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File ref

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3 January 2020

Dear Sir/Madam

## **M25 junction 10/A3 Wisley interchange improvement DCO Written representations on behalf of Extra MSA Cobham Limited**

This representation is made on behalf of Extra MSA Cobham Limited (“Extra”) which is the owner, developer and operator of M25 Cobham Motorway Service Area (“Cobham Services”) located between M25 junctions 9 and 10.

A Relevant Representation on behalf of Extra has previously been submitted to the DCO Examination on 7<sup>th</sup> August 2019, with a Written Representation submitted on 25<sup>th</sup> November 2019.

Highways England has responded to our representations at Deadline 1 (Response to Relevant Representations) and Deadline 2 (Response to Written Representations). The two responses make similar points in response to the questions raised and these are summarised below, together with the Extra position on the responses provided:

<b>Comment from Extra</b>	<b>Response from Highways England</b>	<b>Extra position</b>
It is ...unclear why the Order limits extend to Bookham Road underbridge and whether the extend of land to be acquired is justified.	<p>The Order land identified in the Land Plans [AS-002] is Parcel 17/2. This is identified as being for permanent acquisition by Highways England. As set out in the Statement of Reasons [APP-022] section 4.8.5, “<i>land already owned by the Applicant is included in the DCO in order to ensure that no known or unknown third-party rights, which might impede delivery of the Scheme, remain over the land</i>”.</p> <p>Highways England is aware that Extra MSA Cobham Limited benefits from restrictive covenants relating to maintenance of the underbridge road (as contained in a transfer dated 10 May 2011 for the benefit of adjoining land) and rights of way entry support shelter and protection and rights to free passage of</p>	Extra accepts the undertaking from Highways England that Extra’s rights of access will not be altered by the DCO scheme.

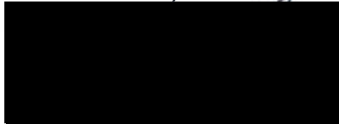
Comment from Extra	Response from Highways England	Extra position
	<p>service media as contained in a Transfer dated 10 May 2011 for the benefit of adjoining land.</p> <p>Highways England is not proposing to alter these rights.</p>	
<p>Extra request further clarity on the reasons for the extent of land included in the DCO limit.</p> <p>The Applicant should confirm the construction works to be performed in the vicinity of Cobham Services, the timing and duration of the works and the details of any temporary traffic management measures involved.</p>	<p>It is not expected that the proposed works will have a direct effect on the operation of the MSA, including the Slip Roads.</p> <p>The work proposed between M25 junction 10 and the MSA is shown on the Works Plans (APP-007), Sheets 13 to 18, of Volume 2.8 Scheme Layout Plans (Sheets 11-31 of 31) (APP-013), Sheets 13 to 18, and, Volume 3.1 Draft Development Consent Order (APP-018), Schedule 1.</p> <p>In the immediate vicinity of the MSA, under Work No. 24(a), and Work No. 27(a) the works consist of modifications to road markings, signage and existing gantries and associated cabling and ducting works as shown on Sheet 5 and Sheets 10 to 18 of the Works Plans. In detail the works immediately adjacent are a gantry upgrade at Chainage 8155 (Sheet 17), and gantry relocations at Chainage 8817 (Sheet 16) and 9707 (Sheet 15).</p> <p>West of M25 milepost 71.4 (approximately Chainage 10500 on Sheet 14) the works consist of conversion of the existing hard shoulders on the M25 through junction 10, to provide an additional running lane for traffic in both directions, including emergency refuge areas and associated modifications to M25 gantries, signage and road markings; alteration and upgrading of the existing M25 junction 10 roundabout, including elongation and widening of the circulatory carriageway, realignment, lengthening and widening of the junction entry and exit slip roads and demolition of redundant bridge structures; and associated extensive areas of habitat creation and enhancement and other environmental mitigation works (as per section 2.3.1 of the application document Volume 4.1 Statement of Reasons (APP-022)). Chapter 2 of the Environmental Statement (APP-049), section 2.7.13 states "M25 junction 10 and M25 east of junction 10 For works on the M25 eastbound east of junction 10 the contractor will access the works area close to junction 10 and exit onto the M25 mainline and then turn ... of the Cobham Services."</p>	<p>Extra welcomes the explanation of the construction works to be performed in the vicinity of Cobham Services.</p>

Comment from Extra	Response from Highways England	Extra position
<p>Measures to maintain full access and egress to Cobham Services from both carriageways at all times should be included in the Scheme proposals.</p>	<p>Highways England will ensure that access and egress to the MSA is maintained throughout the construction of the Scheme.</p>	<p>Extra accepts the undertaking from Highways England that access and egress to Cobham Services will be maintained throughout construction of the Scheme.</p>
<p>No details for the retention or proposed relocation of the sign have been set out in the draft DCO.</p> <p>The loss of the sign would increase the risk associated with drivers making unsafe lane changes closer to the MSA access as drivers try to enter Cobham Services with less advanced notice, leading to increased occurrence of collisions.</p> <p>Extra requests that the Applicant confirms their proposals to retain or relocate their sign and that the proposals should be agreed with Extra as part of the Scheme development.</p>	<p>The 1.5 mile advanced direction sign for Cobham Services located on the eastbound carriageway verge immediately east of junction 10 near marker post M25/B/71.8 will either be relocated or replaced, as necessary as part of Work No. 26 (as set out in Volume 3.1 draft Development Consent Order (APP-018), Schedule 1). Highways England will work with Extra MSA Cobham Limited to agree an appropriate course of action during detailed design.</p>	<p>Extra accepts the undertaking from Highways England to relocate or replace the existing 1.5 mile Advanced Direction Sign for Cobham Services.</p> <p>Extra will continue to work closely with Highways England to agree the detailed design of this provision.</p> <p>Extra requests confirmation that Highways England will indemnify Extra against all costs incurred in relation to relocation or replacement of the traffic sign.</p>
<p>While we understand that temporary traffic management measures will be required to safely deliver the DCO scheme, it will be important for the safety and welfare of the travelling public that full operation of Cobham Services is maintained throughout the duration of the construction works.</p> <p>The applicant should share details of the proposed traffic management around Cobham Services, temporary signing of the Service Area and any closures anticipated as part of the scheme.</p>	<p>In accordance with Requirement 4 (Traffic management during construction) of the draft Development Consent Order (dDCO) (APP-18): "<i>No part of the authorised development comprising the alteration or improvement of the M25 or A3 is to commence until a traffic management plan relevant to that part of the authorised development has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and the relevant highway authority</i>". As part of preparing the traffic management plan to discharge this Requirement, Highways England will engage with key stakeholders about its traffic management proposals throughout the construction phase and Extra MSA will be invited to regular workshops to remain informed about the works being delivered.</p> <p>In addition, the Construction Environmental Management Plan to be approved by the Secretary of State under Requirement 5 of the dDCO will contain numerous measures to</p>	<p>Extra accepts the undertaking from Highways England to develop a traffic management plan and community relations strategy.</p> <p>Extra will continue to work closely with Highways England as a key stakeholder during the construction phase.</p>

Comment from Extra	Response from Highways England	Extra position
	ensure the works will be carried out in an appropriate manner and will include a community relations strategy.	

Extra thank Highways England for their full responses to the queries raised to date. Extra will continue to liaise closely with Highways England on the agreed position as previously confirmed in the responses to Representations and look forward to working closely with Highways England during the future development and delivery of the Scheme.

Yours faithfully



Tom Corke  
Associate