound, Heyswood Girl Guides Camp Site and Court Close Farm (sited as shown under **Exhibit 1**) was unanimously approved by Painshill residents.

Later in 2019 when the final scheme was sent to the Planning Inspectorate by Highways England this vehicle bridge had been removed, and is now replaced by a bridle path bridge. Access to this service road has been brought much closer to Painshill Residences by provision of a slip road junction off the Painshill Roundabout ramp leading from Painshill to the A3 (see **Exhibit 2**) which severely impacts our Residents.

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M25 junction 10/A3 Wisley Interchange

At the initial Planning Inspectorate consultation in 2020 the writer and other residents objected to the overall scheme considering this to be a waste of public money, which at that time was estimated to be in the region of £250 Million. Furthermore, at this initial planning Inspectorate Consultation and following subsequent consultation sessions specific requests and concerns were raised by Painshill Residents as follows;

a) The siting of the service road junction for Court Close Farm, the Heyswood Camp Site (Girl Guides Association), New Farm and Painshill Park Emergency Access.

Painshill Residents Association have requested that the proposed service road access point, be moved from the A3 access slip road, from Painshill Roundabout, further down towards the M25 Junction 10 ,or accommodated within any re-considered direct access point for the Guides Association or Painshill Park Emergency Access. As advised this would prevent the cutting down of long established trees in the Christmas Tree Wood, which apart from their biodiversity and habitat protection, currently afford a level of noise and carbon reduction.

b) Fencing, Toxicity and Noise Prevention.

The requirement for acoustic fencing provision for the five Painshill Residencies adjacent to the above scheme boundary, redlined on the A245 and Painshill Roundabout, together with the provision by Highways England of double/triple glazing for the five properties most directly impacted and roadway noise-reducing surfaces for the paved roadways adjacent to the five properties, all offered as standard by Highways England for properties close to motorways and major A roads.

c) Historic Heritage of Painshill Grade 2 and Grade 2 Star listed buildings

Inclusion and recognition of the Historic Heritage of Painshill Grade 2 and Grade 2 Star listed buildings and their settings within the Highways England Environmental Impact Assessment. In addition a specific environmental assessment relating to toxic emissions, noise and light pollution relating to these properties.

As requested by the Planning Inspectorate a separate meeting was held with Highways England in January 2020 and the resultant confirmation of the points raised was sent by Painshill Residents in a letter to the planning Inspectorate (see **Exhibit 3**).

We would reconfirm the points raised in the penultimate paragraph of this letter, under exhibit 3 namely, insofar as we believe that we were excluded from an important part of the consultation process to reach "common ground" following changes to the initially preferred design of a bridge over the A3. We would reiterate that the current proposal for the service road access is sited far too close to the Painshill residential estate, which unnecessarily impacts the lives of some 30 plus residents. In short the above points raised by Painshill Residents have been totally discounted by Highways England during their consultation process.

In conclusion, Painshill Residents remain opposed to the M25 Junction 10 / A3 Wisley Interchange scheme on several grounds including the cost which we believe is a waste of tax-payers money, damage to the local environment arising from the land-take together with increased air, noise and light pollution and the impact on the historical heritage of the Painshill

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Estate where Grade 2 and Grade 2 Star listed homes have been excluded from the Environmental Impact Assessment.

We also vehemently oppose the current proposal for the Access Road on additional grounds including the impact on our safety, security, and human rights as residents as summarized below.

Severe traffic congestion on the Painshill roundabout, particularly during the morning and evening rush hours, already presents a significant safety risk to Painshill residents driving in and out of the estate through the main gates which open onto the roundabout. The current proposal for the Access Road will make that problem far worse due to the increased volume of traffic using the roundabout resulting from the widening of the A3 and the construction of the Access Road near to the roundabout, plus the fact that nothing is being done to substantially reduce the build-up of traffic backing onto the roundabout from the A245 Seven Hills Road.

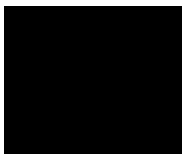
The current siting of the Access Road would render redundant all security systems operated by day and night across Painshill Estate and Painshill Park leading to uncontrolled access by vehicles and pedestrians.

The right to a family/private life and the enjoyment of property is relevant in this context. We believe that the current proposals would violate the rights of approximately some 30 people who live on the Painshill Estate.

If the M25 Junction 10 / A3 Wisley Interchange scheme is to go ahead, despite our objections and those of other stakeholders, we request at least a re-design of the highly contentious Access Road reverting to the previous design approved by residents (see **Exhibit 1**) or the re-siting of this road even further away from the Painshill Estate towards the M25 Junction 10.

Unfortunately our legitimate concerns and interests as residents have been discounted by Highways England throughout the consultation process as highlighted by the fact that we were excluded from the process which led to the change in the siting of the Access Road. We are therefore writing to you to request your intervention on this issue of vital importance to us as residents of the Painshill Estate.

Yours faithfully,



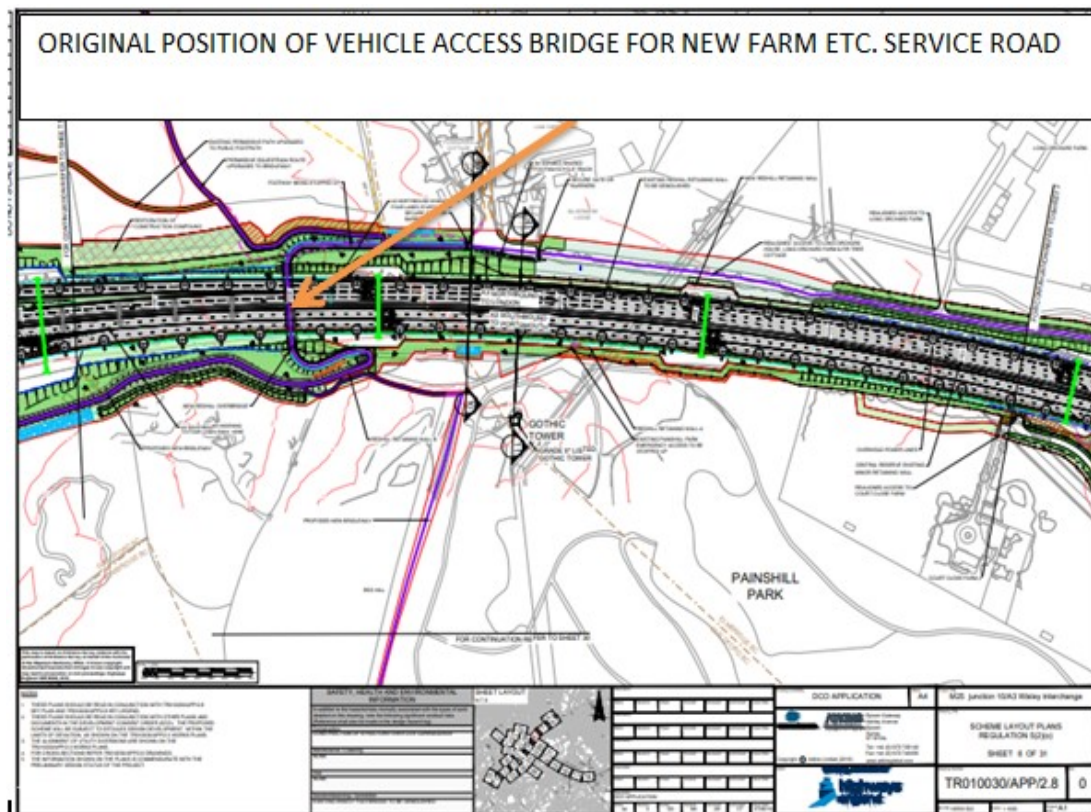
Robert J. Brown Bsc(Eng) F.I.C.E, M.Inst.H.E, M.A.S.C.E For and on behalf of Painshill Resident's Association.

C/C The Planning Inspectorate
National Infrastructure Planning Temple, Quay House, The Square, Bristol, BS1 6PN
Highways England.

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

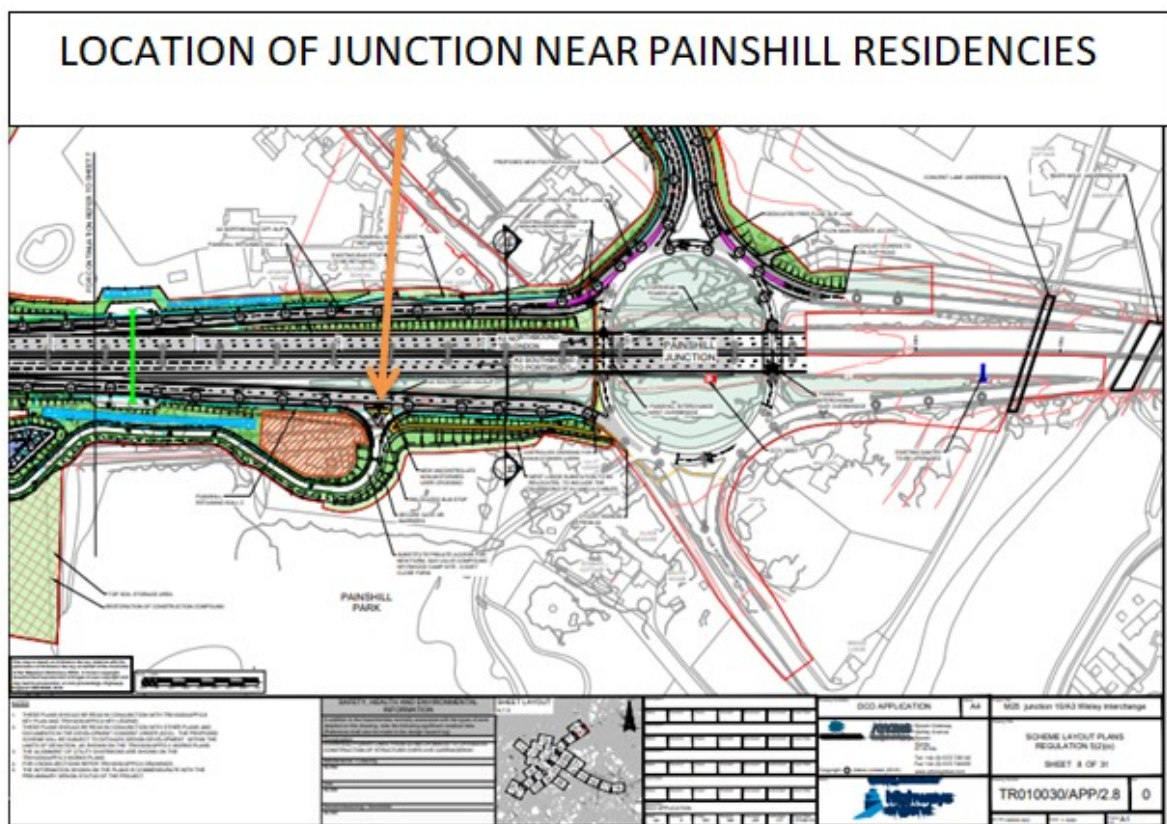
EXHIBIT 1



PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

EXHIBIT 2



PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

EXHIBIT 3

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

C/O



The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square,
Bristol,
BS1 6PN

January 27, 2020

Reference M25 Junction 10/A3 Wisley
Representation From Painshill Resident's Association Specific Hearing Action Note 15

Dear Sirs,

In accordance with the Specific Hearing 2 Action points number 15, Painshill Residents Association has met with the Highways England team to discuss the following Agenda and to try to reach common ground. Our comments against the various subjects are recorded below;

1. The siting of the service road Junction for Close Court Farm etc.

It is accepted that representation and consultation by Highways England regarding the amended A3 M25 Interchange was held with Painshill Residents Association during the initial stages of the development, where various options of the development and service road access points for the properties affected by the development were advised and explored. However with regard to the conceptual proposal currently before the Planning Inspectorate, Painshill Residents Association maintains that the new service road access point was neither discussed nor advised to us prior to its final submission to the Planning Inspectorate. It's disappointing that no such consultation took place since, had we been aware that the proposal had changed, we would not have supported it in its current form. We raised this point at our meeting and requested Highways England to shift the new service road junction on the A3 slip further down the slip road towards M25/ Junction 10. Alternatively to amalgamate this with a considered direct access to Close Court Farm, the Guides Association, Painshill Park Emergency Access, New Farm etc, due to its proximity to Painshill Roundabout.

Either suggestion would prevent the removal of carbon absorbing trees in the Christmas Tree Wood which limit noise levels, and provide biodiversity sustainability adjacent to Painshill Residents Association properties.

Highways England maintain that they alone cannot amend any detail at this stage, only on a directive from the Planning Inspectorate. We therefore look to you to consider all hazardous aspects of the siting of this junction, at its present indicated position, as advised under our previous correspondence and move this junction to a more suitable, less hazardous and less obstructive location.

2 Social Economic Considerations

2.1 Noise Level.

Highways England state that no specific noise abatement measures are to be provided at present and have produced for us Defra noise projections in relation to the development around Painshill roundabout

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

PAINSHILL RESIDENT'S ASSOCIATION

M25 junction 10/A3 Wisley Interchange

C/O

up to the year 2037, taking into consideration the traffic and its impact on the dwellings within the Painshill Residents Complex. Here both East Lodge and West Lodge are potentially at risk of theoretical noise levels exceeding 68 decibels and the Belfry, Clock House and Stables Cottage could well be bordering on this noise level in practice. Consideration should then be given to providing noise abatement measures by providing Double/Triple glazing and/or acoustic fencing.

2.2 Security;

The provision of this service road within Painshill Park Grade 1 listed landscape without any security fencing on its boundary with the Park, opens the whole park area to intrusion by undesirable elements, also putting our homes at risk. Painshill Residents Association has already mitigated unwanted intrusion to the complex by installing Electronic Gates on its service Drive. The omission of security fencing to the service road on its border with Painshill Park, will void our previous efforts to mitigate uncontrolled access to our properties. We would request your instruction to Highways England to provide security fencing along the service road boundary with the Park Landscape.

2.3 Roadway Noise.

Painshill Residents Association has been given details of the noise reducing surface. We would request that consideration be given to extending the noise reduction surfacing along the A245 approach to Painshill Roundabout from Cobham and the area of Painshill Roundabout where the filter road abuts Painshill Resident Association properties.

3 Environmental Impact.

We request that Highways England impact statements, recognize that Painshill Residents Association Grade 2 and Grade 2 star Properties (part of the original Painshill Estate) are not combined with those of Painshill Park and as such are recognised as separate entities and the environmental impact on the same assessed separately. This relates to all pollution aspects.

In summary, we believe that we were excluded from an important part of the consultation process to reach 'common ground' following changes to the initially preferred proposal in the mistaken belief that we would be unaffected by those changes. This clearly is not the case, since our properties are very much adjacent to the currently proposed works and these concerns have prompted this letter.

We look forward to your consideration of our concerns since Highways England have effectively said that any further changes are now out of their hands.

Eur Ing Robert J. Brown Bsc(Eng) F.I.C.E., M.Inst.H.E., M.A.S.C.E
For and on behalf of Painshill Resident's Association.

C/c Highways England

From:



Subject:

RE: M25 junction 10/A3 Wisley interchange TRO10030-0012494-4

Date:

08 March 2021 10:28:51

Dear Sir

I feel I should bring to your notice that I have had no response to this email or the points raised. I that respect I feel that I need to refer you to the recent Malvern Hill case in the Appeal Court expressly in relation to paragraph 98 of the National Planning Policy Framework:

“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.”

This seems to have got forgotten in the haste to which Highways England put in the July 2019 application for the development of J10/M25 especially the common land and public open space issues set out with others below.

This case also illustrates the need to review the legal interest and interested party criteria when dealing with equestrian common land, public open space land and rights of way.

Yours faithfully

Bob Milton

From: Bob Milton

Sent: 10 February 2021 12:19

To:



Subject: M25 junction 10/A3 Wisley interchange TRO10030-0012494-4

Jonathan

Just a note to clarify some matters which came up in discussion

1. Byway 525 This does not qualify as a byway as it is primarily a public vehicular carriage way maintainable at public expense connecting two adopted highways. [see attached Inspector guidance].
Byway open to all traffic (BOAT) – a right for all traffic, including vehicles, but mainly used by the public as a footpath or bridleway.
2. The replacement proposals both old and new are not readily accessible for all lawful users ie pedestrians and equestrians so in terms of the A3 Esher common case and PINS common land guidance for replacement land are insufficient in terms of quality, quantity and accessibility from the rights of way network and the affected common land
3. The RHS replacement land that is part of the Natural England mitigation agreement relies on unlawful enclosure which neither NE nor the DfT can give consent as this is a function of the SoS Defra and it is outside the DCO land. This unlawfully enclosed replacement land

for the RHS development acts to displace public access onto the most sensitive parts of the Thames Basin Heaths SPA

4. We identified areas of existing public open space and common land that will be isolated by the scheme and so should have been included in the replacement land schedule.
5. Clarity was sought relating to cattle grids on bridleways proposed by the scheme which would be illegal.
6. The only consented grazing scheme is on Wisley Common so any self-closing gates can be only lawfully put on that sector. Any change to the fencing consent should be subject to a s38 consent from the SoS Defra. All the changes to fencing outside of the DCO boundaries require s38 Commons Act 2006 consent which has not been included in the DCO application.
7. You are to confirm that the DCO highway fencing scheme does not include internal fencing to the commons and public open space.
8. You will clarify that all the proposed bridleways and gates will become maintainable at public expense.
9. You will clarify the design element of the NMU / Bridleway access adjacent to the new adopted roads with additional reference to maintenance .
10. You will clarify that any gates self-closing or otherwise relating to the grazing scheme which obstruct the rights of way network will have the appropriate s147 HA 1980 licence and meet BS 5709 – 2018
11. You will liaise with SCC in relation to equestrian access over the old RHS accommodation bridge that was in the original proposals but was removed for the 2019 application. This we believe should be achieved by the express dedication of FP7,4 and 9 to bridleway status. This will benefit all lawful users especially cyclists and equestrians by enabling access off road from Wisley Lane via Wrens Nest Car Park to Silvermere and Red Hill Road.
12. The gyratory system for NMUs around the new Wisley Lane Junction at the Ockham Road round about has serious and dangerous consequences for cyclists and equestrians especially the new interface with FP130/103a which is subject to a claim for Bridleway rights.
13. We discussed the registration of both past unregistered highway agency and new highway England common land and public open space as set out in the Acquisition of Land Act 1981 s19. This has not happened here or in any of the cases over the past 30 years I have been involved in e.g. A3 Hindhead, M3 Chobham, M3 Hook, M25 Thorpe. It seems that the granting of a s19 certificate does not require the acquiring authority to affect the registration but form CA8 Statutory Disposition from Defra does:

*This form should be used to extinguish or transfer common land or town or village green and any rights of common on the land where it has been acquired by a 'relevant instrument' (for example compulsory purchase orders). Relevant instruments are listed in paragraph 8 of Schedule 4 to the Commons Registration (England) Regulations 2014. **This form should be completed by the 'acquiring authority'**. This relates to section 14 of the Commons Act 2006.*

Regards
Bob

This email has originated from external sources and has been scanned by DfT's email scanning service.

Natasha Kopala (Head of the Transport
Infrastructure Planning Unit)
Great Minster House
33 Horseferry Road
London,
SW1P 4DR

Your ref:
Our ref: ALD14.1

By email to: transportinfrastructure@dft.gov.uk

16 March 2021

Dear Madam,

**M25 junction 10/A3 Wisley interchange improvement
Mr Ronald Alderson**

1. We continue to act for Mr Ronald Alderson, the owner of land at Park Barn Farm ("PBF") which is the subject of an application for compulsory acquisition under the proposed development consent order ("DCO"). Richard Turney of Landmark Chambers is also instructed.
2. We wish to raise substantial concerns about (a) the continued proposal to acquire our client's land and (b) the fairness of the examination and post-examination process. In short, the case for compulsory acquisition of land at PBF has not been made; and the consideration of a substantially amended requirement for replacement land ("RL") in the post-examination period has been carried out unfairly and in breach of the requirements of the Planning Act 2008 ("PA 2008").

The case for compulsory acquisition at PBF

3. The Secretary of State is clearly familiar with the background to the proposed acquisition of land at PBF. The land is said to be required to provide RL in place of special category land affected by the highways scheme. The applicant ("HE") has promoted the DCO on the basis that a significant uplift in RL above the special category land lost (or affected by rights claimed over it) is required. It is apparent from the post-examination correspondence that the Secretary of State is not satisfied that such an uplift is required, and accordingly consideration has been given to a substantially reduced RL requirement.
4. Nonetheless, parcels of land at PBF are still, it seems, being identified as required for RL. Whilst the general case for needing RL, and the case against the acquisition of land PBF, have been tested in the examination, the proposition that land at PBF is still required against the substantially reduced RL requirement has not been properly justified or tested.

5. We make the following fundamental observations.

6. **First**, it is trite that the test for compulsory acquisition of land cannot be met if there is an alternative to it. That is reflected in all relevant policies as well as extensive case law. In R (FCC Environment (UK) Ltd) v Secretary of State for Energy and Climate Change [2015] Env LR 22, the Court of Appeal considered circumstances in which there would be no compelling case for the compulsory acquisition of land, even if the scheme as a whole was supported by national policy. It was noted that:

“11. The parties were also agreed that it was not, in fact, so difficult to conceive of circumstances where an examining Panel could conclude that there was no compelling case for compulsory acquisition despite an NPS having established an urgent need for development. Three examples were given in Mr. Blundell’s Skeleton Argument:

“(1) The land proposed to be acquired compulsorily may, on proper analysis, be found to be excessive because the development proposals can be constructed without needing that land to be acquired (in which case, the section 122(2) test would also not be met);

(2) The acquisition of a right over the land, rather than its acquisition, might suffice; and

(3) The land may be necessary but, during the course of the Panel’s consideration of the application, the owner may agree to sell it willingly rather than by compulsion (a common scenario in compulsory purchase inquiries).”

To these examples the Appellant added the example of an NPS which did not require consideration of alternative sites for the purpose of deciding whether to grant a development consent for a particular kind of infrastructure development, but where the existence of an alternative site or sites would be relevant for the purpose of deciding whether there was a compelling case in the public interest for compulsory acquisition.”

7. The circumstances here are as follows:

- a. On the Secretary of State’s analysis, the full extent of RL sought by HE is no longer required;
 - b. RL was identified, and compulsory acquisition powers sought, over a range of land parcels outside PBF (“other RL”);
 - c. The other RL was not identified in the application has being unsuitable, or less preferable, for that purpose. Indeed, the application did not identify any preference or hierarchy between RL parcels;
 - d. So far as we are aware, there is no ongoing objection to the acquisition of the other RL, and the applicant can secure it by private treaty.
8. In those circumstances, if the new quantum of RL can be achieved (or in part achieved) on land which the applicant can secure by private treaty, and/or where there is no objection to its acquisition, the case for compulsory acquisition of land at PBF must fall away. It is not sufficient to say that land at PBF may be *better* replacement land; it must be shown that there is no alternative to its acquisition.



9. The central premise of compulsory acquisition law is that it must be a last resort. If, as appears to be the case, the other RL is available to the applicant without objection, then that land must be used for that purpose unless it can be demonstrated that it is unsuitable for the purpose. Clearly, that cannot be suggested here since it has been advanced through the examination process as being suitable for RL.
10. In short, the Secretary of State cannot find that there is a compelling case in the public interest for the acquisition of land at PBF unless he is also satisfied that the other RL is not available to HE for that purpose.
11. **Second**, PBF includes residential dwellings (including the home of our client) and parts of the land to be acquired form residential amenity land associated with the enjoyment of that dwelling. Accordingly, the interference in the proposed compulsory acquisition extends beyond our client's rights under Article 1 of the First Protocol to the ECHR to his rights under Article 8(1) ECHR. That is because the proposed acquisition will directly affect the enjoyment of his home. The Secretary of State must be satisfied that the interference with our client's rights is necessary and proportionate.
12. In light of the availability of the other RL, which remains on HE's case suitable for that purpose, where there would be no interference with Article 8 rights, it is not possible for the Secretary of State to conclude that the acquisition is necessary nor that the proportionality test has been met. It is not necessary to interfere with Article 8 rights in circumstances where the acquiring authority can rely on other land which is not used in connection with a home. Further, even if some land at PBF were still to be required, the interference must be the minimum necessary. Accordingly, the acquisition of land at PBF could only be justified up to the physical extent of land which is not available elsewhere.
13. For those reasons, whilst the reduction in the extent of RL is welcomed, the Secretary of State cannot lawfully authorise the acquisition of land at PBF in preference to the other RL in the circumstances of the case. This is a complete answer to the proposed compulsory acquisition. The DCO should not be made in the form proposed. Alternatively, if it is made, land at PBF should be excluded.

Procedural fairness

14. In common with other provisions relating to compulsory acquisition, the PA 2008 affords a person whose land is the subject of an application for compulsory acquisition with a right to be heard (s 92). That provision reflects, and is necessary to give force to, the common law and ECHR protection of private property. It is a principle of fundamental importance to the fair and lawful operation of the PA 2008.
15. The circumstances here are that our client was heard on the question of the proposed acquisition of land at PBF. However, that was in the context of HE's proposal for a significantly greater extent of RL than is now being suggested. The focus of submissions was thus, unsurprisingly, on whether that extent of RL was in fact required. The case against our client is now fundamentally different. The RL requirement is to be materially reduced. That changes the complexion of the case for compulsory acquisition, not least because of the matters set out above (namely, that the other RL remains available for that purpose).



16. Our client has not been heard on this new compulsory acquisition case. Since the examination has closed, there is no indication that he will be. That is a breach of the requirements in s 92 PA 2008, but also unfair and unlawful. Our client is facing the deprivation of his property in circumstances where he has not been heard on the case against him.
17. Further, since the alternative approach to RL has only emerged after the Examining Authority has reported on the application, and since it is contrary to HE's case as advanced in the application and examination, the actual case for acquisition is not known beyond the bare bones set out in the Secretary of State's consultation letters. It is immediately apparent (e.g. from the letter of 4 November 2020) that the changed case for the extent of RL required, and the preference for land at PBF, has not been set out. Our client is entitled to know the case against him.
18. In those circumstances we request:
 - a. A copy of the Examining Authority's report to the Secretary of State;
 - b. A copy of any other documents that set out the reason for the revised RL requirement and the reason for PBF still being required to meet that requirement;
 - c. An opportunity to be heard by the Secretary of State on the question of the proposed acquisition, before any DCO authorising the acquisition of land at PBF is made.

Conclusion

19. For the reasons set out above, there is no longer a proper case for the acquisition of land at PBF. Further, and in any event authorising such acquisition would be procedurally unfair and unlawful. Accordingly, without further steps being taken, a DCO which authorised the acquisition of land at PBF would be liable to be quashed.

Yours faithfully,

Keystone Law



From: [REDACTED]
Subject: FW: Junction 10 A3- M25 Proposed "Improvements"
Date: 22 April 2021 12:18:10

From: [REDACTED]
Sent: 20 April 2021 09:32
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Junction 10 A3- M25 Proposed "Improvements"

The Rt Hon Grant Sapps
Secretary of State for Transport
HM Government UK

Sir,

Very good morning to you.

Hope you , your family and your colleagues are safe and well.

I believe you will have the last say and sign off on the uplift of Junction 10 of the M25 in May 2021 .

This proposal first saw the light of day in 2016 and came up against a great deal of opposition people weighing up the benefits for traffic against the great deal of damage to the environment.

We have all been through a great deal together over the past year and hopefully it has reset all our priorities in life and make our environment even more important and honestly put at the very top of the agenda.

One of the reasons that is shown in the slide is the high level of accidents at this point . I would like to say I believe the majority of these are thoughtless impatient drivers cutting in at the last moment travelling either North or South trying to jump the queues of vehicles waiting to filter onto the M25 from the A3. Sometimes they cannot get in so they stop in the outside lane and vehicles behind cannot stop in time.



Hopefully we have reset our priorities and more thought is put into how we need to spend our money and pay back the debt to get our Country back up and running. Other solutions to maybe resolving the safety issue could be considered thought being given to installing Average Speed Cameras as they have done at the Guildford Godalming Bypass and the A31 filter maybe 2 miles before junction 10 on the A3 so the traffic is slowed down and more warning signs saying get into the lane two miles out with Enforcement Cameras taking evidence of drivers crossing the hatched Markings at the last minute and are prosecuted for dangerous driving and fined.

As it has been shown in the past after major road works at great cost to the environment and the Government purse projects have not delivered the results initially promised and have been just a total waste of money and resources.

Rather than spend money on this wasteful project the long outstanding issue of congestion on the A243 and Chessington World of Adventures would be more useful with a new access at the back of the CWA site from the A3 where it directly runs passed the rear of the site.

Like many Government projects I am sure a great deal of money has already been spent of consultation and planning but it is nothing compared to the waste of money in going through with it and then it doesn't have the desired effect. The Government is trying to cut road miles down and vehicle usage for everyone, maybe now is the time to think about stopping new projects and just spend monies on maintaining the road network we have to a good level. With the migration to low emission and electric vehicles, plus start-stop technology the pollution argument with vehicles sitting in queues will diminish.

I would ask that you at least ask for a breakdown of the accident statistics to see where and why the accidents occurred around the Junction complex and whether there are less drastic and more cost effective ways of preventing these.

We are all wanting to Build back better but Build does not have to be bricks, tarmac or concrete it also means way of life and our environment.

Thanking you in anticipation of you at least reading my email.


Keep well keep safe.

Kindest regards

Rob

Rob Robb

Resident South of the Borough Neighbourhood Royal Borough of Kingston

 Sandhurst so I use the A3 - A31 and in normal times go through this junction regularly I

am very familiar as to what happens and drivers antics in both directions and have had to pull up sharply when coming from Guildford and a vehicle has put on their breaks in the outside lane, clearly marked for straight on only , so they could cut into the traffic filtering onto the M25 at the last moment.

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From: [REDACTED]
Subject: FW: M25 junction 10/A3 Wisley interchange TRO10030-0012494-4
Date: 27 May 2021 16:43:44

Dear Mr Milton,

I can confirm receipt of your comments and they will be considered.

Thanks,

Abdul Qadim | Business Manager, Transport Infrastructure Planning Unit, Department for Transport
1/14-18 | [REDACTED] |

From: [REDACTED]
Sent: 13 May 2021 10:46

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: M25 junction 10/A3 Wisley interchange TRO10030-0012494-4

Dear Secretary of State

I write yet again in relation to the unaddressed issues below and your decision to take more time to make your decision. I would bring to your attention questions relating to the lack of disclosure relating to the replacement lands both new and old.

1. Given this application for Compulsory Purchase is not under the Acquisition of Land Act 1981 but under the Planning Act 2008 how is any decision on exchange / replacement land to be registered. There seems no protocol or compulsion on Highways England Ltd for amending the Commons Register once the initial vesting as a result of the CPO has been completed. There is also the issue that there is no register of public recreation land held as here on Ockham common under the Open Spaces Act 1906, the Public Health Act 1875 etc or specific Acts of Parliament even though these are referred to in s131 and 132 Planning Act 2008.
2. The various replacement lands have different powers of enforcement and to make bylaws. This is confusing to the public and land managers alike.
3. There is also the added confusion in respect to public access to the replacement lands in that access to some parcels where equestrians have the right of access are only accessible via a footpath or across registered common which only has access for pedestrians unless contiguous with s193 LPA 1925 common land either prior or subsequently. This situation still exists as a result of your Inspectors decision on the A3 Tunnel where he instructed the National Trust and Surrey County Council to 'sort it out later'. This of course has not happened as the Highways Agency did not register the s193 common land and the new owners the NT are not compelled to do it.
4. I also hope, given your statement yesterday, that you are looking at my objection to the Natural England SPA mitigation requirement to plant the RHS s147 replacement

registered common land with trees to form wood pasture rather than heathland for which Wisley Common is designated as SSSI. A previous inspector in the cases of Odiham common decided that English Nature, as was, did not prove that enclosure for wood pasture had been proven and fencing had to come down. In this case I believe that Natural England have acted unlawfully in the mistaken belief that the existing new fencing was lawful. Such a provision would continue to unlawfully restrict public access. In my opinion this area should be mitigated as heathland as is the rest of the SPA/common.

Yours faithfully

Bob Milton

From: Bob Milton

Sent: 10 February 2021 12:19

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: M25 junction 10/A3 Wisley interchange TRO10030-0012494-4

Jonathan

Just a note to clarify some matters which came up in discussion

1. Byway 525 This does not qualify as a byway as it is primarily a public vehicular carriage way maintainable at public expense connecting two adopted highways. [see attached Inspector guidance].
Byway open to all traffic (BOAT) – a right for all traffic, including vehicles, but mainly used by the public as a footpath or bridleway.
2. The replacement proposals both old and new are not readily accessible for all lawful users ie pedestrians and equestrians so in terms of the A3 Esher common case and PINS common land guidance for replacement land are insufficient in terms of quality, quantity and accessibility from the rights of way network and the affected common land
3. The RHS replacement land that is part of the Natural England mitigation agreement relies on unlawful enclosure which neither NE nor the DfT can give consent as this is a function of the SoS Defra and it is outside the DCO land. This unlawfully enclosed replacement land for the RHS development acts to displace public access onto the most sensitive parts of the Thames Basin Heaths SPA
4. We identified areas of existing public open space and common land that will be isolated by the scheme and so should have been included in the replacement land schedule.
5. Clarity was sought relating to cattle grids on bridleways proposed by the scheme which would be illegal.
6. The only consented grazing scheme is on Wisley Common so any self-closing gates can be only lawfully put on that sector. Any change to the fencing consent should be subject to a s38 consent from the SoS Defra. All the changes to fencing outside of the DCO boundaries require s38 Commons Act 2006 consent which has not been included in the DCO

application.

7. You are to confirm that the DCO highway fencing scheme does not include internal fencing to the commons and public open space.
8. You will clarify that all the proposed bridleways and gates will become maintainable at public expense.
9. You will clarify the design element of the NMU / Bridleway access adjacent to the new adopted roads with additional reference to maintenance .
10. You will clarify that any gates self-closing or otherwise relating to the grazing scheme which obstruct the rights of way network will have the appropriate s147 HA 1980 licence and meet BS 5709 – 2018
11. You will liaise with SCC in relation to equestrian access over the old RHS accommodation bridge that was in the original proposals but was removed for the 2019 application. This we believe should be achieved by the express dedication of FP7,4 and 9 to bridleway status. This will benefit all lawful users especially cyclists and equestrians by enabling access off road from Wisley Lane via Wrens Nest Car Park to Silvermere and Red Hill Road.
12. The gyratory system for NMUs around the new Wisley Lane Junction at the Ockham Road round about has serious and dangerous consequences for cyclists and equestrians especially the new interface with FP130/103a which is subject to a claim for Bridleway rights.
13. We discussed the registration of both past unregistered highway agency and new highway England common land and public open space as set out in the Acquisition of Land Act 1981 s19. This has not happened here or in any of the cases over the past 30 years I have been involved in e.g. A3 Hindhead, M3 Chobham, M3 Hook, M25 Thorpe. It seems that the granting of a s19 certificate does not require the acquiring authority to affect the registration but form CA8 Statutory Disposition from Defra does:

*This form should be used to extinguish or transfer common land or town or village green and any rights of common on the land where it has been acquired by a 'relevant instrument' (for example compulsory purchase orders). Relevant instruments are listed in paragraph 8 of Schedule 4 to the Commons Registration (England) Regulations 2014. **This form should be completed by the 'acquiring authority'**. This relates to section 14 of the Commons Act 2006.*

Regards
Bob

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From: [REDACTED]
Subject: FW: (Case Ref: LM30181)
Date: 20 May 2021 10:24:01

MC BV please

Sheldene Harris | Correspondence Manager, , Department for Transport
5/11 | [REDACTED] |
Post to: [REDACTED]
From: [REDACTED]
Sent: 20 May 2021 09:18
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: (Case Ref: LM30181)

Dear Minister,

RE: M25 Junction 10 – Wisley Interchange

I'm writing on behalf of a number of constituents and members of the Royal Horticultural Society who have asked me to raise their concerns of the proposals by Highways England to impose a new junction between the A3 and M25.

My constituents tell me a new junction would not only cause financial harm to the Royal Horticultural Society, but will also have wider environmental implications.

I understand that the Secretary of State has decided to re-set the statutory deadline for decision on this application to 12 November 2021. My constituents have requested I pass on their appeal to the Secretary of State to consider the Royal Horticultural Society's alternative scheme as part of a new Development Control Order, which they hope will minimise the negative impacts.

Thank you for your assistance. I look forward to your response.

Best wishes,
Layla

Layla Moran
Liberal Democrat Member of Parliament for Oxford West & Abingdon

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From: [REDACTED]
Subject: RE: Highways England's plans for improving Junction 10 of the M25
Date: 30 July 2021 16:14:33

Dear Mr Harvey,

Thank you for your email to Minister Stephenson of 19 July 2021 about the application from Highways England for a Development Consent Order to upgrade the junction between the A3 and M25. I have been asked to reply.

As you may be aware, on 12 May 2021, a [REDACTED] was laid in Parliament to extend the deadline for a decision on this application to 12 November 2021. This is to allow the Secretary of State to further consider environmental matters.

Your correspondence will be treated as post-examination correspondence and will be published along on the Planning Inspectorate's website when the decision is made. This is in order to comply with our legal obligations under Section 39 of the Planning Act 2008. The Secretary of State will consider post-examination correspondence when making the final decision on this matter. In the circumstances, I hope you will appreciate that I am unable to comment further on this live planning application.

I am also unable to comment on the merits of the proposals to re-develop the Wisley Airfield site, as that is a matter for the local planning authority, Guildford Borough Council, in the first instance.

Kind regards,
Fergus O'Dowd

Mr Fergus O'Dowd | Planning Casework Manager, Transport Infrastructure Planning Unit, Department for Transport

I [REDACTED]

From: [REDACTED]
Sent: Monday, July 19, 2021 7:38 pm
To: STEPHENSON, Andrew
Subject: Highways England's plans for improving Junction 10 of the M25

Dear Mr Stephenson,

As a resident of West Horsley I use the A3 from the Ripley R/A in one direction and from the Painshill /Cobham R/A in the other every day so I am fully aware of the current traffic problems. I have studied Highways England's proposed improvements which I question will make a significant difference. If Taylor Wimpey are given permission to develop the Wisley Airfield site to provide 2000 homes with access onto the A3 close to junction 10 then any gain from the road improvements will be lost.

There are a number of development schemes planned for East and West Horsley which will give rise to about 400 new homes all of which will use the Ripley R/A to gain access to the A3. This number should meet the new Local Plan. The Taylor Scheme is a scheme too

far .

Regards

Richard Harvey

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Rt Hon Grant Shapps MP
Secretary of State for Transport
[by email: transportsecretary@dft.gov.uk]

Monday 9 August 2021

Dear Secretary of State,

Re: M25 Junction 10 /A3 Wisley Interchange

I am writing in relation to the Highways England M25 Junction 10/A3 Wisley Interchange scheme.

Surrey County Council were disappointed to hear of yet another delay to the M25 Junction 10/A3 Wisley interchange DCO decision (this time from 12 May 2021 to 12 November 2021). This is a vital improvement to movement and the economy of Surrey. We have been working extensively and proactively with Highway England to develop a scheme that benefits residents, businesses, and the environment of the affected local area, and inevitably the delay in a decision is having a negative impact on the county's wider plans.

The further delay to this project, which is critical to the continued sustainable growth of Guildford and the west of the county more widely, will cause knock on impacts to our own infrastructure delivery in the area, particularly wider improvements to the A320 that are planned. Further, the project would assist in the delivery of the Borough Council's local plan, which itself will now face its own challenges as a result of this delay.

We have seen the DfT letter (dated 26 July 2021) to Highways England (the applicant) and Elmbridge Borough Council requesting an update to the Environmental Information and updated Air Quality Monitoring results relating to the Painshill roundabout, and so can I ask is the delay in the DCO decision related to environmental matters?

Please can you provide further clarification as to the reasons for this delay and whether there is anything further you need to enable you to publish your decision on the 12 November, or at the very least confirm that there will be no further delay beyond that date.

Yours sincerely,

A large black rectangular redaction mark covering the signature area.

Tim Oliver
Leader of the Council

Cc: Cllr Matt Furniss – SCC Cabinet Member for Transport & Infrastructure

From: [REDACTED]
Sent: 23 August 2021 20:04
To: DFT Ministers <DFT.Ministers@dft.gov.uk>
Subject: FW: PROPOSED CHANGES AT JUNCTION 10 (A3/M25 (Case Ref: ED31280)

Dear Rt. Hon Grant Schapps MP,

I am writing to you on behalf of my constituent, Patty Soundy, in regard to the proposed development of Junction 10 on the M25.

My constituent is concerned about the destruction of woodland that this could entail.

I'd be extremely grateful if you could take this into account in your decision-making, and get back to me with your comments.

Best wishes,

Ed Davey

Sir Edward Davey MP
Kingston & Surbiton (Liberal Democrats)

[REDACTED]

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For constituents: Whilst Sir Ed Davey MP will treat as confidential any personal information that you pass to him, he will normally allow staff and authorised volunteers to see it if this is needed to help and advise you. Sir Ed Davey MP may pass on all or some of the information, unless requested otherwise, to agencies such as the DWP, HM Revenues and Customs or the Local Council if this is necessary to help with your case. Sir Ed Davey MP may wish to write to you from time to time to keep you informed on issues that you may find of interest. Please let him know if you do not wish to be contacted for this purpose.

From: [REDACTED]
Sent: 23 May 2021 14:24
To: [REDACTED] >
Subject: PROPOSED CHANGES AT JUNCTION 10 (A3/M25)

Dear Sir Edward

I am writing a brief email to you as I wish to express my concerns about the changes proposed for Junction 10 of the A3/M25 which will entail the destruction of the wonderful woodland trees.

Surely with climate change and all else that is happening with the eco system in this world of ours and knowing the value of having trees which are a huge help in counteracting carbon gases etc I would think that it is real folly to remove the beautiful habitat which is all around the Wisley area.

Please would you express your concerns about the destruction of the woodland as well to let the Planners
And the Environment Officers of this wretched government of ours know that it would be a disaster to destroy our natural beauty.

My thanks to you for your time with this.

Yours sincerely

Patty (Soundy)

Sent from [REDACTED]

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