

M25 junction 10/A3 Wisley interchange

TR010030

9.64 Update on Discussions around the Girlguiding Greater London West Alternative Access and Response to ExA Question 2.12.8

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9.64 Update on discussions around the Girlguiding Greater London West Alternative Access and Response to ExA Question 2.12.8

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1. Introduction

- 1.1.1 This document sets out Highways England's response to ExA's Further Written Question 2.12.8 [PD-010] and provides a continued commentary on discussions around the possibility of providing a revised access route through the Girlguiding Greater London West (GGLW) campsite, following the submission of the Applicant's comments on GGLW's Deadline 3 submission [REP4-010].
- 1.1.2 The ExA's question 2.12.8 asked of the Applicant, GGLW and the owner of Court Close Farm:

"a) Further to the meeting that took place between the Applicant, GGLW and the owner of Court Close Farm on 6 February 2020 to discuss an 'alternative solution' for access to the Heyswood campsite and Court Close Farm [paragraph 2.2.1 of REP4-010], please provide an update on how discussions have progressed since the 6 February meeting.

b) For the Applicant – Should an alternative solution be agreed upon between yourself and the GGLW and the owner of Court Close Farm, how do you consider any such alternative solution might be progressed within the time remaining for the examination of this NSIP application? In replying to this question please advise if a change were to be made to the submitted application, whether this could be progressed without the CA Regulations being engaged."

2. a) Updated Position on the GGLW Alternative Access Route Proposal

2.1 Proposed alternative private access road to Heyswood Campsite and Court Close Farm

- 2.1.1 As explained in its submission at Deadline 4, [REP4-010] Highways England has provided two alternative options for an alternative private access road to serve Court Close Farm (the GGLW Alternative Access Route), passing through Heyswood Campsite land. These two alternatives consist of Option 1 (Traffic Signals) and Option 2 (Passing Places).
- 2.1.2 As indicated at 2.1.13 of REP4-010, a buildability review has subsequently been undertaken by the proposed Scheme contractor. Highways England's contractor has reviewed the plans within Appendix A of REP4-010 to assess the buildability of the GGLW Alternative Access Route. This review raised concern with the position of the proposed DCO boundary as shown in REP4-010 Appendix A, and the working space required to construct the Alternative Access.
- 2.1.3 The general alignment and design of the GGLW Alternative Access Route remains as submitted at Deadline 4. A revised drawing has been prepared showing the indicative position of necessary working areas, which has been included to this document in Appendix 1 below.

Ongoing Discussion

- 2.1.4 Highways England had a further meeting with representatives of Girlguiding Greater London West and the owner of Court Close Farm on 24 February 2020 to discuss the developments of the GGLW Alternative Access Route and to inform them of the additional land required outside the DCO Boundary to include the working space, and to highlight the adverse impact upon the Ancient Woodland.
- 2.1.5 In the drawings submitted as part of REP4-010, the DCO boundary was positioned approximately 5.5 m from the proposed retaining wall, as shown in the cross section in Appendix A. Highways England's contractor advised the total working space required is offset of 8.5 m from the external side (away from the A3) of the proposed retaining wall. Therefore, an additional width of 3.0 m land is required partly along the length of the Alternative Access to accommodate adequate working space to construct the access road.

Alternative Access – Option 1 (Traffic Signals)

- 2.1.6 With the inclusion of the larger working space requirements noted above, Option 1 would require 1205 m² of additional land take outside the DCO Boundary compared to the submitted Private Means of Access (PMA) design. This would be made up of 343 m² permanent land take shown in blue and orange hatching, and 862 m² temporary land take for the working area, shown in purple hatching in Appendix 1 to this document.

- 2.1.7 The 343 m² permanent land take is entirely within the Heyswood Campsite, consisting of 240 m² of Ancient Woodland and 103 m² of undesignated land.
- 2.1.8 The 862 m² temporary land take is entirely within the Heyswood Campsite and is wholly Ancient Woodland.
- 2.1.9 Therefore, within the 1205 m² additional land take outside the DCO Boundary, Option 1 includes an increase of 1102 m² loss of Ancient Woodland compared to the submitted PMA design, consisting of 240 m² permanent land take and 862 m² temporary land take, shown in blue and purple hatching in Appendix 1 to this document (below). The land take for Option 1 is further set out in Table 2.1, with Table 2.2 setting out the additional loss of Ancient woodland outside DCO Boundary.

Table 2.1: Option 1 – Additional land take outside DCO Boundary

Type of Land Take		Area	Reference on Drawing in Appendix 1
Permanent	Ancient Woodland within Heyswood Campsite	240 m ²	Blue hatching
	Other land within Heyswood Campsite	103 m ²	Orange hatching
Total permanent land take		343 m²	
Temporary	Ancient Woodland within Heyswood Campsite	862 m ²	Purple hatching
	Total temporary land take		862 m²
Total land take (permanent and temporary)		1205 m²	Blue, orange and purple hatching

Table 2.2: Option 1 – Additional loss of Ancient woodland outside DCO Boundary

Type of Land Take	Area	Reference on Drawing in Appendix 1
Permanent Ancient Woodland within Heyswood Campsite	240 m ²	Blue hatching
Temporary Ancient Woodland within Heyswood Campsite	862 m ²	Purple hatching
Total loss of Ancient Woodland	1102 m²	Blue and purple hatching

Alternative Access – Option 2 (Passing Places)

- 2.1.10 With the inclusion of the larger working space requirements noted above, Option 2 would require 1218 m² of additional land take outside the DCO Boundary compared to the submitted Private Means of Access (PMA) design. This would be made up of 513 m² permanent land take shown in blue and orange hatching, and 705 m² temporary land take for the working area, shown in purple hatching in Appendix A to this document (below).
- 2.1.11 The 513 m² permanent land take is entirely within the Heyswood Campsite, consisting of 410 m² of Ancient Woodland and 103m² of undesignated land.
- 2.1.12 The 705 m² temporary land take is entirely within the Heyswood Campsite and is wholly Ancient Woodland.
- 2.1.13 Therefore, within the 1218 m² additional land take outside the DCO Boundary, Option 2 includes an increase of 1115 m² loss of Ancient Woodland compared to the submitted PMA design, consisting of 410 m² permanent land take and 705 m² temporary land take, shown in blue and purple hatching in Appendix 1 to this document (below). The land take for Option 2 is further set out in Table 2.3, with Table 2.4 setting out the additional loss of Ancient woodland outside DCO Boundary.

Table 2.3: Option 2 – Additional land take outside DCO Boundary

Type of Land Take		Area	Reference on Drawing in Appendix 1
Permanent	Ancient Woodland within Heyswood Campsite	410 m ²	Blue hatching
	Other land within Heyswood Campsite	103 m ²	Orange hatching
Total permanent land take		513 m²	
Temporary	Ancient Woodland within Heyswood Campsite	705 m ²	Purple hatching
	Total temporary land take	705 m²	
Total land take (permanent and temporary)		1218 m²	Blue, orange and purple hatching

Table 2.4: Option 2 – Additional loss of Ancient woodland outside DCO Boundary

Type of Land Take	Area	Reference on Drawing in Appendix 1
Permanent Ancient Woodland within Heyswood Campsite	410 m ²	Blue hatching
Temporary Ancient Woodland within Heyswood Campsite	705 m ²	Purple hatching
Total loss of Ancient Woodland	1115 m²	Blue and purple hatching

Land required for the GGLW Alternative Access Route

- 2.1.14 The GGLW Alternative Access Route will require the acquisition of land and rights in land outside the existing DCO boundary. Accordingly, the promotion of the GGLW Alternative Access Route would engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. Further information is provided in the response to question b) in Section 3 below.
- 2.1.15 In terms of providing an alternative access, additional land outside the DCO Boundary is required. In this case, the Applicant is required to obtain agreement from landowners, occupiers and other persons with interests. Land Interest letters and Land Plans were prepared and sent out on 3 March 2020 to all relevant interested parties requesting their agreement for including additional land within the expanded DCO Boundary. The Applicant anticipates having a response from the interested parties by 18 March 2020.

Engagement with statutory bodies and affected land interests

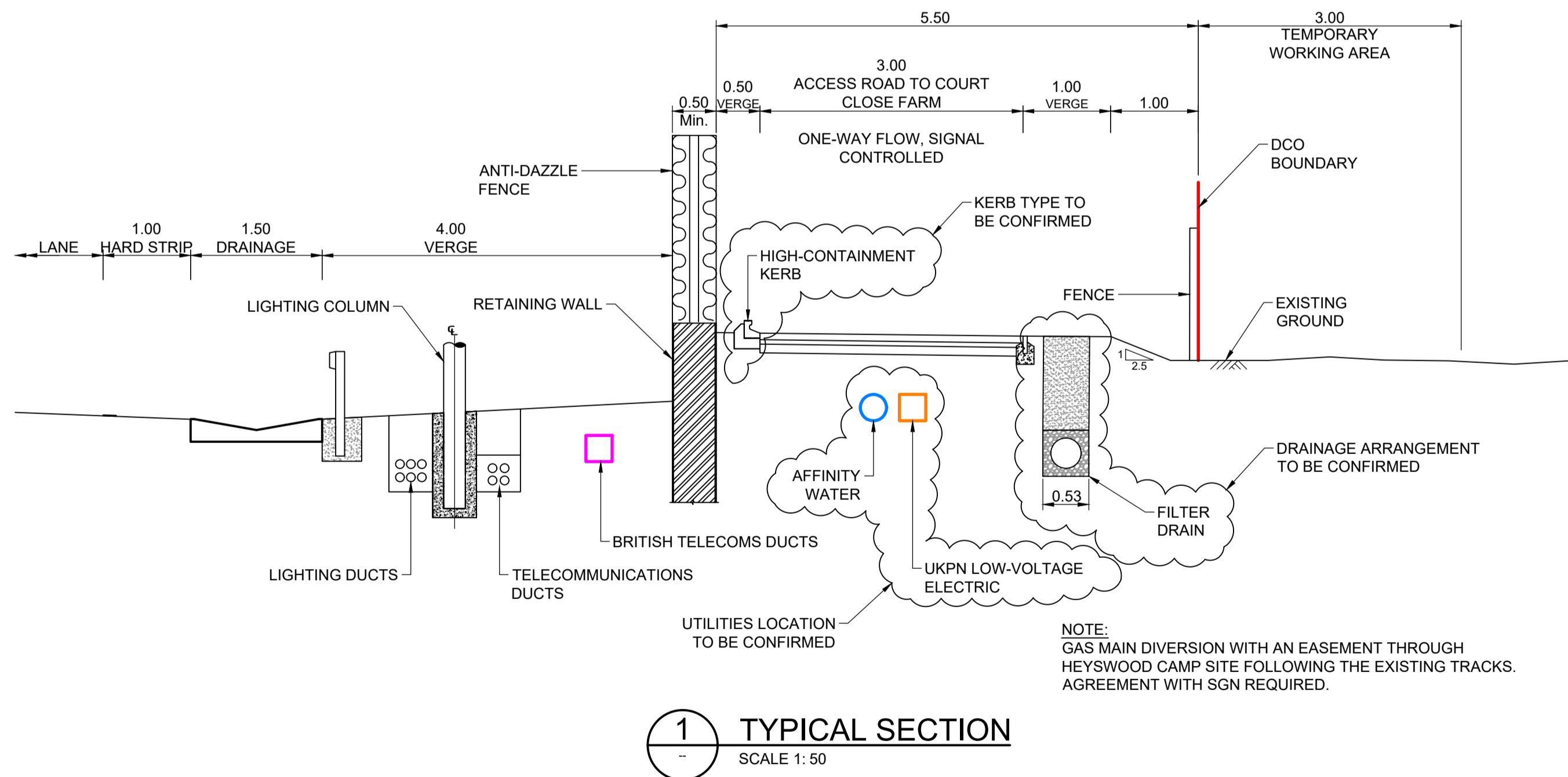
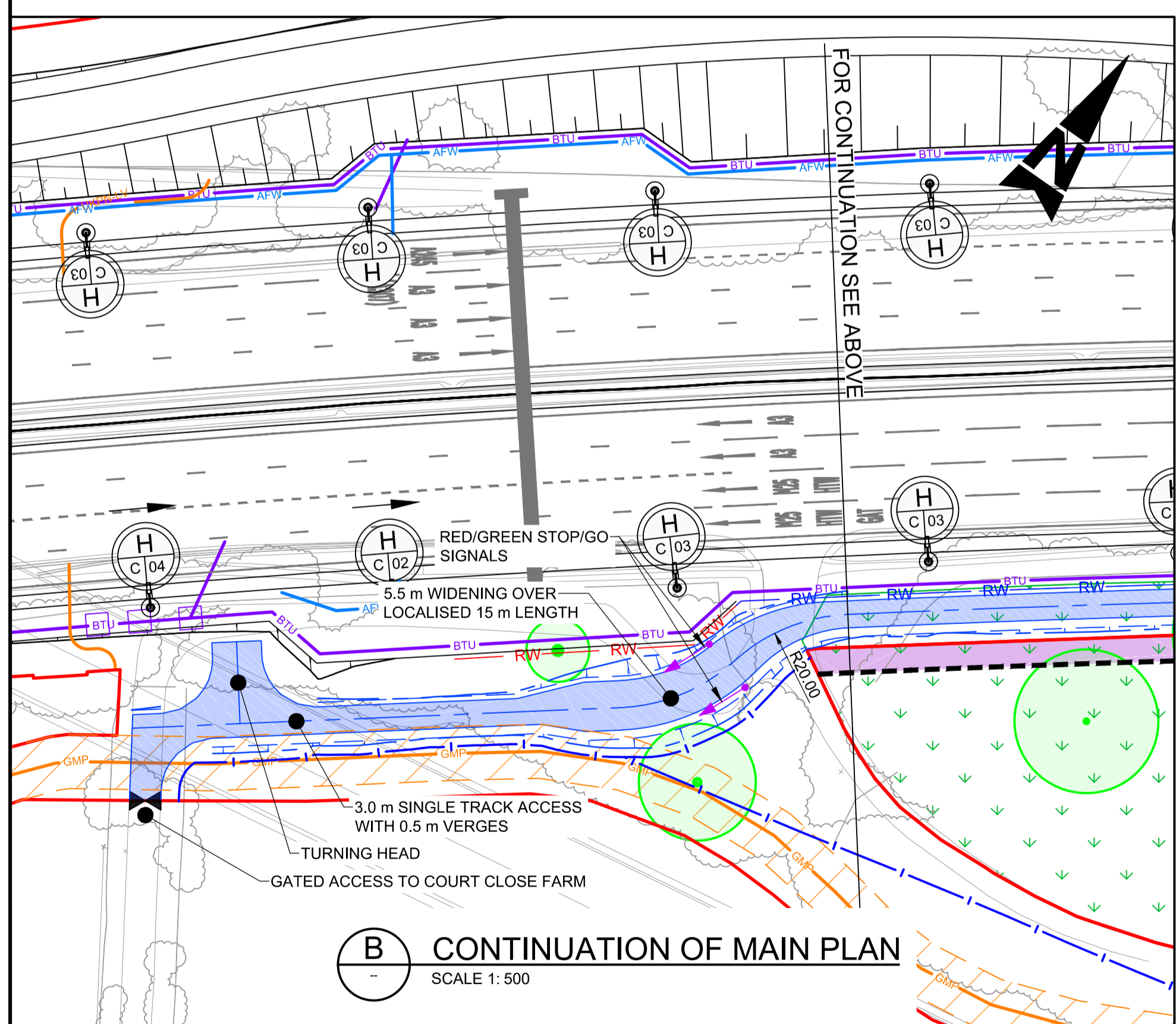
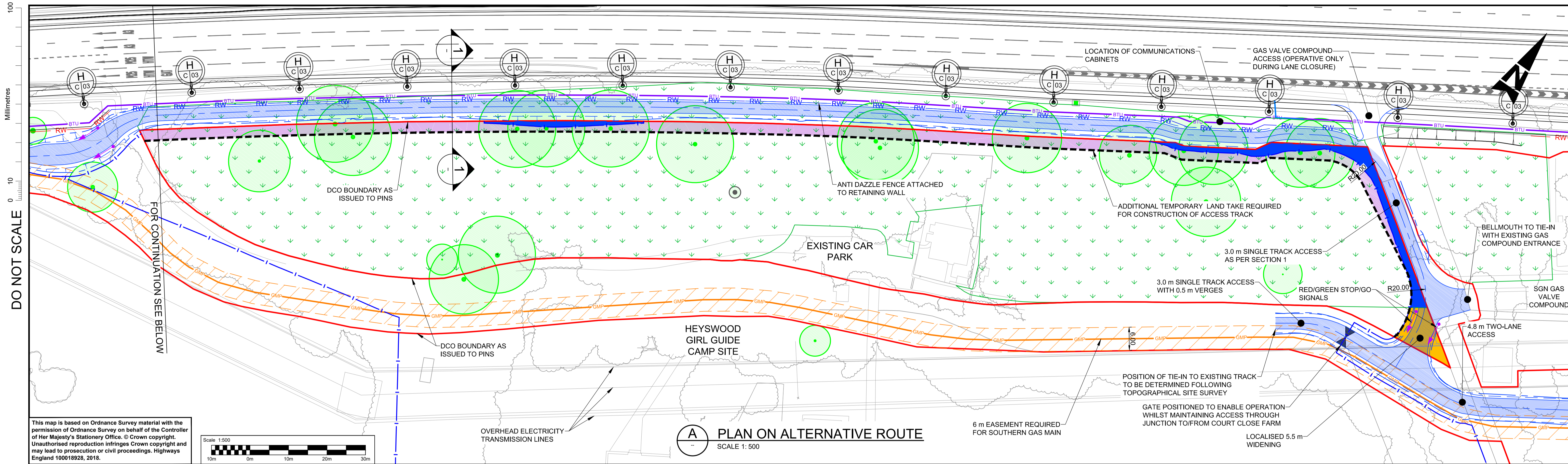
- 2.1.16 Highways England is also engaging with Natural England, Woodland Trust and the Forestry Commission about the proposals and will take into account their views in any further decision on whether to put forward the change to the GGLW/Court Close Farm Access.
- 2.1.17 Highways England will continue to discuss with all affected parties regarding the GGLW Alternative Access Route.

3. b) How an alternative solution might be progressed within the examination of the Scheme

- 3.1.1 As was explained on behalf of Highways England at issue specific hearing 2 (see section 2.1.32 of Highways England's summary of oral case [REP3-009]), in the light of the additional impact of the GGLW Alternative Access Route on ancient woodland, Highways England would only be prepared to promote an optional alternative alignment of the private access road serving Heyswood Campsite (requiring an application for a change to the Scheme as submitted) if the ExA indicated that it would be minded to accept such a change.
- 3.1.2 In terms of the additional land (and rights in land) required to accommodate this change, Highways England accepts that it would not be possible to accommodate the change within the remaining examination window, were it to be necessary to proceed on the basis of the prescribed procedure provided for in the The Infrastructure Planning (Compulsory Acquisition) Regulations 2010, unless all relevant consents were to be obtained from affected land interests. Highways England has written to all affected land interests in order to obtain their consent to the inclusion of the additional land within the revised DCO boundary.
- 3.1.3 Highways England is engaging with Natural England, Woodland Trust and the Forestry Commission about the proposals.
- 3.1.4 Subject to these considerations Highways England is developing a request for a change to the Scheme to accommodate the GGLW Alternative Access Route as an option in the dDCO. Given the implications of the alternative on Ancient Woodland, potential land interests and compulsory acquisition, Highways England would not wish to put forward such an option as an alternative if it were not likely to be countenanced by the ExA. Due to the time constraints of the remaining Examination period, early consideration of this matter by the ExA and a steer as to the procedural steps would be appreciated.

Appendices

Appendix 1: Indicative plans discussed at meetings on 24 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 ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 1102m²
 - LOSS OF OTHER LAND WITHIN HEYSWOOD CAMP SITE = 103m²
 - TOTAL PERMANENT AND TEMPORARY LAND TAKE FROM HEYSWOOD CAMP SITE, OUTSIDE OF DCO BOUNDARY = 1205m²
 - SINGLE TRACK, ONE-WAY, SIGNAL CONTROLLED ACCESS TO COURT CLOSE FARM
 - SGN EASEMENT REQUIRED THROUGH HEYSWOOD SITE

- 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
 - PERMANENT LOSS OF ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 240m²
 - PERMANENT LOSS OF OTHER LAND WITHIN HEYSWOOD CAMP SITE = 103m²
 - GATED ACCESS
 - RED/GREEN STOP/GO SIGNAL
 - BOUNDARY OF ALTERNATIVE OPTION
 - TEMPORARY USE OF LAND FOR CONSTRUCTION WORKING AREA AND PERMANENT LOSS OF ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 862m²

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).

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Construction	NONE						
Maintenance / Cleaning	NONE						
Use	NONE						
Decommissioning / Demolition	NONE						

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
DESCRIPTION SUBMITTED FOR DEADLINE 4	A1	CO1	SB	LH	RM	GB	11/02/20
DESCRIPTION SUBMITTED FOR DEADLINE 5	A1	CO2	SB	LH	RM	RB	27/02/20

Drawing Suitability: **APPROVED - PUBLISHED** Status: **A1** Project Title: **M25 junction 10/A3 Wisley interchange**

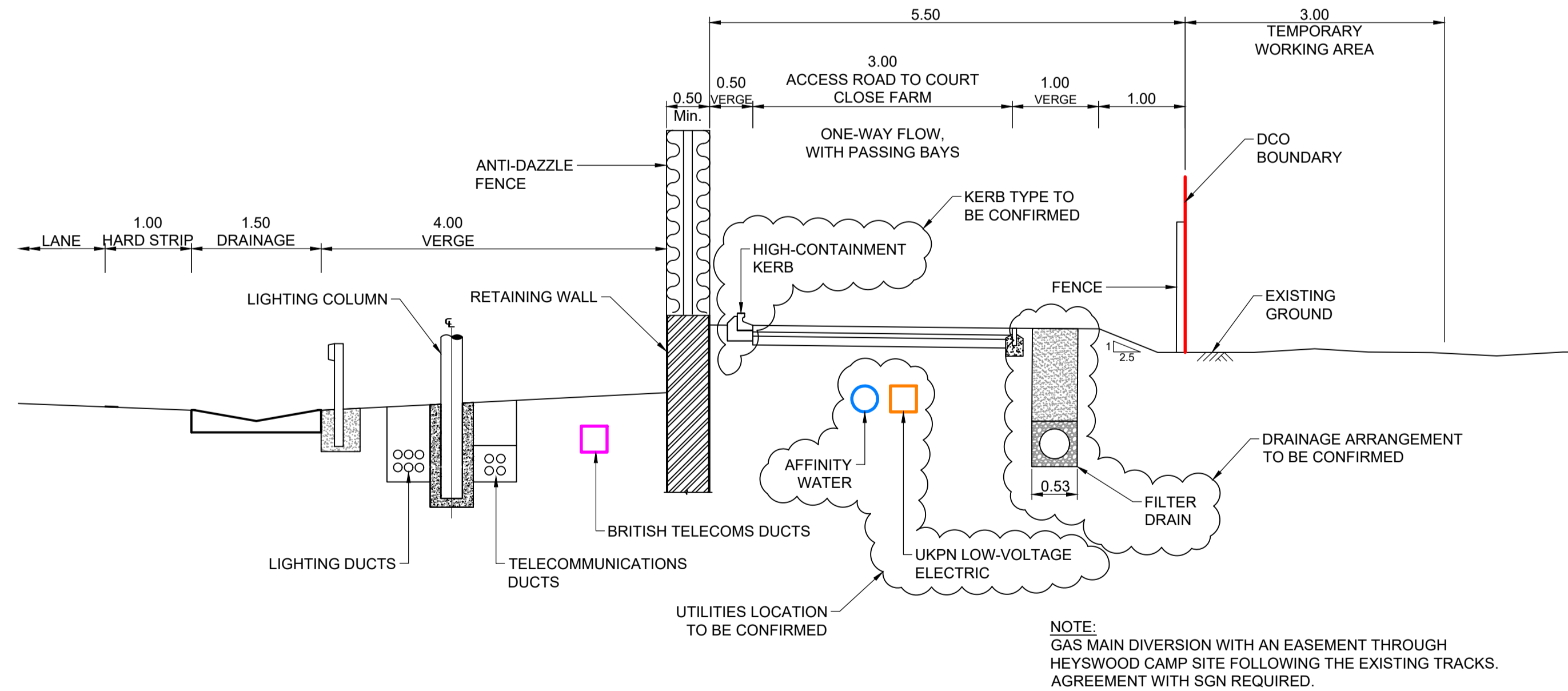
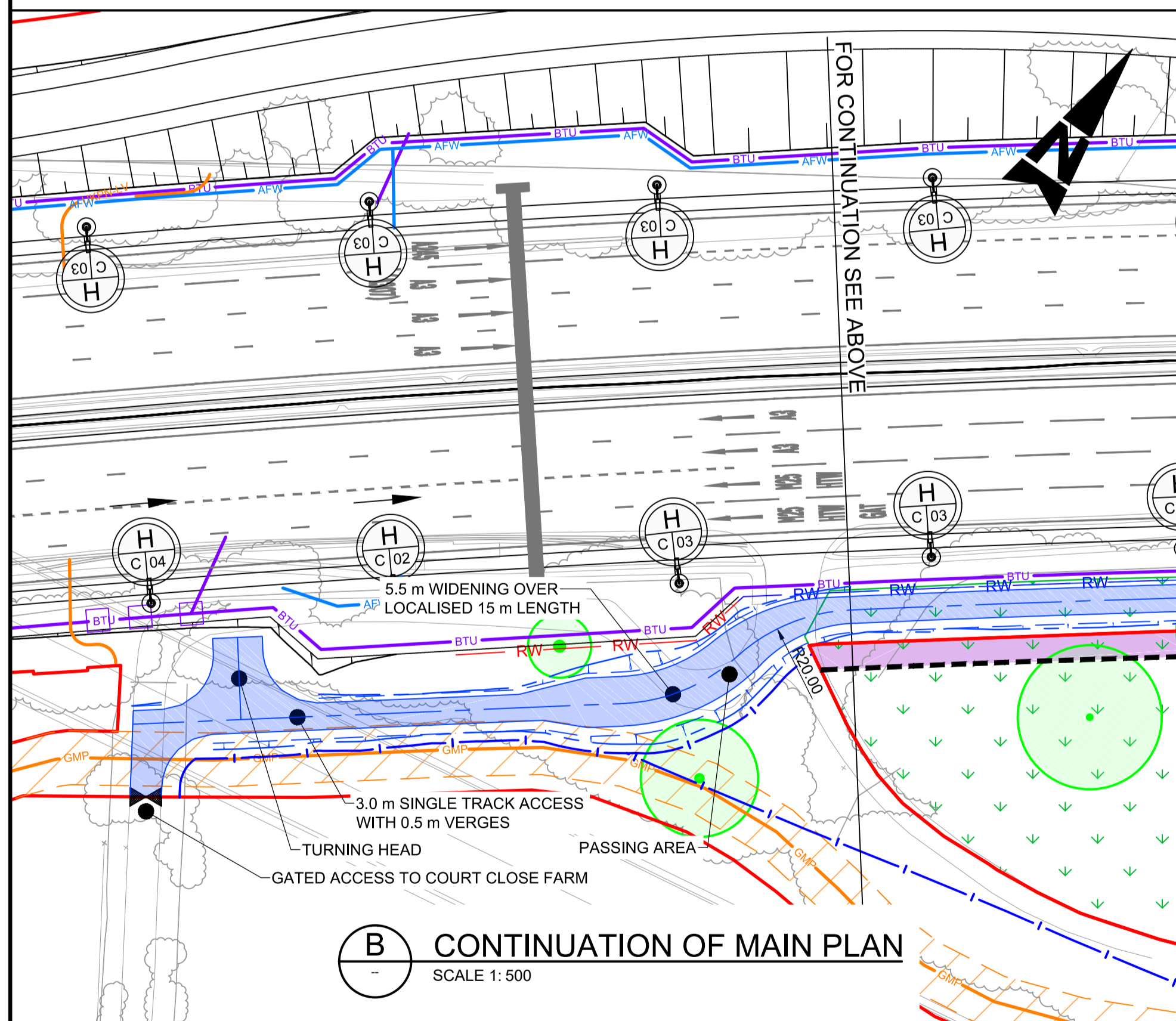
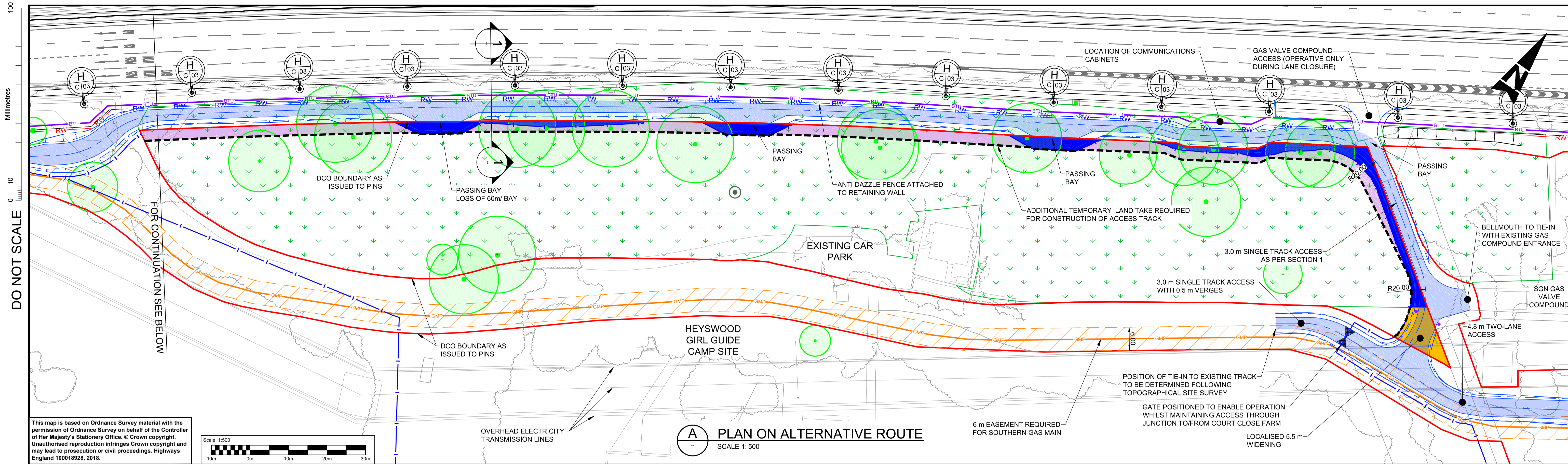
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highways england

Client: Working on behalf of highways england

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Location: A1 Scale: AS SHOWN Project Ref. No.: 5158141 Sheet: 1 of 1 Rev: C02



- OPTION POSITIVES**
- NO ACCESS TRACK FOR COURT CLOSE FARM THROUGH HEYSWOOD SITE
 - HEYSWOOD MAIN SITE AND ANCIENT WOODLAND REMAIN CONTIGUOUS
- OPTION NEGATIVES**
- LOSS OF ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 1115m²
 - LOSS OF OTHER LAND WITHIN HEYSWOOD CAMP SITE = 103m²
 - TOTAL PERMANENT AND TEMPORARY LAND TAKE FROM HEYSWOOD CAMP SITE, OUTSIDE OF DCO BOUNDARY = 1218m²
 - SINGLE TRACK, ONE-WAY, WITH PASSING BAYS TO COURT CLOSE FARM
 - SGN EASEMENT REQUIRED THROUGH HEYSWOOD SITE

- 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
 - PERMANENT LOSS OF ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 410m²
 - PERMANENT LOSS OF OTHER LAND WITHIN HEYSWOOD CAMP SITE = 103m²
 - GATED ACCESS
 - BOUNDARY OF ALTERNATIVE OPTION
 - TEMPORARY USE OF LAND FOR CONSTRUCTION WORKING AREA AND PERMANENT LOSS OF ANCIENT WOODLAND WITHIN HEYSWOOD CAMP SITE = 705m²

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).

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Construction	NONE						
Maintenance / Cleaning	NONE						
Use	NONE						
Decommissioning / Demolition	NONE						

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Construction	NONE						
Maintenance / Cleaning	NONE						
Use	NONE						
Decommissioning / Demolition	NONE						

Drawing Suitability: APPROVED - PUBLISHED
Status: A1

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Client: Working on behalf of **highways england**

Project Title: M25 junction 10/A3 Wisley interchange

Drawing Title: HEYSWOOD GIRL GUIDE CAMP ALTERNATIVE ACCESS OPTION 2 GGLW PREFERRED ROUTE SINGLE TRACK WITH PASSING BAYS

Drawing Number: HE551522 - ATK - HGN -
Project: A3_L2_R13_OP - SK - CH - 000010

Location: Type: Role: Number: Rev: C01

Original Size: A1 Scale: AS SHOWN Project Ref. No.: 5158141 Sheet: 1 of 1 Rev: C01

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