



Application by Highways England for an Order Granting Development Consent for the M25 junction 10/A3 Wisley Interchange Scheme

Issue Specific Hearing 2: Transportation, environmental and socio-economic matters

Date/Time: Wednesday, 15 January 2020 at **10am** and continuing on Thursday 16 January 2020 at **11am**

Venue: The Mandolay Hotel, 36-40 London Road, Guildford, Surrey GU1 2AE

Purpose of Issue Specific Hearing 2 (ISH2)

ISH2 is being held for the following purposes:

- To enable the Examining Authority (ExA) to inquire into: the selection of the NSIP scheme; proposed access alterations and alternatives suggested by Interested Parties (IPs); traffic generation; and other transport issues;
- To review environmental considerations including matters arising from the application documentation and the written representations and responses relating to: air quality; Habitat Regulations and biodiversity; noise; trees and landscape impacts; the historic environment; and socio-economic effects; and
- To enable the ExA to review policy compliance with regard to the application documentation and written representations and responses.

Participation, conduct and management of ISH2

Invited Participants

The ExA would find it helpful if the following parties could attend this Hearing:

- Highways England (the Applicant), including representatives who can respond to the matters detailed in the agenda, and in particular questions concerning: the selection process for the NSIP scheme;

- traffic modelling; highway design standards (the requirements of the Design Manual for Roads and Bridges and any other highway design guidance); air quality for humans and within the Thames Basin Heaths SPA (the SPA); and Habitats Regulations implications;
- Surrey County Council (SCC)*, including representatives who can respond to questions concerning traffic modelling and highway design standards;
 - Elmbridge Borough Council (EBC)*;
 - Guildford Borough Council (GBC)*;
 - Natural England;
 - The RHS, including representatives who can respond to questions concerning traffic modelling; highway design standards; air quality; biodiversity and the Habitats Regulations; and socio-economic effects; and
 - Any other Interested Parties (IPs) with an interest in transportation, environmental and/or socio-economic matters.

* It would be of assistance to the ExA if the local authorities' representatives, either individually or collectively, include officers or advisors who can respond to the matters covered in the agenda.

However, this does not mean that other parties will not be able to attend and contribute. All IPs are invited to attend and make oral representations on the matters set out in the agenda, subject to the ExA's discretion, if they wish.

If you've not yet notified the case team (M25junction10@planninginspectorate.gov.uk) that you wish to participate and now wish to, then please do so by no later than **Tuesday 7 January 2020**. Participants may be legally represented if they wish, but the Hearing will be conducted to ensure that legal representation is not required.

Management and Conduct

Each IP is entitled to make oral representations at Hearings. However, this is subject to the ExA's power to control Hearings. The business of an ISH is limited to the matters identified in the agenda. Oral submissions on other subject matters or from persons who are not IPs may only be heard at the discretion of the ExA.

The venue will be open 30 minutes prior to the start of each day to enable a prompt start. Hearings will finish as soon as the ExA deems that all those present have had their say and all matters have been covered.

This agenda is for guidance only. It is not designed to be exclusive or exhaustive. The ExA may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient

time to each issue to allow proper consideration of them. Any lack of discussion of a particular issue at a Hearing does not preclude further examination of this issue.

Should the consideration of the issues take less time than anticipated, the ExA may conclude the Hearing as soon as all relevant contributions have been made and all questions have been asked and responded to. If there are additional matters to be dealt with or there are submissions that take a considerable amount of time there may be a need to continue the session for longer on the day. Alternatively, it may be necessary to prioritise matters and defer others to written questions.

The second day has a delayed start of **11am** to allow parties the opportunity to prepare following the discussions on the first day of the Hearing.

Hearing Guidance

Guidance under the Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010 provide that it is for the ExA to probe, test and assess the evidence through direct questions of persons making oral representations at Hearings. Questioning at the Hearing will be led by the ExA.

Cross questioning of a person giving evidence by another person will only be permitted if the ExA decides it is necessary to ensure representations are adequately tested or that an IP has had a fair chance to put its case.

The Hearing will run until all IPs have made their representations and responded to the ExA's exploration of the matters in accordance with the agenda. The following agenda is indicative and may be amended by the ExA. Furthermore, the ExA may wish to raise other matters arising from submissions and pursue questions during the course of the Hearing which are not on the agenda.

Agenda

- 1. Welcome, introductions, arrangements for the Hearing**
- 2. Purpose of the Issue Specific Hearing 2 (ISH2)**
- 3. Selection of the NSIP scheme, Access Alterations, Traffic Generation and other Transportation issues, including a review of policy compliance matters raised in the written representations and responses**

Alternative scheme options considered by the Applicant and alternative means of access suggested by IPs

- a) The ExA will ask the Applicant to provide a summary of the details of the 21 options considered prior to Option 14 being selected as its preferred option. Furthermore, the Applicant will be asked to provide an explanation of the process for assessing and discounting the various options.
- b) Access and associated security arrangements for Heyswood Campsite and Court Close Farm.
- c) Access arrangements for Painshill Park.
- d) Access arrangements for the former San Domenico Hotel site. To include consideration of any implications for complying with highway design standards stated in the Design Manual for Roads and Bridges (DMRB).
- e) Access arrangements at Elm Corner.
- f) The role that the potential provision of north facing slips at the Burnt Common junction, in association with the redevelopment of the former Wisley Airfield, would play in relieving existing and future traffic on the local road network.
- g) The RHS alternative scheme, i.e. retention of left turn out of Wisley Lane and provision of south facing slips at the Oakham Park junction/roundabout. To include consideration of any implications for complying with highway design standards stated in the DMRB and any other relevant guidance.

Levels of service - strategic and local road network capacity and safety and effects on non-motorised users

- h) Basis for establishing the 'Do-minimum' against which any benefits/dis-benefits of the 'Do-something' scenario have been assessed.
- i) Predicted peak hour traffic volumes joining the A3 from the M25 or joining the M25 from the A3 under the following scenarios:
 - 1) Do-minimum in 2022;
 - 2) NSIP as proposed in 2022 inclusive of RHS Wisley traffic, based on an anticipated visitor number of 1.35 million (figure taken from Table 1 of REP1-039); and
 - 3) NSIP as proposed in 2037 inclusive of RHS Wisley and anticipated Wisley airfield redevelopment traffic.

- j) The volume of traffic generated by visitors to RHS Wisley and the difference in the vehicle distance (mileage) travelled that would arise in getting to and from RHS Wisley were the NSIP scheme to be implemented.
- k) Adequacy of the traffic modelling for the effects of the NSIP scheme on the Local Road Network, including:
 - 1) the status of the validation for the junction modelling that has been undertaken by the Applicant; and
 - 2) The extent that the modelling that has been undertaken is subject to any omissions and errors.
- l) The effect of the Proposed Development on public transport and non-motorised users.

4. Air Quality

- a) With respects to any effects on humans and protected habitats and species, whether an appropriate range of emissions have been assessed.
- b) Whether the most appropriate guidance and modelling techniques for the assessment of air quality effects have been used.
- c) Whether the NSIP scheme would contribute to improving air quality in the area and support national policy relating to the improvement of air quality, including the consideration of any scheme effects attributable to changes in traffic flow rates and the means of powering the vehicle fleet.
- d) Review of policy compliance matters raised in the written representations and responses.

5. Habitats Regulations and Biodiversity

- a) Air quality considerations and the SPA, including an assessment of policy compliance matters raised in written representations and responses and the findings reached in the Statement to Inform Appropriate Assessment [APP-043].
- b) Future monitoring and management of the SPA compensation land and enhancement areas, and the replacement land.

6. Noise

- a) Measures to mitigate construction noise.
- b) Measures to mitigate operational noise.
- c) Review of policy compliance matters raised in the written representations and responses.

7. Historic environment

The impact of the Proposed Development on designated heritage assets and their settings, including a review of any policy compliance matters raised in the written representations and responses.

8. Tree and landscape and considerations

- a) The impact of the Proposed Development on trees and ancient woodland, to include consideration of how areas have been assessed as comprising ancient woodland and long-term management and monitoring.
- b) Lighting impacts.

9. Socio-economic matters

With respect to the Relevant and Written Representations received from the RHS consideration of the questionnaire design and conclusions drawn in the economic forecast contained in the Hatch Regeneris representation [REP1-039].

10. Discussion of the Applicant's proposed changes to the submitted application

11. Review of issues and actions arising

The ExA will review how and by when any actions placed on the Applicant or other IPs are to be met.

12. Next steps

13. Close of Hearing