

**M25 Junction 10/A3 Wisley Interchange
TR010030**

**9.88 Applicant's Comments on Elm
Corner Residents Group Deadline 6
submission**

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

Volume 9

April 2020

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

9.88 Applicant's Comments on Elm Corner Residents' Deadline 6 Submission

Rule Number:	Rule 8(1)(c)(i)
Planning Inspectorate Scheme Reference	TR010030
Application Document Reference	TR010030/9.88
Author:	M25 junction 10/A3 Wisley interchange project team, Highways England and Atkins

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1. Introduction

- 1.1.1 This document sets out Highways England's comments on documents submitted by the Elm Corner Residents Group at Deadline 6 (3 April 2020). It responds to the points made by the Elm Corner Residents Group in respect of proposed changes to the DCO application submitted to the Examining Authority on 9 April 2020.
- 1.1.2 Where issues raised within the Group's submission have been dealt with previously by Highways England, 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 the Group, including for example statements which are matters of fact and those 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.

2. Highways England's Comments on Elm Corner Residents Group Deadline 6 submission

- 2.1.1 Highways England has provided a response to the Elm Corner Residents Group's comments related to the following:

2.2 Old Lane/Elm Lane junction

- 2.2.1 Highways England welcomes the Elm Corner Residents Group's confirmation that they are in agreement with the widening of Elm Lane at its junction with Old Lane.
- 2.2.2 With regards to the road safety points raised by Elm Corner Residents Group, the proposed visibility splay and traffic management arrangements set out on drawing HE551522-ATK-HGN-XXSK-CH-000093_C01 (see Appendix A) have been discussed with Surrey County Council as highway authority for this road and agreed as being appropriate for the road type and the levels of traffic predicted in the modelling. Highways England will continue discussions with Surrey County Council on traffic management for detailed design. Highways England does not consider introducing a mini roundabout at this junction is appropriate at this location.
- 2.2.3 Highways England is seeking agreement with Surrey County Council with regards to Highways England contributing to the maintenance arrangements for the visibility splay.
- 2.2.4 Forecast extra traffic movements on Old Lane have been included in the modelling and taken into account in the scheme design, including as regards the Old Lane junction with the A3. Insofar as any further measures are appropriate in

respect of the development of the former Wisley Airfield site or any other development, this is a matter for consideration in determining any relevant planning application, taking into account the M25 junction 10 improvements scheme.

2.3 Proposed Construction Worksite on Former Wisley Airfield

- 2.3.1 The change is required to accommodate an area for the purposes of grading and mixing earthworks materials. The Nutberry Fruit Farm work site will accommodate predominantly storage of construction components, the main project offices and an associated car park. For safety reasons, it is not appropriate for transportation, grading and mixing of earthworks materials for reuse on site to be undertaken alongside and using the same access as the main project office and car park. Therefore, it has been necessary to incorporate this use at another compound.
- 2.3.2 Due to the environmental designations applying to land surrounding junction 10, including a special protection area, site of special scientific interest, common land and open space land, other construction worksites are very constrained and thus limited in their footprint. Additionally the area of the Wisley Airfield site which is the subject of this change has existing concrete hardstanding, thus negating the need for earthworks to accommodate the materials processing. This location therefore is a suitable site which avoids additional land take from the land subject to the various environmental designations.
- 2.3.3 The overall boundary of the proposed temporary working area at Wisley Airfield set out on the drawings submitted in relation to the proposed change is no different in size to that shown on the plans originally submitted as part of the DCO application.
- 2.3.4 The environmental information set out in 10.12 of the Report on Proposed Scheme Changes 7 to 9 (submitted to the Examining Authority as Volume 10.12) [TR010030/10.12] sets out the assessment of environmental aspects for all of the requested changes and concludes that Change 9 would not present any material changes to the effects already assessed in the Environmental Statement. This information was not available to the Elm Corner Residents Group at the time of writing their representation.
- 2.3.5 A 3m high bund of topsoil will be located along the north-eastern boundary of the proposed worksite. Additionally, as set out in the Applicant's Deadline 2 Submission - 9.19 Applicant's Comments on Written Representations [REP2-014], under Requirement 3 of the dDCO [REP6-003] a Construction Environmental Management Plan (CEMP) is to be approved by the Secretary of State, following consultation with the relevant planning authority before the authorised development, or the relevant part of it, may commence. Measures included in the CEMP will include measures to control noise, air and dust, and light pollution. The documents setting out these measures will be placed in the public domain via the project website and will be shared with the Elm Corner Residents Group when they are available.
- 2.3.6 Highways England can confirm that there will be no residential provision as part of this project. The small area for temporary welfare facilities related to the use of this site will comprise a small number of temporary cabins and storage containers located to the north east of the site.

- 2.3.7 Workers will access the site via the existing Elm Lane access from the A3 or, when possible, via the Wisley Lane diversion. There will be no general car parking on this site, although there be limited parking for site vehicles. As indicated in the response from the Elm Corner Residents Group, Highways England is proposing that the Elm Lane/ Old Lane junction works, including the closure of access to Elm Lane properties from the existing Elm Lane access from the A3, take place very early in the construction programme to mitigate the potential impacts of construction use of this access.
- 2.3.8 The working hours of the site will be as set out for all works in Requirement 3(2)(b) of the dDCO [REP6-003], save where one of the exceptions specified in sub-paragraphs (i) to (viii) applies, i.e. 07:30 to 18:00 on Mondays to Fridays and 08:00 to 19:00 on Saturdays.
- 2.3.9 Highways England has arranged monthly liaison meetings with a number of stakeholders and has extended this offer to the Elm Corner Residents Group.

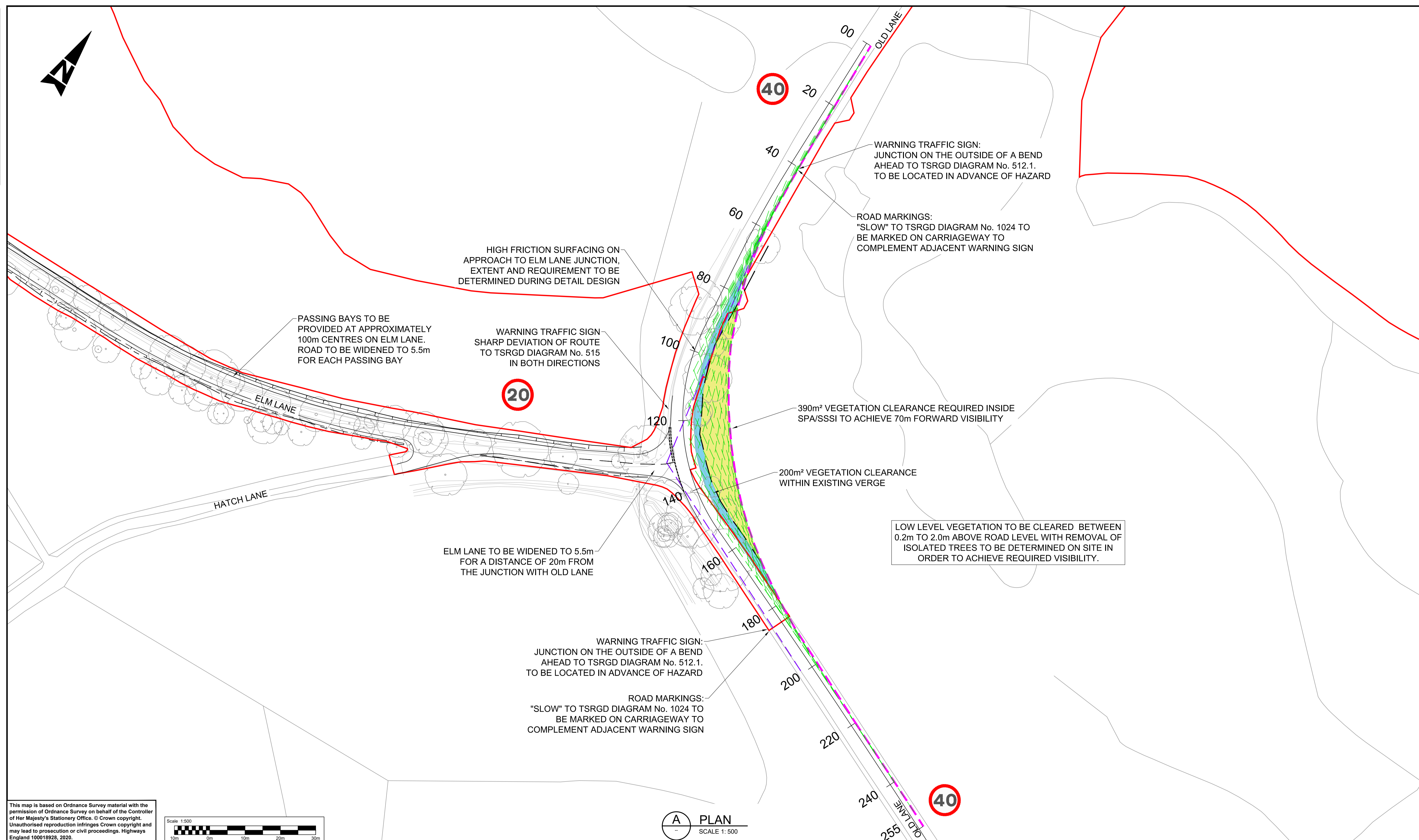
2.4 Bolder Mere / A3 Flooding

- 2.4.1 Highways England appreciates the information provided by the Group in relation to the flooding of the A3 around Bolder Mere and is investigating this further.

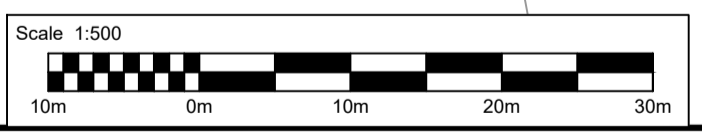
Appendix A. Drawing HE551522-ATK- HGN-XXSK-CH-000093_C01

DO NOT SCALE

Millimetres
0 10 100



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A PLAN
SCALE 1: 500

- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL VISIBILITY SPLAYS ARE SHOWN IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) CD 109.
 - ALL VISIBILITY SPLAYS HAVE BEEN CHECKED USING TOPOGRAPHICAL SURVEY AND PRELIMINARY DESIGN INFORMATION.
- LEGEND:**
- FORWARD VISIBILITY SHOWING 70m SSD IN ACCORDANCE WITH DMRB CD 109 FOR A DESIGN SPEED OF 60kph (ONE STEP BELOW).
 - ELM LANE JUNCTION VISIBILITY LOOKING LEFT AND RIGHT = 70m SSD.
 - LIMITATION OF FORWARD VISIBILITY BASED ON 70m STOPPING SIGHT DISTANCE (SSD).
 - 390m² VEGETATION TO BE CLEARED WITHIN SPA.
 - 200m² LOW LEVEL VEGETATION TO BE CLEARED WITHIN VERGE.
 - APPROXIMATE CENTERLINE ALIGNMENT.
 - DCO BOUNDARY BASED ON ORDNANCE SURVEY.
 - ASSUMED HIGHWAY BOUNDARY BASED ON TOPOGRAPHICAL SURVEY.

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).						
Construction						
NONE						
Maintenance / Cleaning						
NONE						
Use						
NONE						
Decommissioning / Demolition						
NONE						

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
ISSUED TO SCC	A1	C01	SB	LH	PJH	GB	27/03/20

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: ELM LANE JUNCTION WITH OLD LANE FORWARD VISIBILITY SHOWING 70m STOPPING SIGHT DISTANCE (SSD)	
Drawing Number: HE551522	Originator: ATK
Project: XX	Volume: HGN
Location:	Type: - SK - CH - 000093
Original Size: A1	Scale: 1:500
Project Ref. No.: 5158141	Sheet: 1 of 1
Issue Date:	Rev: C01

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