

M25 junction 10/A3 Wisley interchange TR010030 2.2 Land Plans

Regulation 5(2)(i) 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 Development Consent Order 202[x]

2.2 LAND PLANS

Regulation Number:	Regulation 5(2)(i)
Planning Inspectorate Scheme Reference	TR010030
Application Document Reference	TR010030/APP/2.2
Author:	M25 junction 10/A3 Wisley interchange project team, Highways England

Version	Date	Status of Version	
Rev 1	July 2019	Section 51 Advice	
Rev 0	June 2019	Development Consent Order application	



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1. Introduction

1.1 Introduction and purpose of this document

- 1.1.1 Highways England ('the Applicant') is applying to the Secretary of State for a development consent order ('DCO') to authorise a scheme for the improvement of the M25 junction 10/A3 Wisley interchange ('the Scheme'). The Application is submitted to the Planning Inspectorate (as the responsible agency) under section 37 of the Planning Act 2008. The draft DCO is referred to as the M25 junction/10/A3 Wisley interchange Development Consent Order 202[x]. The DCO is seeking powers to upgrade the existing M25 junction 10/A3 Wisley interchange, including powers to compulsorily acquire land and other rights and interests as necessary to facilitate the construction, operation and maintenance of the Scheme.
- 1.1.2 This document comprises part of the suite of Application documents and is included within the Application to comply with Regulation 5(2)(i) and Regulation 5(4) of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended), which require:
 - '5(2)(i) 'a land plan identifying-
 - (i) the land required for, or affected by, the proposed development;
 - (ii) where applicable, any land over which it is proposed to exercise powers of compulsory acquisition or any right to use land;
 - (iii) any land in relation to which it is proposed to extinguish easements, servitudes and other private rights; and
 - (iv) where the land includes special category land and replacement land, that special category and replacement land.'
 - 5(4) 'Where a plan comprises three or more separate sheets a key plan must be provided showing the relationship between the different sheets.'
- 1.1.3 Part of the land required for, or affected by the Scheme, comprises land that is special category land, notably registered common land or open space. As the DCO contains a range of different rights and powers over these two types of special category land, as well as making provision for suitable replacement land to be provided, a separate set of Special Category Land Plans is submitted as part of the Application, to provide greater clarity (application document TR010030/APP/2.5). This document should therefore be read alongside those Special Category Land plans.
- 1.1.4 Part of the land required for the Scheme comprises Crown land. Regulation 5(2)(n) of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended) stipulates that an application for development consent must be accompanied by a plan identifying any Crown land. This plan is provided separately in application document TR010030/APP/2.6. It is noted that powers to compulsorily acquire such land



- are not exercisable over that land without the consent of the Crown. Application document TR010030/APP/3.1, Consents and Agreements Position Statement sets out the position as regards negotiations with the relevant Crown authority and when the Applicant expects to receive such consent.
- 1.1.5 The Land Plans are submitted for approval and will be certified under article 44 of the DCO once the Order is made. As this document is part of a suite of Application documentation, it should be read alongside and is informed by other Application documents. In particular, the plans should be read alongside the Book of Reference (application document TR010030/APP/4.3) and Schedules 1, 5 and 7 of the draft DCO (application document TR010030/APP/3.1).
- 1.1.6 A full description of the Scheme can be found in Application document TR010030/APP/1.2 Introduction to the Application.

1.2 Scope and format of the Land Plans

- 1.2.1 The purpose of the Land Plans is to identify any land over which it is proposed to exercise powers of compulsory acquisition or any right to use land. The Land Plans have been prepared having regard to the 'Planning Act 2008 Guidance related to procedures for the compulsory acquisition of land' published by the Department for Communities and Local Government in September 2013 and to advice provided by the Planning Inspectorate under Section 51 of the Planning Act 2008.
- 1.2.2 The Land Plans have been prepared at a scale of 1:1,000 to ensure sufficient detail and clarity of information. The Applicant has adopted a consistent approach to the sheet layouts for the Land Plans, the Works Plans (application document TR010030/APP/2.3), the Streets, Rights of Way and Access Plans (application document TR010030/APP/2.4) and the Scheme Layout Plans (application document TR010030/APP/2.8). This is to help interested parties understand the Scheme and the inter-relationship between the different sets of plans. To provide clarity, insets are provided at a large scale for locations where the DCO will involve the acquisition of a considerable number of small plots.
- 1.2.3 In accordance with Regulation 5(4) of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended), a Key Plan (at a scale of 1:12,500) has been provided to aid navigation of the Land Plans and to show how the different sheets are interrelated. The Scheme intersects the boundary between Guildford Borough Council and Elmbridge Borough Council in multiple locations close to M25 junction 10. For this reason, the sheet layout is organised to follow the A3 from south to north, the M25 from west to east and then the remainder of the surrounding area within the boundary of the DCO application.
- 1.2.4 Each plot of land shown on the Land Plans has been clearly delineated and given a unique reference, which corresponds with the referencing or plot numbering used in the Book of Reference (application document TR010030/APP/4.3). The first number relates to the sheet on which the plot is located. The second number is to differentiate between different land owners or interests. To avoid unnecessary duplication within the Book of Reference (application document TR010030/APP/4.3), some individual plots may appear on more than one sheet, if the plot is particularly large or linear in shape. The



- Book of Reference identifies the sheets on which each plot can be found. It should be noted that in line with Section 51 Advice, each sheet only shows plot numbers for the plots which fall inside the respective continuation lines.
- 1.2.5 In accordance with good practice, the plots have generally been numbered from west to east on each sheet or from south to north following the sheet numbering system. The DCO boundary is depicted on the Land Plans with a thicker red line to ensure that it is clearly distinguishable from the red lines used to depict plot boundaries.
- 1.2.6 Different colouring is used on the plans to differentiate between land to be compulsorily acquired (shaded pink), the land to be used temporarily (shaded green), the land to be used temporarily but over which a new right is to be acquired (shaded blue), and land not subject to compulsory acquisition or temporary possession (shaded orange).
- 1.2.7 Land to be acquired and shaded pink on the Land Plans includes land required for the carrying out of permanent works in connection with the strategic road network and for which the Applicant will be directly responsible once completed or is land that needs to be acquired from a third party in connection with the provision of a substitute means of access or replacement land to be provided in exchange for the loss of any special category land.
- 1.2.8 Land over which temporary possession powers are sought and which is shaded green on the Land Plans includes land that is required for a limited period during construction or for the carrying out of works that are expected to become the responsibility of the relevant landowner once completed.
- 1.2.9 Land shaded blue on the Land Plans which is to be used temporarily and over which rights are to be acquired includes land belonging to a third party where there will be a continuing need to re-enter the land after completion of the works, such as for access for the Applicant to maintain particular Scheme features or to provide rights to statutory undertakers or rights of access for other third parties. Where linear rights need to be acquired to align specifically with works subject to small limits of deviation and that land comprises special category land, Schedule 5 of the DCO (application document TR010030/APP/3.1) confirms the maximum width of right that will need to be acquired and for which suitable replacement land is provided in accordance with Section 132 of the Planning Act 2008.
- 1.2.10 The Applicant has made every effort to ensure that there is consistency between the Land Plans and other DCO application plans. Accordingly, land which is within the DCO boundary, but which is not to be subject to compulsory acquisition or temporary possession powers is shaded orange on the Land Plans, to ensure that it is clearly distinguishable from that which is to be acquired or used. The 'orange land' is also given a unique plot reference on the Land Plans, to aid with identification should the land need to be discussed further during examination. This 'orange' land generally comprises land over which the Order powers will apply but where no works or use of land is required, such as land where new rights of way are to be created through the upgrading of existing rights or where traffic regulations will apply.
- 1.2.11 It should be noted that land within the existing highway boundaries is also included within the area shown to be permanently acquired under the DCO. Whilst virtually all of this land is already in the Applicant's ownership, this



approach is used to extinguish any outstanding rights and interests not corrected previously or to provide for any unknown interest emerging in the future. The one exception to this approach relates to common land that falls within the existing highway boundary, but which has yet to be deregistered as such. For the avoidance of all doubt and despite the fact that such land now forms part of the footprint of the M25 and A3, this land is shaded orange and is not to be subject to compulsory acquisition powers. Application document TR010030/APP/4.1 (the Statement of Reasons), explains how certain areas of common land acquired for the construction of the M25 in 1979 and other areas offered in exchange have yet to be formally deregistered and registered and how the Applicant has sought to address this issue.

1.2.12 Finally, it should be noted that there is a small number of locations where land is wholly enclosed by the DCO boundary but is excluded from the Order land. This land is left unshaded on the Land Plans.

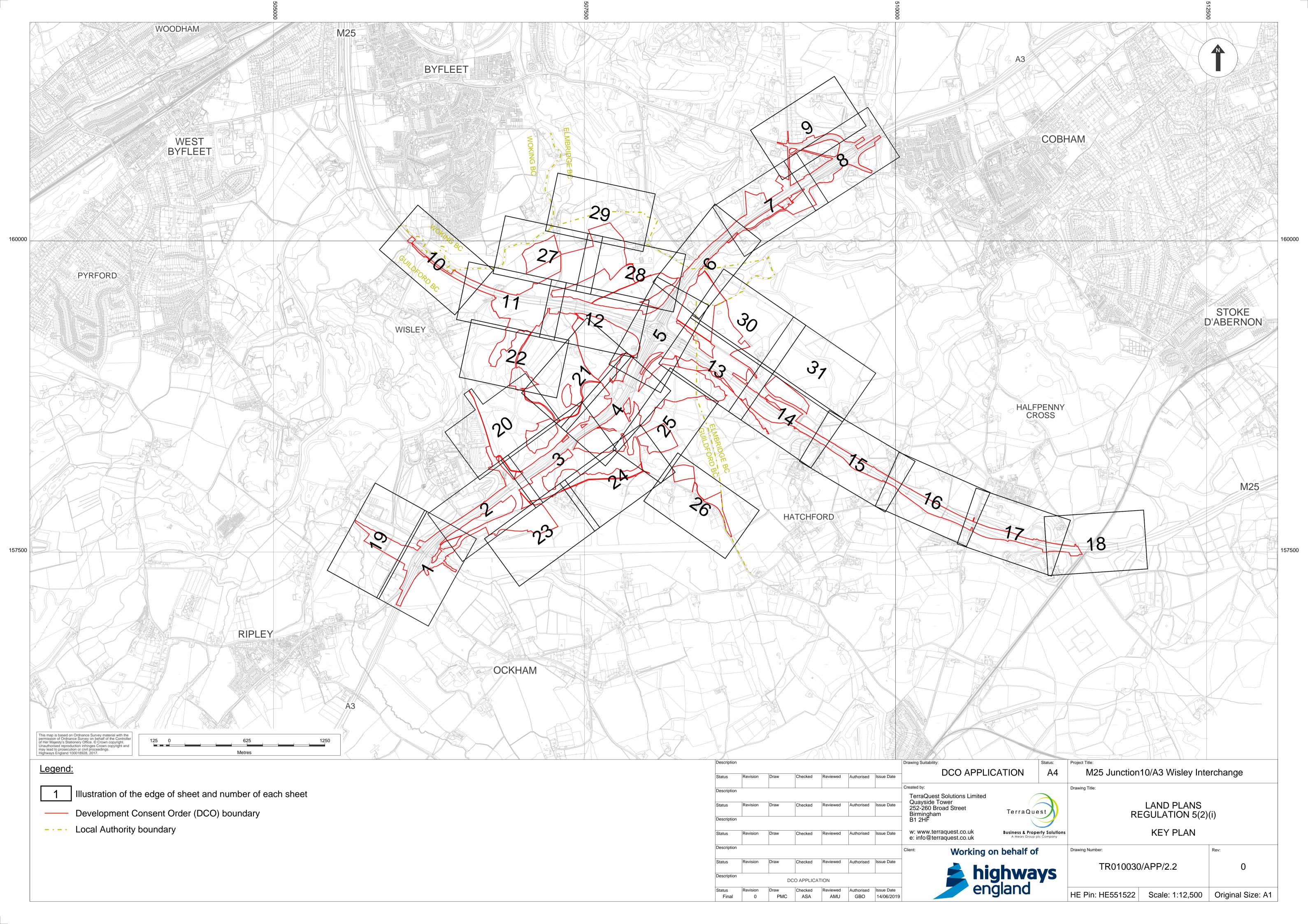


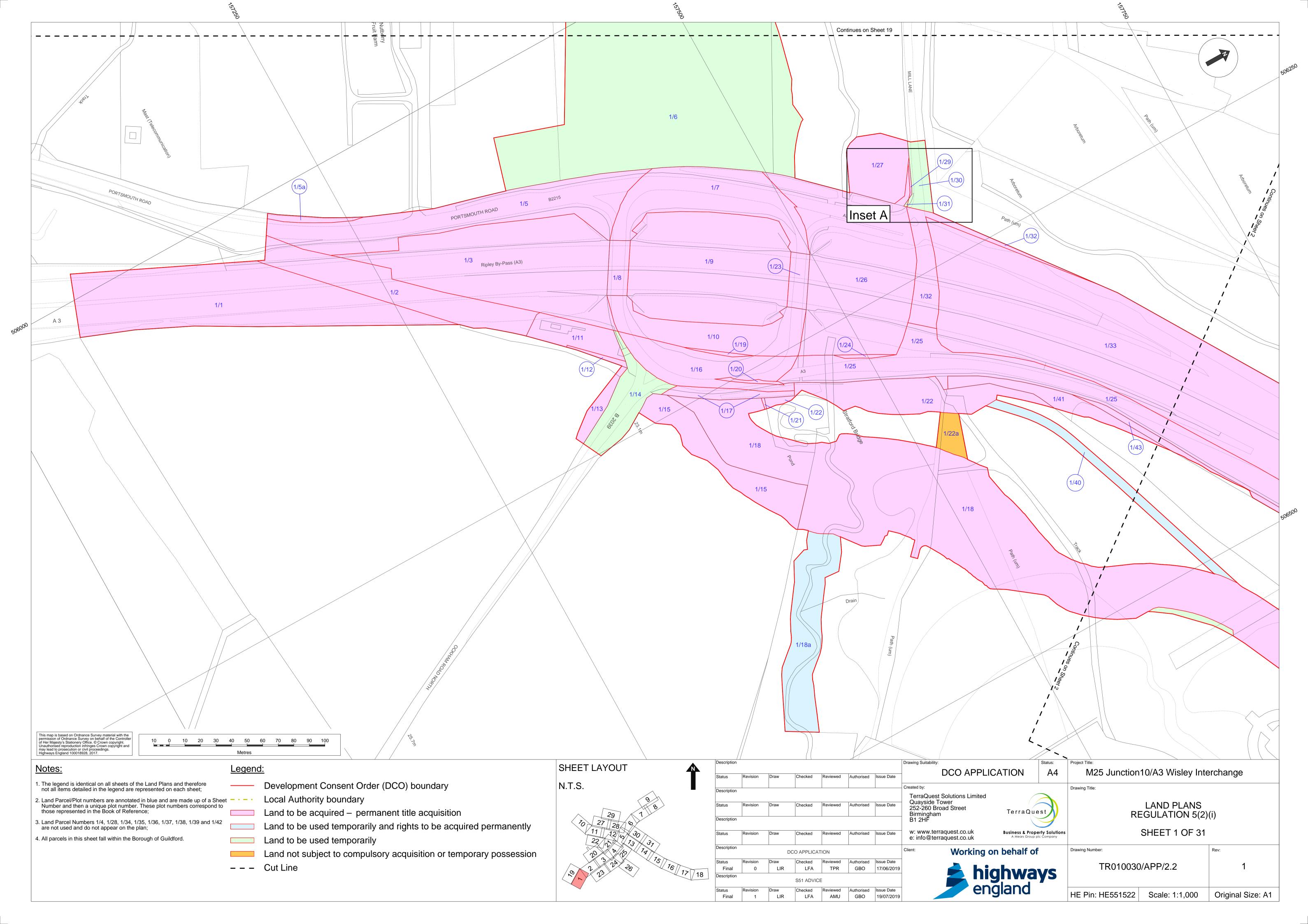
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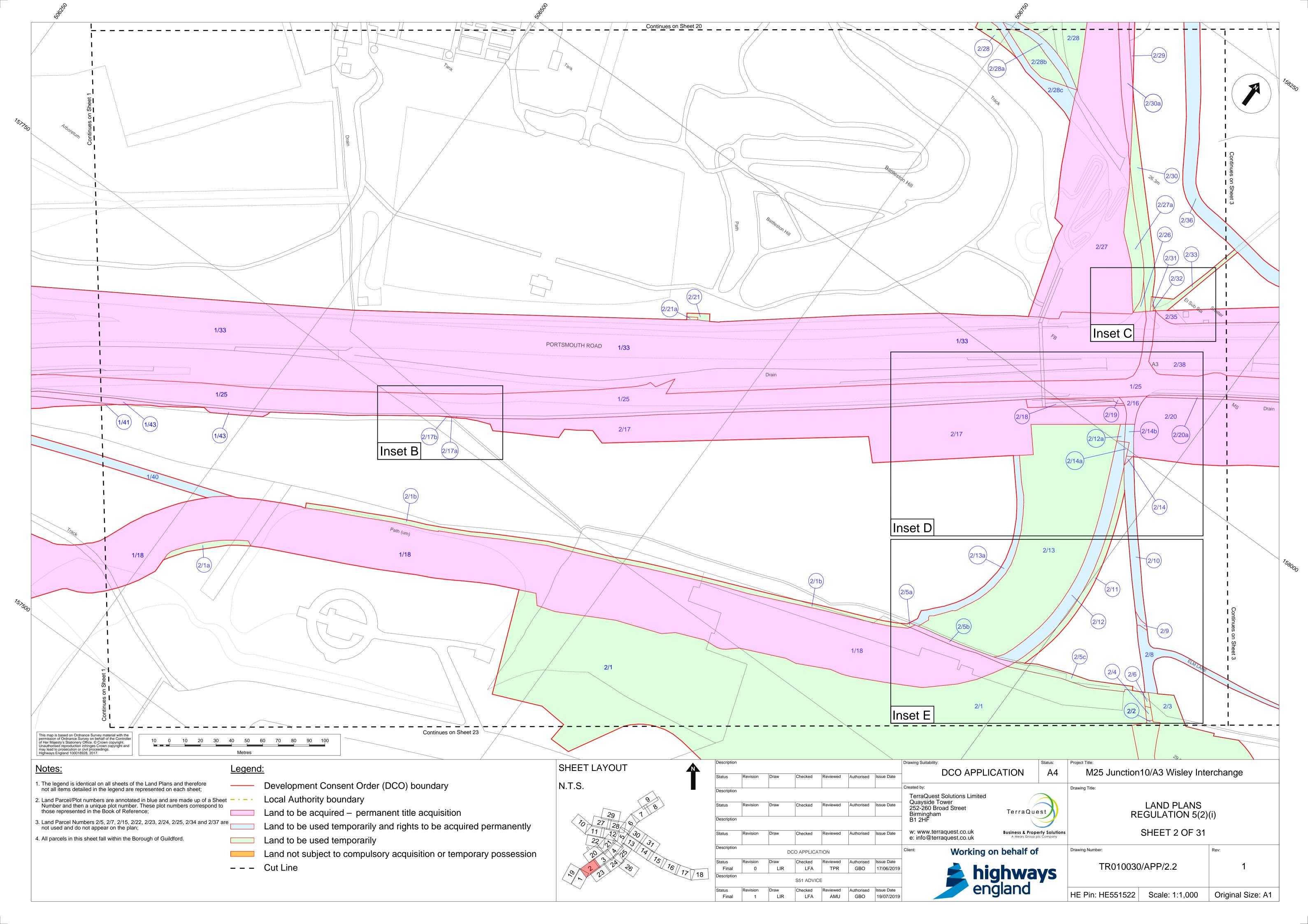
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Land Plans – Regulation 5(2)(i) – Sheet 4 of 31	TR010030/APP/2.2	0
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Land Plans – Regulation 5(2)(i) – Sheet 6 of 31	TR010030/APP/2.2	0
Land Plans – Regulation 5(2)(i) – Sheet 7 of 31	TR010030/APP/2.2	0
Land Plans – Regulation 5(2)(i) – Sheet 8 of 31	TR010030/APP/2.2	0
Land Plans – Regulation 5(2)(i) – Sheet 9 of 31	TR010030/APP/2.2	0
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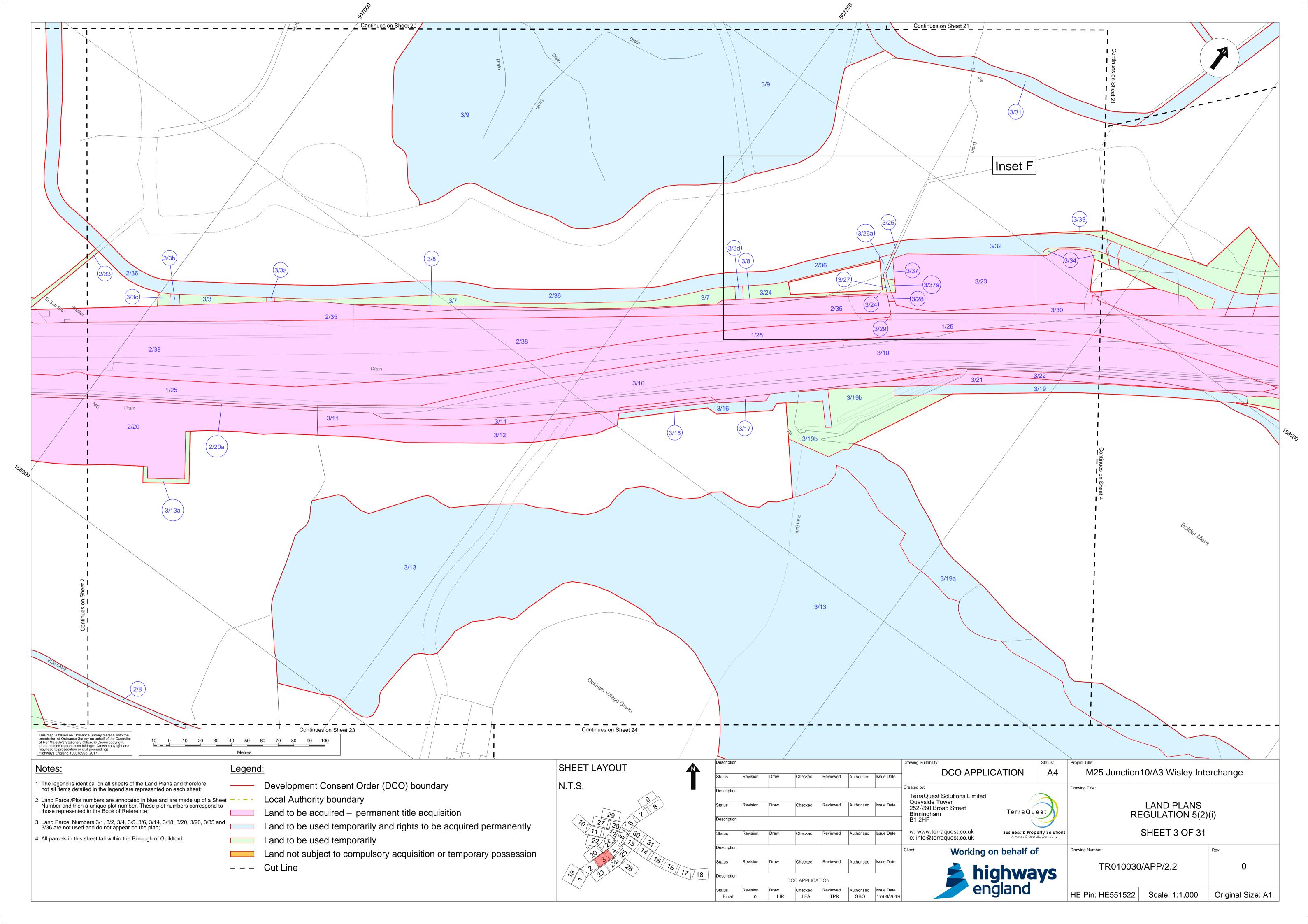


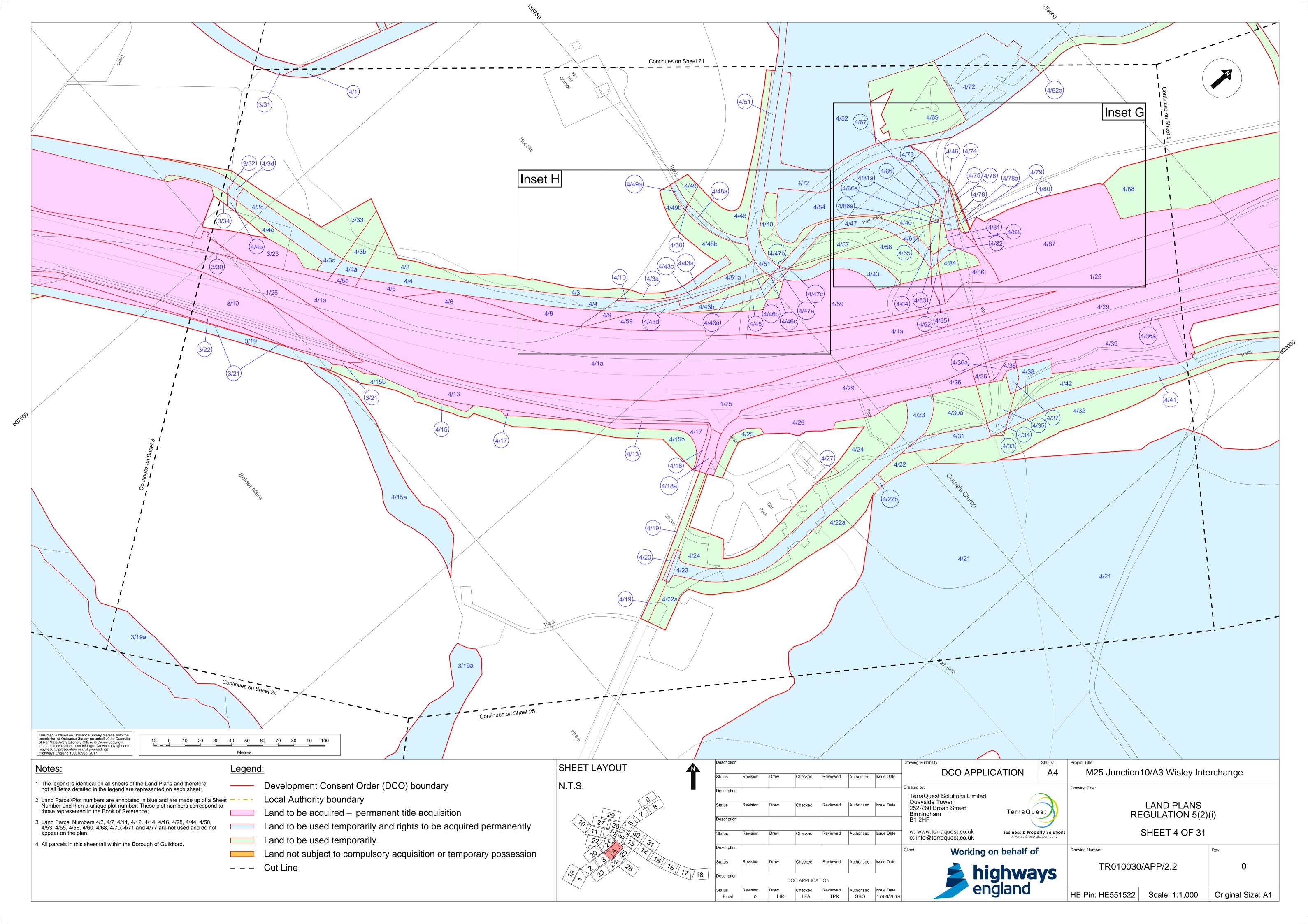
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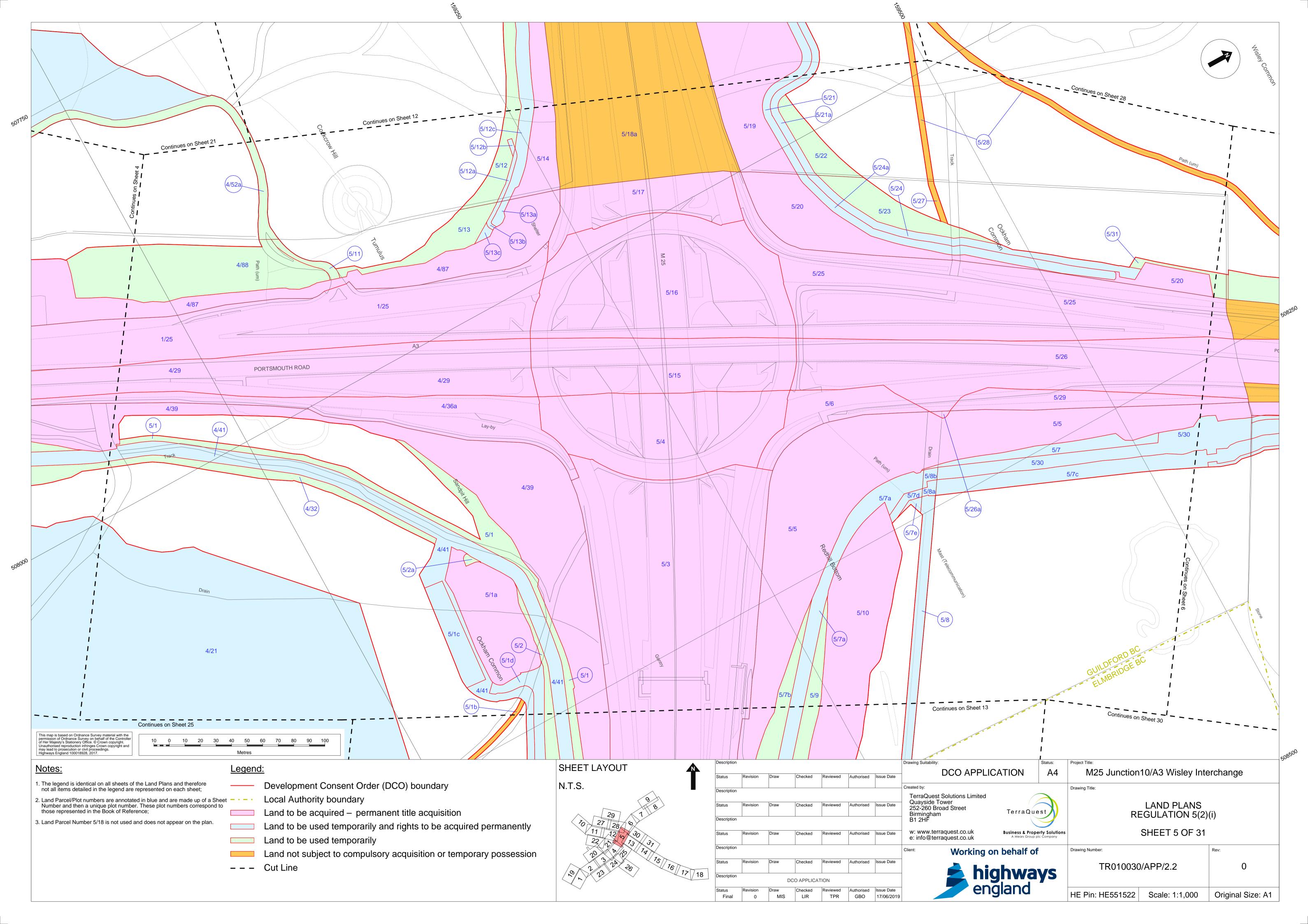


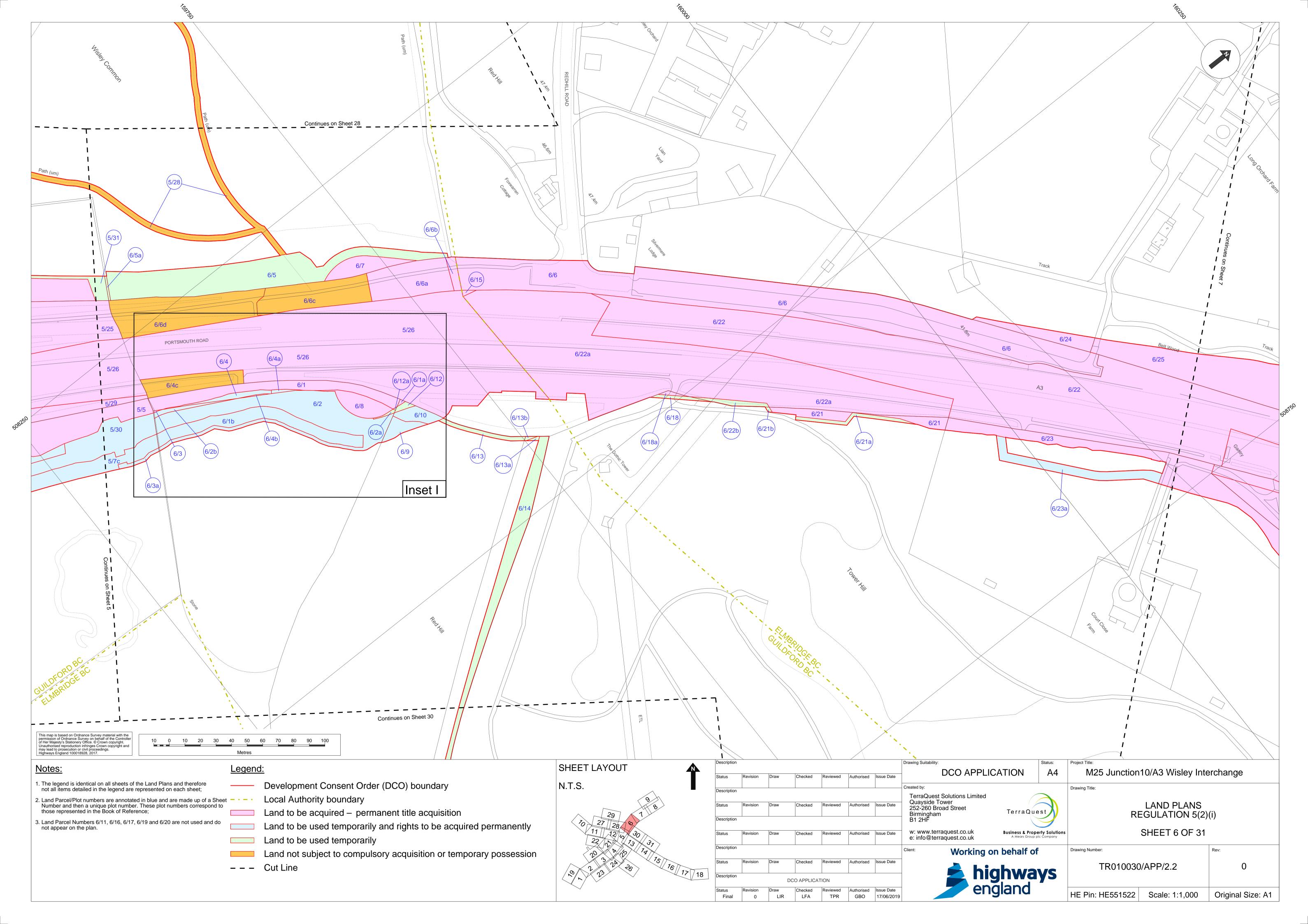


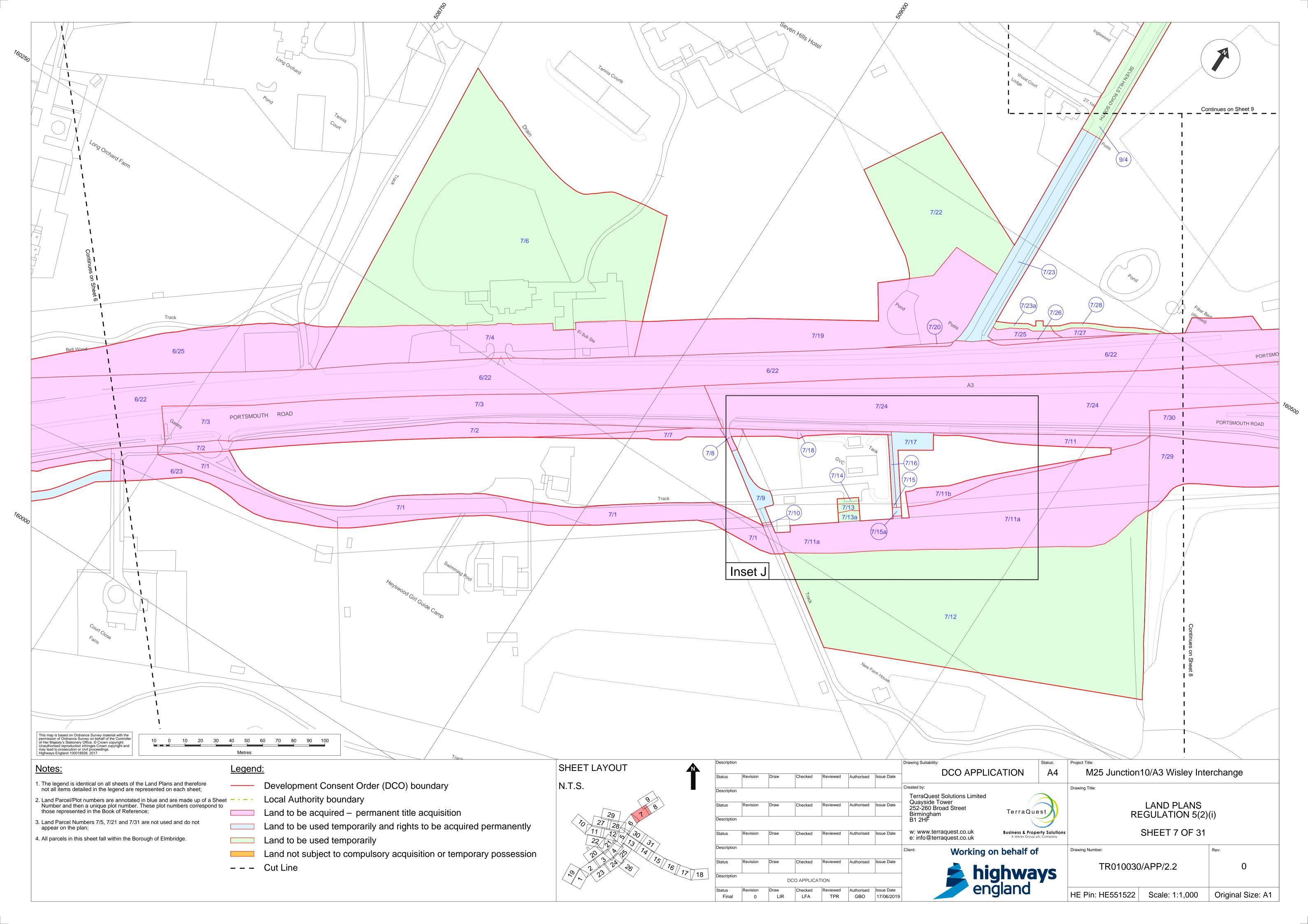


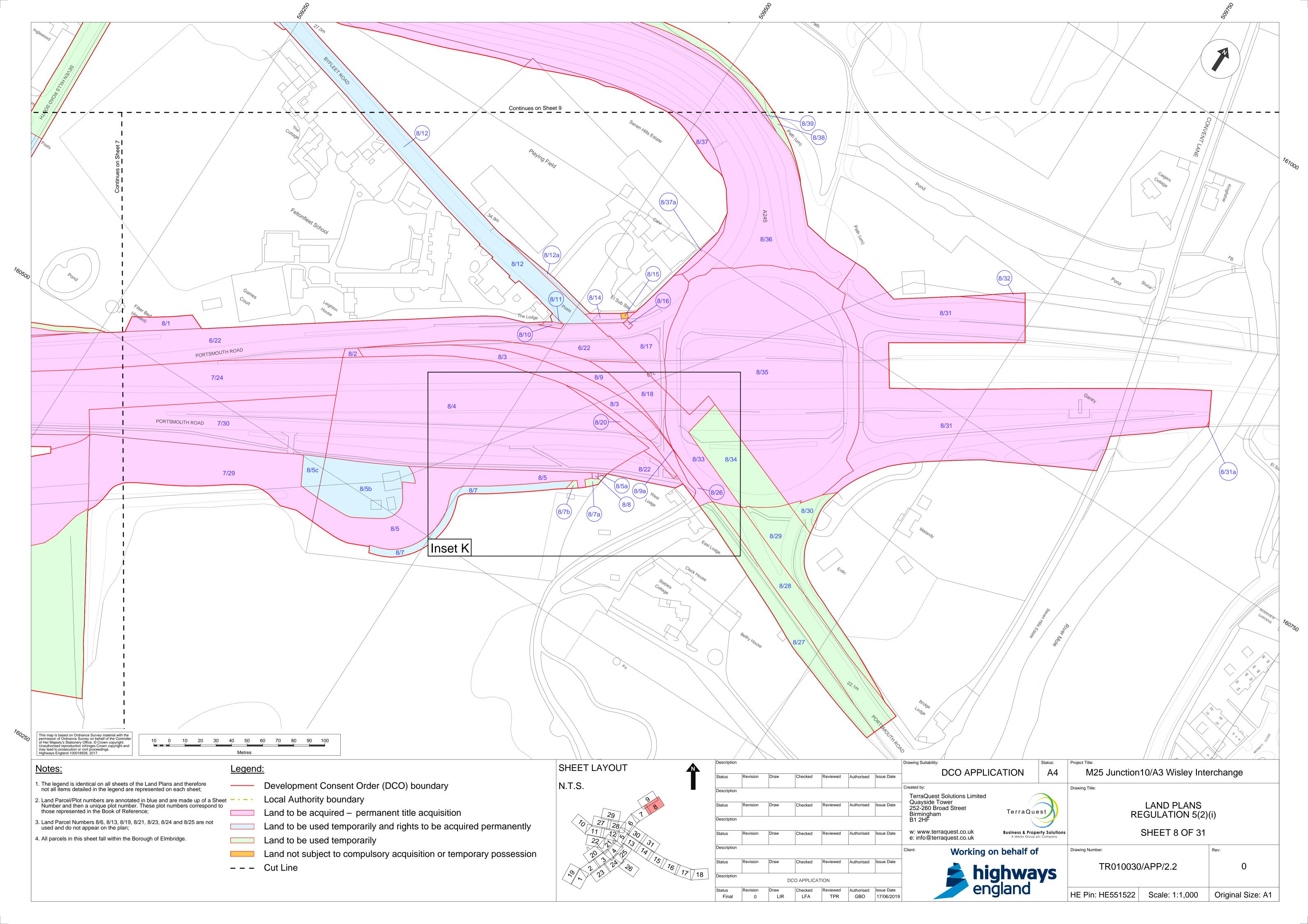


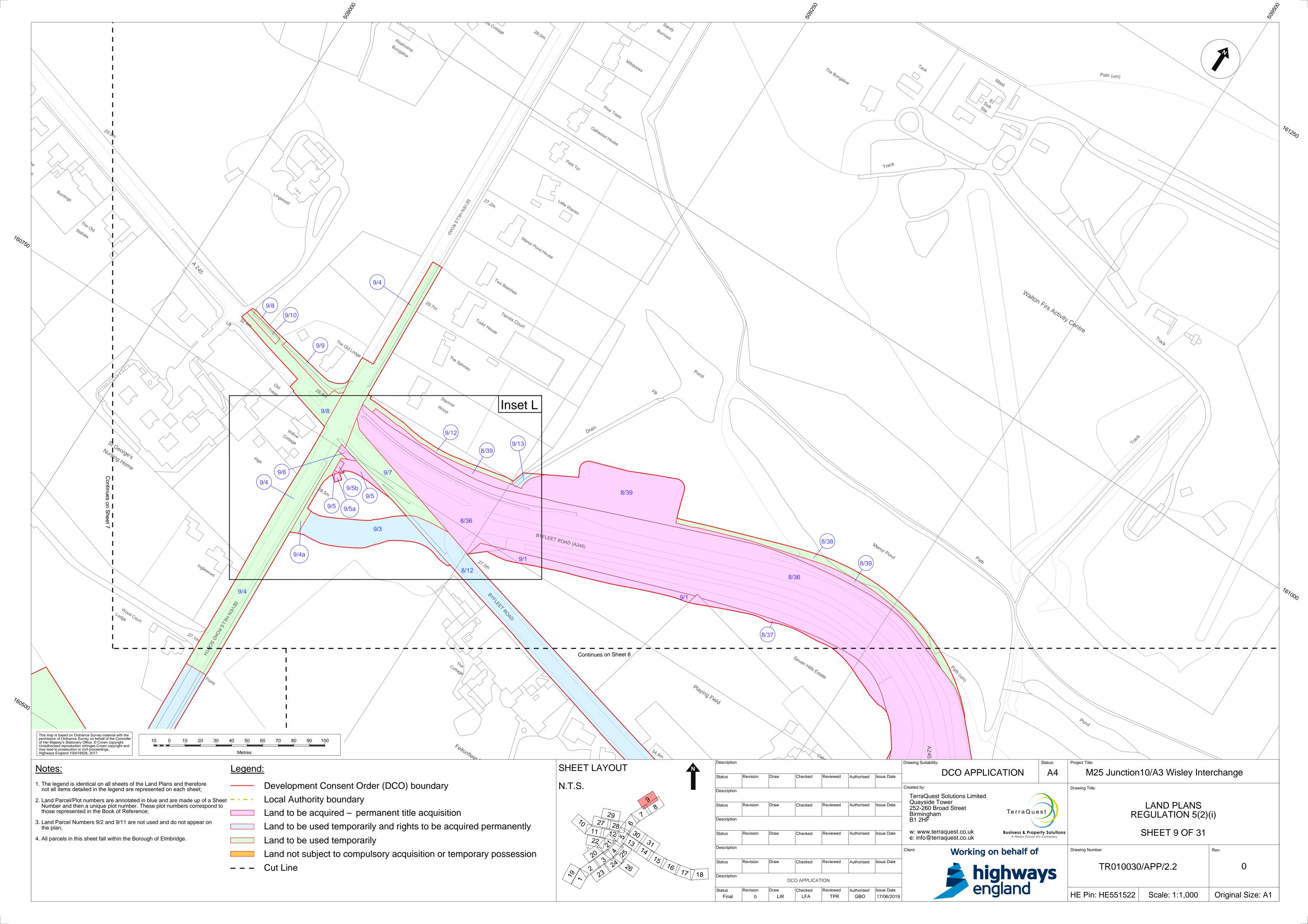


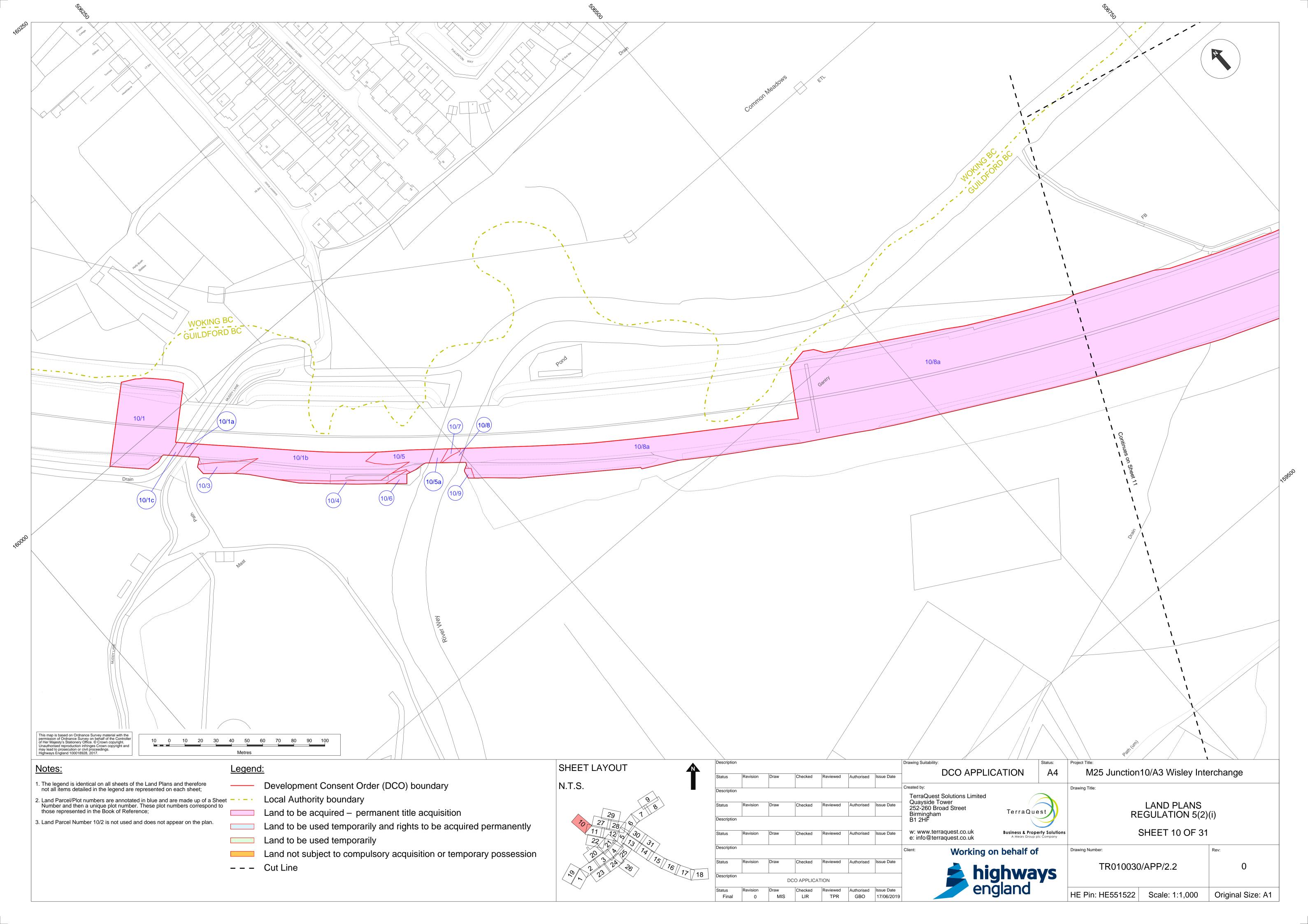


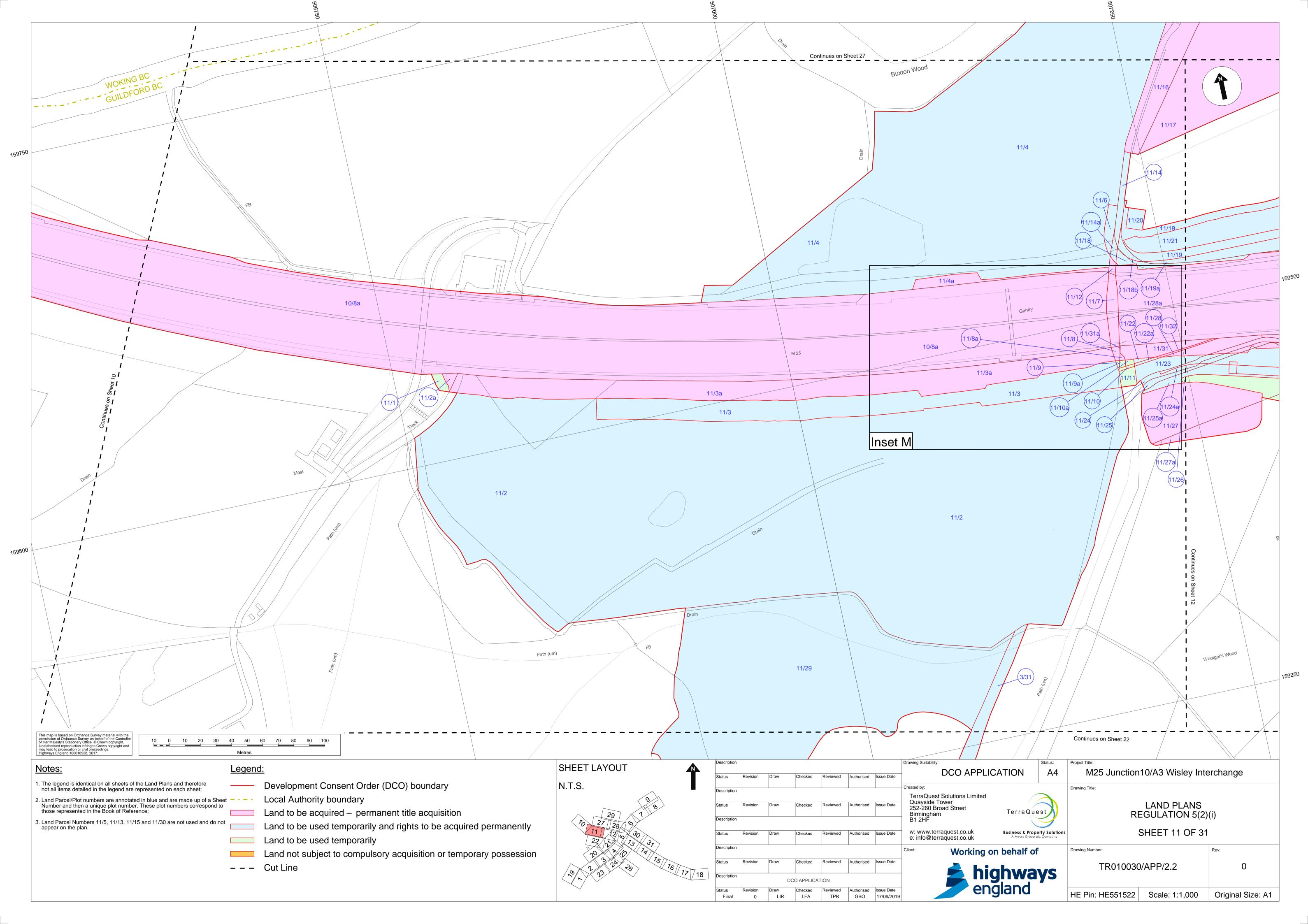


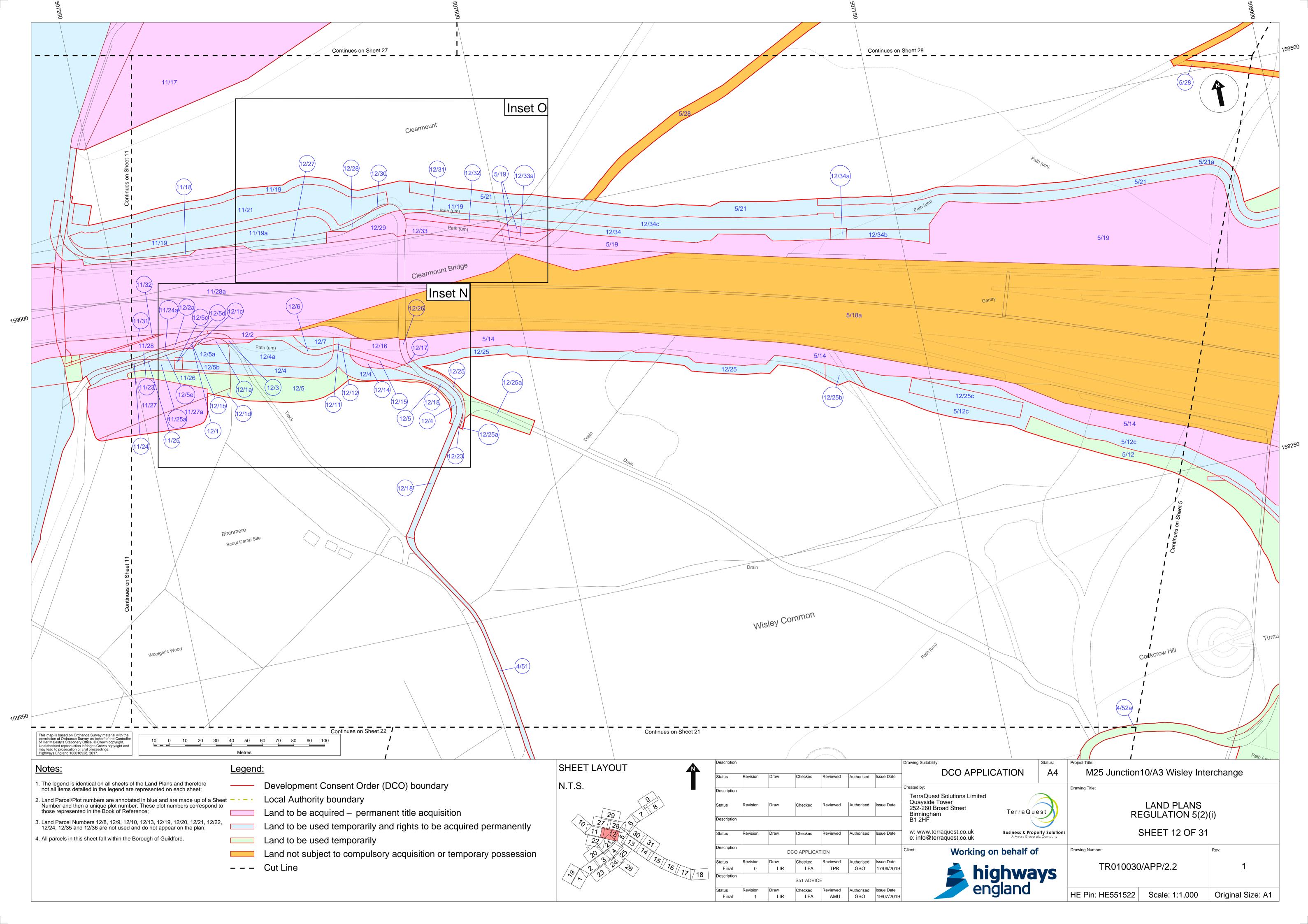


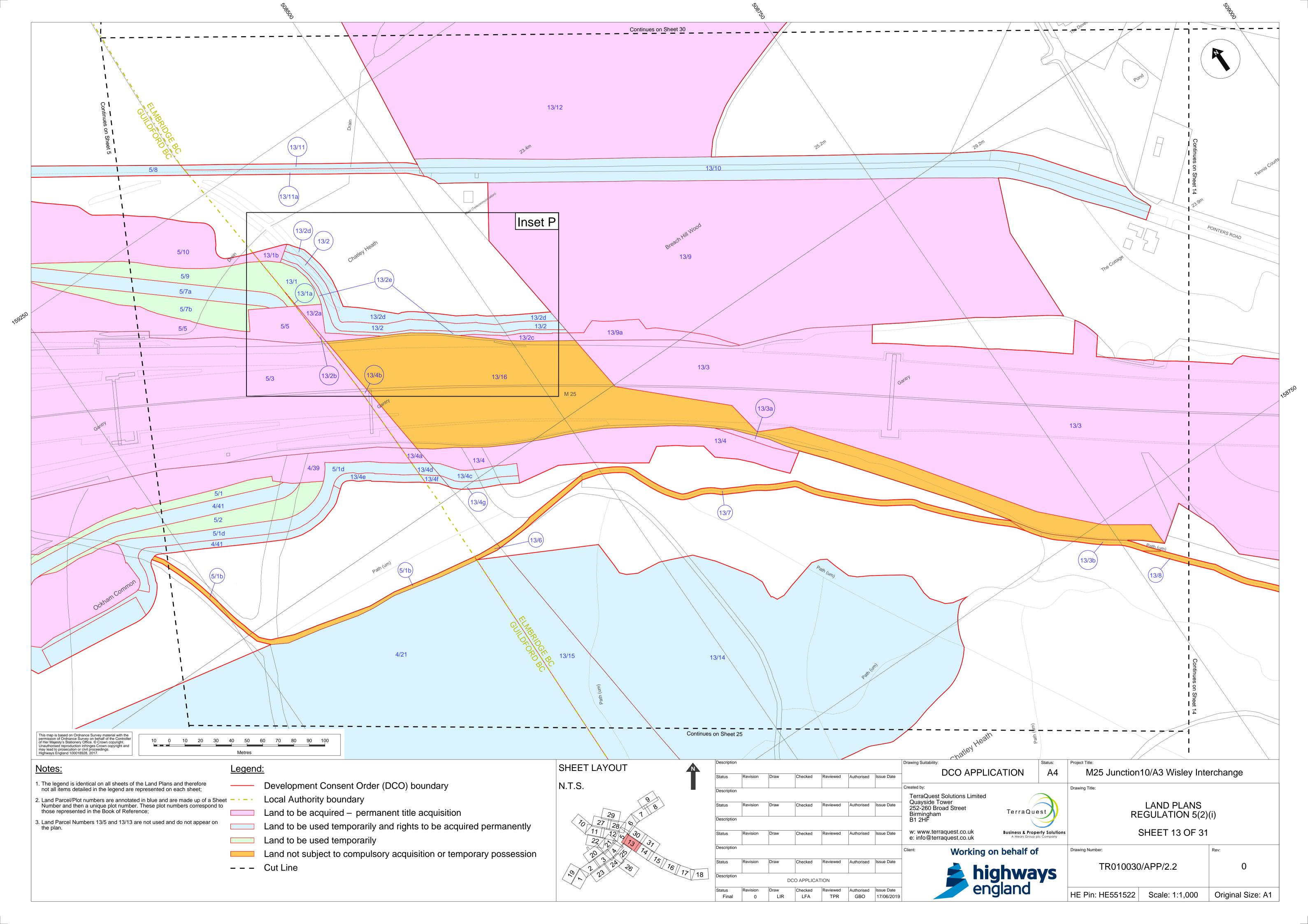


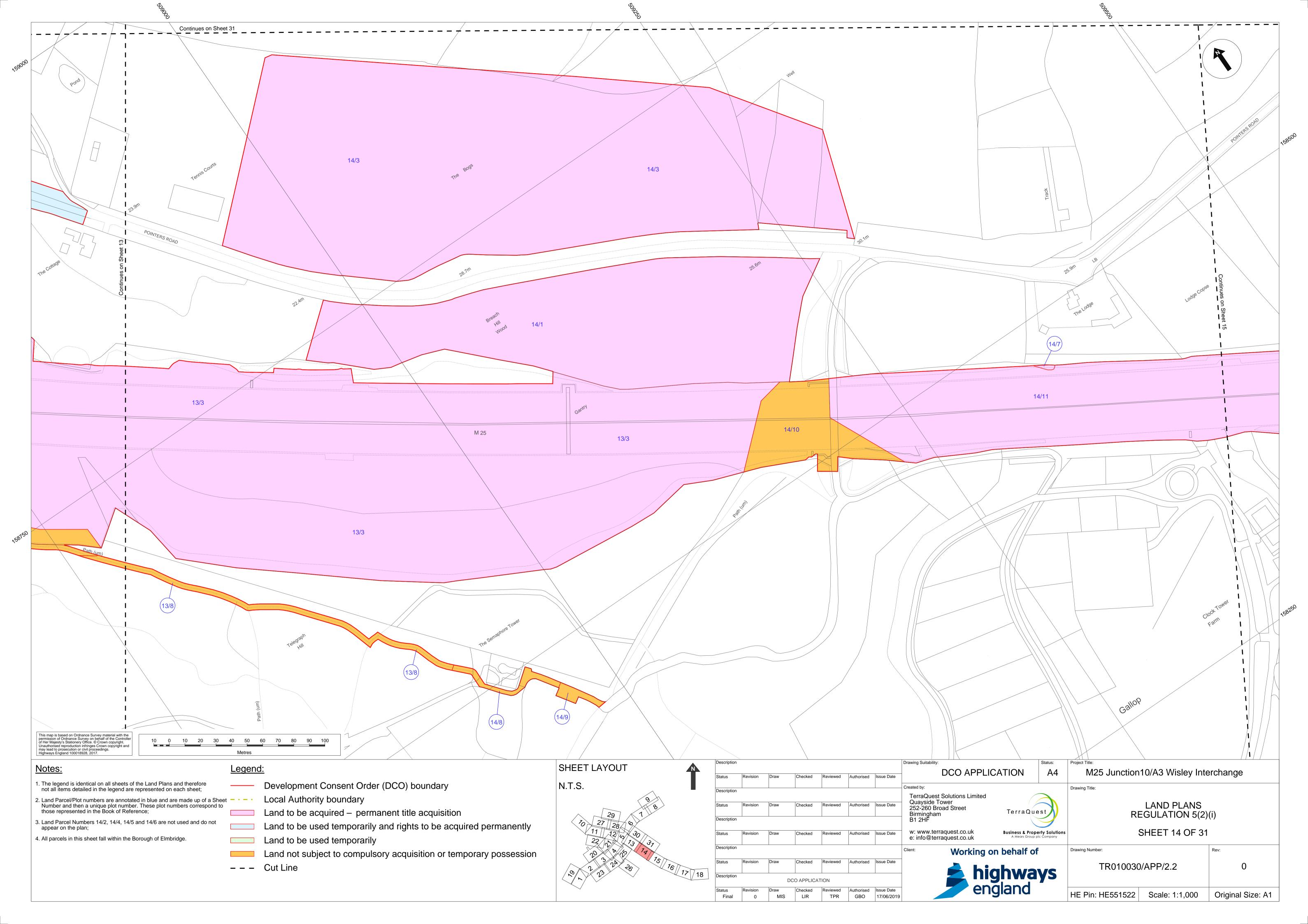


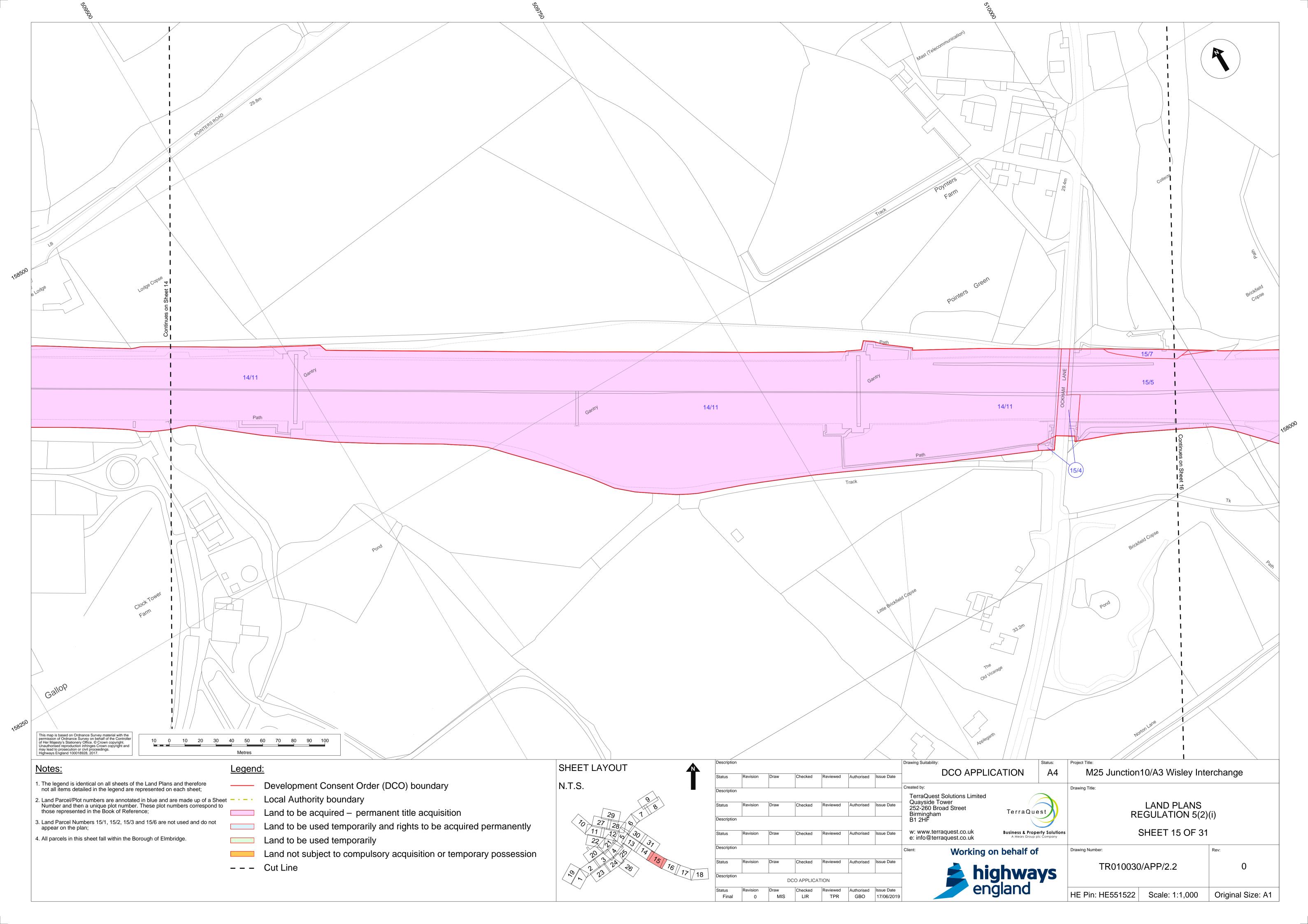


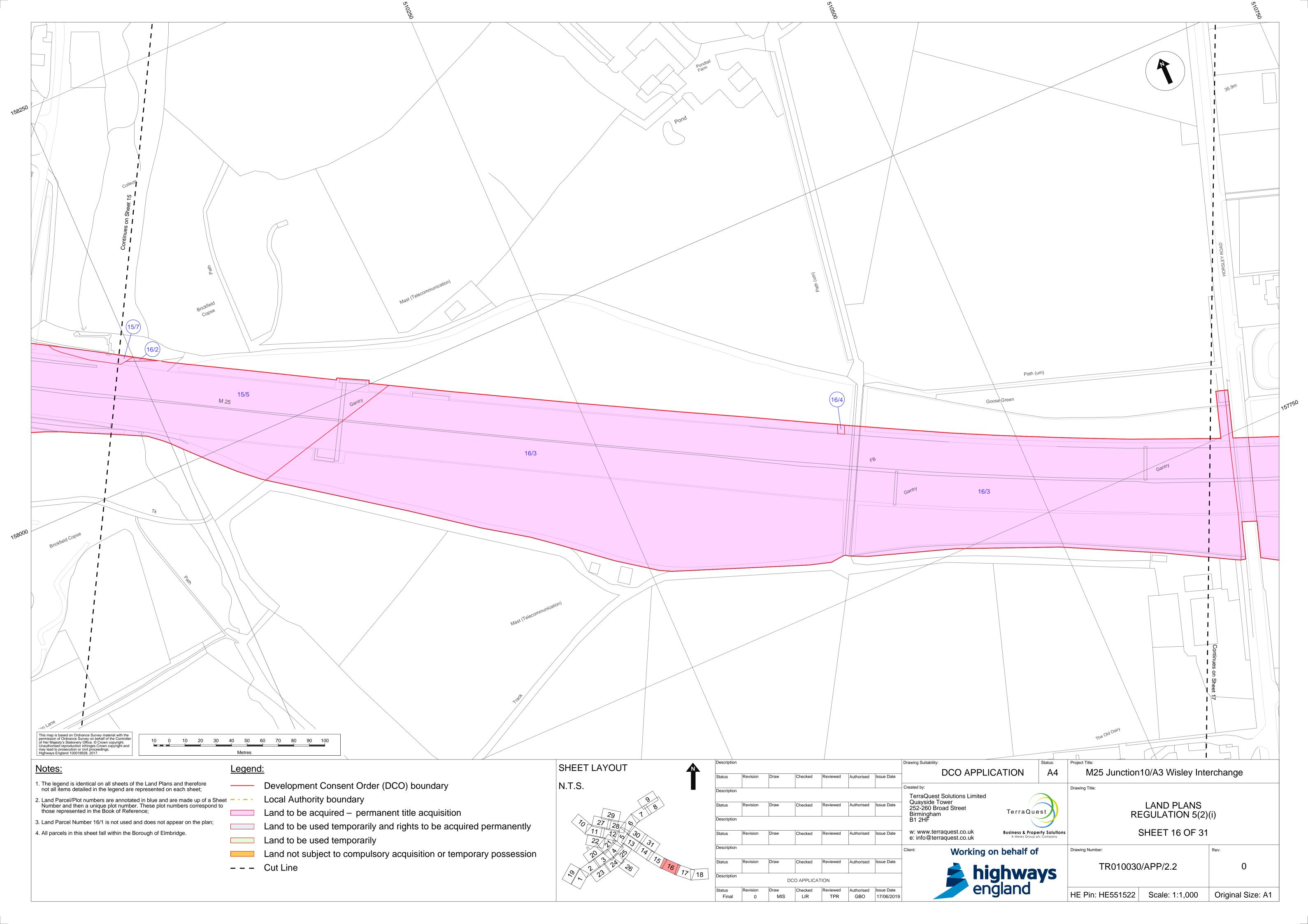


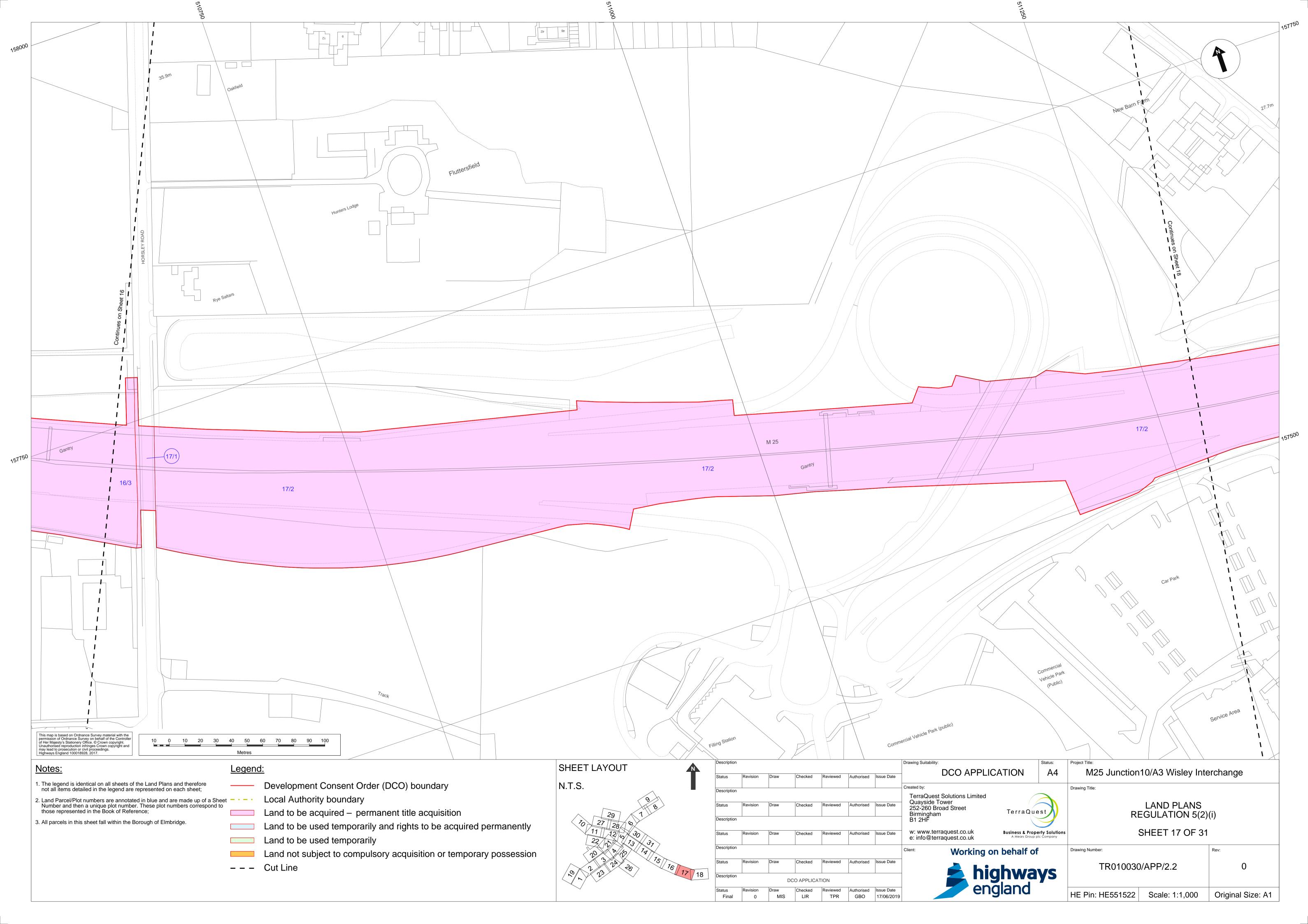


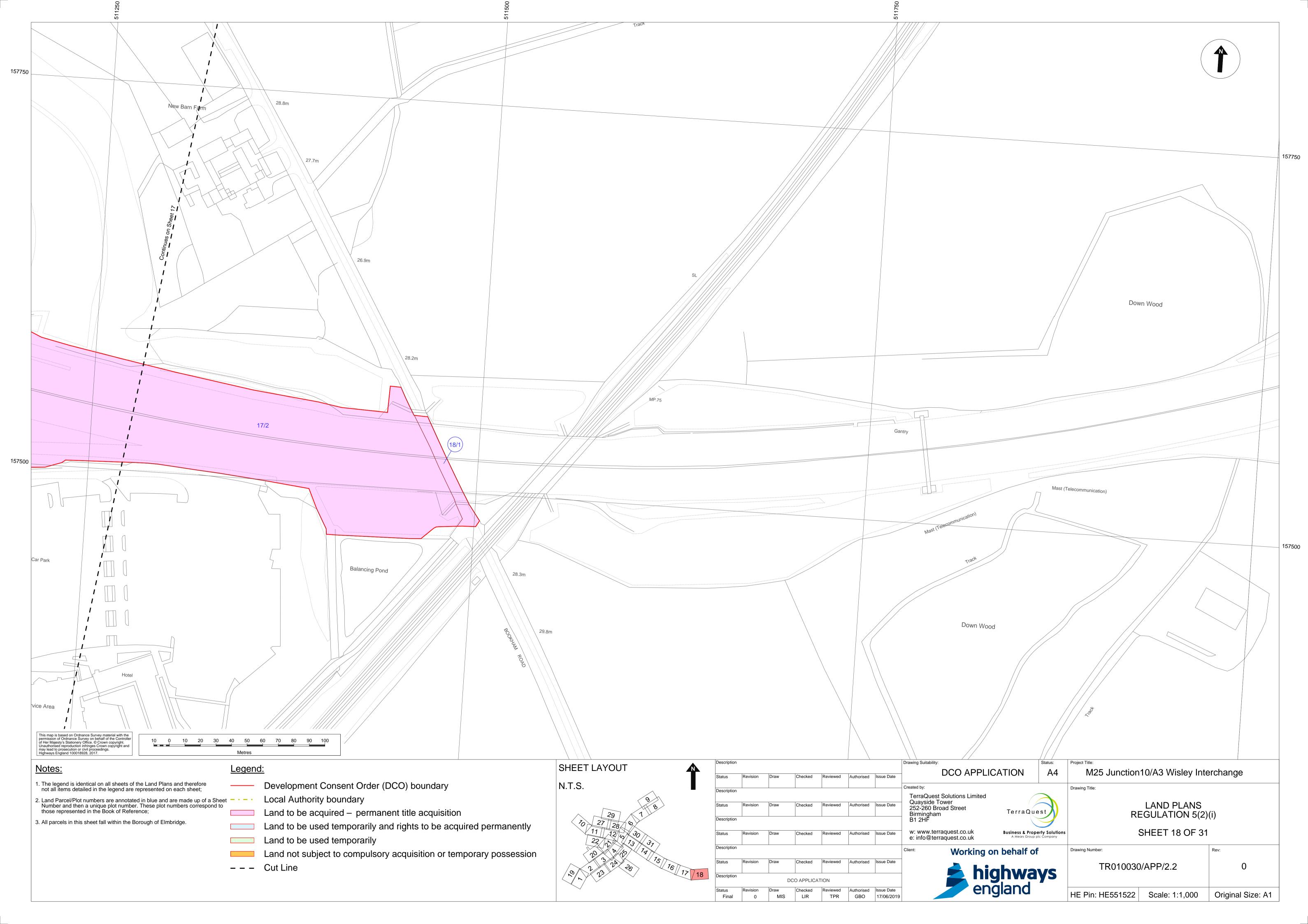


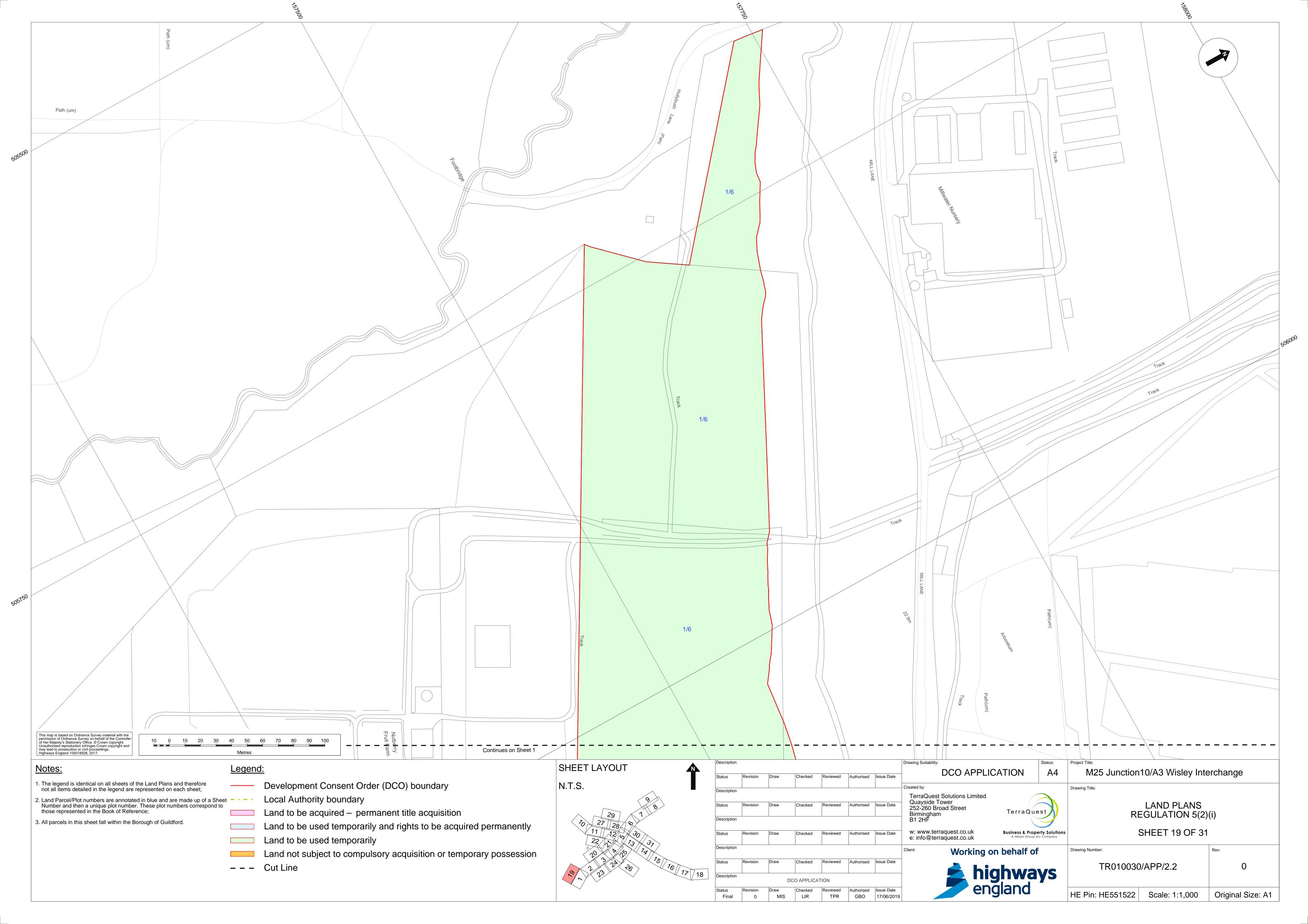


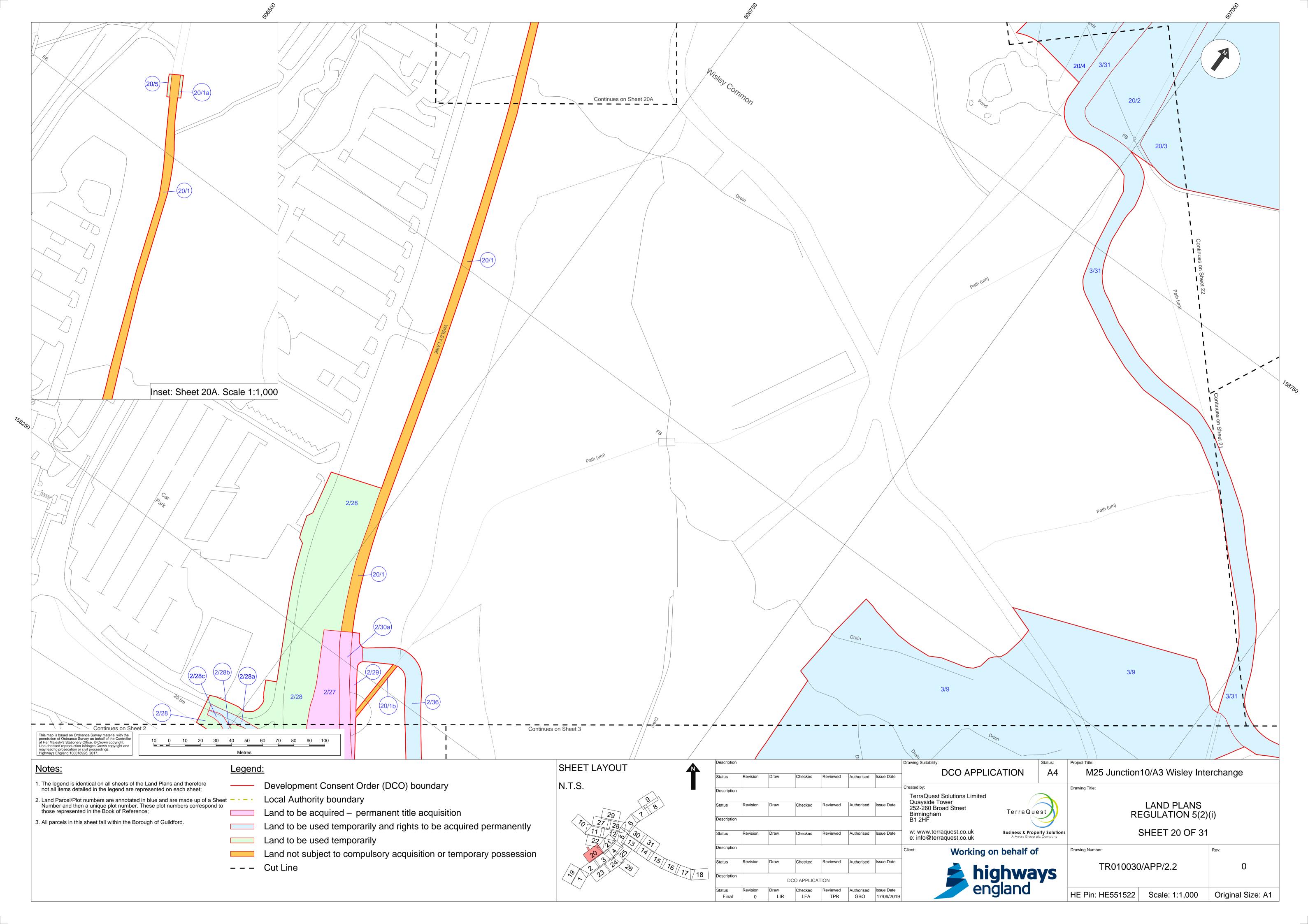


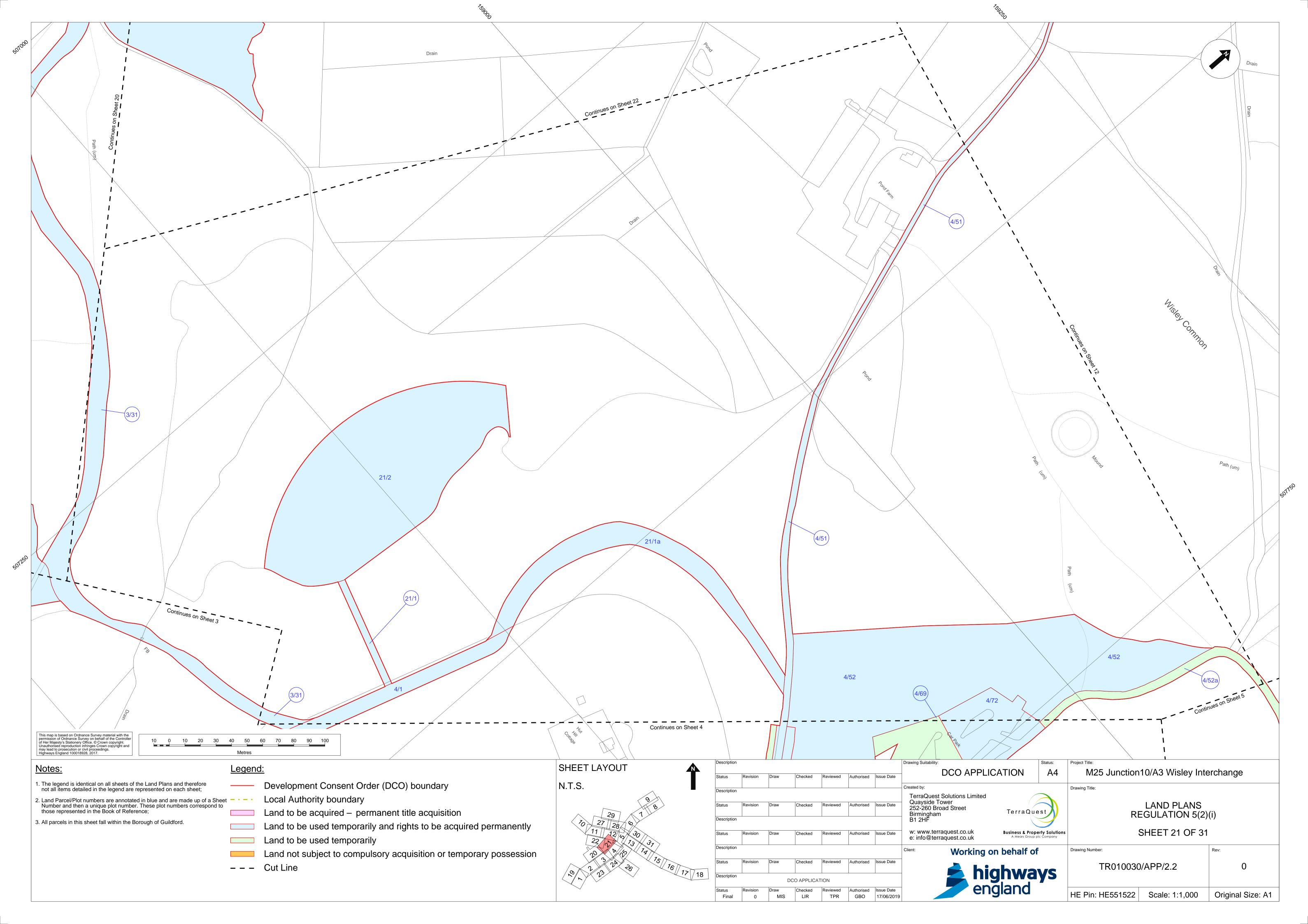


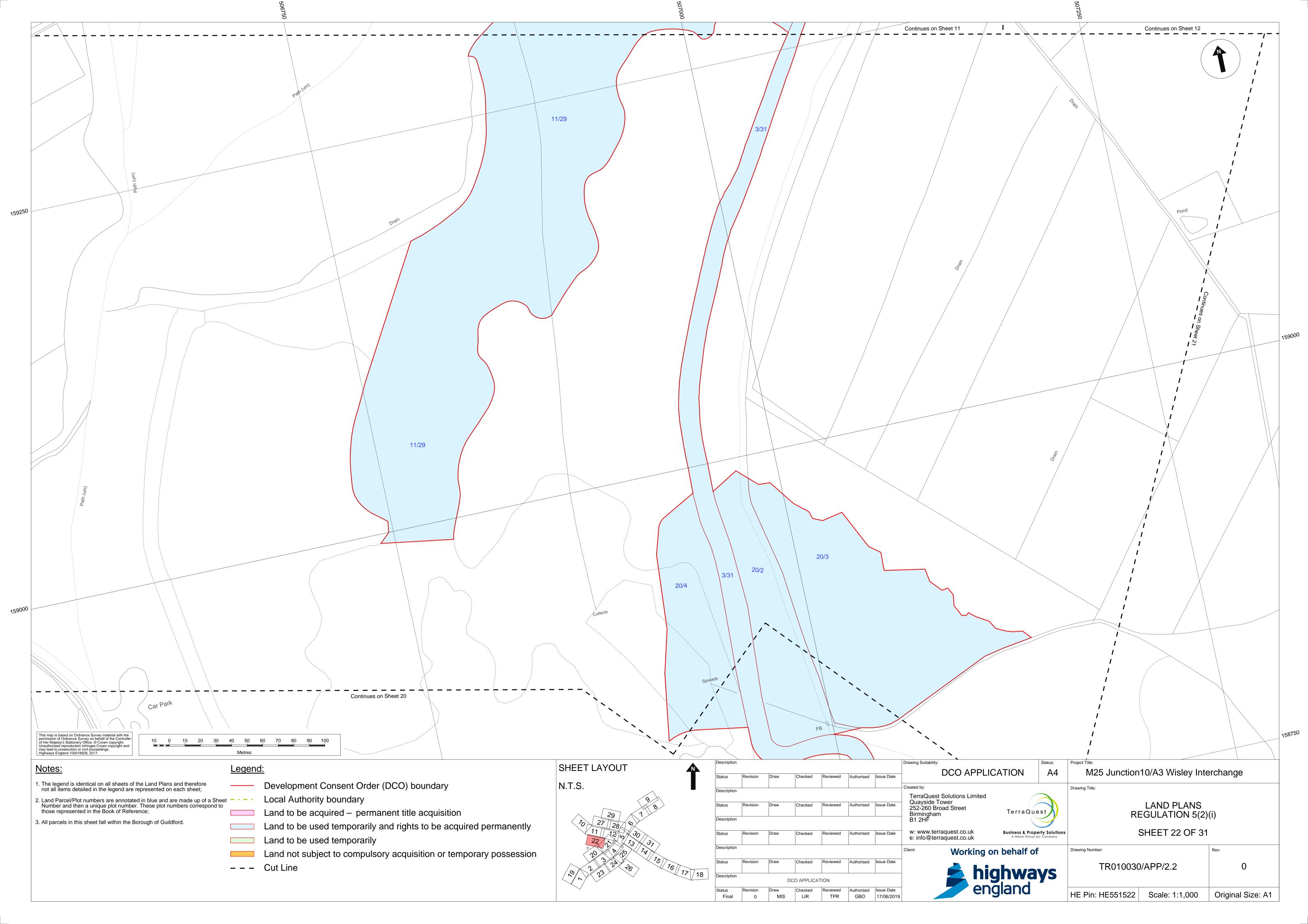


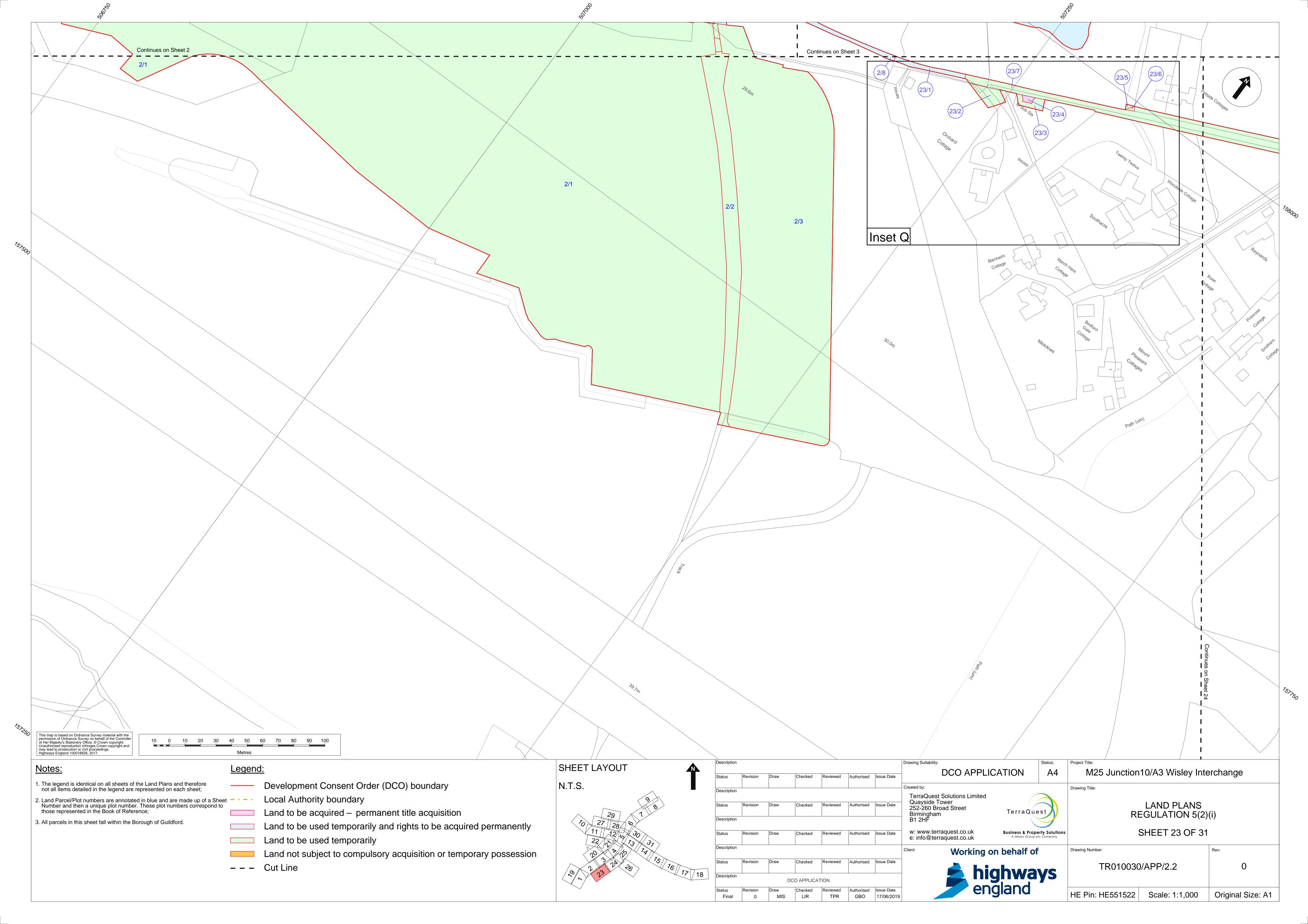


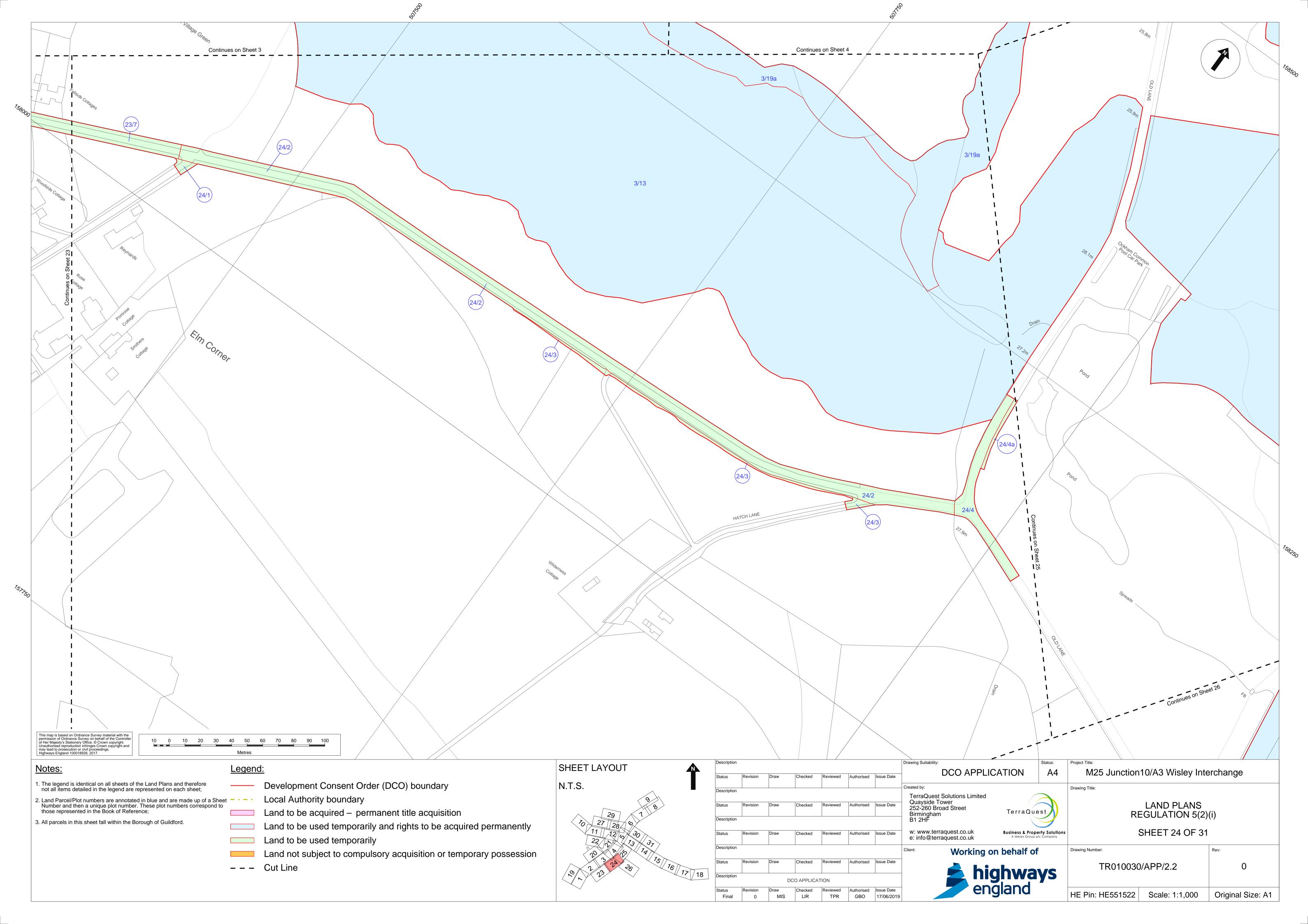


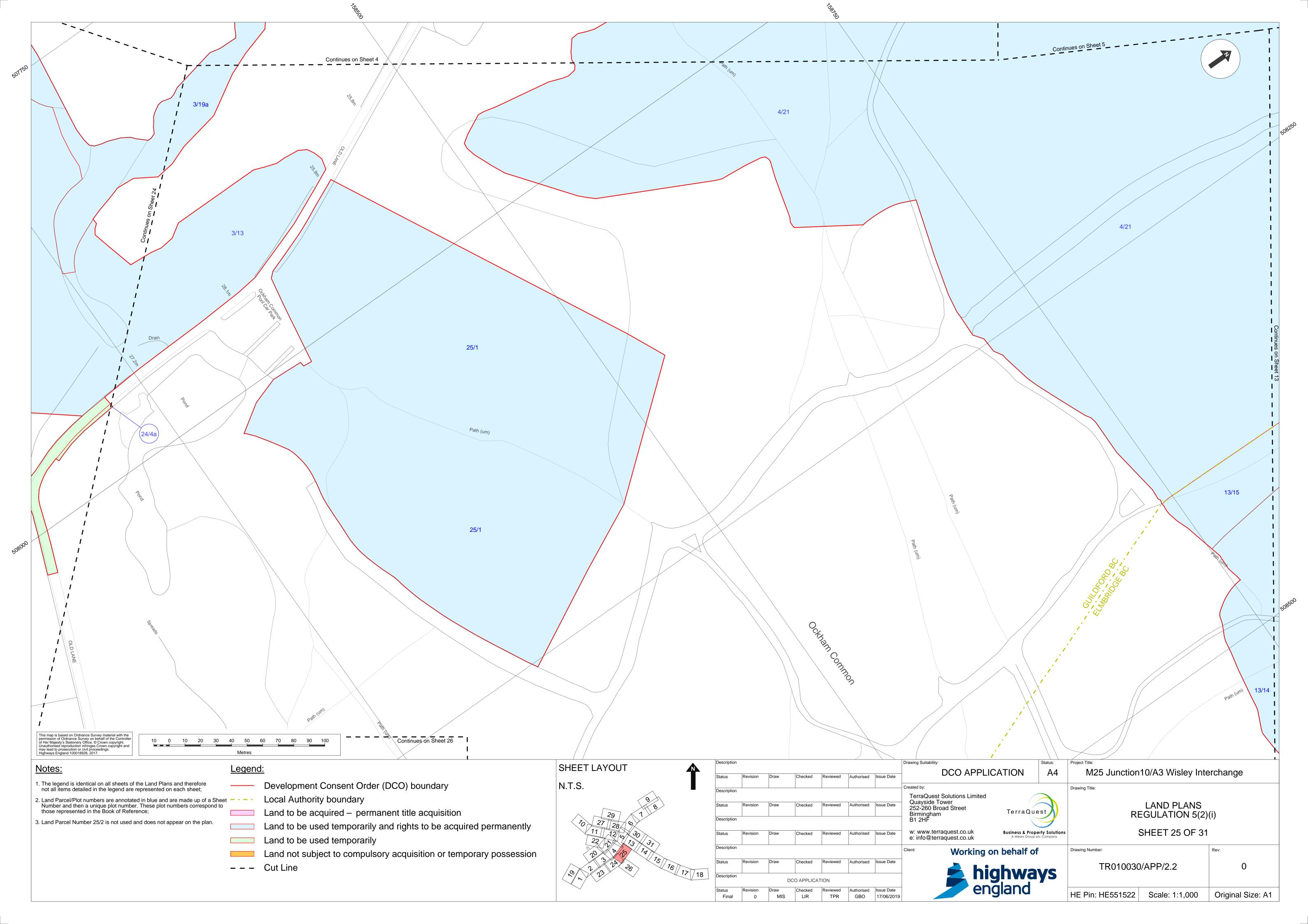


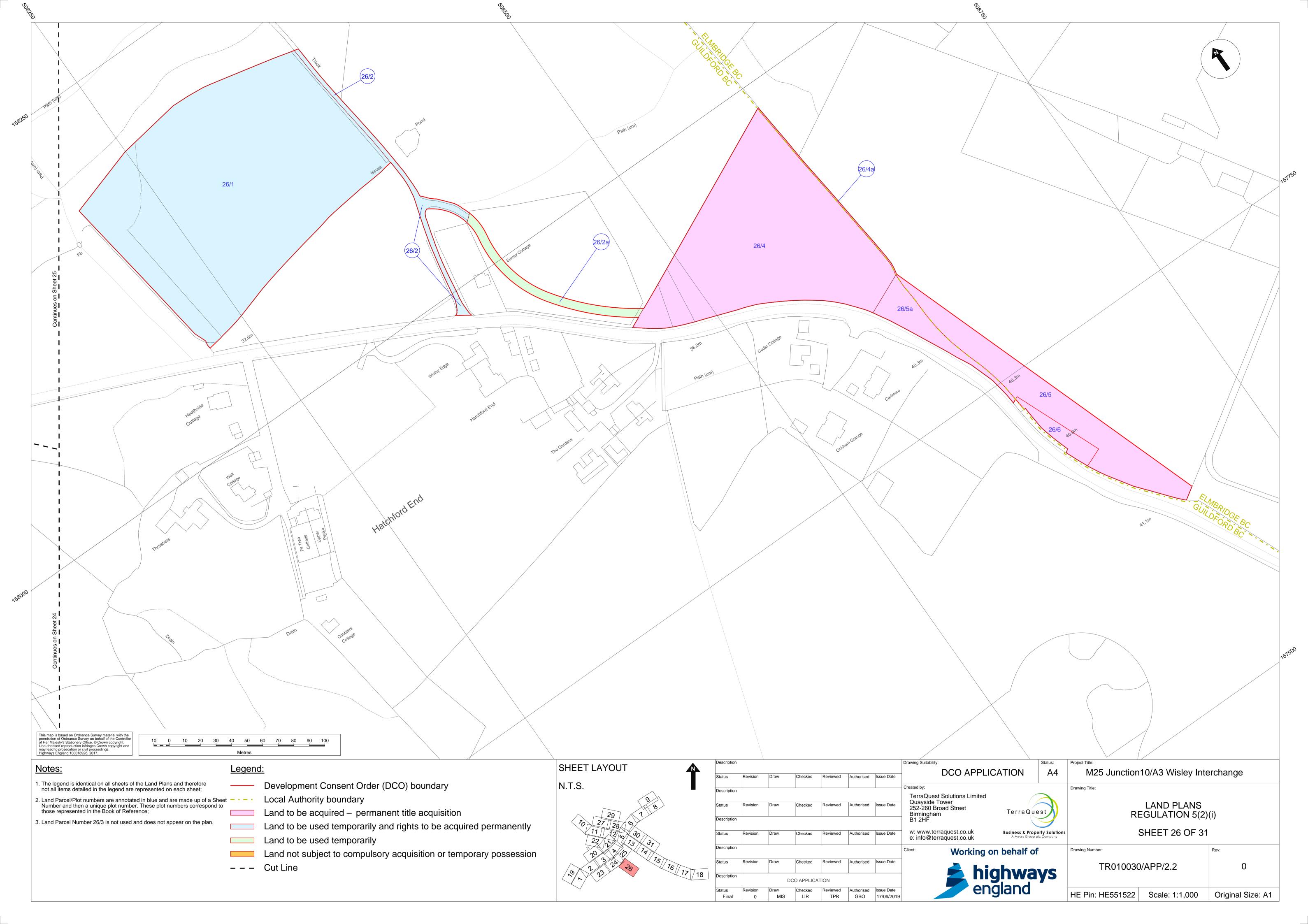


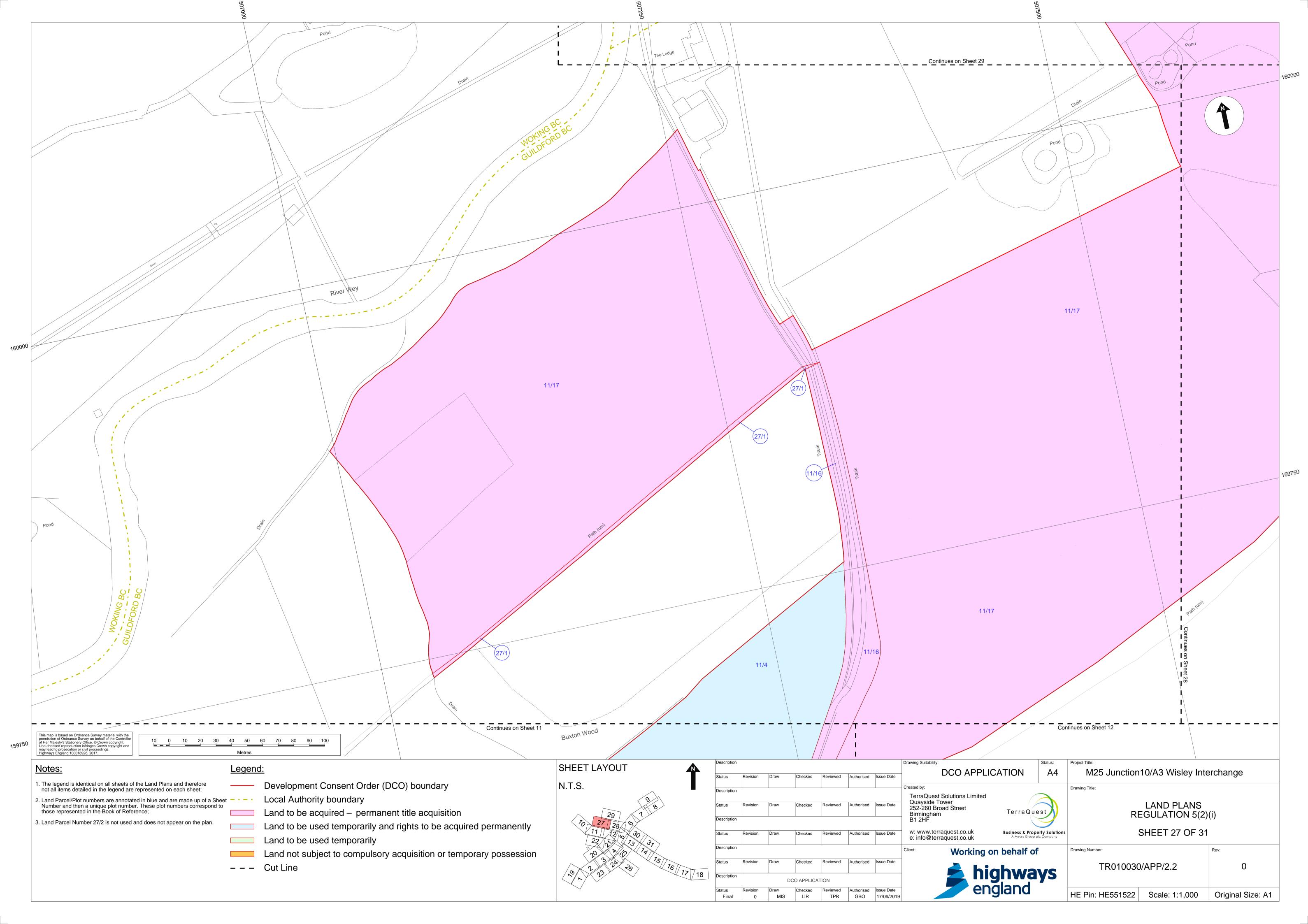


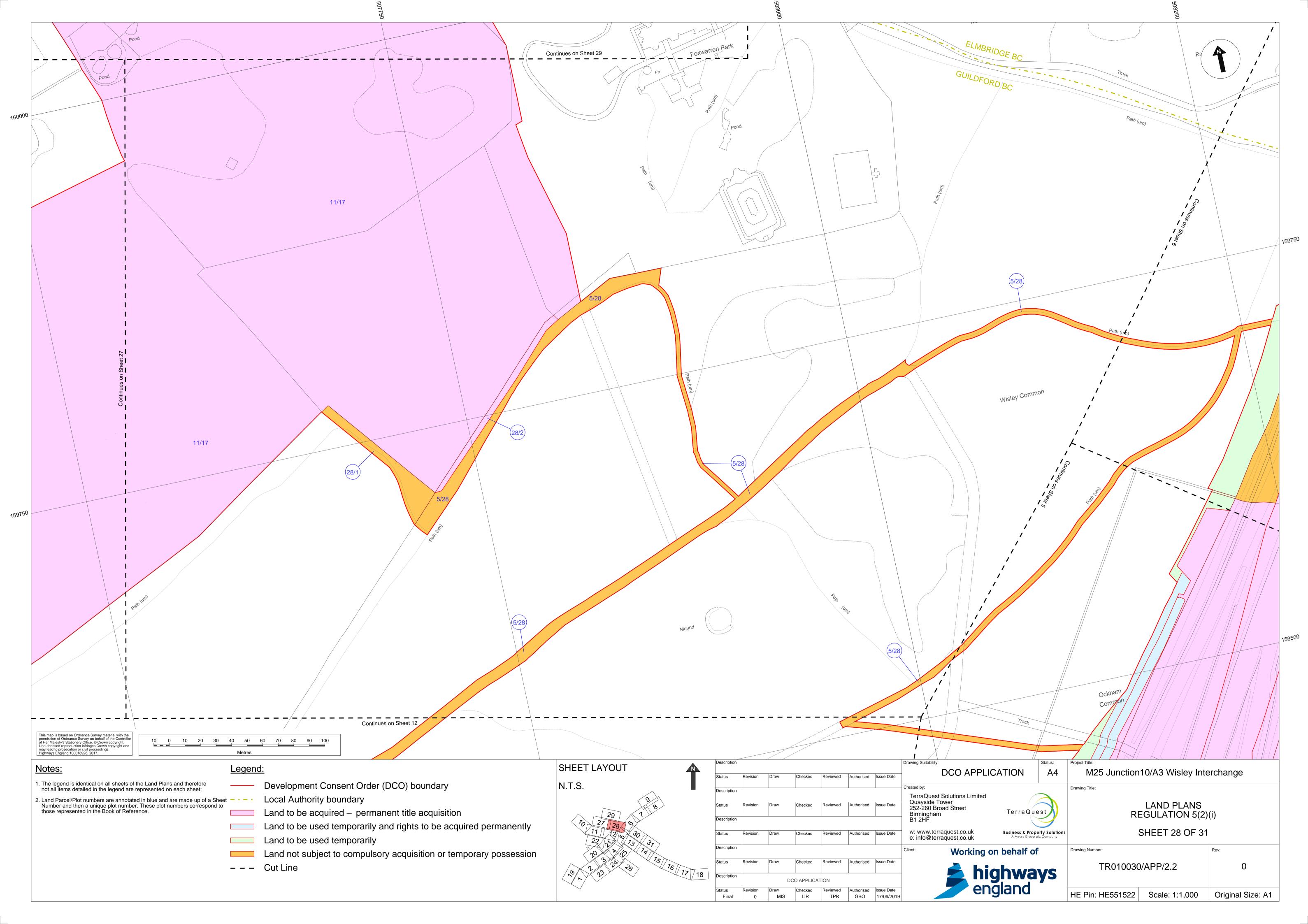


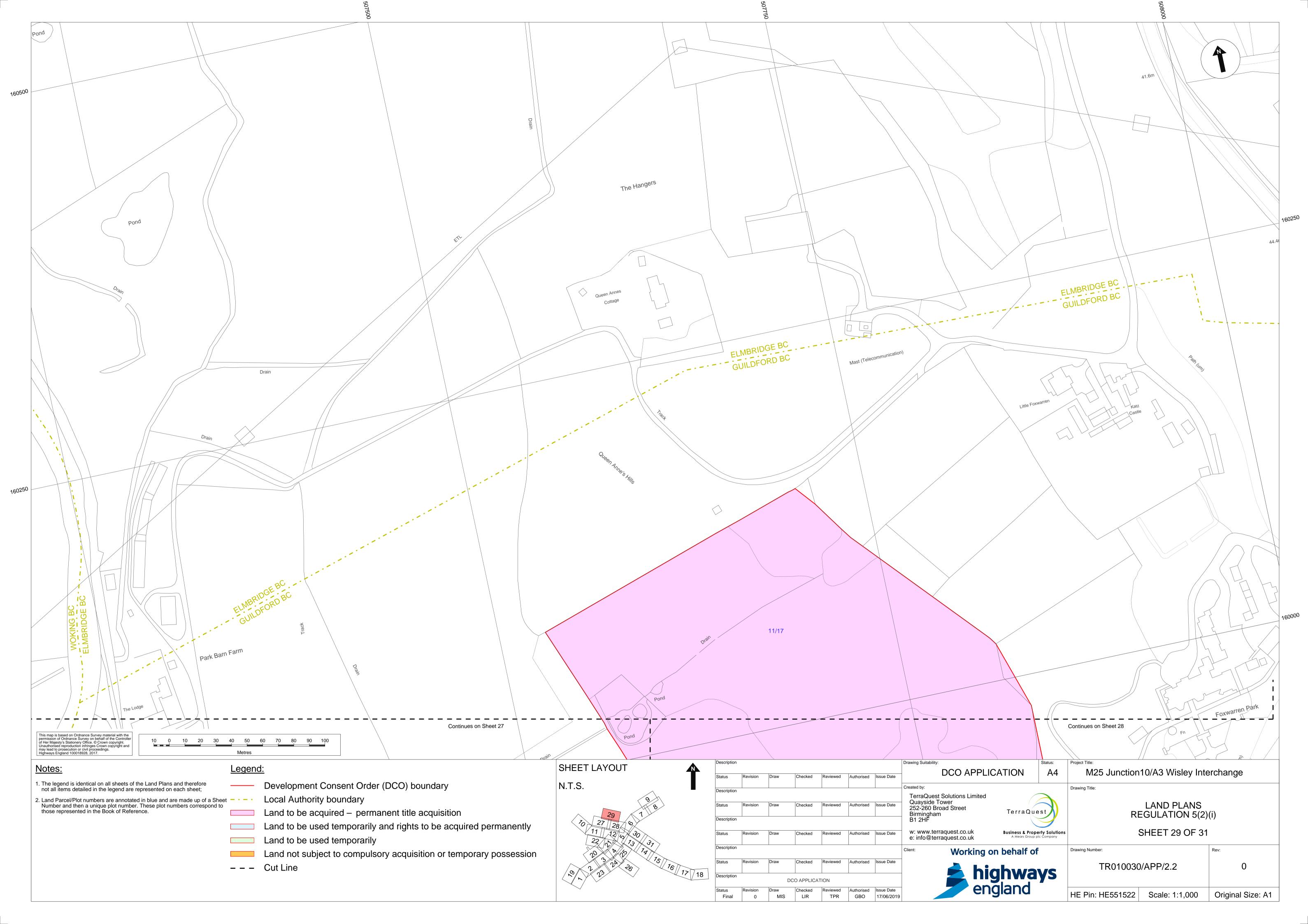


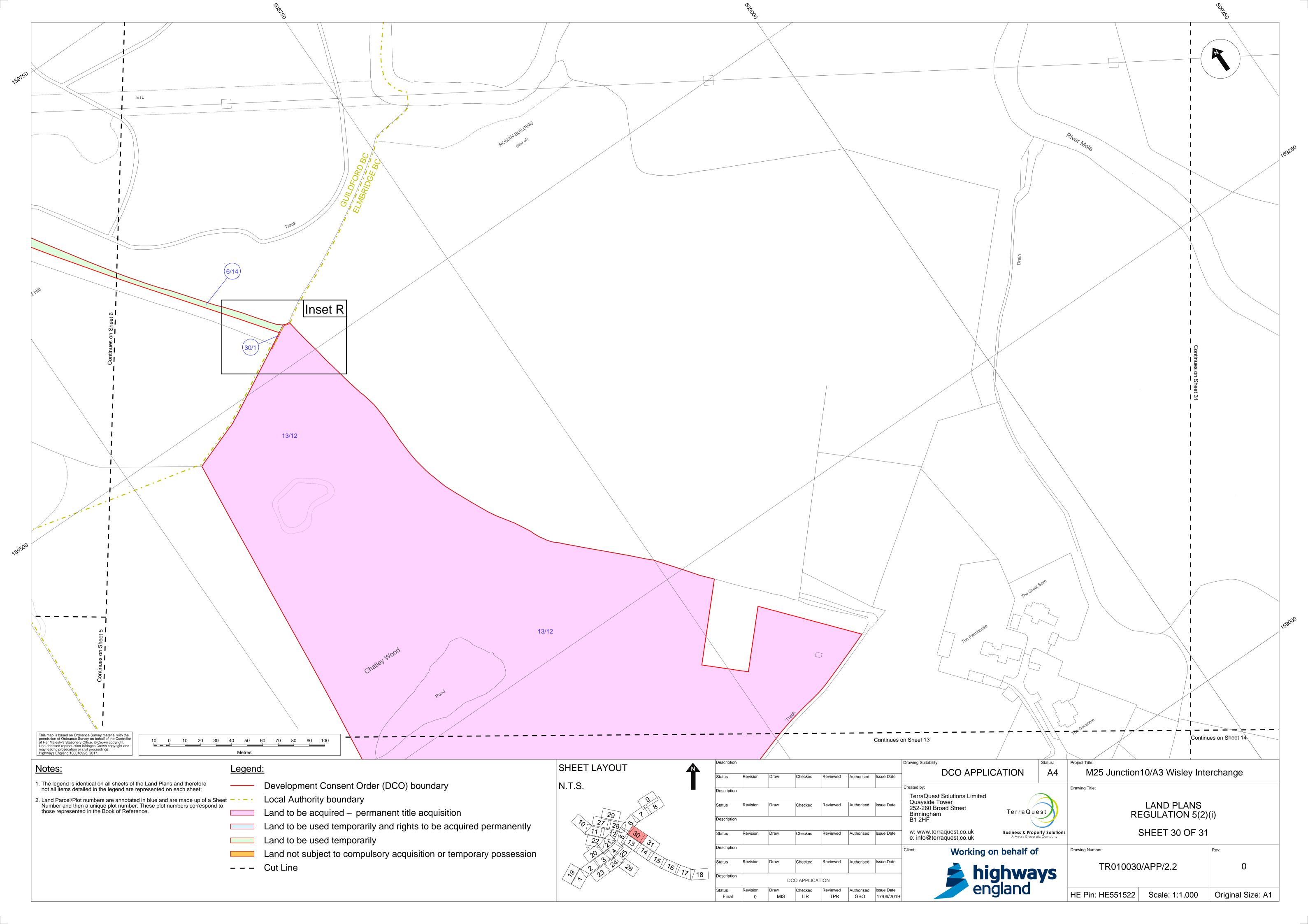


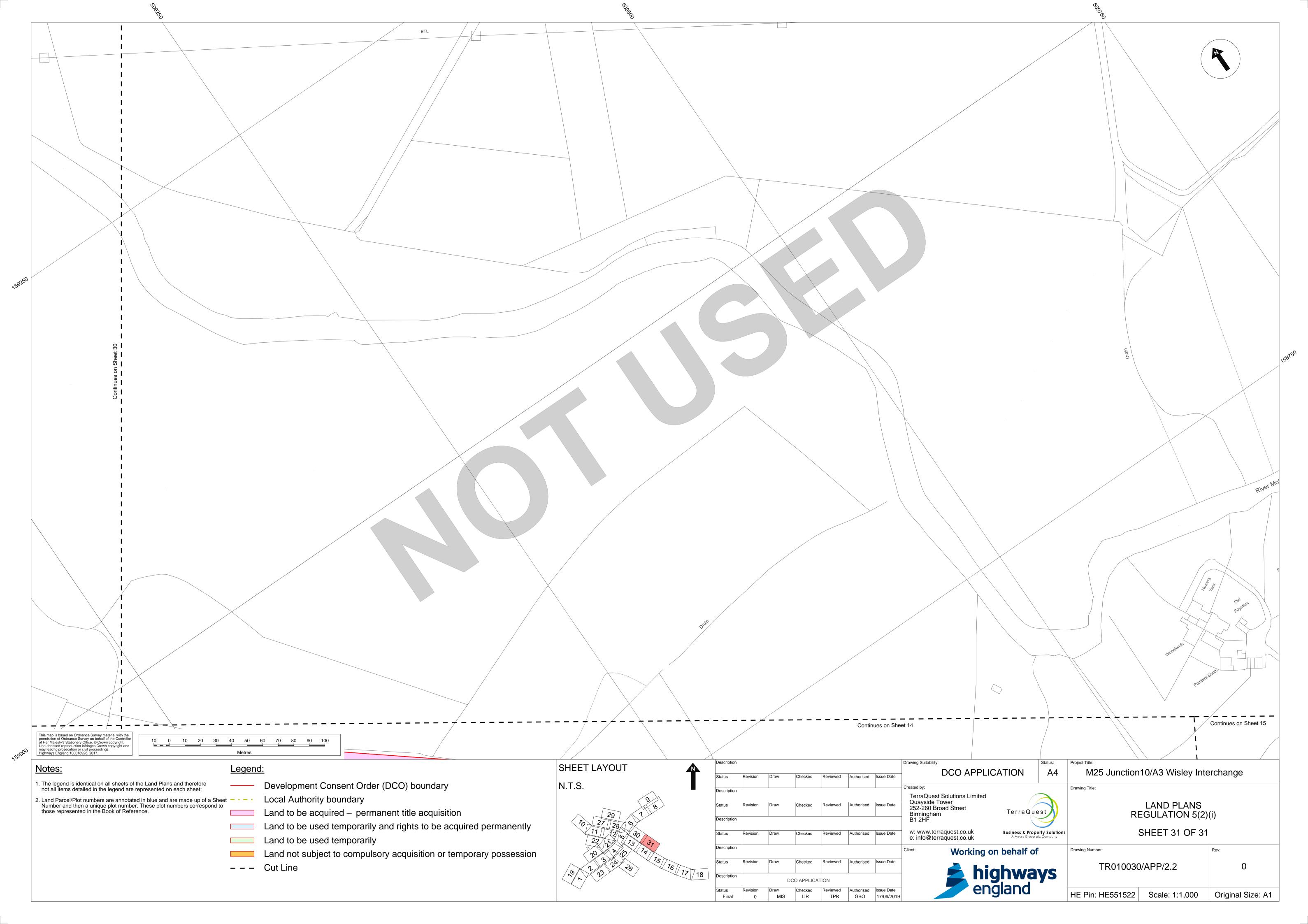


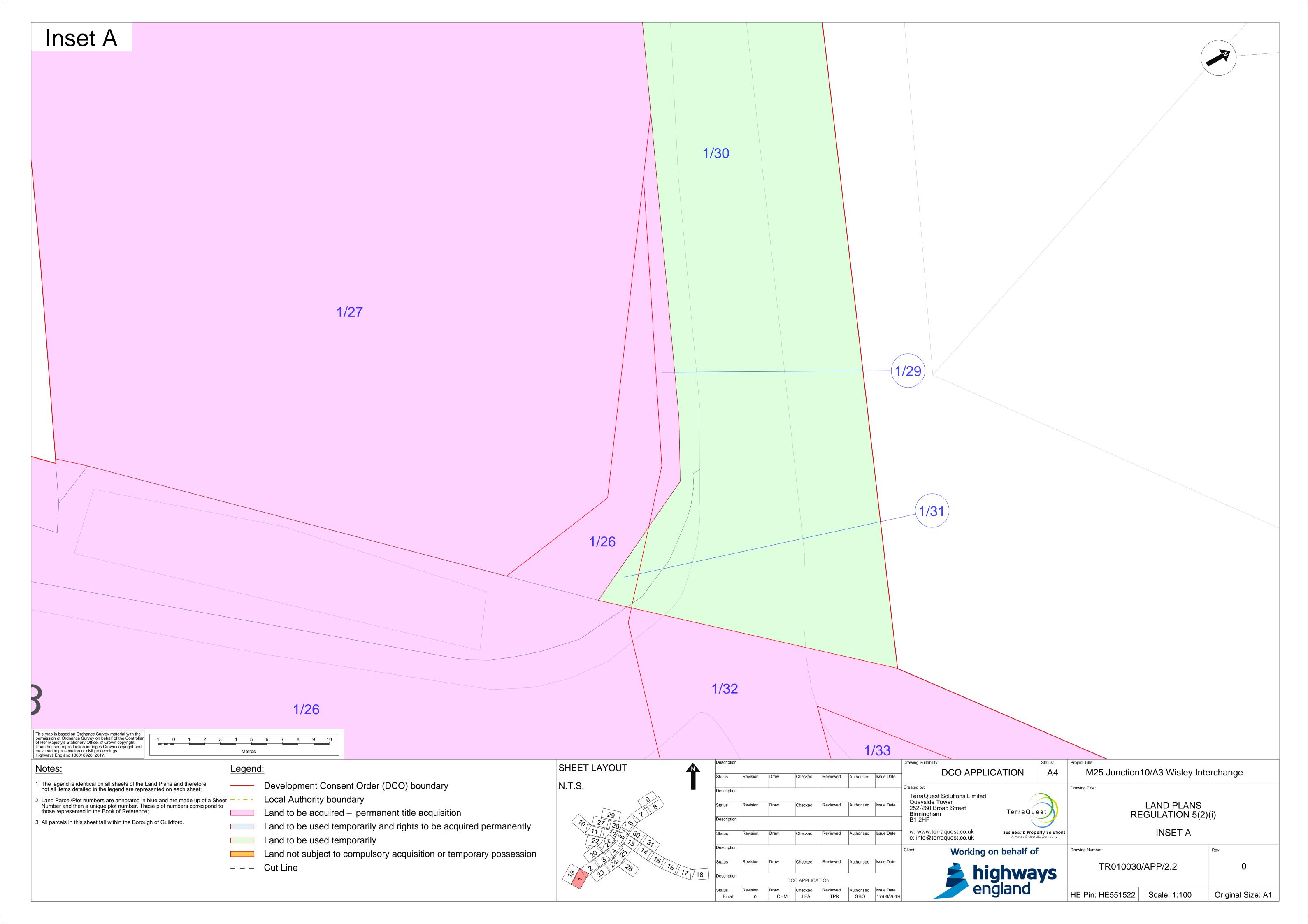


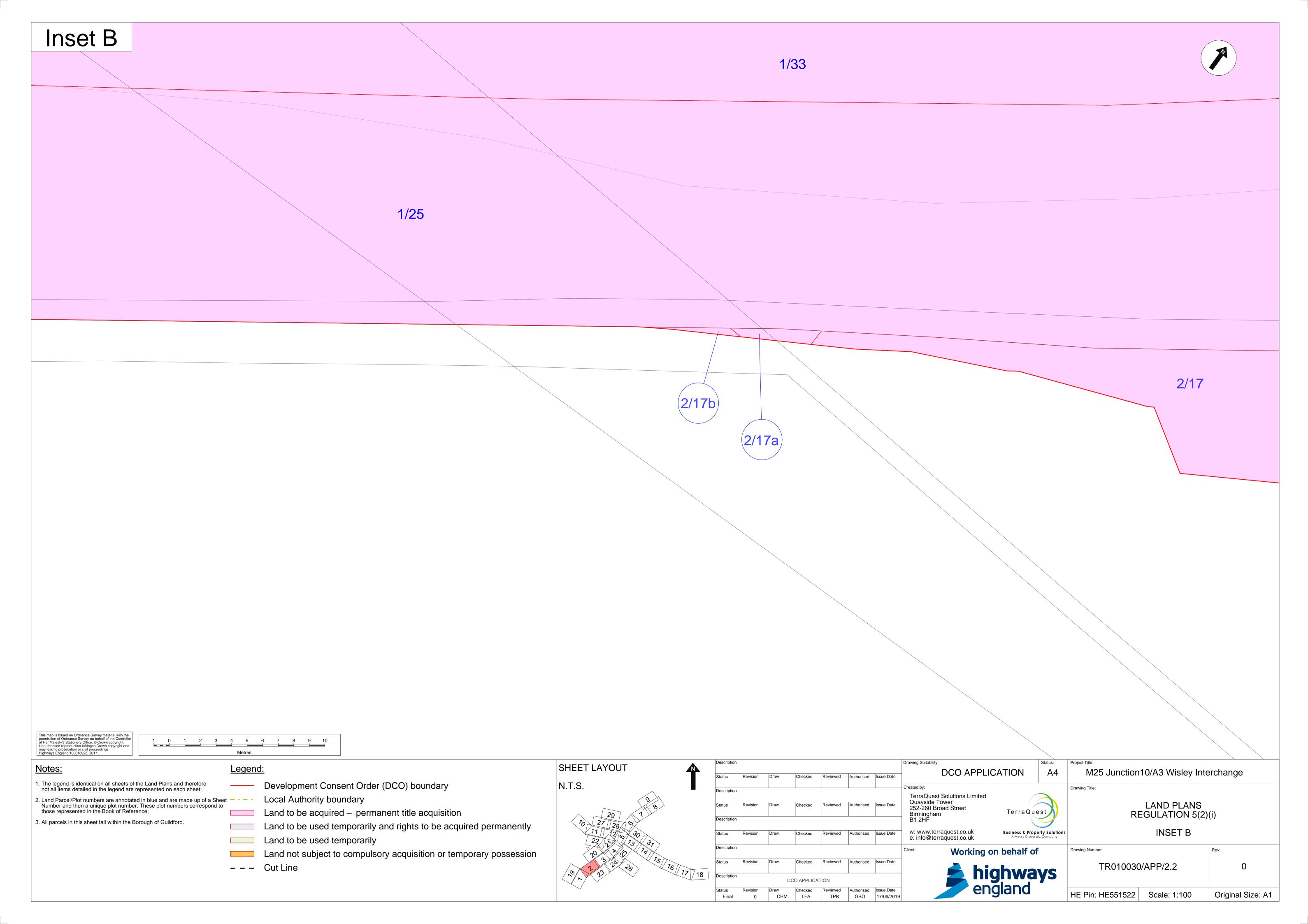


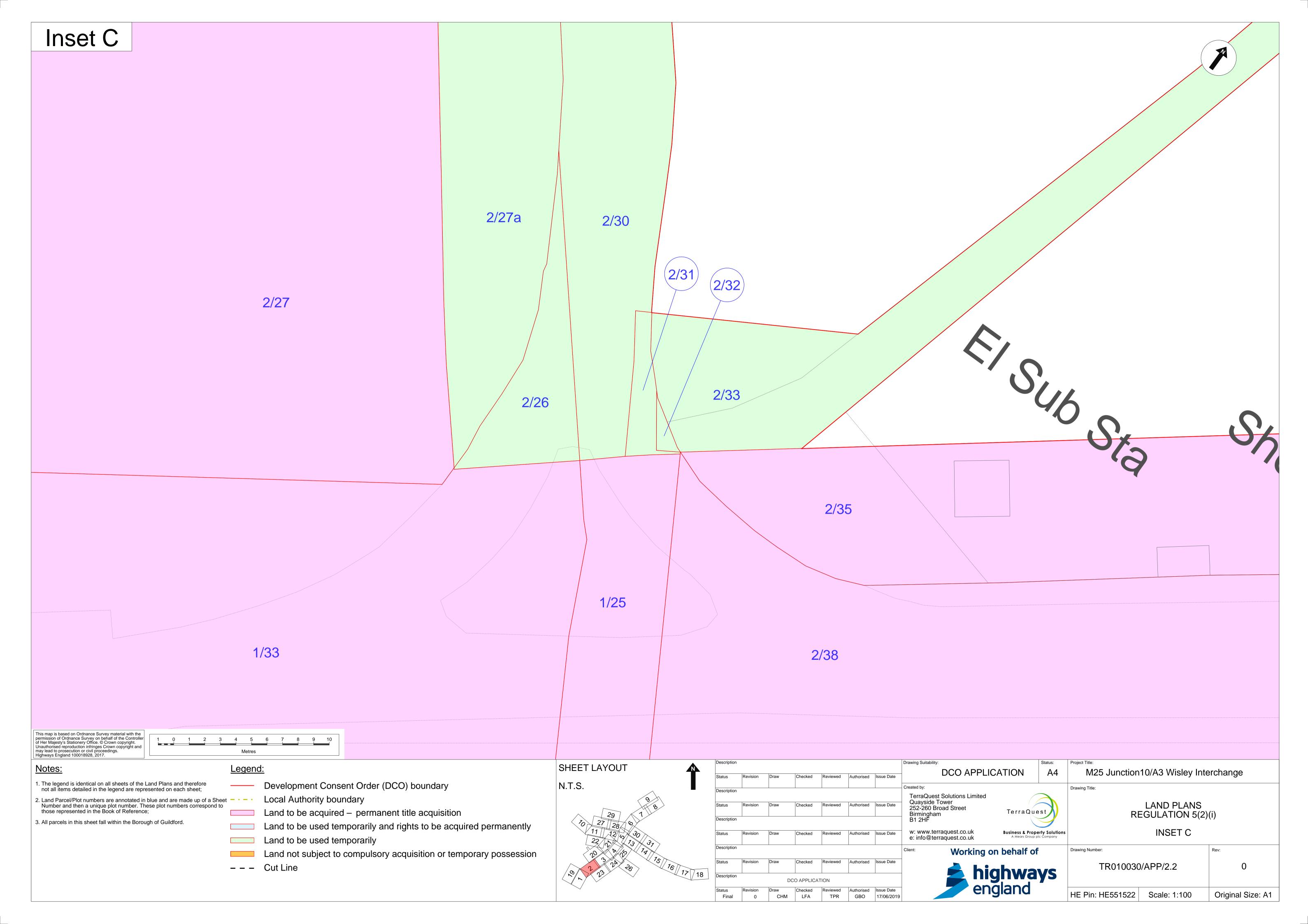


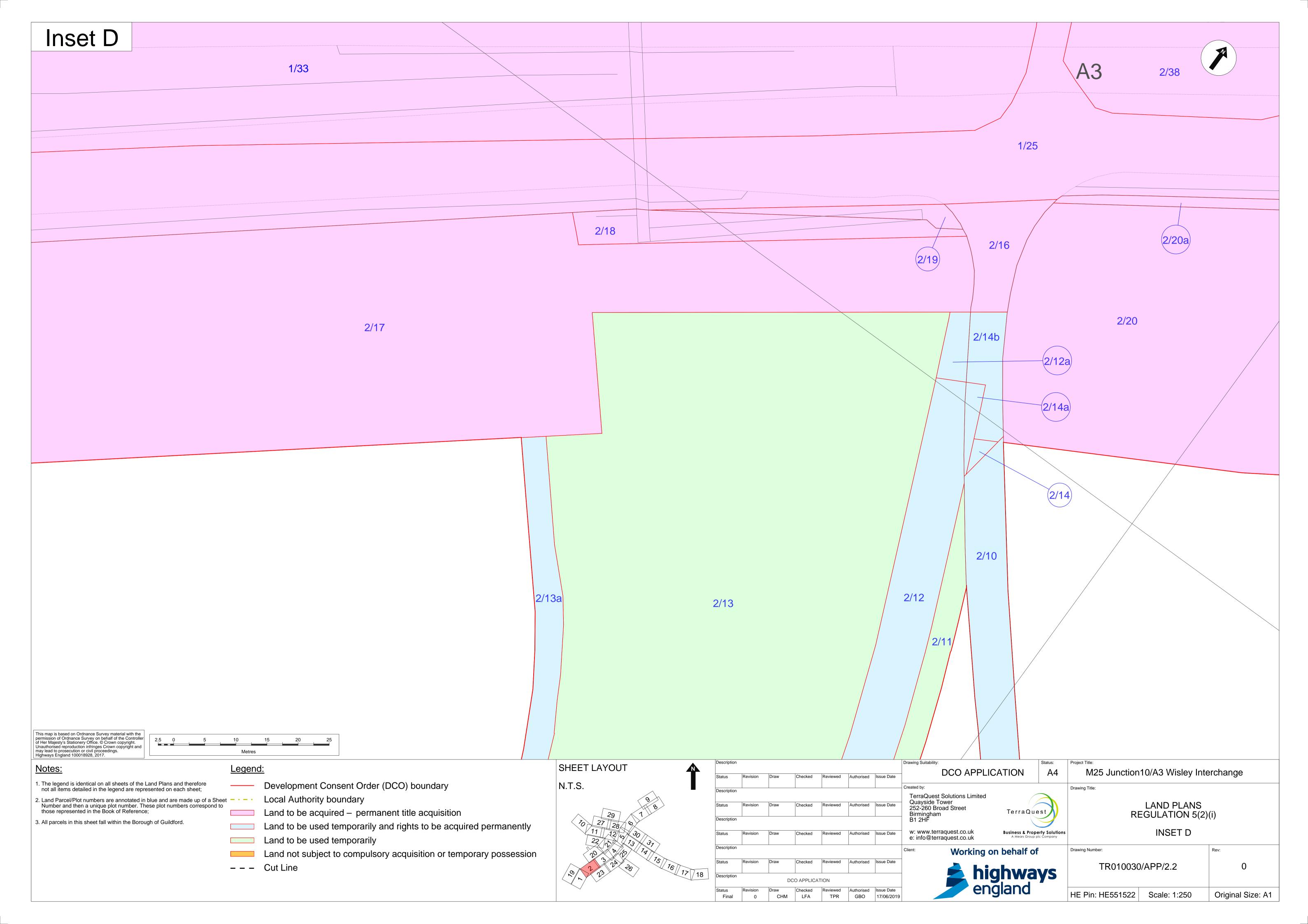


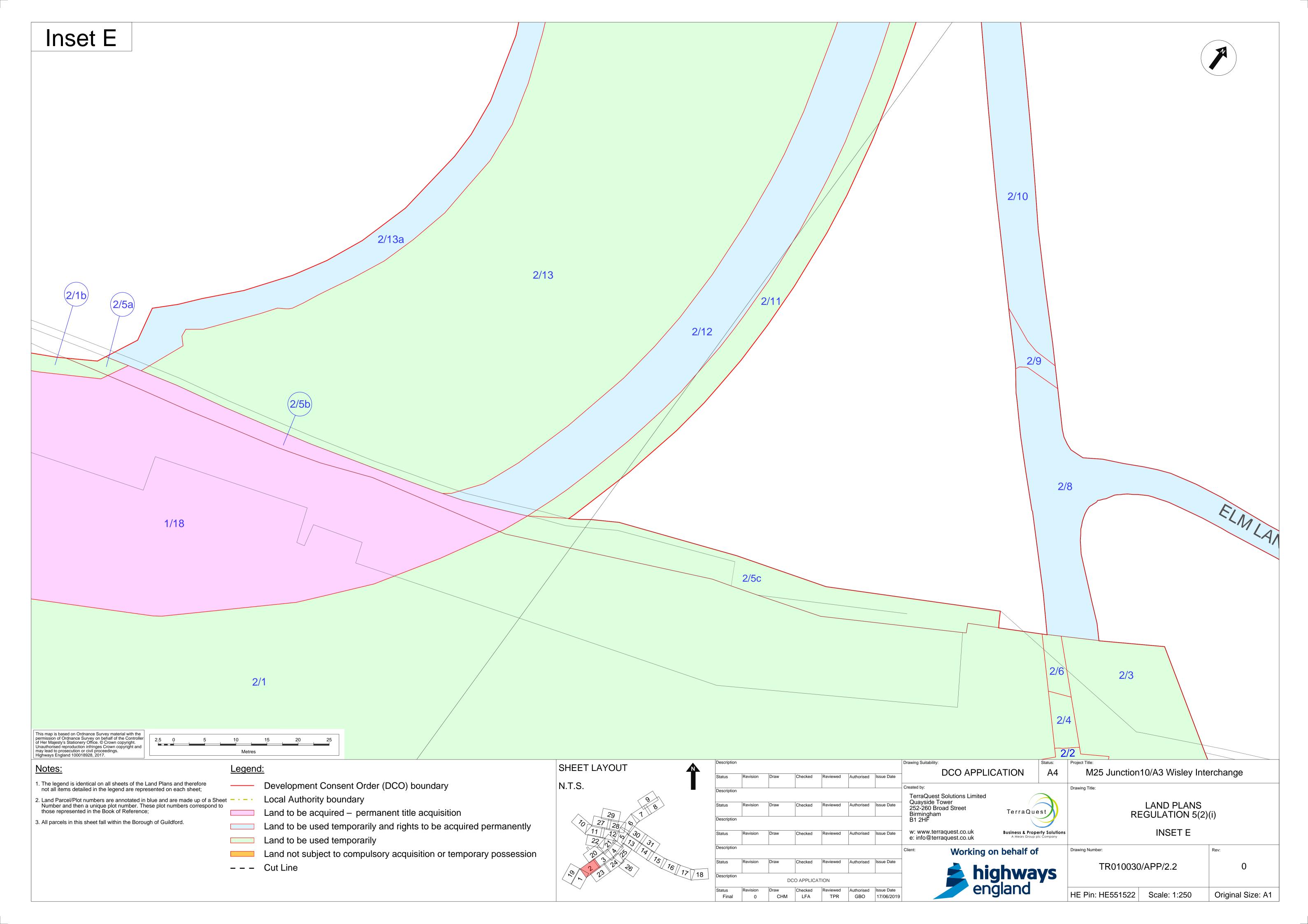


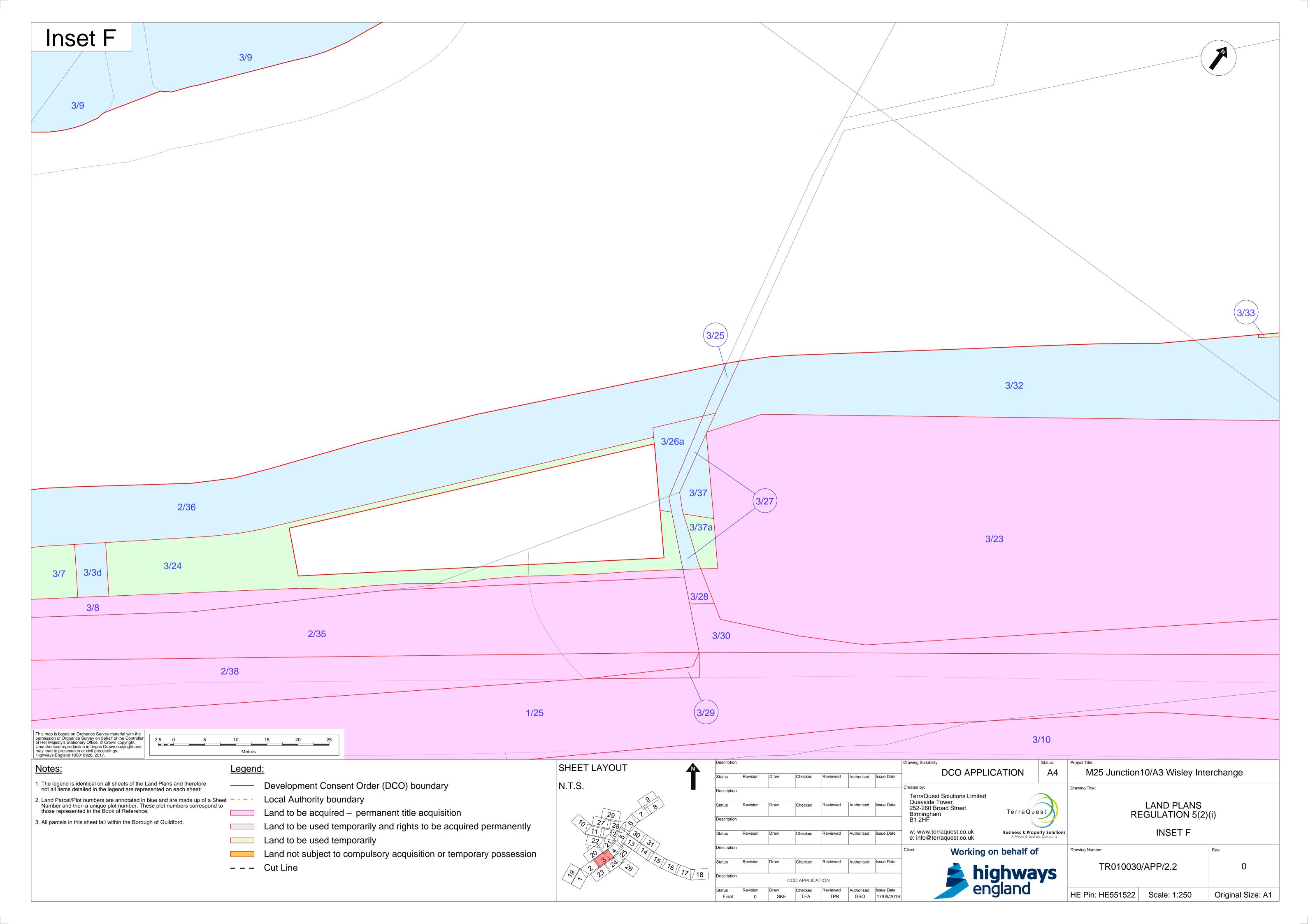


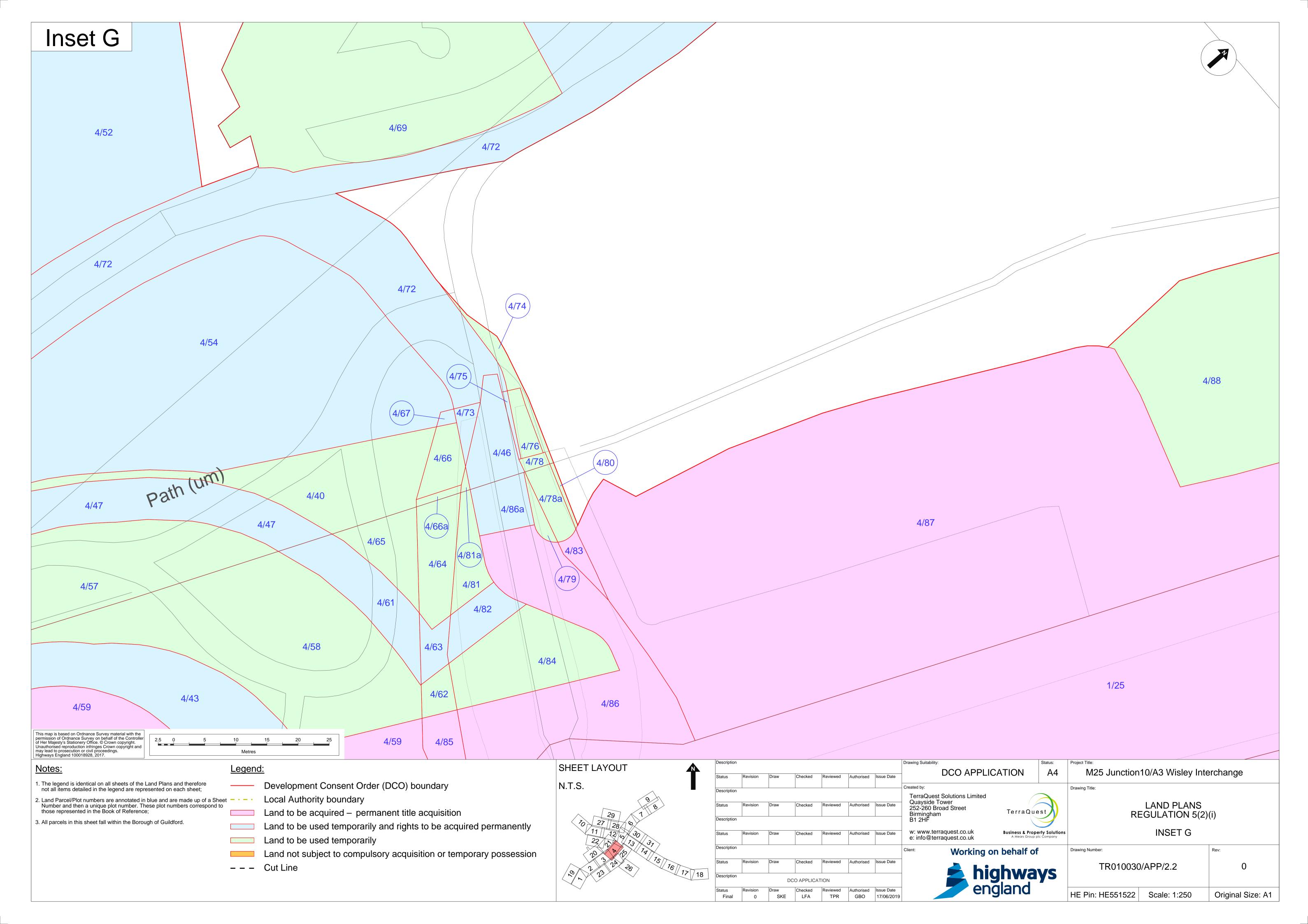


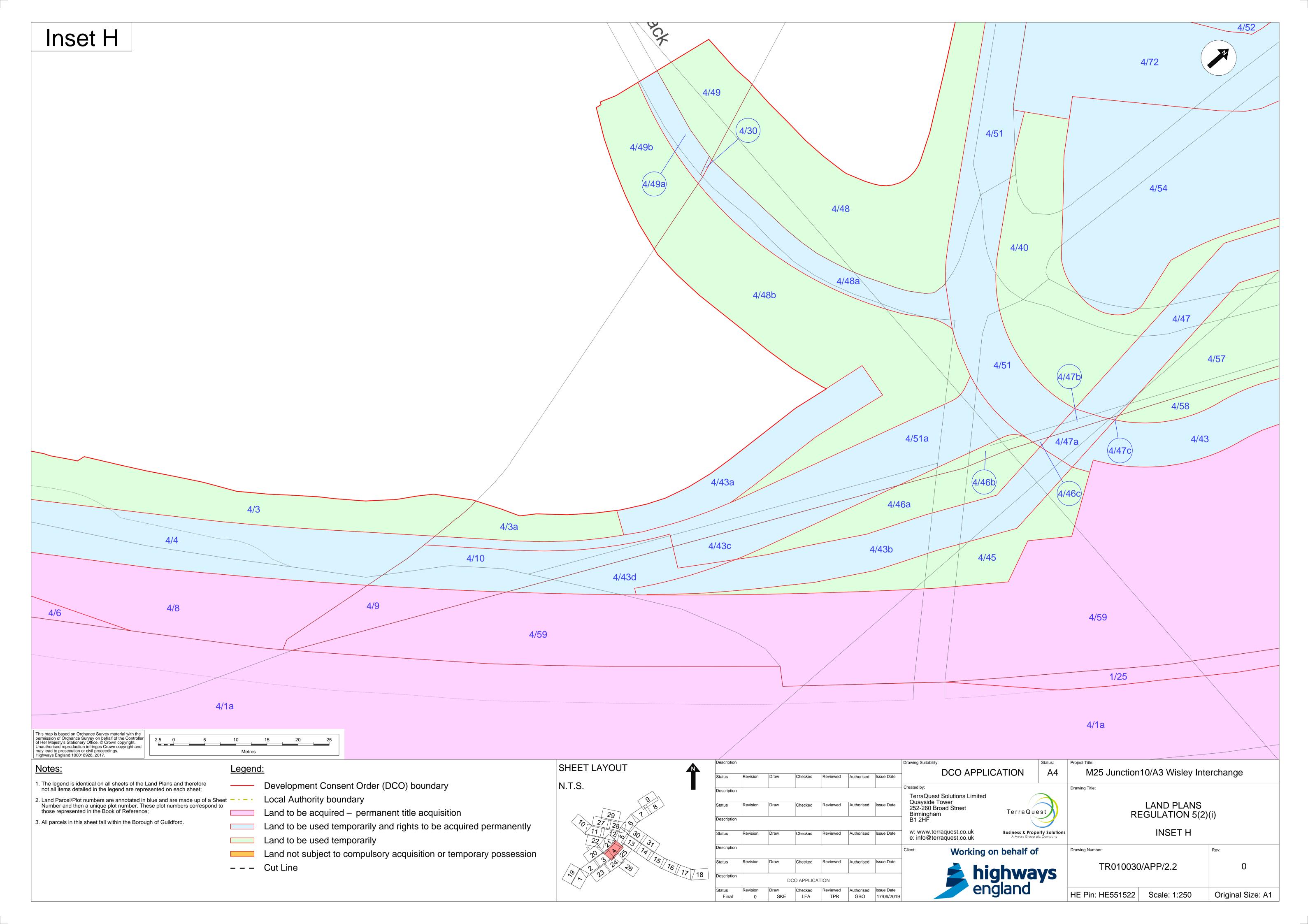


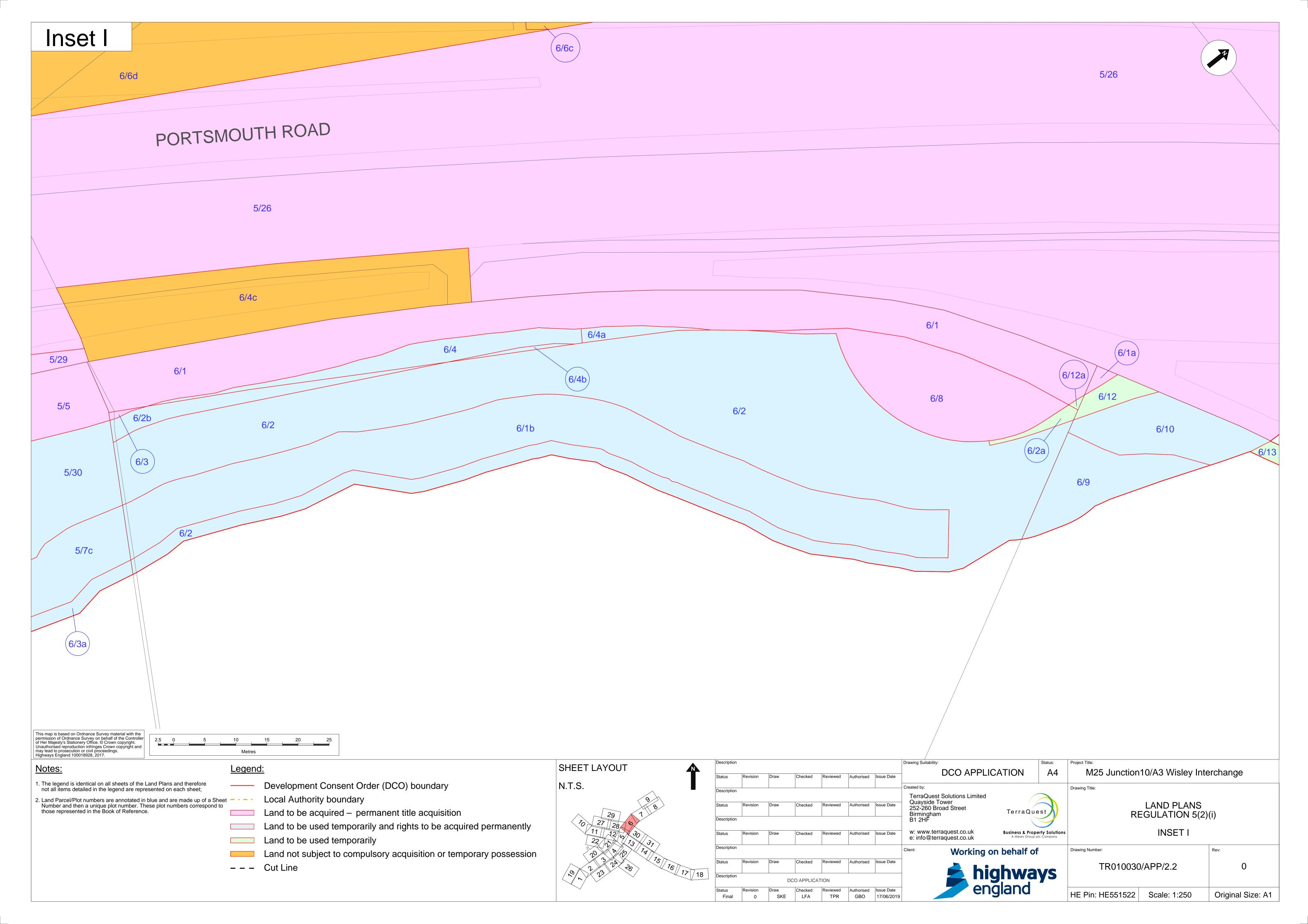


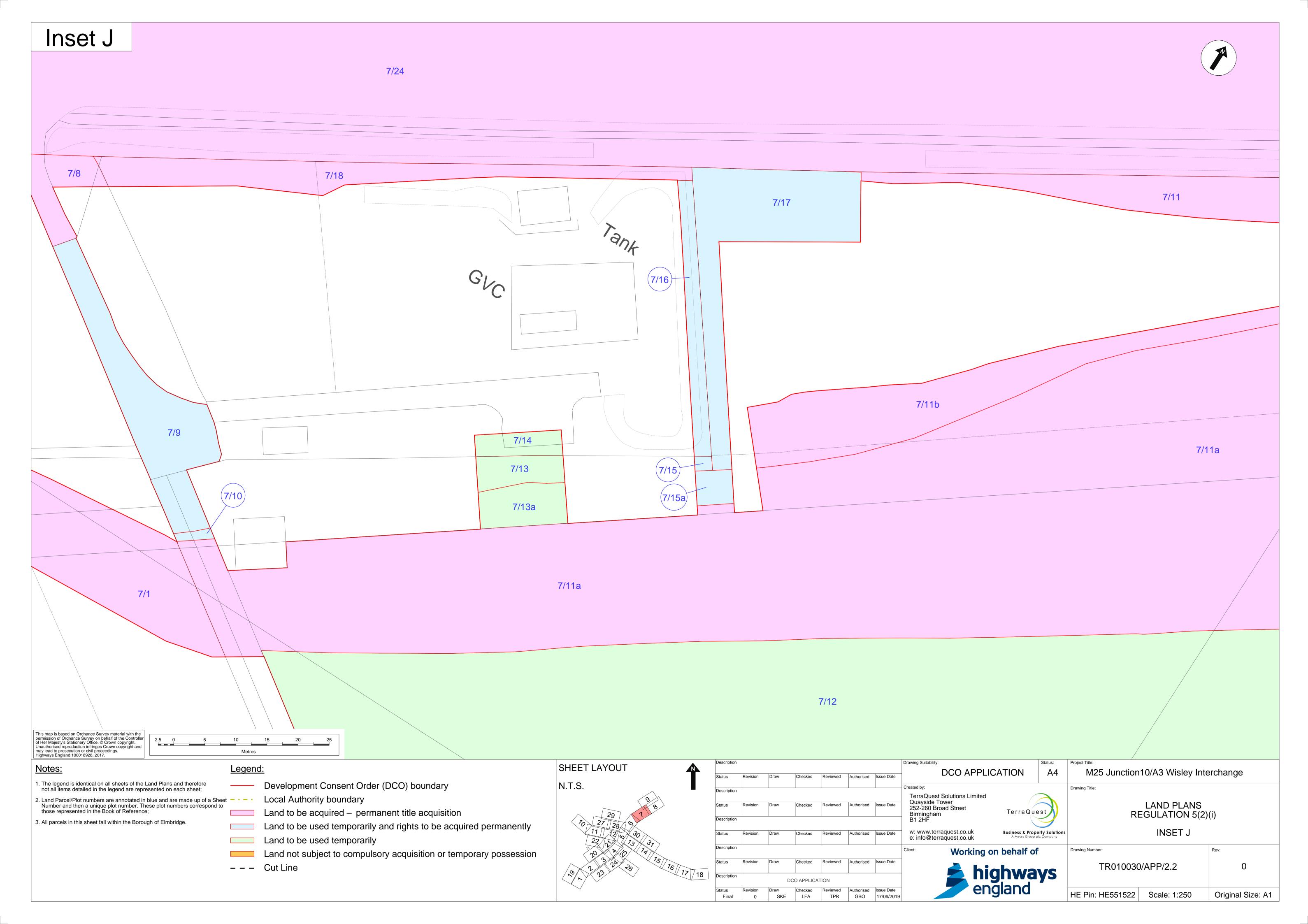


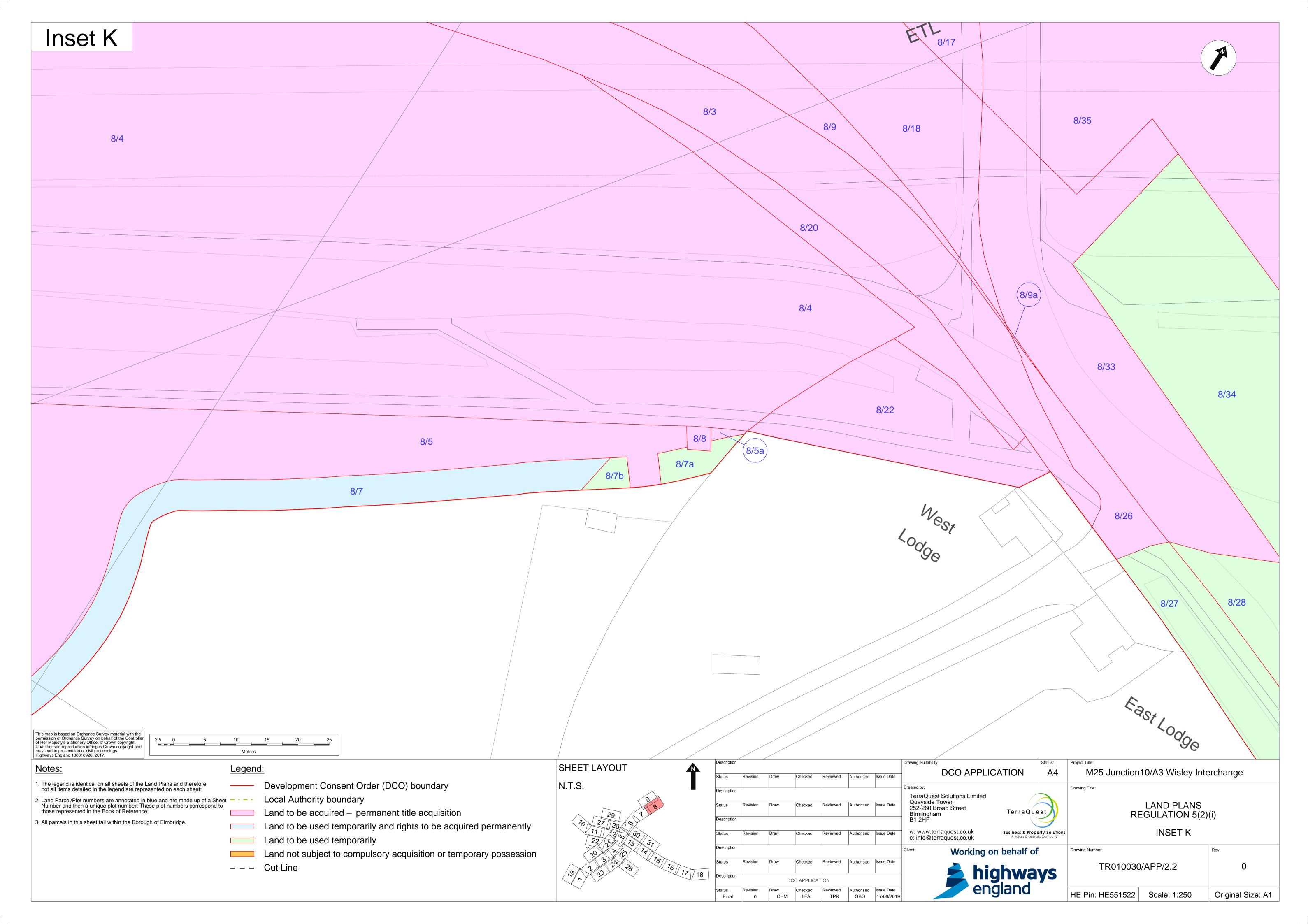


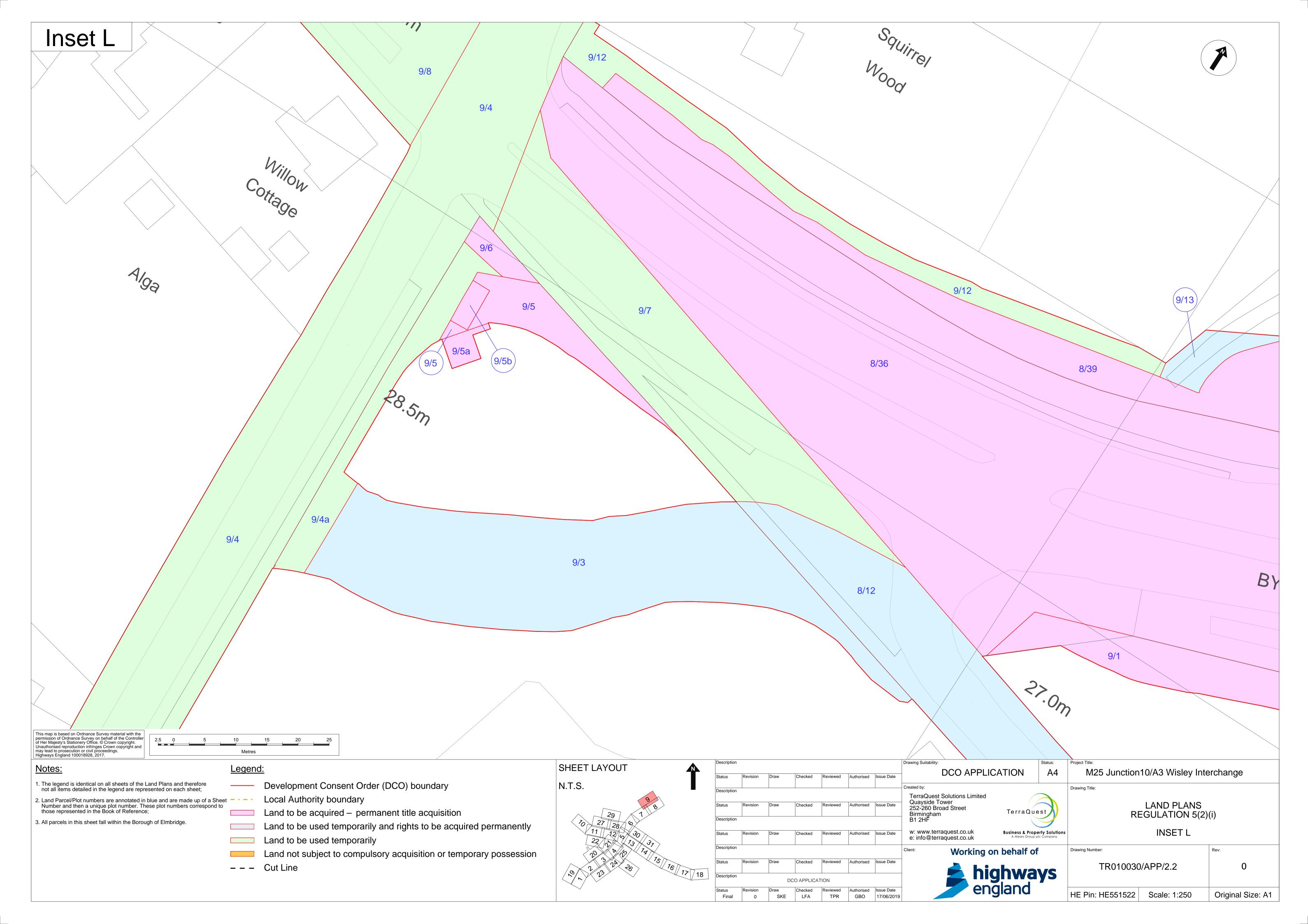


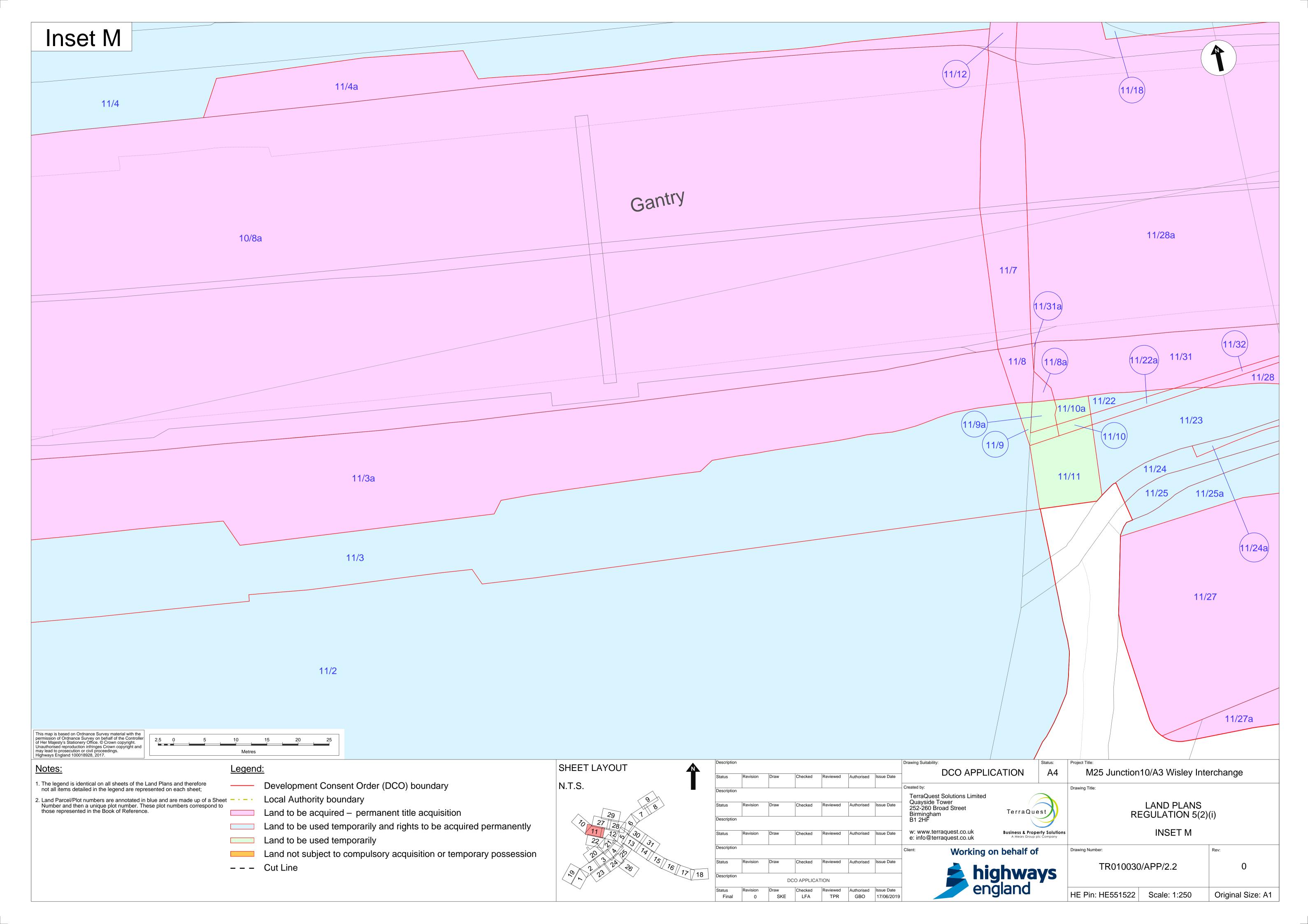


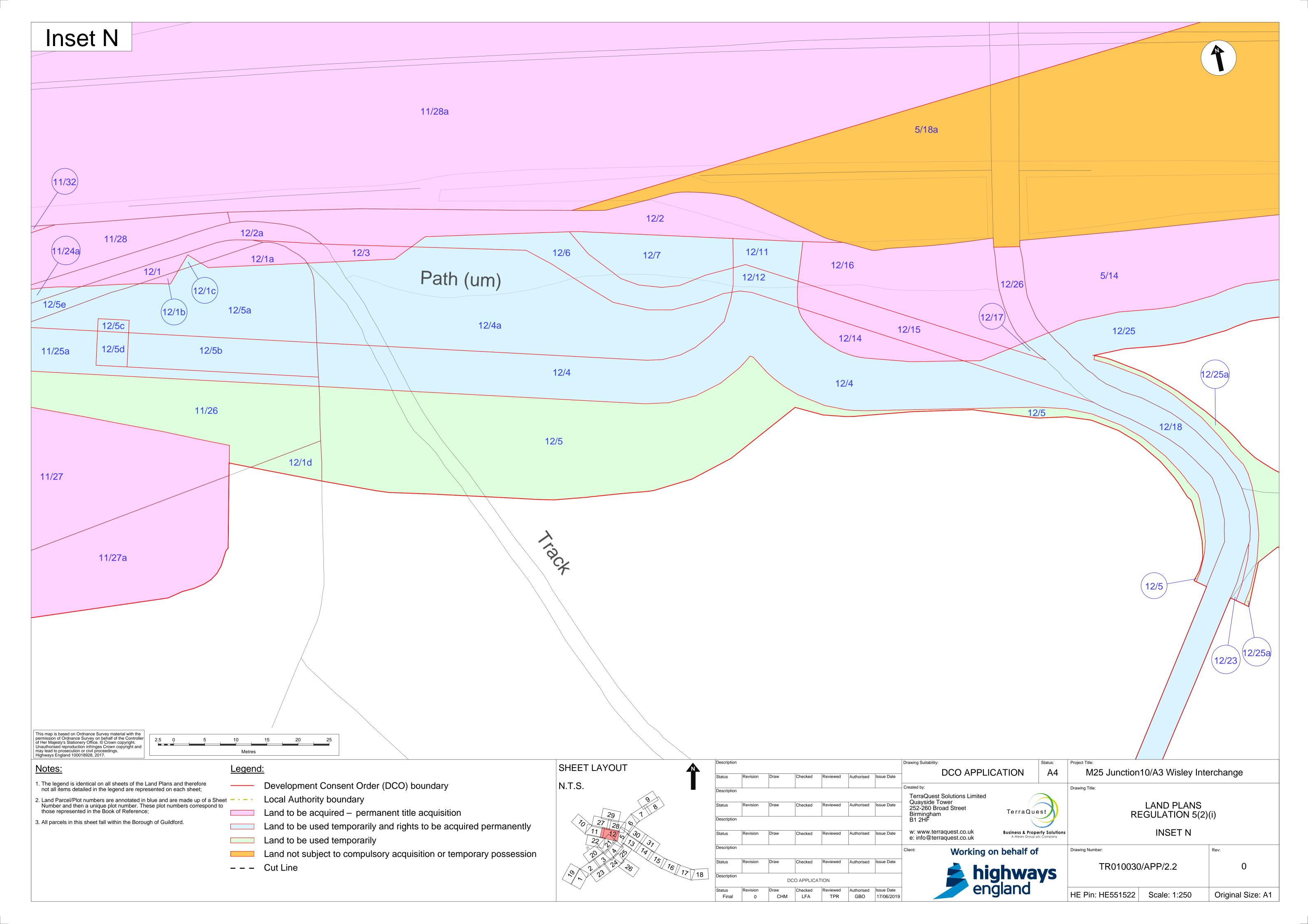


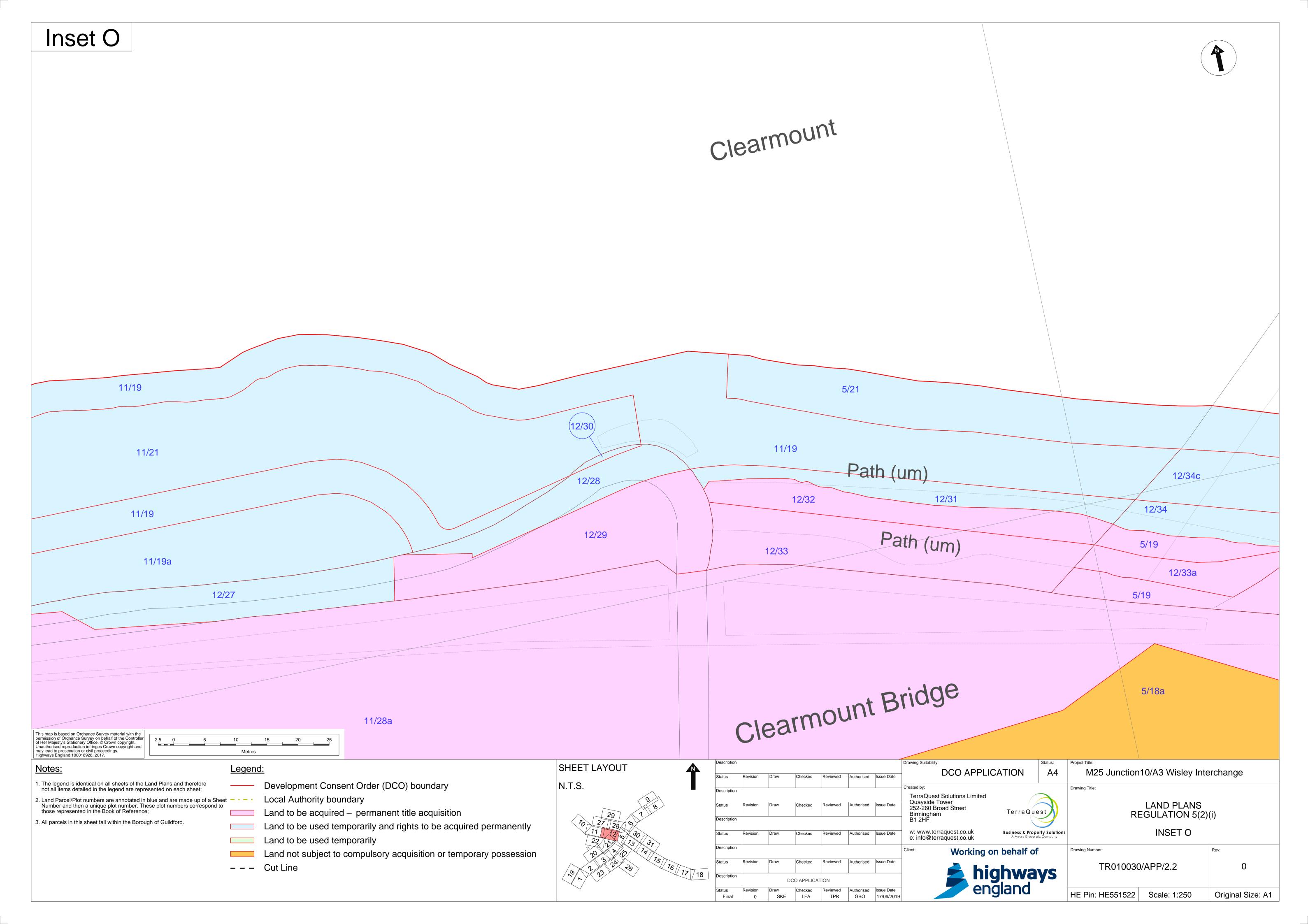


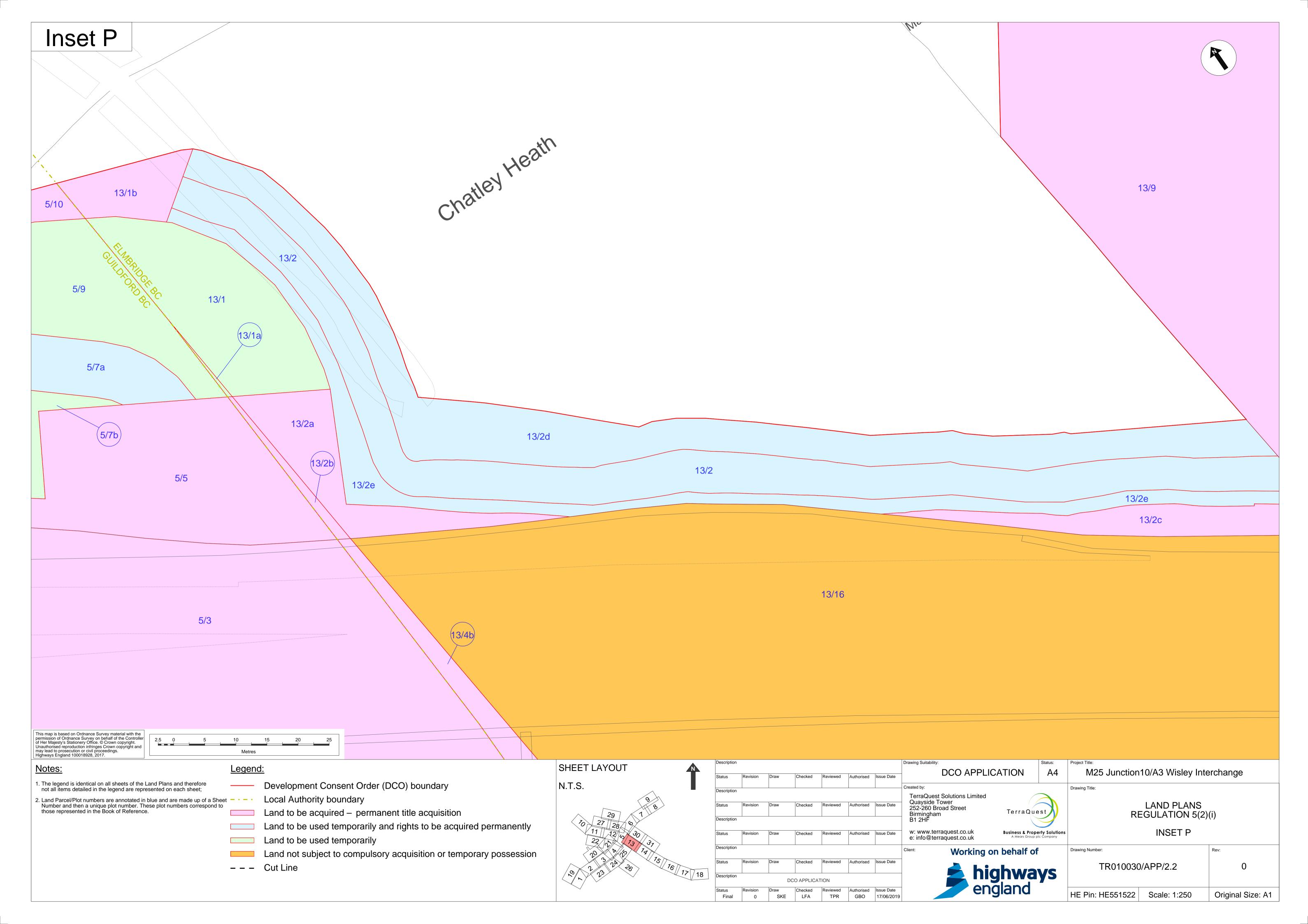


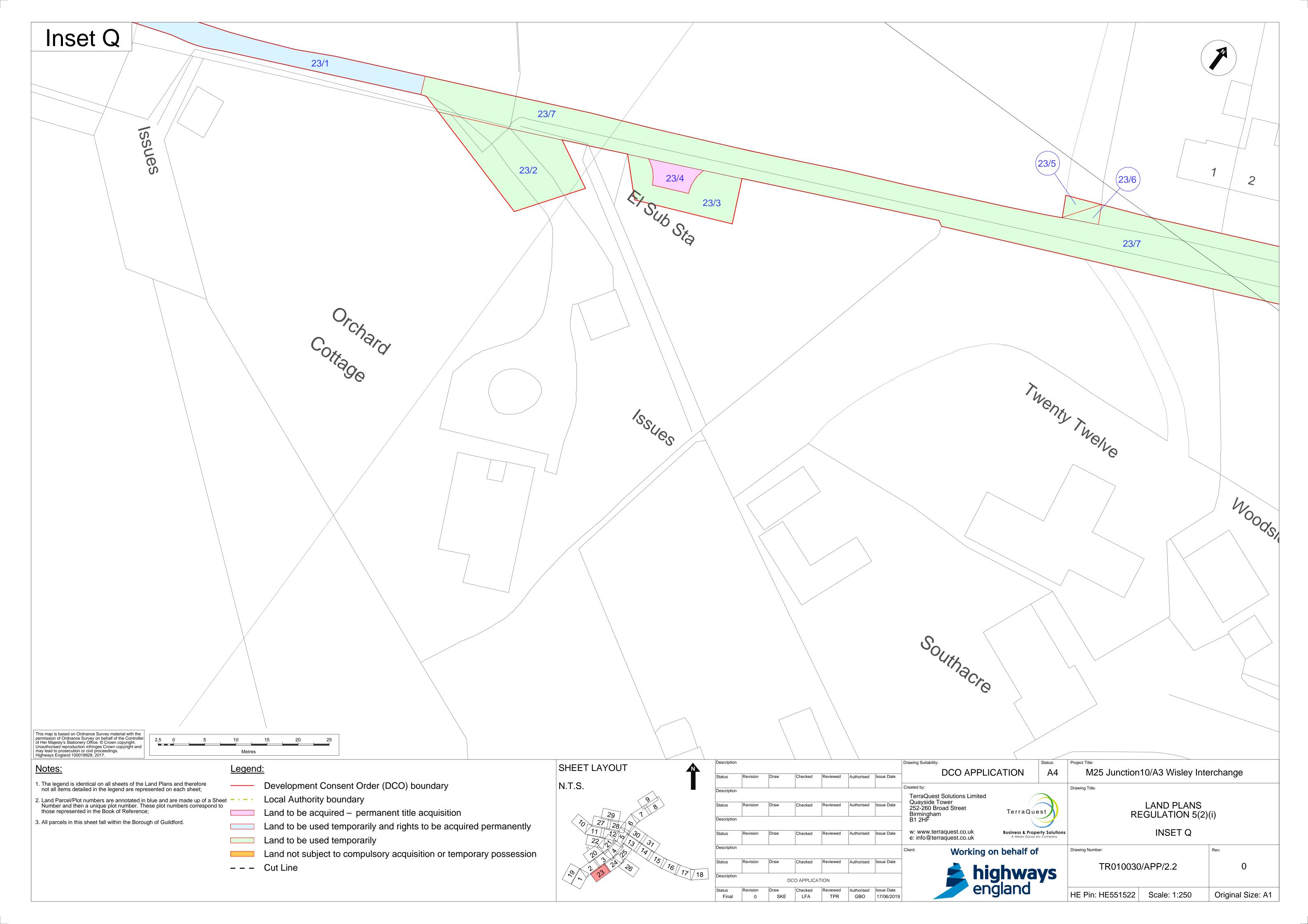


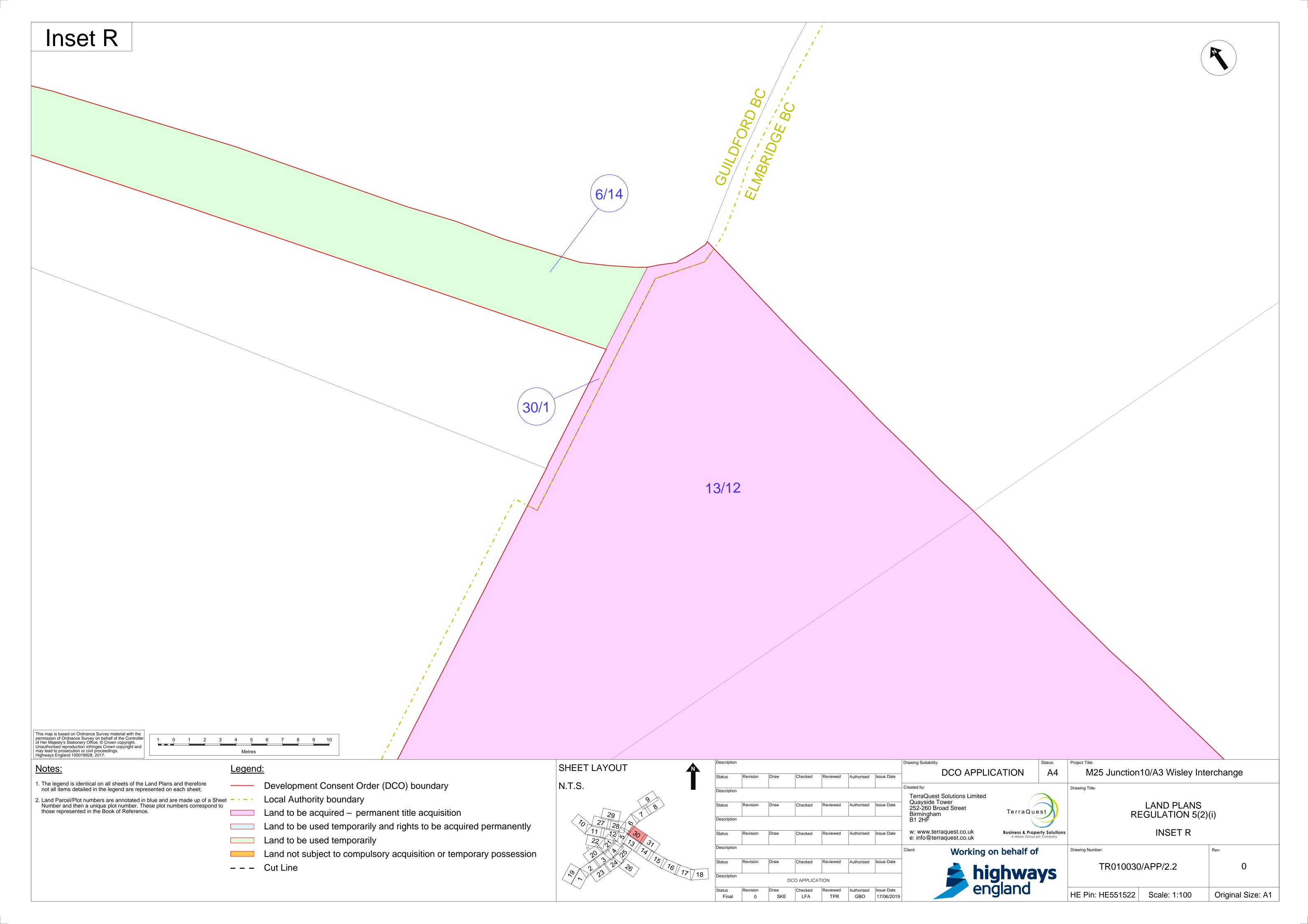












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