

M25 junction 10/A3 Wisley interchange

TR010030

6.5 Environmental Statement: Appendix 10.4 Historical maps summary

Regulation 5(2)(a)
Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

M25 junction 10/A3 Wisley interchange

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

6.5 ENVIRONMENTAL STATEMENT:

APPENDIX 10.4 HISTORICAL MAPS SUMMARY

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Appendix 10.4

Historical Maps

Summary

10.1 Historical Maps Summary

Maps provided within the Envirocheck data sheets include Surrey (1:10,560 and 1:2,500) mapping, Historical aerial photography (1:10,560 and 1:2,500), Ordnance Survey Plan (1:10,000 and 1:2,500), 10K Raster Mapping (1:10,000) and VectorMap Local (1:10,000), Supply of unpublished Survey Information (1:2,500), Additional SIMS (1:2,500), Large-Scale National Grid Data (1:2,500). Areas of military importance are likely to have been disguised on mapping by clouds during particular time periods, therefore these may not all be discussed.

Table 10.1.1: Historical development of the site and surrounding area

Date	Summary of historical development (distances provided are approximate)
1868-1872	<p>An unnamed road is mapped in a south-west to north-east orientation in the same location as the present-day A3, between Ockham Park Junction and Painshill Junction. The A3 aligned road terminates 2 km north-east of the present-day location of the M25 Junction 10/A3 Wisley Interchange*, at the location of the present-day Painshill Junction. Where the A3 aligned road terminates, two unnamed roads form a T-junction. The unnamed road to the east is located in the same location as the present-day A245 and the unnamed road to the west is located 80 m south of the present-day A245 Byfleet Road. Another unnamed road (assumed to be the present-day B2039) forms a T-junction with the A3 aligned road, 2.7 km south-west of the junction 10 location. Several unnamed roads and tracks join the A3 aligned road; Pointers Road (70 m north of junction 10 location) and Old Lane (600 m south-west of junction 10 location). Large areas of woodland, heathland, rough pasture and intersecting small tracks are mapped adjacent to the junction 10 location; Wisley Common (south-west), Ockham Common (south) and Chatley Heath (south-east). Fields are mapped throughout the remainder of the Scheme and study area.</p> <p>Small residential developments are mapped within close proximity to the junction 10 location; Foxwarren (600 m north), Elm Corner (1.4 km south-west) and Street Cobham (2.3 km north-east).</p> <p>Two extraction pits (Cockrow Hill and Sandpit Hill) are mapped 50 m south-west and 50 m south-east of junction 10 location, respectively. Three sand pits are mapped within close proximity to junction 10 location; one 250 m north-east (old sandpit), one 450 m north-east (sandpit) and one 550 m west. An assumed disused pit is mapped 300 m south of junction 10 location with tracks extending northwards. A Clay pit is shown to the west of Hatchford Wood in 1881. A brickfield and clay pit development is also present from 1868 to the south of Pointers Green.</p> <p>Six ponds are mapped within close proximity to the Scheme; one 10 m north of the present-day Painshill Junction (Manor Pond), one 200 m east of junction 10 location, one 450 m west of junction 10 location (Pond Farm); one 700 m south of the junction 10 location (Bolder Mere, adjacent to the A3 aligned road). A fish pond is present to the west of Hatchford Wood in 1881, to the south of junction 10 location. This is no longer present by 1896, with the aforementioned clay pit west of Hatchford Wood (to the north of the fish pond) is also no longer shown on this map. The other is a fish pond located 100 m south-east of Bolder Mere, which reduces in size on latter maps with the outer area mapped as marshland.</p> <p>The River Mole meanders between 300 m and 500 m from the M25 and A3, north-east of the junction 10 location. The River Mole passes beneath the present-day A3, 400 m north-east of the present-day Painshill Junction. 'The Bogs' is mapped 1 km south-east of junction 10 location. A lake is mapped 1.2 km north-east of junction 10 location, adjacent to the River Mole ('The Lake (Fish Pond)'). The River Wey is generally mapped between 700 m and 1.8 km west of the A3 aligned road and passes beneath the present-day M25 1.8 km west of junction 10 location. Stratford Brook, a tributary from the River Wey, passes beneath the present-day Ockham Park Junction.</p> <p>A number of sites of assumed archaeological interest are located within close proximity to junction 10 location; 'Currie's Clump' 450 m south, 'Temple of Bacchus', 'Pump House' and 'Wheel Island' 1 km north-east, 'Mausoleum' 1.3 km north-east, and 'Gothic Temple' 1.5 km north-east.</p> <p>Farms and associated farmland occupy land within the south-west of the study area. 'Brackenhurst' (later mapped as 'Feltonfleet School') is mapped immediately west of the present-day Painshill Junction.</p>
1896-1897	<p>A gas works is mapped north-west of Street Cobham, 2.3 km north-east of the junction 10 location.</p>

Date	Summary of historical development (distances provided are approximate)
	<p>A railway line dissects the eastern extent of the study area in a north-east to south-west direction.</p> <p>The gravel pit at Sandpit Hill appears to have tripled in size. The sand pit 250 m north-east of the junction 10 location is now mapped as an 'old' sand pit. The sand pit at Pond Farm is no longer mapped.</p> <p>Further residential development has taken place at Street Cobham.</p> <p>Two wells are mapped; 1.1 km (Chatley Semaphore) and 1.4 km south-east of the junction 10 location.</p>
1914-1920	<p>The roads at similar alignments to the current Old Lane and Pointers Road are identified as per their current names.</p> <p>The assumed disused pit and tracks 300 m south of the junction 10 location are no longer mapped.</p> <p>The gravel pits at Cockcrow Hill and Sandpit Hill appear disused and trees are mapped within them.</p> <p>A sewage works is mapped adjacent to the gas works at Street Cobham, 2.3 km north-east of junction 10 location and within the study area. A tank and a well are mapped immediately west of the aforementioned sewage works.</p> <p>Residential development at Church Cobham has taken place adjacent to Cobham Street.</p> <p>The brickfield and clay pit to the south of Pointers Green is labelled as disused from 1914.</p> <p>Manor Pond is identified as per its current name. 'Dam' is labelled within the pond mapped 200 m east of the junction 10 location. A 'Weir' is mapped along the River Mole, 875 m north-east of the junction 10 location.</p> <p>RHS gardens are mapped 1.6 km south-west of the junction 10 location.</p> <p>'Ancient British Boat found A.D 1907', Neolithic flint Implements found A.D. 1907-12' and 'British Kiln & Pottery found A.D. 1912' are mapped along the River Wey meander, 2 km west of the junction 10 location.</p> <p>An additional well is mapped (Chatley Semaphore) 1.1 km south-east of the junction 10 location.</p> <p>A nursery is mapped 1.4 km south-east of the junction 10 location.</p>
1933-1936	<p>The gas works near Cobham is no longer mapped.</p> <p>The sand pit 450 m north-east of the junction 10 location now appears disused and trees are mapped within it.</p> <p>Street Cobham and Church Cobham are now mapped as Cobham.</p> <p>'Byfleet and Pyrford Sewage Works' with four associated tanks is mapped 2 km west of the junction 10 location and 200 m south of the Scheme.</p> <p>'Mausoleum' is mapped 1.4 km south-east of the junction 10 location.</p> <p>The nursery 1.4 km south-east of the junction 10 location is no longer mapped.</p> <p>The tank is no longer labelled, immediately west of the sewage works in Cobham (2.3 km north-east of the junction 10 location ge).</p> <p>'Brackenhurst' (later mapped as 'Feltonfleet School') immediately west of the current Painshill Junction is now labelled as Felton Fleet.</p>
1961	<p>The pond 200 m east of the junction 10 location is no longer mapped.</p> <p>Two tumuli are mapped 150 m and 350 m south-west of the junction 10 location (*these are expected to have been present for a long period of time).</p> <p>The 'Byfleet and Pyrford Sewage Works' is now mapped as 'Works' 2 km west of the junction 10 location.</p> <p>'Hatchford Park School' is mapped 1.5 km south-east of the junction 10 location.</p> <p>Temple of Bacchus', 'Pump House', 'Dam' and 'Grotto' adjacent to the River Mole and The Lake are no longer mapped..</p>
1964	<p>Wisley Airfield and four associated structures assumed to be aircraft hangers (three within the north and one within the south) are mapped 180 m east of the present-day Ockham Park Junction.</p>
1972-1973	<p>The A3 aligned unnamed road is mapped as 'Portsmouth Road'.</p> <p>A tank is shown at Dunsborough Farm, 50 m west of Ripley Green.</p>

Date	Summary of historical development (distances provided are approximate)
	<p>A gas valve compound is present on the southern side of the A3, towards the northern extent of the Scheme, close to Painshill Park.</p> <p>Car parks are mapped either side of Portsmouth Road, 500m south of the junction 10 location.</p> <p>A small building has been constructed adjacent to 'Currie's Clump'.</p> <p>A significant number of roads and paths are mapped in surrounding woodland and heathland, particularly to the west and to the south of the junction 10 location. Some of these are shown to join Portsmouth Road. The smaller tumulus mapped 350 m south-west of the junction 10 location is mapped as a mound. Another slightly smaller mound is mapped 350m north-west of the junction 10 location (*these mounds are expected to have been present prior to this date).</p> <p>A pond is shown within Chatley Wood, 350 m east of the junction 10 location.</p> <p>A number of new buildings have been constructed at Pond Farm.</p> <p>Highlands Farm (later Bramble Hedge Farm Industrial Estate) is mapped 600 m north of the junction 10 location.</p>
1975-1977	<p>The roads of similar alignments to Seven Hills Road and Byfleet Road are now identified as per their current names. Works appear to have been carried out to develop Portsmouth Road into a dual carriageway.</p> <p>Two car parks are mapped adjacent to Old Lane 600 m south of the junction 10 location.</p> <p>Ockham Park Junction has been developed to its current configuration 2.5 km south-west of the junction 10 location.</p> <p>Painshill Junction is mapped 2 km north-east of the junction 10 location.</p> <p>The area surrounding the Scheme is generally mapped as woodland with less rough pasture than previously.</p> <p>The A3 is now shown as embanked on the southern extent of the Site. Embankment is also shown on the east of the Scheme.</p> <p>Wisley Airfield is labelled as disused. A pipeline and an electrical substation are mapped within Wisley Airfield 200 m and 500 m south-east of the present-day A3, respectively.</p> <p>The 'Ancient British Boat found A.D. 1907', Neolithic flint Implements found A.D. 1907-12' and 'British Kiln & Pottery found A.D. 1912' are no longer mapped.</p> <p>The 'Works' (formerly Byfleet and Pyrford Sewage Works) is now mapped as 'Sewage Works' 2 km west of the junction 10 location.</p> <p>The two wells at Chatley Semaphore are no longer mapped. The well immediately west of the sewage works in Cobham is no longer mapped.</p> <p>The 'Roman Building (site of)' and 'Mausoleum' along the River Mole are no longer mapped.</p> <p>'Tower Hill' is mapped adjacent to the River Mole, 875 m north-east of the junction 10 location.</p> <p>'Felton Fleet' (later mapped as 'Feltonfleet School') immediately west of the current Painshill Junction is now labelled as School.</p> <p>'Walton Firs Scout Camp' is mapped 250 m north of the present-day Painshill Junction.</p> <p>'Heyswood Girl Guide Camp' is mapped 680 m south-east of the present-day Painshill Junction and east adjacent to the Scheme boundary.</p>
1989-1992	<p>The M25/J10 interchange has been constructed. Painshill Junction has been developed to its current configuration 2 km north-east of the M25 Junction 10/A3 Wisley Interchange. The A3 aligned portion of Portsmouth Road is mapped as the A3 and has been extended northwards beyond the current day A245 intersection; the extension, mapped as Esher Bypass, allows the A3 to bypass Cobham. Portsmouth Road is mapped as Portsmouth Road A245. The M25, A3 and A245 within the vicinity of the Scheme are mapped as per their current configuration. A significant amount of earthworks has been carried out to accommodate the new road construction. Overbridges connecting various tracks, paths and roads within the surrounding woodland and heathland are mapped over the M25 and A3, 1.2 km west, 600 m west, 400 m south, 1.6 km south-west, and 1.2 km south-east of the M25 Junction 10/A3 Wisley Interchange. The Cockrow Hill and Sandpit Hill gravel pits appear to underlie the newly constructed A3 approaches to M25 Junction 10/A3 Wisley Interchange. The former pond mapped 200 m east of the M25 Junction 10/A3 Wisley Interchange appears to underlie and lay adjacent to the existing M25.</p> <p>Several new roads and tracks are shown in the woodland and heathland surrounding the M25 Junction 10/A3 Wisley Interchange. Some of the previously mapped roads/tracks have been realigned.</p> <p>A superstore is now mapped where the sewage works in Cobham was previously mapped, 2.3 km north-east of the M25 Junction 10/A3 Wisley Interchange.</p>

Date	Summary of historical development (distances provided are approximate)
	<p>The pipeline, electrical substation and three associated structures within the disused Wisley Airfield are no longer mapped.</p> <p>The 'Roman Building (site of)' is re-mapped.</p>
1992	Bramble Hedge Farm Industrial Estate (previously Highland Farm) is mapped 600 m north of the M25 Junction 10/A3 Wisley Interchange and includes a builder's yard.
1996	There have been no significant changes.
1999	<p>The fourth associated structure in the south of the disused Wisley Airfield is no longer mapped.</p> <p>The well 1.4 km south-east of the M25 Junction 10/A3 Wisley Interchange is no longer mapped.</p> <p>The 'Mausoleum' now labelled 'Mausoleum (remains of)' is re-mapped along the River Mole.</p> <p>A nursery is present in the south-western extent of the study area, approximately 600 m to the north-east of Ripley.</p>
2006	There have been no significant changes.
2016	Slip roads onto the M25 have been constructed on the eastern extent of the Scheme, enabling access to and from the new Cobham service station south of the M25 located between junctions 10 and 9.
2017	There have been no significant changes.
*for ease of reading this section, the location of the present-day M25 Junction 10/A3 Wisley Interchange is referred to as 'the junction 10 location'	

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