

From: [Poppy Langdon-Down](#)
To: [M25 Junction 10](#)
Cc: [Aldred, Martin](#); [Matt Brown](#)
Subject: M25/A3 Junction 10 - Deadline 11 - Client Ref M25J10-AP012 & M25J10-AP013
Date: 19 June 2020 17:36:14
Attachments: [LO Gates.pdf](#)

Dear Sirs,

The following comments are submitted on behalf of Long Orchard and in response to the General Compulsory Hearing Submission Deadline 11 - Client Ref M25J10-AP012 & M25J10-AP013

1. Electric Gates – a new set of electric gates to be installed where the existing gates are at the top of the driveway off Redhill Road (shown approximately by the green line below). Gates controlled with a fob / keypad as well as remotely. There will be a horse gate / access around the side which can be left open so that the vehicular access can remain shut. HE to confirm where the power will supply to each will come from, along with how the cost of the electricity supply and a sinking fund for future repairs and maintenance will be dealt with. A second set of gates to the same specification will be installed at the end of the drive to Long Orchard House in order to protect the current private access to the house and so our clients have full control of this gate and can keep it shut as necessary (approximate location shown by the blue line below). I have attached a plan on which the approximate location of the two gates are also marked.



2. Redhill Road – there is currently an ongoing problem on this road with lorries parking overnight, vehicles parking to access the common and woodland, and associated antisocial behaviour. This will become even more of a safety concern if you have large artic lorries trying to turn in a tight space at the bottom on the bridleway. There needs to be double yellow lines to discourage people from parking here as well as

appropriate signage to state that it is a dead end and for access only.

3. Seven Hills Road – access to Long Orchard Farm via Seven Hills Road South along the road which will be both a private access for the residents of Long Orchard and a bridleway must be reserved at all times and for all purposes, as well as for any successors in title. Our clients do have serious concerns about the proposed gate on the Seven Hills Road due to the shared access with the owners of the adjoining site which leaves the operation of the gate very unclear, especially with regard to access for visitors, tradesmen, and deliveries or similar. HE to confirm which property owners will have use of the gates, if any aside for the occupants of Long Orchard and responsibility for maintenance and repair, cost of operation, source of power and restrictions on distribution of access codes to third parties.
4. Please provide a detailed specification of the new bridleway and access road to Long Orchard Farm from the Redhill Road to the Seven Hills Road South - 4.8m width minimum is required for Long Orchard to be able to use practically and without restricting their enjoyment and commerciality of the property. Will there be any yellow or white lines, streetlights, pavements and the road kerbed? The full length of this bridleway will remain under the ownership of Surrey County Council who will take full responsibility for all repairs and maintenance, fly tipping, illegal parking and any other issues along the bridleway or anti-social behaviours that arises, to include anything that arises within the gates to Long Orchard Farm. Appropriate signage needs to be at either end of the bridleway to deter people from thinking that it can be used as a cut through.
5. Please provide a detailed specification for the barriers and anti-dazzle fencing that will be installed alongside the A3 and what mitigation measures are being taken to lessen the impact of the A3 coming closer to our client's property, both from a noise and visual perspective.
6. Tree extraction and re-planting – please confirm exactly what trees will be extracted from within the boundary of our client's property as well as the replanting plan to include the species and age of the trees. What ongoing responsibility will HE have for the trees and over what length of time period will this be for. Our client would like as many of the existing trees as possible left and a comprehensive replanting scheme for any trees that are being lost.
7. Tree line to the south side of the Long Orchard access road and adjacent to A3 – please confirm which trees will be removed and which will be left. Please remove the minimum number possible as they help to act as both a visual and noise barrier from A3. The trees alongside the access road are currently the responsibility of the freehold owner of Long Orchard Farm, however following the works some of these trees will then overhang A3 where they didn't previously and the liability on the land owner will change. This needs consideration and mitigation surrounding any additional costs associated with managing these trees.
8. Please provide the detailed design specification of the fence on both sides of the bridleway and access track to Long Orchard Farm. This needs to be physically secure so something along the lines of a high timber close board fence and because of the number of trees to be extracted, the new fence needs to be higher than the existing fence.
9. Highways England to physically mark out on the ground the land take boundaries, specifically surrounding the new bridleway route.
10. Confirmation on details of the compound to be located to the south of the Hilton Hotel – will this definitely be for recovery vehicles only? Times of operation and mitigation for the school from noise, lights etc.
11. Can HE please advise on the programme build time for the scheme?

Yours faithfully,

Poppy Langdon-Down

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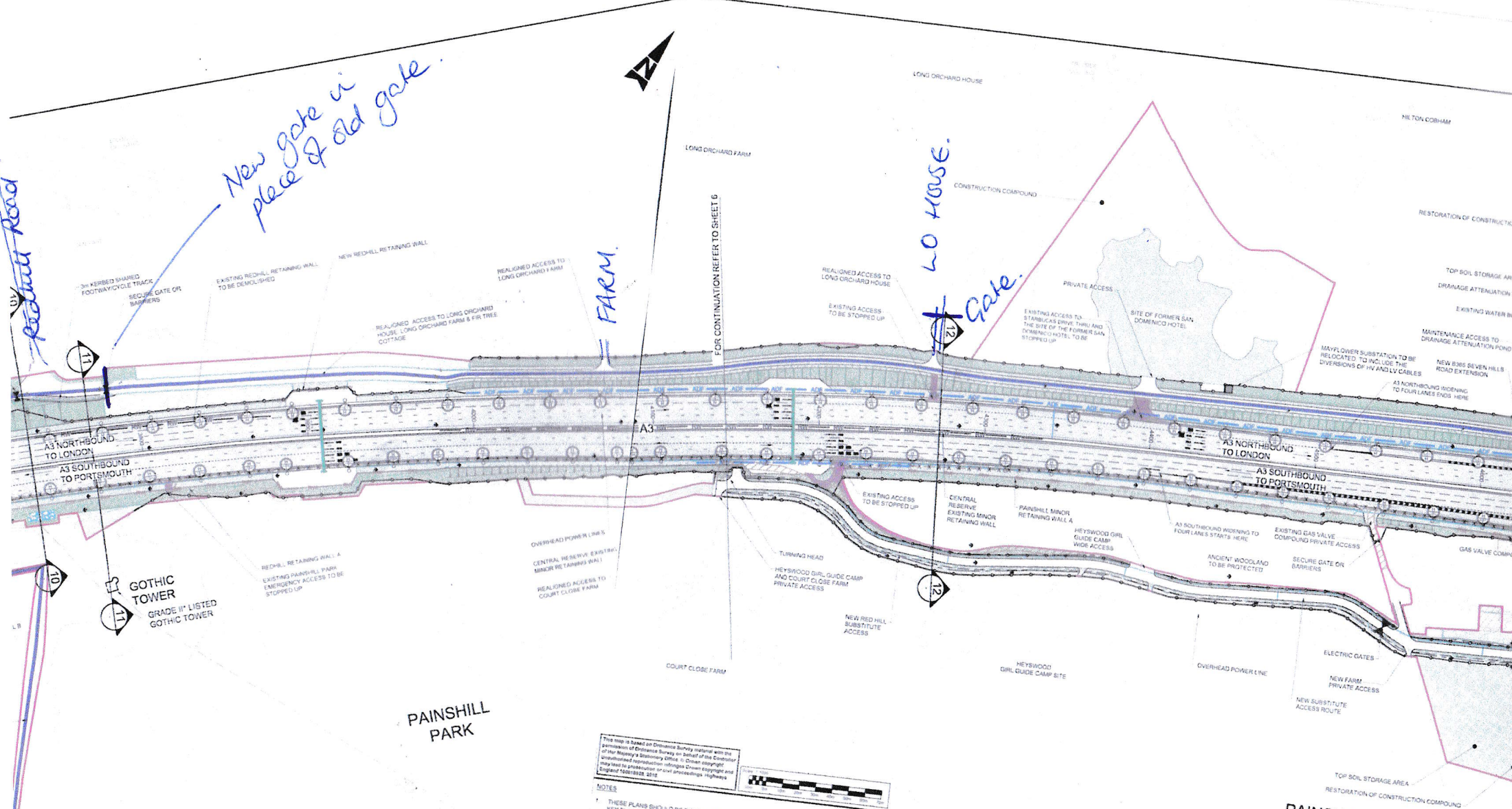
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Richfield Road

New gate in place of old gate.

FARM.

Gate.



NOTES

1. THESE PLANS SHOULD BE READ IN CONJUNCTION WITH TR010030 APP 2 & 3
2. THESE PLANS SHOULD BE READ IN CONJUNCTION WITH OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER (DCO) THE PROPOSED SCHEME WILL BE SUBJECT TO DETAILED DESIGN DEVELOPMENT WITHIN THE TR010030 APP 3 WORKS PLANS.
3. THE ALIGNMENT OF LRV IN DIVERSIONS ARE SHOWN ON THE TR010030 APP 3 WORKS PLANS.
4. FOR CROSS-SECTIONS REFER TR010030 APP 2'S DRAWINGS.
5. THE INFORMATION SHOWN ON THE PLANS IS COMMENSURATE WITH THE PRELIMINARY DESIGN STATUS OF THE PROJECT.



<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>In addition to the measurements normally associated with the types of work outlined on this drawing, note the following significant residual risks (Reference shall also be made to the Design Hazard Log)</p> <p>Construction OVERHEAD POWER LINES FROM A3 NB CH 3600.00 TO CH 4400.00 CONSTRUCTION OF STRUCTURE OVER LIVE CARRIAGEWAY</p> <p>Material / Cleaning NONE</p> <p>Use NONE</p> <p>Decommissioning / Demolition EXISTING GANTRY AT A3 NB CH 4180 AND EXISTING PAINSHILL SOUTHWEST RETAINING WALL TO BE DEMOLISHED</p>	<p>SHEET LAYOUT N T 8</p>	<p>DCO APPLICATION</p> <p>AM 0 DD MK JW GT 07/00/11</p>	<p>ATKIN SNC-LAWALIN</p>

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