

**M25 junction 10/A3 Wisley interchange
TR010030**

**9.120 Applicant's note for Action Point
2 (Session 2 Part 1 Heyswood Camp
Site)**

Rule 8(1)(k)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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

9.120 Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site)

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1. Introduction

1.1.1 This document sets out Highways England's response to the Examining Authorities request from the Compulsory Acquisition Hearing, Session 2 Part 1 (Heyswood Camp Site) for:

Action point 2 - *With respect to land plot 7/1 provide a note explaining:*

- a) *the mechanism that could be used for securing the provision of a narrower private access road should land plot 7/1 be required to provide vehicular access to the Heyswood camp site and Court Close Farm and any implications for trees having regard to the recent and/or ongoing surveying of the land at or within the vicinity of Heyswood camp site; and*
- b) *how land plot 7/1 would be used to accommodate the proposed gas pipeline diversion and any implications for trees, having regard to the recent and/or ongoing surveying of the land at or within the vicinity of Heyswood camp site.*

2. Action point 2a

2.1.1 By way of update since the CAH, further tree surveys were undertaken 23rd June 2020 and the DCO boundary was pegged out on site on 30th June 2020.

2.1.2 In relation to the possibility of a narrower private access road being provided, as the ExA will recall, the road is based on the Surrey County Council standards applicable to an access road serving 25 households (used as a proxy for the level of traffic visiting of the campsite at certain times as well as the other properties along the route). The access road between Painshill roundabout and the campsite car park therefore should be 4.8m wide to accommodate the levels of traffic using the access to the campsite (including in particular coaches and other large vehicles) and Court Close Farm, including the need to accommodate large vehicles passing in opposite directions from time to time.

2.1.3 As there will be much less traffic between the campsite car park and Court Close Farm, Highways England can confirm that it is content to construct a 3 metre wide access road with passing places, between the campsite car park and Court Close Farm. This would be subject to agreement with the owner of Court Close Farm. In the event that a 3 metre wide road is constructed, Highways England would therefore have greater flexibility in reducing the land-take within this land parcel in respect of the land needed for the private access road, where this is practicable.

2.1.4 In relation to the implications of the construction of the private access road for trees, it should be borne in mind that the proposed access road has been located to accommodate two constraints, namely the ancient woodland designation, and the community benefits associated with the activities carried on at the Heyswood Campsite. Locating the proposed access road closer to the A3 would require it to be located within an area designated as ancient woodland. Locating the access road further away from the A3 than proposed would mean the access road is further into the campsite and would reduce the functionality of the site. The gas pipeline has been co-located within the corridor to be created by the access road to minimise the land take in both the campsite and the ancient

woodland. The extent of the DCO boundary at land parcel 7/1 is therefore the optimum location and width, given the site constraints.

- 2.1.5 Although more detailed surveys have now been carried out, prior to detailed design it is not practicable for Highways England to confirm whether it will be possible to retain all of the trees within the plot. However, Highways England will endeavour to reduce the loss of trees where practicable and in particular to explore means to protect the sweet chestnut tree which is acknowledged to be of particular importance to GGLW.

3. Action point 2b

- 3.1.1 The gas pipeline needs to be buried approximately 2m deep, in a trench 2m wide. The soil conditions require batter slopes which are trench sides greater than 90 degrees which slope towards the exterior of the trench. These batter slopes increase the width of the excavation to up to 9m wide. Soil from the excavation will be placed adjacent to the trench. A haul road for machinery will also need to be accommodated within the DCO boundary to access the excavation. Should any additional joints or other equipment within the pipeline be required, the working area required will be larger. Thus, the working for the gas pipeline will encompass the majority of the area within the DCO boundary of plot 7/1.
- 3.1.2 As described above, although more detailed surveys have now been carried out, prior to detailed design it is not practicable for Highways England to confirm whether it will be possible to retain all of the trees within the plot, but that it will endeavour to reduce the loss of trees where practicable and in particular to explore means to protect the sweet chestnut tree.
- 3.1.3 On completion of construction the route of gas main will be replanted, taking account of SGN requirements for planting in the vicinity of a gas main. However, it should be noted that SGN guidance will not allow tree planting within a 6m easement along the route.
- 3.1.4 As indicated at the Compulsory Acquisition Hearing, in the event that Change 7 is consented in preference to the existing proposed access road, screening planting could be planted on the remainder of the land within the DCO boundary not required for the gas main diversion.

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