

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

**9.145 Applicant's comments on
Girlguiding Greater London West's
Deadline 11 Submission**

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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The Infrastructure Planning (Examination Procedure) Rules 2010

M25 junction 10/A3 Wisley interchange

Development Consent Order 202 [x]

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Table of contents

Chapter	Pages
1. Introduction	4
2. Written summaries of oral contributions at the CAH and Post Hearing submission requested by the ExA	5
2.1 Written submission of oral case	5
2.2 No amended plan for the original route	5
2.3 Whichever route is approved	5
2.4 Applicant's response at the hearing	6
2.5 Activity Since the Compulsory Acquisition Hearing	6

1. Introduction

- 1.1.1 This document sets out Highways England's comments to Girlguiding Greater London West's (GGLW) Deadline 11 submission *Written summaries of oral contributions at the CAH and Post Hearing submission requested by the ExA [REP11-028]*.
- 1.1.2 Highways England has no further comments on any other Deadline 11 submissions from GGLW.
- 1.1.3 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.
- 1.1.4 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. Written summaries of oral contributions at the CAH and Post Hearing submission requested by the ExA

2.1 Written submission of oral case

2.1.1 In their written submission of their oral case, GGLW indicates the car park for the campsite will need re-providing. It should be noted that there are no proposals to affect the existing car park under the DCO, and that the proposed new access road would provide access to this car park, as shown on Sheet 7 of the Scheme Layout Plans (Sheets 1-10 of 31) - Rev 1 [REP8-009].

2.2 No amended plan for the original route

2.2.1 As set out in Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010] in response to point 2a, the access road to the campsite car park needs to be 4.8m wide. This is to accommodate the levels of traffic using the access road to the campsite and Court Close Farm. GGLW's Post-hearing submissions including written summaries of oral case and comments on D2 submissions [REP3-061] indicated just under 10,000 vehicles visited the campsite in 2019. The carriageway also needs to accommodate large vehicles such as coaches and refuse vehicles passing in opposite directions from time to time.

2.2.2 As there will be much less traffic using the access road 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 is 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 more 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.

2.2.3 However as described under Highways England's response to Action point 2b in Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010], it should be noted that the working for the gas pipeline will encompass the majority of the area within the DCO boundary of plot 7/1.

2.3 Whichever route is approved

2.3.1 As set out in Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010] in response to point 2a, the choice of route for the access road to Court Close Farm was dictated by the location of the designated ancient woodland and maintaining the functionality of the Heyswood Campsite.

2.3.2 Southwest of the existing car park the existing access track forms, for much of its length, the northwestern boundary of plot 7/1. However, if the gas main were to be located on the existing access road, the requirements for the gas main set out in Highways England's response to Action point 2b would remain. The access road between the existing car park and the access from the A3 is approximately 3m in width. 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.

- 2.3.3 Highways England will work with GGLW and Southern Gas Networks to identify an optimum route for the gas pipeline within the DCO boundary. However, it should be noted that, whilst the access road is within the DCO boundary, the area immediately northwest of the access road is within the designated ancient woodland and was thus excluded from the DCO boundary.
- 2.3.4 Locating the gas main along the route of the existing access road would still require a working area to be created within the existing trees, in addition to the use of the approximate 3m width of the existing access road. Due to the ancient woodland designation this additional working area would extend southeastwards from the existing access road (away from the A3), and would be approximately 9m wide. Highways England will therefore need to create a corridor of not less than 12m to lay the gas main throughout the entire length of the site. This corridor is constrained to the northwest by the ancient woodland designation.
- 2.3.5 A 6m easement corridor free of trees and other significant planting will also be required on completion of the gas main. If the gas main is located along the existing access road, the 6m easement would encompass the existing access road (approximately 3m wide), along with an additional parallel width of approximately 3m of the current woodland area southeast of the existing access road.

2.4 Applicant's response at the hearing

- 2.4.1 Please see response to point 2a in the Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010].

2.5 Activity Since the Compulsory Acquisition Hearing

- 2.5.1 As described in response to point 2b in the Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010], 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.
- 2.5.2 The route of the gas pipeline has been dependent on the route of the private means of access to Court Close Farm. The two works have been combined to minimise the disruption to Heyswood campsite. As set out in Applicant's note for Action Point 2 (Session 2 Part 1 Heyswood Camp Site) [REP11-010] the location of these works has been constrained by the location of the designated ancient woodland and maintaining the functionality of the Heyswood Campsite.
- Should the alternative option for access to Court Close Farm (Change 7) be preferred by the Secretary of State then, as indicated at the Compulsory Acquisition Hearing, the remainder of the land within the DCO boundary not required for the gas main diversion could be used for screening planting.

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