

M25 junction 10/A3 Wisley interchange TR010030

9.11 Draft itinerary for the Accompanied Site Inspection

Rule 16

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

M25 junction 10/A3 Wisley interchange

Development Consent Order 202[x]

9.11 Draft itinerary for the Accompanied Site Inspection

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1. Introduction

- 1.1.1 This Itinerary has been prepared in response to the letter from the Planning Inspectorate titled Planning Act 2008 – Section 89 and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 8 etc (the “Rule 8 letter”) dated 20 November 2019.
- 1.1.2 Annex A to the Rule 8 letter sets out the Draft Examination Timetable for the Development Consent Order (DCO) application by the Examining Authority (ExA). Item 5 states that at Deadline 1 (D1) the ExA should receive a:
- “A Draft itinerary to be provided by the Applicant for an ASI [Accompanied Site Inspection]”*
- “Provision of suggested locations and justifications for site inspections for consideration by the ExA”*

2. Proposed Accompanied Site Inspection itinerary – 14 January 2020

- 2.1.1 The Examining Authority’s (ExA) inspection of sites is an opportunity for the ExA to look at the physical features that can be seen on, or from the sites. Participants may be invited by the ExA to point out specific features or sites of interest. It is not an opportunity to provide any oral representations on the project or discuss evidence.
- 2.1.2 In the preparation of this draft itinerary we have considered the comments made by the ExA in Annex B and E of the Rule 8 letter. Owing to factors such as limited daylight hours and environmental restrictions on the local road network there are practical limitations on transporting the group via coach. With this in mind the draft itinerary is considered the most suitable route to view the site and can be found in Table 1 below.

2.2 Joining the site visit

Tuesday 14 January 2020

- 2.2.1 The site inspection will commence at 9:30 am at the Mandolay Hotel, 36-40 London Road Guildford, GU1 2AE. The ExA are not able to wait for parties who are not present at the start time. Transport to accompany the ExA will be provided on a first-come, first served basis. Participants are asked to assemble from 9.00am allowing for a 30 minute Health and Safety briefing before departure.
- 2.2.2 It is not possible to predict precisely how long each part of the inspection will last. Parties wishing to join at an alternative location may make the request to the Case Team, by 4.00pm on **Tuesday 7 January 2020** by telephone on 0303 444 5000 or email M25Junction10@planninginspectorate.gov.uk giving a contact telephone number.
- 2.2.3 To ensure the smooth running of the ExA’s inspection, attendees should provide contact details for the day, notify the Case Team if there are any changes in

attendance, and ensure the Planning Inspectorate is made aware of any special access requirements for any participants.

- 2.2.4 Interested Parties who would like to attend will need to notify the ExA at Deadline 1.

2.3 Safety Instructions

- 2.3.1 The applicant will provide a vehicle for the site visit which will take place around the M25, A3, B Roads and local roads. Some of these locations will be observed on foot, possibly on uneven, wet or frozen ground and accessed via local roads with narrow or no footway provision. There will be limited daylight hours at this time of the year and visibility will be reduced towards the end of the day. A safety briefing will be provided at beginning of the day at the Mandolay Hotel.
- 2.3.2 You will be provided with a high-visibility vest which must be worn at all times when out of the vehicle. When stopping on a live road, a mini-briefing will be provided before attendees exit the vehicle, which will include where to stand and how to remain safe. All attendees must follow instructions given to them by staff. All attendees must follow the instructions provided within the risk assessment. All attendees are responsible for their own safety and must never act in a manner that might reduce the safety of themselves or others.

2.4 Clothing

- 2.4.1 It will be necessary for all parties to wear appropriate sturdy footwear and weather-proof clothing. All parties are advised to bring and wear high visibility jackets, if they have them, when walking on the public highway. The Applicant will provide high-visibility vests.

2.5 Sites on private land

- 2.5.1 Access onto private land is at all times by permission of the person controlling it; householders, occupiers and landowners may refuse to allow some persons accompanying the ExA onto their land. Under those circumstances, the ExA will decide whether or not to proceed with that part of the inspection and may ask those refused access to wait outside.

2.6 Refreshments

- 2.6.1 Please note refreshments or lunch will not be provided. A lunch break has been included in the itinerary and attendees will be expected to provide their own.

2.7 Cancellations

- 2.7.1 Please note that in the unlikely event that the accompanied site inspection is cancelled due to unforeseen circumstances we shall endeavour to contact attendees beforehand, but we would ask that you regularly check the Planning Inspectorate's website which can be viewed here:
<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-10a3-wisley-interchange-improvement/>

2.8 Detailed itinerary for accompanied site inspection

2.8.1 The times are approximate and whilst we will endeavour to meet persons along the route the timings cannot be guaranteed. A site inspection pack will be provided on the day containing information of the proposed scheme.

Table 1 - Accompanied Site Inspection itinerary

| Stage | Timings | Route |
|-------|------------------------------------|--|
| 1 | 9:00 arrival for 9:30 departure | Mandolay Hotel Guildford The Mandolay Hotel in Guildford will be used as the meeting point for the ASI as it is accessible by public transport and car. A compulsory site briefing from the Applicant (including health & safety and welfare information) will take place at 9:30 and then the ASI will begin. |
| 2 | 9:30-9:45 | Ripley The vehicle will travel on the A3 eastbound, exiting onto the B2115 Portsmouth Road which it will then follow through Send Marsh and Ripley village. At Ripley the vehicle will park at the Ripley Post Office bus stop on Ripley High Street north east of Newark Lane. The group can exit the vehicle to observe the traffic conditions in Ripley including the Newark Lane/ Ripley High Street junction. This bus stop is served by three bus routes with two services an hour that aren't scheduled to coincide with the proposed timings. |
| 3 | 9:45-9:55 | Ockham Interchange The vehicle will travel from Ripley village along Portsmouth Road to park at the Ockham Park Turn bus stop adjacent to the Ockham Interchange. The group will leave the bus and make the short walk along the footpath to be shown the site of the proposed construction compound as well as Nutberry Fruit Farm. The proposed traffic management arrangements for the construction compound will be explained at this time. This bus stop is served by three bus routes with two services an hour that aren't scheduled to coincide with the proposed timings. |
| 4 | 9:55-10:00 | RHS Garden Wisley The vehicle will travel through the Ockham Interchange on Portsmouth Road and re-join the A3 eastbound for approximately 1.5 kilometres (1 mile) before making the left turn into Wisley Lane to park at the entrance of RHS Garden Wisley where the group will leave the vehicle. From here the site of the proposed bus turn-round facility can be viewed. |
| 5 | 10:00-10:40 | Wisley Lane footbridge, Elm Lane and Wisley airfield. The group will continue on foot using the footway leading to the Wisley Lane footbridge where the site of the proposed new Wisley Lane overbridge will be observed. The group will cross the footbridge where views of the A3/ Wisley Lane access will be pointed out. On the south side of the A3, the group will walk along Elm Lane to observe the length of Elm Lane proposed for closure. Note that this section does not have footway provision. At the bend in Elm Lane the group will walk past the barrier to the Wisley airfield where the site can be |

| Stage | Timings | Route |
|-------|-------------|--|
| | | observed and the location of the proposed Wisley Lane diversion can be observed adjacent to the treeline. The party will then return to the vehicle where they can take a short break. |
| | 10:40-10:50 | Break The group can take a break at this point before returning to the vehicle which will exit RHS Wisley onto Wisley Lane which it will follow before safely turning around near the junction of Wisley Lane and Muddy Lane. The vehicle will travel south along Wisley Lane towards the A3. |
| 6 | 10:50-11:55 | Pond Farm, SPA/ Common Land and Clearmount Overbridge The vehicle will exit Wisley Lane and travel along the A3 eastbound onto the junction 10 approach road where it will turn left at the private access road to Pond Farm. The vehicle will travel along the private road (subject to agreement with the Surrey Wildlife Trust) turn left and stop at the enlarged clearing area which has enough space for the vehicle to safely turn. The group will exit the vehicle and head back along footpath heading northwards and turn left at the fork in the road where the SPA and common land can be viewed. The group will continue on this path and arrive at the Clearmount overbridge. From this location the group can view the site of the proposed Clearmount overbridge and experience existing noise conditions at this location as well as view the site of the proposed M25 gyratory bridge, slip roads and through junction running lanes. The group may wish to continue past the Clearmount overbridge towards Park Barn Farm but please note that the footpath is very steep. The group will return to the vehicle which will turn around and leave Pond Farm down the private road and re-emerge onto the junction 10 approach. |
| 7 | 11:55-12:05 | M25 and Cobham Services At junction 10 the vehicle will turn right at the roundabout onto the M25 travelling anticlockwise for approximately where the group will be pointed towards the site of the proposed non – motorised user (NMU) routes, Chatley Heath Semaphore Tower, replacement land situated to the east of Sandpit Hill and the traffic environment along the eastern section of the M25. The vehicle will travel for approximately 3.5 kilometres (2 miles) on the M25 and take the exit for the MSA extra Cobham Services where it will park for lunch. |
| | 12:05-13:05 | Lunch A one hour lunch stop will be taken at MSA Extra Cobham services which has a wide variety of food and drink options. Please note that attendees are responsible for buying their own lunch. |
| 8 | 13:05-13:30 | A3 northbound The vehicle will leave Cobham services and travel for approximately 11 kilometres (7 miles) on the M25 clockwise towards junction 11 where the group can re-observe the points from Stage 7. The vehicle will travel through the motorway running lanes at junction 10 and the western section of the proposed scheme where the group will observe the RHS compensation land as proposed. At junction 11 the vehicle will complete a turnaround at the roundabout and travel along the M25 anticlockwise towards the junction 10. The group will be informed about the smart motorway system during this section. At junction 10 the vehicle will turn left at the roundabout and join the A3 northbound. Shortly after joining the A3 the group will observe the proposed site of the Redhill Road NMU bridge followed by Long Orchard Farm and the proposed route of the bridleway running parallel to the A3 leading to the Eurogarages site on the left which the group can safely observe from the vehicle. The vehicle will continue along the A3 towards the Painshill junction. |

| Stage | Timings | Route |
|-------|-------------|--|
| 9 | 13:30-14:00 | Feltonfleet School The vehicle will exit the A3 at the Painshill roundabout and turn left onto the A245 Byfleet Road westbound carriageway. During this journey the group will be able to observe, from the vehicle, the section of A245 Byfleet Road that is proposed to be widened. The vehicle will make the turn onto Byfleet Road and park at the eastern end of the road. The group will leave the vehicle and make the short walk to the elevated position which allows the group to view the Painshill interchange, electricity pylons overhead and A3 towards junction 10. The group will also be shown the proposed access to the Heyswood Girl Guide camp on the opposite side of the A3. The group will turnaround to observe Feltonfleet School and Byfleet Road which is proposed to be closed and then return to the vehicle. |
| 10 | 14:00-14:25 | A245 and Heyswood Girl Guide Camp The vehicle will leave Byfleet Road and turn right onto the A245 eastbound and the group will have another chance to observe the traffic environment on the A245. At the Painshill junction the vehicle will turn right onto the A3 southbound where the proposed access road to the Heyswood Girl Guide camp in proximity to the existing bus stop will be viewed. The vehicle will travel for approximately 1 kilometre (0.6 miles) before making the left turn onto Heyswood where it will need to pass through the electronic gates controlled by the Girl Guides and then park at the Heyswood camp site. The group will leave the vehicle and walk the short length of the road way through the site where they can view the Girl Guides' campsite, the road which is proposed to be widened. The group will continue down the road to view the gas compound and route of the proposed gas diversion. The group will re-enter the vehicle and turn left back onto the A3 southbound, which will allow the group to experience the existing turn/ turn-off from Heyswood to the A3. |
| | 14:25-14:55 | Close The vehicle will travel down the A3 where Ockham Bites and Bolder Mere may be observed, subject to daylight, and then return to the Mandolay Hotel where the ASI will finish. |



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