

M25 junction 10/A3 Wisley interchange

TR010030

9.56 Applicant's comments on Girlguiding Greater London West's Deadline 3 submission

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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Development Consent Order 202[x]

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Rule Number:	Rule 8(1)(c)(i)
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Table of contents

Chapter	Pages
1. Introduction	4
2. Comments on the GGLW Alternative Access Route Proposal	5
2.1 Alternative Access route Proposal	5
2.2 Ongoing discussion	6
Appendix A. - Indicative plans discussed at meetings on 6th February 2020	7

1. Introduction

- 1.1.1 This document sets out Highways England's comments on the Deadline 3 submission [REP3-061] by Girlguiding Greater London West (GGLW) (received on 28 January 2020) and response to ExA Action Point 4 from the ISH 2 [EV-005A] .
- 1.1.2 Where issues raised within the Written Representation have been dealt with previously by Highways England, for instance in response to a question posed by the examining authority in its first round of written questions [REP2-013], in Highways England's comments on written representations [REP2-014] or within one of the application documents or other examination documents, a cross reference to that response or document is provided to avoid unnecessary duplication. The information provided in this document should, therefore, be read in conjunction with the material to which cross references are provided.
- 1.1.3 In order to assist the examining authority, Highways England has not provided comments on every point made by GGLW including for example statements which are matters of fact and which it is unnecessary for Highways England to respond to. However, and for the avoidance of doubt, where Highways England has chosen not to comment on matters contained in the response, this should not be taken to be an indication that Highways England agrees with the point or comment raised or opinion expressed.
- 1.1.4 In response to GGLW representation, designs for an alternative access are being considered, broadly following the alignment suggested by GGLW, with two sub-options regarding signalling and passing places. These are discussed in Section 2.
- 1.1.5 Appendix A shows these two initial options, as discussed with GGLW and Court Close Farm at meetings with Highways England on 6th February 2020.

2. Comments on the GGLW Alternative Access Route Proposal

2.1 Alternative Access route Proposal

2.1.1 The proposal sees the provision of a new narrow 3.0m wide hard access track with a 0.5m soft verge on the north and a 1.0m soft verge on the south leading from the new entrance to Heywood Campsite to Court Close Farm for a length of 350m.

2.1.2 The access is linked to the private means of access (PMA) by a 'T' junction where a right turning vehicle movement at this junction will provide access to the SGN Gas Compound and Court Close Farm. Vehicles continuing south on the PMA will almost immediately reach the new gate of Heyswood Camp Site, which has been designed to narrow down and tie into the existing Heyswood Campsite internal access track.

2.1.3 The proposed Alternative Access would keep Heyswood Campsite as one undivided site.

The Alternative Access has an effect on the Red Line Boundary (RLB) requiring additional land and has an increased impact on Ancient Woodland. The amounts given below showing loss of Ancient Woodland exclude loss as a result of any necessary working space, the provision of which would have further impact on the Ancient Woodland. Further review is required with Highway's England's contractor to understand the buildability of the proposals presented at the meeting on the 7 February 2020 including the impact on the utility diversions shown in the cross section.

2.1.4 The Alternative Access has two options, which are illustrated in Appendix A:

Alternative Access – Option A (Traffic Signals)

2.1.5 The narrow access track as described in 2.1.1 leading from the PMA to Court Close Farm requires the provision of red/green; stop/go traffic signals at each end to control the 3.0m wide access over the 350m length because there is insufficient width for two vehicles to pass one another. This option requires 343m² additional land take outside the RLB including an increase of 240m² loss of Ancient Woodland than the current PMA design.

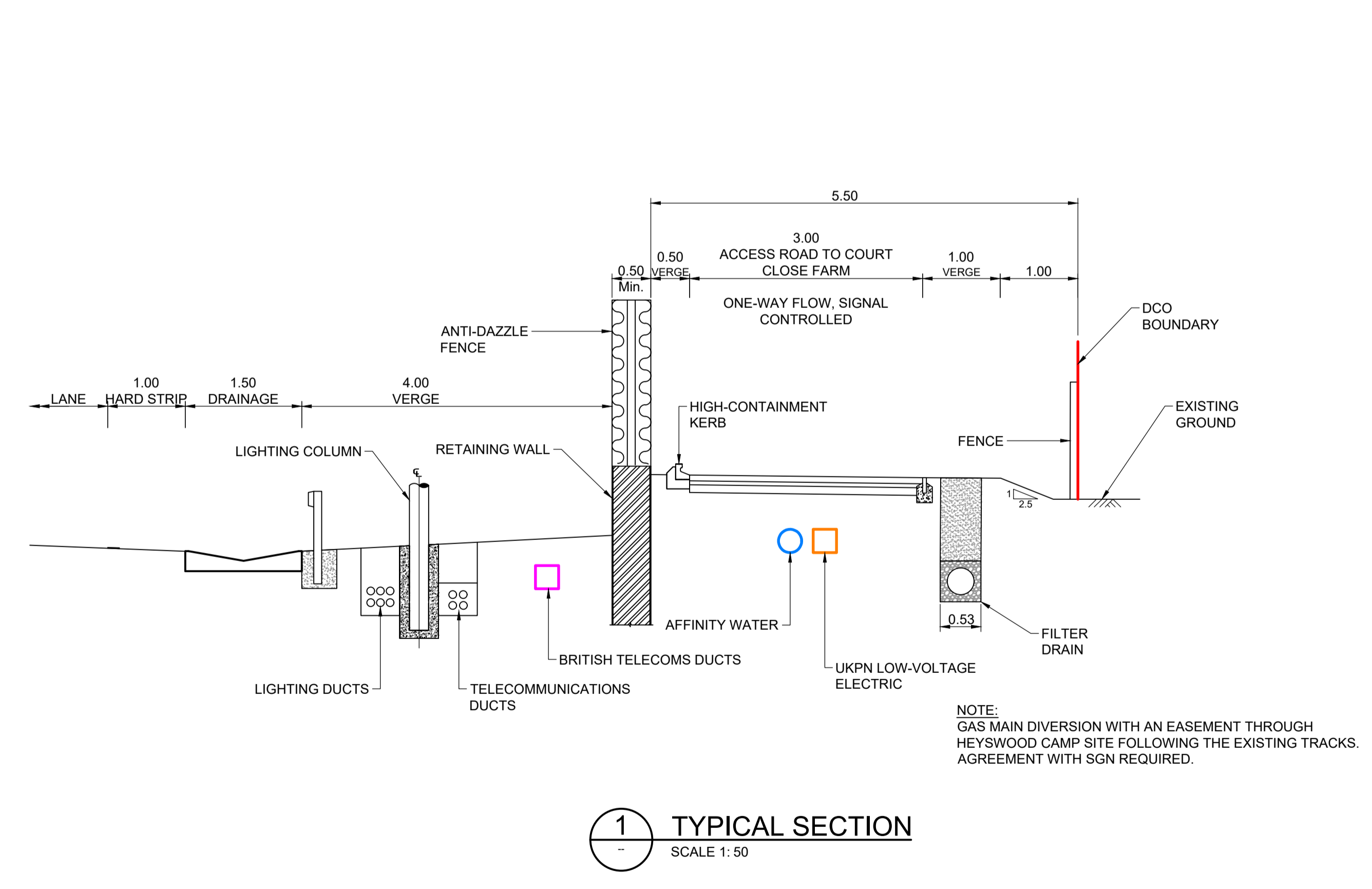
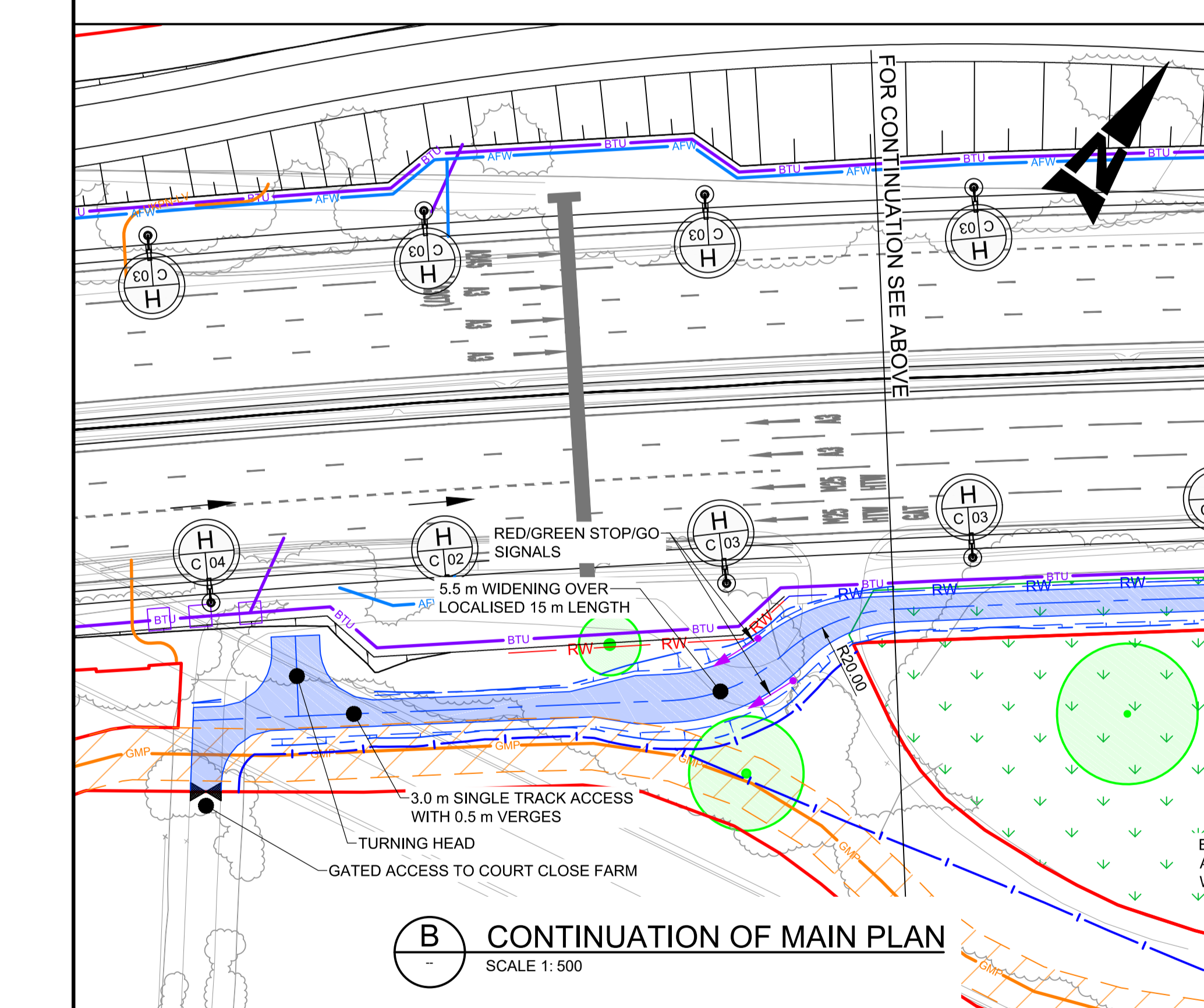
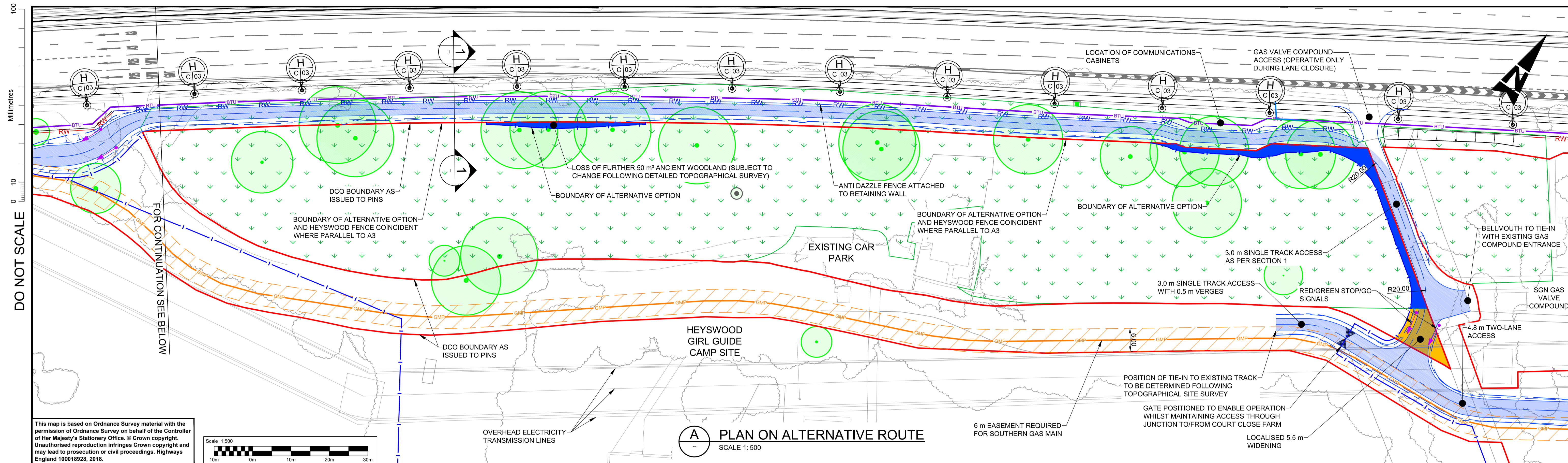
Alternative Access – Option B (Passing Places)

2.1.6 The narrow access track as described in 2.1.1 leading from the PMA to Close Court Farm requires the inclusion of passing bays if red/green; stop/go traffic signals are not used. 4 No. passing bays spaced at 80m intervals over the length of the access will provide a safe place for vehicles to pull in to allow an oncoming vehicle to pass. This option requires 513m² of additional land take outside the RLB including an increase of 410m² loss of Ancient Woodland than the current PMA design.

2.2 Ongoing discussion

- 2.2.1 Highways England met the Girlguiding Greater London West and the owner of Court Close Farm on 6th February to present the two options above, with a view to the appropriate option being provided for in the DCO. Highways England will continue to discuss with both parties about the alternative solution.

Appendix A. – Indicative plans discussed at meetings on 6th February 2020



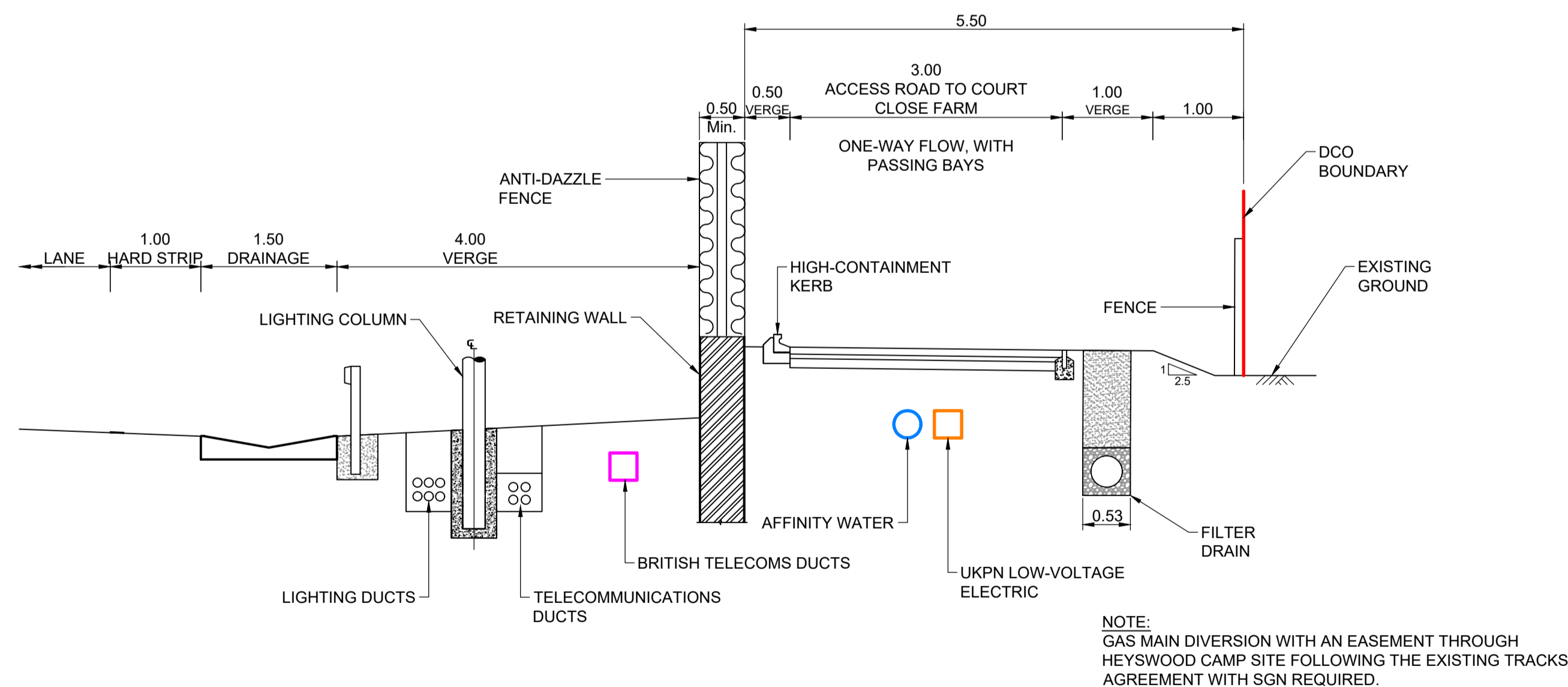
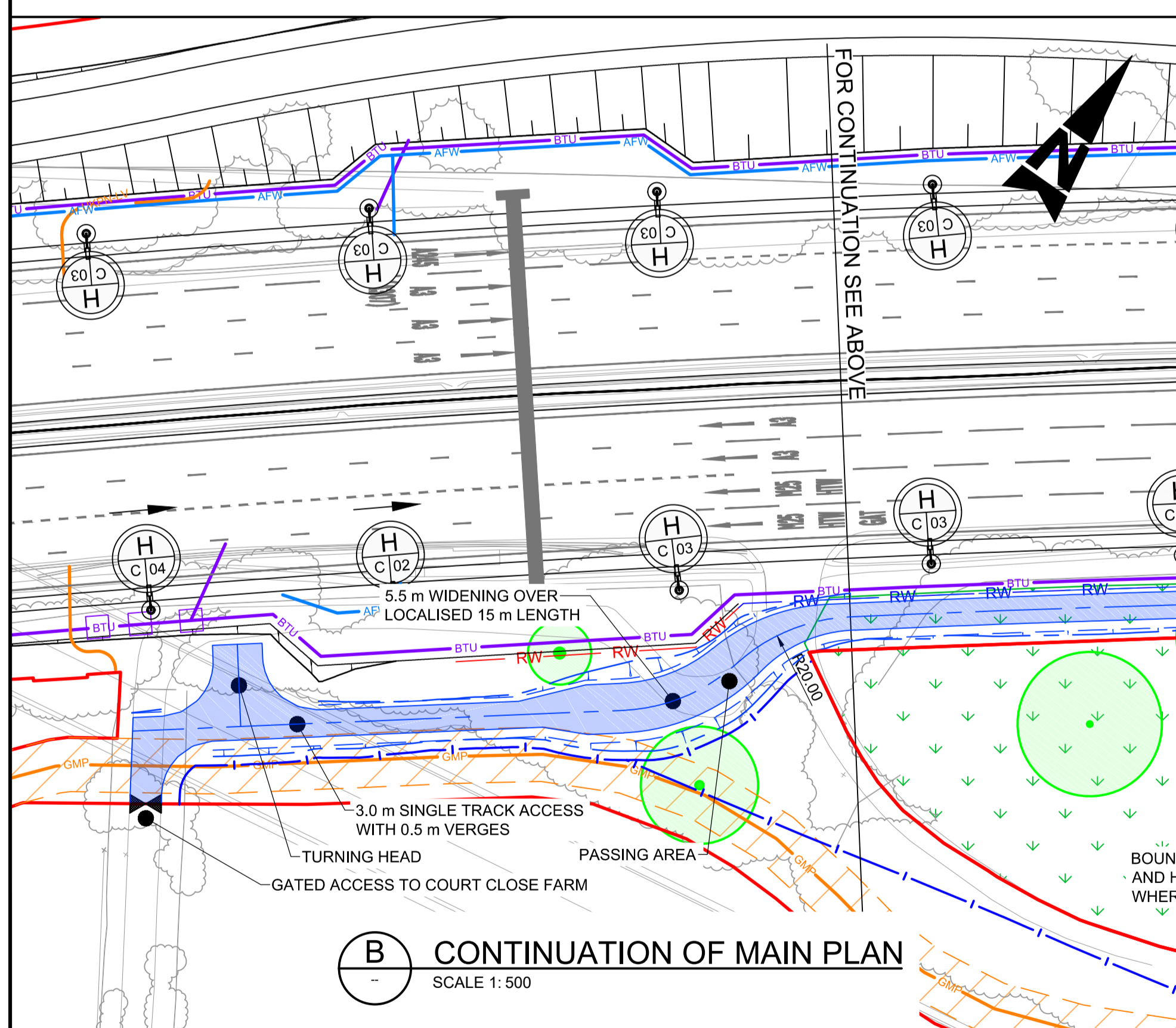
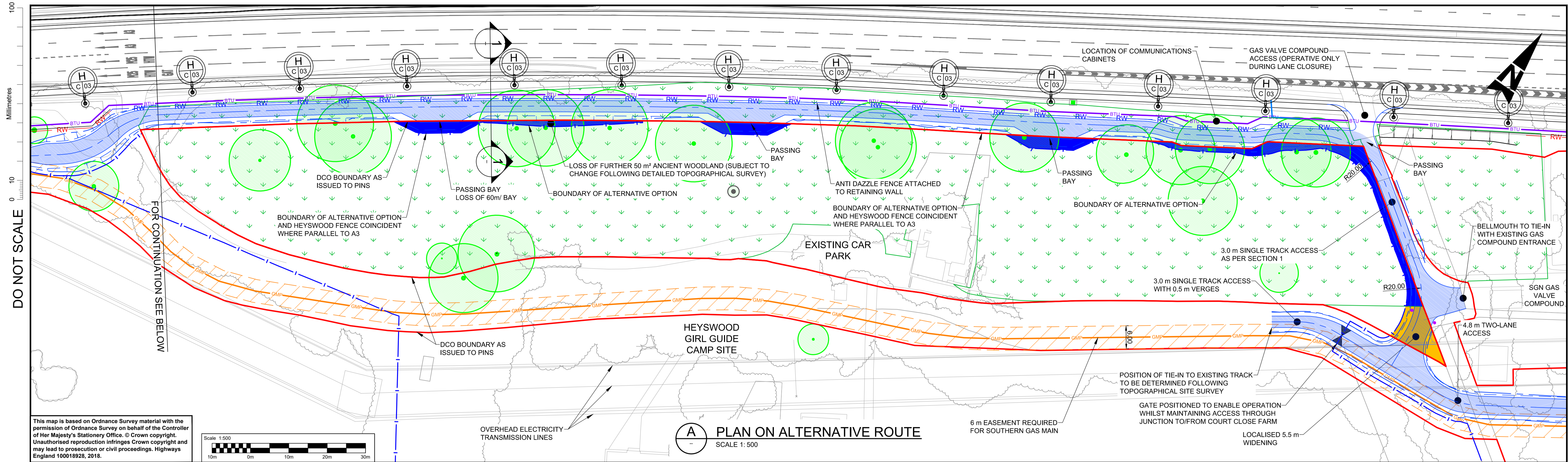
- OPTION POSITIVES**
- NO ACCESS TRACK FOR COURT CLOSE FARM THROUGH HEYSWOOD SITE
 - HEYSWOOD MAIN SITE AND ANCIENT WOODLAND REMAIN CONTIGUOUS
- OPTION NEGATIVES**
- LOSS OF 240m² ANCIENT WOODLAND
 - LOSS OF 103m² HEYSWOOD CAMP SITE
 - SINGLE TRACK, ONE-WAY, SIGNAL CONTROLLED ACCESS TO COURT CLOSE FARM
 - SGN EASEMENT REQUIRED THROUGH HEYSWOOD SITE

WORK IN PROGRESS - DRAWING SUBJECT TO BUILDABILITY ASSESSMENT

- NOTES:**
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. THE DESIGN IS SUBJECT TO DEVELOPMENT AND MAY CHANGE AS DETAIL DEVELOPS.
 3. ONLY SELECTED UTILITIES ARE SHOWN, FOR CLARITY.
- LEGEND:**
- EXISTING SIGNIFICANT TREES
 - ANCIENT WOODLAND
 - LOSS OF ANCIENT WOODLAND
 - LOSS OF HEYSWOOD CAMP SITE
 - GATED ACCESS
 - RED/GREEN STOP/GO SIGNAL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION						
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).						
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Maintenance / Cleaning						
NONE						
Use						
NONE						
Decommissioning / Demolition						
NONE						
SUBMITTED FOR DEADLINE 4						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
A1	CO1	SB	LH	RM	GB	11/02/20

Drawing Suitability	APPROVED - PUBLISHED	Status	A1	Project Title	M25 junction 10/A3 Wisley interchange
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- OPTION POSITIVES**
- NO ACCESS TRACK FOR COURT CLOSE FARM THROUGH HEYSWOOD SITE
 - HEYSWOOD MAIN SITE AND ANCIENT WOODLAND REMAIN CONTIGUOUS
- OPTION NEGATIVES**
- LOSS OF 410m² ANCIENT WOODLAND
 - LOSS OF 103m² HEYSWOOD CAMP SITE
 - SINGLE TRACK, ONE-WAY, WITH PASSING BAYS TO COURT CLOSE FARM
 - SGN EASEMENT REQUIRED THROUGH HEYSWOOD SITE

**WORK IN PROGRESS - DRAWING
SUBJECT TO BUILDBILITY ASSESSMENT**

- NOTES:**
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. THE DESIGN IS SUBJECT TO DEVELOPMENT AND MAY CHANGE AS DETAIL DEVELOPS.
 3. ONLY SELECTED UTILITIES ARE SHOWN, FOR CLARITY.

- LEGEND:**
- EXISTING SIGNIFICANT TREES
 - ANCIENT WOODLAND
 - LOSS OF ANCIENT WOODLAND
 - LOSS OF HEYSWOOD CAMP SITE
 - GATED ACCESS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION						
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Atkins Epsom Gateway Ashley Avenue Epsom Surrey KT18 5AL Tel: +44 (0)1372 726140 Fax: +44 (0)1372 740055 www.atkinsglobal.com		Drawing Title HEYSWOOD GIRL GUIDE CAMP ALTERNATIVE ACCESS OPTION 2 GGLW PREFERRED ROUTE SINGLE TRACK WITH PASSING BAYS			
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Working on behalf of highways england		Drawing Number Project HE551522 - ATK - HGN - A3_L2_R13_OP - SK - CH - 000007 Location Original Size: A1 Scale: AS SHOWN Project Ref. No.: 5158141 Sheet: 1 of 1 Rev: C01			

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