

**M25 JUNCTION 10/A3 WISLEY INTERCHANGE IMPROVEMENT SCHEME
PROPOSED M25 JUNCTION 10/A3 WISLEY INTERCHANGE DEVELOPMENT
CONSENT ORDER (“DCO”)**

ROYAL HORTICULTURAL SOCIETY – REGISTRATION NUMBER 20022900

**WRITTEN REPRESENTATIONS SUBMITTED ON BEHALF OF THE ROYAL
HORTICULTURAL SOCIETY (“RHS”) IN ACCORDANCE WITH THE
REQUIREMENTS OF THE EXAMINING AUTHORITY BY DEADLINE 1 (26
NOVEMBER 2019)**

This Written Representation is submitted on behalf of the RHS. Richard Max & Co LLP are the duly appointed solicitors to the RHS and are authorised to submit this Representation on its behalf.

OVERVIEW

1. This WR reinforces and adds to the matters raised in the Relevant Representation submitted by the RHS on 6 September 2019.
2. Detailed technical reports support this overview prepared by:
 - Highways, Transport and Traffic – Mike Hibbert, TTHC [RHS/MH/1]
 - Air Quality – Prof Duncan Laxen, Air Quality Consultants [RHS/DL/1]
 - Ecological – Andrew Baker, Baker Consultants Ltd [RHS/AB/1]
 - Economic Impact – Jon Bunney, Hatch Regeneris [RHS/JB/1]
3. Should any specialist CPO input be required in advance of a CAH, this will be given by Colin Cottage, Ardent Chartered Surveyors.
4. The RHS governing Trustees and Executive Leadership Team object to:
 - The decreased accessibility to the RHS Garden that would result from the DCO Scheme;

- The additional traffic movements (which will amount to over 3.3 million vehicle miles of wasted travelling each year just for RHS visitors) that would result from the DCO Scheme;
 - The economic harm that would be caused to the RHS; and
 - The environmental harm which would be caused to the neighbouring SPA.
5. The detrimental impacts of the DCO Scheme would be addressed by including components contained in the RHS Alternative Scheme namely:
- The introduction of south facing slip roads to the Ockham Park Roundabout; and
 - The retention of Wisley Lane's direct "left out" connection to the A3 with an improved and compliant slip road northbound.
6. The RHS Alternative Scheme would facilitate much easier access to the RHS and to Wisley Village, would reduce the number of vehicle miles travelled by RHS visitors and staff, and would reduce the harm caused to the SPA. In failing to consider the RHS Alternative Scheme, HE has failed properly to consider alternatives that would reduce the ecological harm that the DCO Scheme would cause.
7. The high and increasing cost to the RHS of needing to protect its physical, cultural, human and reputational assets after a long period of consultation is punitive especially since the RHS Alternative Scheme (which has been suggested since 2017) offers a far better solution.

REQUEST FOR AND DELIVERY OF INFORMATION FROM HE

8. Despite requests during informal and formal Consultation phases, the RHS has not to date received a full response to its request for traffic modelling data. Recent data issued by HE is incomplete and is hampering the RHS's ability to present its case to the ExA. The RHS reserves its position to submit further material as the Examination

proceeds and wishes to express its frustration that the DCO Scheme is lacking in this regard.

BASIS OF OBJECTION

Highways and traffic impacts

9. The DCO Scheme would result in the worsening of access to and from the RHS Garden.
10. The RHS Alternative Scheme would result in much improved access arrangements compared to the DCO Scheme.

Air quality and ecological impacts

11. As set out in RHS/DL/1 and RHS/AB/1, the HE assessment has shown that the DCO Scheme will give rise to adverse impacts on NO_x concentrations and Ndep rates within the SPA alongside the A3. The RHS Alternative Scheme will reduce these impacts. The RHS Alternative Scheme will have the added benefit of reducing the exposure of residents in Ripley to increased concentrations and of reducing emissions of the greenhouse gas (CO₂).
12. The Statement to Inform Appropriate Assessment ("SIAA") has not correctly assessed the ecological impacts of the changes in air quality associated with the DCO Scheme;
13. The SIAA presented does not comply with current case law and guidance on Habitats Regulations Assessments; and
14. The RHS Alternative Scheme is less damaging to the SPA and must be considered an 'alternative solution' under the Habitat Regulations.

Economic impacts

15. The reduction in visitor numbers to the RHS arising from the DCO Scheme would cause severe economic impacts to the RHS.

16. By assessing the distribution of visitor trips to the Garden, the overall impact of the DCO Scheme in increasing travel times and vehicle operating costs can be estimated. Over a 60-year appraisal period from 2019, the transport impacts upon visitors, workers, and volunteers travelling to the Garden are estimated to equate to an economic value of £28.5 million, in 2019 prices.
17. The wider economic impacts of the DCO Scheme, in terms of reduced visitor numbers to the Garden, and associated indirect and induced impacts, have been estimated over a 10-year appraisal period, from 2019. This analysis forecasts an economic present value (in 2019 prices) of at least £44 million and, potentially, as high as £100m.
18. The proposed RHS Alternative Scheme, with south-facing slips at the Ockham Roundabout and retention of the left-turn egress from Wisley Lane onto the A3, would reduce the negative wider economic impacts to around £7m (over 10 years) and generate positive direct transport user benefits for visitors, workers, and volunteers of around £6m (over 60 years).

Construction related objections

19. The timetabling is of critical importance to the Society's survival of its site and the investment programme and its operational planning.
20. No firm programme or procurement sequence has been put forward by HE and without this the Society cannot comment on the economic and legacy impact. Assumptions are made in our Economic Impact Assessment RHS/JB/1 until a Construction Programme and sequence has been confirmed.

UNRESOLVED DESIGN ISSUES LEADING TO POSSIBLE TREE ROOT IMPACTS

21. The issue of tree root damage to historic redwood trees along the RHS Garden boundary of the A3 remains in contention. The trees in question are shown on the attached plan.

22. The RHS remains very concerned that the construction works will harm these trees and their roots. The RHS believes that survey work is still ongoing.
23. The RHS seeks assurances from HE that these trees will not be harmed either during or following the construction of the DCO Scheme.

CPO OBJECTIONS TO THE DCO

24. The RHS objects to the compulsory acquisition of the following plots.
25. **Plot 11/2.** The RHS opposes the compulsory acquisition of Plot 11/2 and regards the landtake for replacement land as excessive. No justified reason or calculation has been submitted for this plot.
26. **Plot 2/27** As the “left out” at Wisley Lane is not included as a component of the DCO Scheme, then the new bridge over the A3 need not be ‘skewed’. ‘Straightening’ the bridge would reduce the necessary “landtake” to the boundary of the garden under plot 2/27.
27. See the original HE Proposal on Plan HE551522-ATK-HGN-A3B-DR-D-0002.P02. Highways consultants TTHC have demonstrated that a bridge perpendicular to the A3 is possible.

CONCLUSIONS

28. The position of the RHS is that the DCO Scheme would unnecessarily cause unacceptable highways and traffic, environmental and economic harm.
29. The environmental and air quality harm would arise from an unacceptable and avoidable increase in traffic movement that would lead to an unacceptable diminution in air quality which would adversely affect the neighbouring SPA.

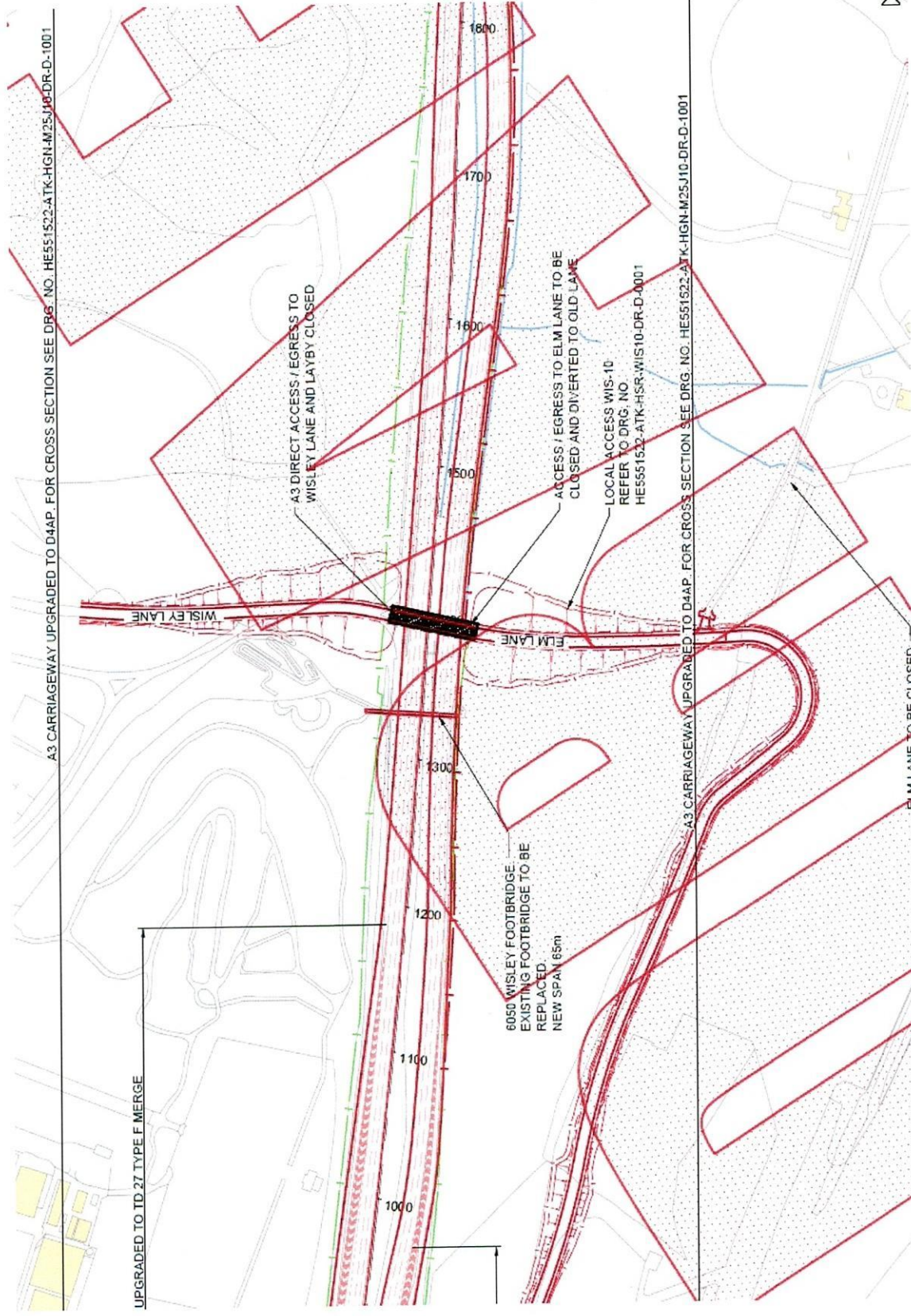
30. The RHS contends that the economic impact on the RHS's work both at its flagship garden Wisley and its national investment programme is potentially permanently at risk.
31. The RHS considers that the Habitat Regulations have not been complied with by not considering the RHS Alternative Scheme.
32. The ExA is invited to prefer the RHS Alternative Scheme proposed by the RHS at the consultation stage and it is suggested that the DCO Scheme be redesigned to accommodate these missing components for the benefit of the entire scheme.


Richard Max & Co LLP for and on behalf of the RHS

26 November 2019



ALN 11/10/01
A1 SUTTORIC



 the Traffic, Transport & Highway Consultancy		Drawing No	M16114-C-012A	Rev	.
		Date	26.11.2019	Rev Date	.
		Drawn By	WHS	Authorised	MH
				Scale	NTS
REGIONAL INVESTMENT PROGRAMME M25 J10 IMPROVEMENT EXTRACT FROM DRAWING: HE551522 - ATK - HGN - A3B - DR - D - 0002					