

M25 junction 10/A3 Wisley interchange TR010030

9.143 Applicant's Comments to Long Orchard's Deadline 11 Submission

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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

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Rule Number:	Rule 8(1)(c)(i)
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1. Introduction

- 1.1.1. This document sets out Highways England's comments to Long Orchard's Deadline 11 submission Post Hearing submissions.
- 1.1.2. Where issues raised within the 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 Interested Parties, 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. Long Orchard's Post Hearing Submission

2.1.1. In the text below, comments from Long Orchard's agent are in italic text, responses from Highways England are in plain text.

Long Orchard's Comments

2.1.2. *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*

2.1.3. *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.*



Highways England Comment

- 2.1.4. Provision of electronically controlled gates has been agreed by the applicant in principle, however details have yet to be finalised. The requirement of the second gate forming a protective barrier for the properties has again been agreed in principle. The applicant welcomes further discussion on these matters.

Long Orchard's Comments

- 2.1.5. *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*

Highways England Comment

- 2.1.6. Redhill Road is part of the local highway network. The applicant will discuss the issues raised with Surrey County Council, who will also take ownership of the NMU / Bridleway at completion of the project, about what appropriate mitigation could be provided.

Long Orchard's Comments

- 2.1.7. *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.*

Highways England Comment

- 2.1.8. As discussed on site with the landowners and their representative, the gate at Seven Hills Road South has been positioned to help reduce the likelihood of fly-tipping in this area. Control of the gate will fall to the owner of the San Domenico site and their agreement will be required as to whom will be able to gain access / egress from Seven Hills Road South. Access for Long Orchard would need to be negotiated by between these parties and is outside of the applicant's control – this was acknowledged by the landowners and their representative at a meeting on site.

Long Orchard's Comments

- 2.1.9. *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.

Highways England Comments

- 2.1.10. Details of the design as set out on Sheets 6 and 7 of the Scheme Layout Plans (Sheets 1-10 of 31) - Rev 1 [REP8-009] have been provided to the landowners and their agent. The design parameters of the new NMU route are set out in the description of Work No. 35 as set out in Schedule 1 of the draft Development Consent Order (TR010030/APP/3.1 to be submitted at Deadline 12). As explained to the landowners and their representative at a meeting on site, detailed design for the bridleway has not been undertaken. No separate street lighting is proposed for the NMU route. Further discussions on detailed design and mitigation will be undertaken with Surrey County Council and the landowners.

Long Orchard's Comments

- 2.1.11. *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.*

Highways England Comments

- 2.1.12. This was discussed on site with the landowners and their agents, and the scheme's environmental lead. The applicant has agreed to provide further information following detailed design.

Long Orchard's Comments

- 2.1.13. *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.*

Highways England Comments

- 2.1.14. The applicant is undertaking further surveys at this location. The applicant will endeavour to retain as much of the existing vegetation as is practicable to do so and will undertake appropriate replanting in agreement with the landowners. The applicant has suggested further meetings to discuss what can be achieved and the type of replanting the owners would like to see.

Long Orchard's Comments

- 2.1.15. *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.

Highways England Comments

- 2.1.16. Further information will be forthcoming once surveys have been completed and the design advanced. Any trees that are included as part of the land acquisition will become the applicant's responsibility to maintain. On completion of the scheme and the handover of the NMU route, tree maintenance in this location will be the responsibility of Surrey County Council.

Long Orchard's Comments

- 2.1.17. *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.*

Highways England Comments

- 2.1.18. Following discussions on site with the landowners and their agents, the applicant will work with the landowners to provide appropriate fencing.

Long Orchard's Comments

- 2.1.19. *Highways England to physically mark out on the ground the land take boundaries, specifically surrounding the new bridleway route.*

Highways England Comments

- 2.1.20. Demarcation of the land take has been undertaken by the applicant.

Long Orchard's Comments

- 2.1.21. *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.*

Highways England Comments

- 2.1.22. The applicant will provide further information to the community prior to construction commencing. It is currently considered unlikely that the site will include a vehicle recovery facility. It is anticipated the former San Domenico site will be used for topsoil and material storage, plant and equipment storage, steelwork assembly and welding and offices and welfare facilities. Environmental mitigation will be set out in the Construction Environmental Management Plan required under Requirement 3 as set out in Schedule 2 Part 1 of the draft Development Consent Order (TR010030/APP/3.1 to be submitted at Deadline 12).

Long Orchard's Comments

- 2.1.23. *Can HE please advise on the programme build time for the scheme?*

Highways England Comments

- 2.1.24. An indicative programme and phasing is set out in Environmental Statement Chapters 1-4 Rev 1 - changes to application [REP4-021] paragraphs 2.7.26 to 2.7.50. As discussed with the affected party's land agent, due to the impacts of Covid 19 and the prolongation of the DCO process, the applicant is currently

revising its programme to ensure work can start without impacting on any environmental constraints. As agreed, further detail will be provided once finalised.

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