

## ExA Deadline 2 (18/12/19) - Responses to Questions

Q No.	Question to	Question	RHS Response
1.2.4	RHS	Please provide a copy of your March 2018 technical submission that you refer to in paragraph 10 of your RR [RR-024].	This document was attached as Appendix A to Written Representation - Ref documents <b>RHS/MH/1</b> and <b>RHS/MH/2</b> .
1.4.27	Applicant and RHS	What, if any, is the role of RHS Wisley in the management of the 'C2 Wisley Compensation Land' and how would this be managed and, if required, funded in the long-term?	The RHS estate extends beyond the garden itself to include most of Wisley Village east of the Wey and land adjoining the M25. This is actively managed by the Wisley Village Manager to support the charitable and financial objectives of the Society. Parts of this land are Common Land, where the charitable objectives of public access, stewardship and flora and fauna are important, with any commercial advantages if they can be achieved with good management in the long and short term, as RHS assets.
1.13.9	RHS	Please provide any daily traffic survey data that has routinely been collected or obtained in support of any submitted application(s) since 2015 for vehicles arriving and departing from RHS Wisley. This data, if available, should cover Mondays to Sundays, for the duration of the opening hours for RHS Wisley and should identify for both week days (i.e. Monday to Friday) and Saturdays and Sundays the peak flow times for arrivals/departures at RHS Wisley. If available please provide daily averages as well as data for special event days.	Traffic data is not routinely collected, however, in conjunction with a Transport Assessment (TA) undertaken by Motion Consultants on behalf of RHS (dated May 2016) to support applications for improvements and investment into the Garden [LPA Application Ref 16/P/00976] traffic information is available. The TA examines an estimated increase in visitor numbers (in part as a consequence of this investment) from 1 million to 1.4 million visitors per annum. The Motion TA is provided in <b>Attachment 1</b> and section 5 provides the most pertinent information. In addition to the TA, daily visitor numbers from 2015 to 2019 have also been provided by RHS. These are provided in <b>Attachment 2</b> . The first sheet shows the visitor data in chronological order and the second sheet ranks the 2016 and 2017 data (the years of surveys undertaken by HE for the DCO) by attendance.
1.13.10	RHS and SCC	In the light of the on-going plans to increase visitor numbers from 1.0 million to 1.4 million per year (the latter being referred to on page 30 of [APP-026]) what daily increase in daily vehicular movements to and from RHS Wisley has been planned for?	See response to 1.13.9 above. Also, as set out in Written Representations <b>RHS/MH/1 &amp; 2</b> and <b>RHS/JB/1</b> , based on more recent visitor forecasts, the projected 2024 demand is now expected to be 1,494,000 visitors per annum.
1.13.11	Applicant, SCC and RHS	Without south facing slips at the Oakham Park junction what would be the route or routes for vehicular traffic originating from the south and arriving at RHS Wisley or departing from RHS Wisley and having a southern destination? The responses to this question should include any routes being drawn on a map base.	This has essentially been answered by the Written Representation <b>RHS/MH/1 &amp; 2</b> . This includes links to graphical simulations of the respective journeys in each scenario (Existing, DCO Scheme and RHS Alternative Scheme). Additionally, diagrammatic plans showing the respective routes (for Existing, DCO Scheme and RHS Alternative Scheme) are contained in <b>Appendix A</b> of Written Representation <b>RHS/MH/2</b> (Appendices H, I and J of the March 2018 Report). However, as noted in the Representation, in practice, some of this traffic is expected to avoid the additional travel and route via the villages of Send and Ripley.

1.13.12	Applicant and RHS	What proportion of the visitors to RHS Wisley arriving by motorised vehicles originate from the south and currently use the left turn from the A3 into Wisley Lane?	As noted in <b>Appendix E</b> of Written Representation <b>RHS/MH/2</b> , the proportion of traffic originating from the south using the left turn from Wisley Lane onto the A3 Northbound is 37%.
1.13.13	Applicant and RHS	<p>a) For 2022 (i.e. the theoretical opening year for the Proposed Development) in the absence of south facing slips at the Oakham Park junction what additional distance, in vehicle kilometres and miles per year, would visitors arriving at and departing from RHS Wisley need to travel compared with the current situation?</p> <p>b) RHS is requested to explain how it has calculated its estimate for visitors to its gardens generating 2.7 million extra vehicle miles should the Proposed Development be granted consent [paragraph 5 of RR-024]. In doing that RHS should state whether the estimated figure of 2.7 million extra vehicle miles relates to current visitor numbers or to those arising from the planned visitor growth.</p>	<p>a) The 2.7 million figure was based on the pre-DCO version of the proposals and on the basis of the projected 1,400,000 visitors per annum. As noted above, for the purpose of the Written Representation <b>RHS/MH/1 &amp; 2</b>, this calculation has been updated to accord with the DCO Scheme and with 1,494,000 vpa (by 2024) in order to reflect the most recent projections. This results in a new saving of 3.3 million miles per annum saved when compared to the DCO Scheme.</p> <p>b) See above.</p>
1.13.14	RHS	What alternative garden destination(s) might potential visitors to RHS Wisley consider visiting if they thought that the proposed access arrangements were going to significantly increase their journey times and effect a decision as to whether or not to visit RHS Wisley?	Alternative Garden destinations would include Painshill Park, Kew Gardens, Wakehurst Place, Savill Garden, Claremont Landscape Garden, Winkworth Arboretum amongst others. Alternative locations for the facilities that the RHS also provide ( such as parking, visitor facilities, catering, walking and cultural engagement, as many visitors have a variety of needs) would include many National Trust locations such as Polesden Lacey, Hatchlands Park, Clandon House, Morden Hall Park, Runnymede and others. As there is such a wide choice in the area the sensitivity of disruption at Wisley is such that other locations are easily chosen.