

M25 junction 10/A3 Wisley interchange

TR010030

9.38 Statement of Common Ground with The Royal Horticultural Society

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M25 junction 10/A3 Wisley Interchange Improvement Scheme Development Consent Order 202X

9.38 STATEMENT OF COMMON GROUND WITH THE ROYAL HORTICULTURAL SOCIETY

Regulation Number:	Rule 8 (1) (e)
Planning Inspectorate Scheme Reference	TR010030
Author:	M25 junction 10/A3 Wisley interchange Project Team, Highways England

Version	Date	Status of Version
Rev 0	28 January 2020	Deadline 3

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) The Royal Horticultural Society.

Signed
Jonathan Wade
Project Manager
on behalf of Highways England
Date:

Signed.....
[]]
[Title]
on behalf of [The Royal Horticultural Society]
Date: []]

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the M25 junction 10/A3 Wisley interchange improvement scheme application ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to explain to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached on a number of substantive issues as at Deadline 3 of the examination. There may be further iterations of this SoCG as the examination proceeds.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) The Royal Horticultural Society.

2. Record of Engagement

- 2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and The Royal Horticultural Society (RHS) in relation to the Application is outlined in table 2.1.

Table 2.1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
13.04.2016	Meeting	A meeting was held between The RHS and Highways England. No official minute of the meeting was taken, though a Stage 1 presentation was given covering the project background, work completed to date and the scheme options for consideration.
22.08.2016	Meeting	A meeting was held between The RHS and Highways England. Owing to the age of these minutes they have not been appended and a summary is provided below. During the meeting it was collectively agreed that the current Wisley access, via Wisley Lane, was unsatisfactory from both a user and design perspective. This also applied to the egress from The RHS Wisley Garden car park. It was felt that any future access arrangement that encouraged RHS Wisley Garden visitors through Ripley Village would be unacceptable. The RHS raised concerns about air quality and noise and the discussions focused on the provision of the service road between Wisley Lane and Ockham Interchange. The RHS requested further information regarding traffic flow, noise, air quality and the location of the proposed Wisley Overbridge.
23.01.2017	Meeting	The various scheme options and the planned expansion of The RHS Wisley Garden's facilities were discussed. The RHS requested a possible departure from standards be considered in relation to the

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>Wisley Lane/A3 connection and stated they do not want to lose any land.</p> <p>The potential impacts of the scheme options on The RHS Wisley Garden were considered and The RHS did not give a preference on the scheme options presented during the meeting.</p>
06.02.2017	Letter	<p>A letter sent from The RHS to Highways England outlining their initial consultation response to the scheme. The RHS stated that ease of access to the A3 is vital and none of the options discussed at the 23 January 2017 meeting are appealing to the RHS.</p> <p>The RHS's preferred arrangement is to have south facing slip roads (on and off) at Ockham Interchange and to retain the Wisley Lane/A3 connection. A summary of The RHS's position on the scheme is also included.</p>
27.04.2017	Letter	<p>A letter sent from the Traffic, Transport and Highway Consultancy, on behalf of The RHS, to Atkins for Highways England.</p>
27.04.2017	Letter	<p>A letter sent from The RHS to Highways England.</p>
12.05.2017	Letter	<p>A letter detailing Highways England's response to The RHS's initial consultation response letter, dated 06.02.2017.</p> <p>The letter confirms the information shared with The RHS and gives reasoning as to why a departure from standards for the Wisley Lane/A3 connection would not be acceptable. The letter confirms retention of U-turns at Ockham Interchange as requested by The RHS.</p>
16.05.2017	Meeting	<p>The RHS's investment plans and key concerns, including land take, were discussed. The safety of the Wisley Lane/A3 connection was considered with The RHS suggesting a departure from standards in relation to its design.</p> <p>The scheme options being considered were presented by Highways England to The RHS as was the scheme programme. The RHS stated they will provide further feedback on the options presented and their primary objection is the removal of direct access to the A3 from Wisley Lane.</p>
06.06.2017	Meeting	<p>A scheme overview was given followed by further details on the developments of the Wisley Lane overbridge options. Highways England stated they are assessing the possibility of south facing slip roads, despite them being outside the scope of the scheme.</p> <p>The RHS reiterated their current position on the scheme which included no land-take and improved access/egress to The RHS's Wisley Garden.</p>
15.08.2017	Meeting	<p>Highways England provided a programme update to The RHS, covering both Stage 2 and 3 information. A specific focus on beginning Statements of Common Ground was discussed.</p> <p>The RHS alternative proposal, including the "left-out" and "skewed bridge" options, was discussed, alongside the arrangements for Ockham Interchange, Pond Farm and the Birchmere Scout Campsite.</p> <p>It was agreed to use GD04 as the starting template for this stage of design. The RHS maintain a high level of concern about land-take but welcome the level and frequency of present engagement.</p>
03.10.2017	Meeting	<p>Highways England's chief engineer attended this meeting and gave feedback, having reviewed both the scheme proposal and The RHS's alternative proposals in relation to the Wisley Lane access/egress, confirming the Wisley Lane overbridge is the safest</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>option and reiterating that safety is Highways England's primary concern.</p> <p>The RHS commented that removing the Wisley Lane/A3 connection would not improve the access to The RHS Wisley Garden as stated in the Highways England scheme objectives.</p> <p>Surrey County Council stated they did not have an opinion on either the Wisley Lane access or the Ockham Interchange south facing slip roads at this time. A subsequent discussion regarding the Ockham Interchange south facing slip roads ensued, with The RHS stating their preference, if there were to be only one, would be the north-bound slip road.</p>
11.10.2017	Letter	<p>A letter sent from The RHS to Highways England detailing The RHS's position in respect of the scheme prior to the Preferred Route Announcement. The letter also outlines The RHS's preferred scheme arrangements and compares the proposed Highways England scheme to The RHS's alternative proposals. The potential impacts upon The RHS Wisley Garden from the proposed scheme are also outlined.</p>
00.12.2017	Letter	<p>A letter sent from Highways England to The RHS requesting permission to access The RHS Wisley Garden site to carry out project surveys. The letter details why the land is required to be surveyed, who will undertake the surveys and the considerations for accessing the site.</p>
09.02.2018	Letter	<p>A letter sent from Highways England to The RHS notifying them of their intention to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) and as such, Highways England will be undertaking statutory pre – application consultation in February and March 2018.</p> <p>The letter includes information on the proposed scheme, DCO process and provides details on how to find out more or give feedback.</p>
21.02.2018	Letter	<p>A letter sent from Highways England to The RHS clarifying the printing errors on an enclosed brochure, sent with the letter dated 09.02.2018. Details on how to provide feedback to the consultation are also provided.</p>
26.03.2018	Letter	<p>A letter from The RHS to Highways England providing their response to the statutory pre-application consultation. The letter outlines The RHS's position on the scheme, including specific comments on the Wisley Lane access/egress and south facing slip roads at Ockham Interchange.</p> <p>The letter also includes a technical report prepared by the Traffic, Transport and Highway Consultancy, on behalf of The RHS. This report has not been appended in this Statement of Common Ground due to its size.</p>
17.07.2018	Meeting	<p>A scheme update was given by Highways England, covering the project progress since the close of the statutory pre-application consultation earlier in 2018. In particular, the updates to the Wisley Lane overbridge alignment, which is consistent with The RHS Wisley Garden's master car parking arrangements, were discussed.</p> <p>The RHS stated they support both a 30mph speed limit on Wisley Lane and public buses coming on site. The Traffic, Transport and Highways Consultancy, appointed by The RHS, have been looking at arrangements for buses to turn on The RHS Wisley Garden site.</p> <p>The RHS raised concerns over the temporary scheme works, with Highways England stating they wish to explore the possibility of</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		using some of The RHS Wisley Garden land as topsoil storage for the duration of the scheme construction.
13.11.2018	Letter	<p>A letter sent from Highways England to The RHS inviting them to respond to the targeted non-statutory consultation taking place in November and December 2018.</p> <p>The letter contains details on the scheme and scheme changes alongside the planning consent process and the potential impact upon The RHS Wisley Garden land. Information on how to respond to the consultation was also included.</p>
10.12.2018	Letter	<p>A letter sent from The RHS to Highways England containing their response to the targeted non-statutory consultation. The RHS express their disappointment at the lack of technical information and feedback shared by Highways England and details their concerns with the proposed scheme.</p> <p>The RHS discuss in greater detail their concerns on the Ockham Interchange, the Wisley Lane access/egress, the local bus stops, the M25 junction 10 interchange and the potential impacts on their land at Wisley Garden. The letter also summaries The RHS's overall position on the scheme.</p>
09.01.2019	Meeting	<p>Discussions around The RHS's responses to the statutory and non-statutory 2018 consultation occurred. A specific focus was given to the Wisley Lane/A3 connection and the Ockham Interchange south facing slip roads.</p> <p>Highways England confirmed they would provide a response to the technical report submitted by the Traffic, Transport and Highways Consultancy, on behalf of The RHS, in March 2018.</p> <p>A programme update was given, including information on the submission timeline of the Development Consent Order and the future programme of works. Tree surveys, tree planting and Special Protection Area land were also discussed.</p> <p>The RHS stated engagement to date had been good.</p>
16.01.2019	Meeting	<p>The meeting was focused on tree planting at The RHS Wisley Garden site and its potential impacts. The RHS stated they would consider some types of planting as acceptable, but also raised an issue with a particular land parcel which is used for overflow car parking and would thus not be suitable for tree planting, though margin planting could be considered. It was agreed that tree surveys will be arranged to take place at The RHS Wisley Garden.</p>
21.03.2019	Technical Note	<p>A technical note provided by Highways England to The RHS which focuses on safety, journey distances and journey times when travelling to The RHS Wisley Garden site through the proposed scheme layout.</p>
27.03.2019	Meeting	<p>A design update following the close of the targeted non-statutory consultation was given, including changes to the Special Protection Area land and the non-motorised user route adjacent to the A3.</p> <p>Notice was given that an additional targeted non-statutory consultation will be taking place in April and May 2019.</p> <p>The plans for the ground investigation (GI) work and site compound were discussed, with The RHS raising concerns about the location of the site compound off of Wisley Lane. It was agreed a separate meeting to discuss this further would be arranged.</p> <p>The RHS also stated they support the plans for designated funds in the M25 junction 10 area and are open to early discussions on land acquisition.</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
02.04.2019	Letter	A letter sent from Highways England to The RHS notifying them of the additional targeted non-statutory consultation in April and May 2019. The letter gave information on the consultation to date, the scheme changes and how to provide feedback.
05.04.2019	Letter	A letter sent from Richard Max and Co. on behalf of The RHS to Highways England regarding the ground investigation site compound. The letter outlines The RHS's concerns with the site location, the lack of notice and consultation and the potential disruption to The RHS Wisley Garden business. The letter requests further information be sent to The RHS on this topic.
12.04.2019	Letter	A letter sent from Highways England to Richard Max and Co., appointed by The RHS, responding to the letter dated 05.04.2019. This letter provides the information as requested by The RHS and gives a link to the project for further information.
15.04.2019	Letter	A letter sent from Richard Max and Co., on behalf of The RHS, to Highways England. The letter states that Highways England's letter dated 12.04.2019 gave a limited response, did not supply all of the information as requested by The RHS and some concerns raised had not been addressed. The letter reiterates the position of The RHS in respect of the overall scheme.
17.06.2019	Letter	A letter sent from Highways England to The RHS notifying them of the application to submit the project development consent order application to the Secretary of State for Transport. The letter contains details regarding the acquisition of land and early negotiations, agent fee reimbursement and how to obtain further information.
26.07.2019	Letter	A letter from Highways England to The RHS notifying them that the project development consent order application has been accepted for examination by the Planning Inspectorate. The letter contains enclosures of the Section 56 notice and a scheme location map, alongside links to view the accepted application and environmental statement online. The information also details how to submit a relevant representation for the scheme to the Planning Inspectorate.
30.07.2019	Meeting	An update on the development consent order (DCO) application, acceptance and pre-examination process was given. Highways England advised a complete set of the DCO documentation was available via the Planning Inspectorate's website. The RHS gave comments on the DCO plans and supporting documents, specifically mentioning that the information they had requested from Highways England had yet to be provided. The RHS stated their position remained that same as outlined in the March 2018 submission. The Ockham Interchange south facing slip roads and Wisley Lane access/egress were discussed, alongside non-motorised user routes and replacement land. The RHS also inquired as to the progress of the statement of common ground.
15.08.2019	Meeting	This meeting focused solely on land and land acquisition. The RHS Wisley Garden land plots were reviewed and discussed, as was the replacement land. The RHS requested ongoing dialogue on land matters with Highways England. Highways England's letter dated 17.06.2019 was discussed with The RHS raising concerns about the timing of the works on Mill

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>Lane, which is a secondary access route to their Wisley Garden site.</p> <p>Highways England explained the historic Common Land issues from the M25 construction are being resolved in parallel to this scheme.</p>
28.08.2019	Meeting	<p>The actions of the previous meeting (30.07.2019) were considered before discussions moved to the progression of Highways England's response to the technical report submitted in March 2018 by the Traffic, Transport and Highway Consultancy. The RHS specified individual points they would like addressed, including the Wisley Lane left out onto the A3 and the Ockham Interchange south facing slip roads.</p> <p>Land-take and statements of common ground were also considered. The development consent order representations and preliminary meeting were discussed, with The RHS stating they intend of attending the preliminary meeting.</p>
24.09.2019	Technical Note	<p>The technical note prepared by Highways England in response to the technical note, prepared by the Traffic, Transport and Highways Consultancy on behalf of The RHS, submitted in March 2018.</p>
26.09.2019	Meeting	<p>The design standards which should be applied in relation to the Wisley Lane/A3 junction were discussed and The RHS said they would like to have sight of the traffic flow plots from the traffic modelling.</p> <p>The alignment of the Wisley Lane overbridge was questioned by The RHS as it need not be "skewed" if the Wisley Lane left out onto the A3 is not being retained. South facing slip roads at Ockham Interchange were raised also.</p> <p>Highways England gave an overview of the development consent order examination process.</p>
06.11.2019	Meeting	<p>This meeting was cancelled following an email from The RHS stating it was no longer necessary.</p>
06.01.2020	Letter	<p>A letter sent from Highways England to The RHS inviting them to respond to our non-statutory targeted consultation on proposed scheme changes. The letter included details about the scheme and a link to view information about the scheme changes online. Details on how to respond were also included. A consultation brochure was included with the letter.</p>

2.1.1 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) The Royal Horticultural Society in relation to the issues addressed in this SoCG.

3. Issues

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
Traffic and transport, including traffic modelling and assessment of alternatives		
The strategic traffic model used by Highways England for the Scheme has been appropriately developed for the base year (2015)	Agree/disagree	Highways England to respond
The micro-simulation model used by Highways England for the Scheme has been appropriately developed for the base year (2015)	Agree/disagree	Highways England to respond
The forecasting methodology used by Highways England for the purpose of the traffic modelling exercise includes the appropriate proposed land use developments and other highway infrastructure and it has been implemented to Highways England standards.	Agree/disagree	No further action
The Highways England modelling as regards RHS traffic uses an event day (when RHS has more visitors than on a non-event day)	Agree/disagree	Highways England to respond
The results from the traffic modelling fairly represent the effects of the Scheme in terms of traffic issues as regards the SRN and the local highway network.	Agree/disagree	Highways England to respond

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
Although the traffic modelling assumes all traffic travelling to and from the gardens from the south travel via Ripley in reality some will travel via the SRN	Agree	No further action
Standards The highways design standard that applies to the "left out" from Wisley Lane as proposed by RHS is CD122	Agree/disagree	Highways England to respond
Standards The proposed left out is not compliant with standard CD122	Agree/disagree	Highways England to respond
Safety The Wisley Lane diversion will provide a safer access/egress to/from RHS Wisley than the existing one.	Disagree	Highways England to respond
Safety The Wisley Lane diversion will provide a safer access/egress to/ RHS Wisley than the "left out" proposed by RHS	Disagree	Highways England to respond
Effects on the Garden and the visitor experience		
Changes to journey distances and journey times to and from RHS Wisley as a result of the DCO Scheme	The changes in distances set out in tables 2-2 – 2.7 of the Transport Assessment Supplementary Information Report (APP-REP2-011) (columns 2 and 3) are AGREED as regards the following routes:	

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
	A3 north of Junction 10 M25 (CW) M25 (ACW) A3 South B2215 via Ripley	
Origin of RHS visitor traffic	The distribution of traffic to/from RHS Wisley (tables 2.2- 2.7, column 4 of the report) are AGREED based on the ANPR data used by Highways England	
Journey Times The journey times information in tables 2.8 and 2.9 of the report are agreed	Journey Times [Agree/Disagree] The journey times information in tables 2.8 and 2.9 of the report are AGREED	

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
Air quality matters		
Effect of revised RHS Wisley access arrangements on SPA	The parties DO NOT AGREE that the additional traffic traveling to/from RHS Wisley using the signposted route will not materially affect the SPA. (see REP1-041 paras 3.1-3.6, REP2-022 para 2.13)	
Methodology of air quality assessment as regards NOx concentrations	The parties DO NOT AGREE that NOx concentrations should have been included in the SiAA undertaken by Highways England (see REP1-041 para 3.8/ REP2-022 para 2.5)	
	The parties DO AGREE that NOx concentrations have been projected correctly by Highways England (see REP1-041 paras 3.9-3.11/ REP2-22, para 2.6)	
Inclusion of ammonia in SiAA	The parties DO NOT AGREE that ammonia should have been included in the SiAA undertaken by Highways England (see REP1-041, para 3.12/ REP2-022, para 2.7)	
Whether nitrogen deposition velocities used in assessment are correct	The parties DO AGREE that the nitrogen deposition velocities have been updated from that given in Highways England's DMRB HA207/07 guidance. The updated Highways	

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
	<p>England's calculations for nitrogen deposition (Ndep) levels are now correct, as shown in REP2-022 Appendix B.</p> <p>(see REP1-041, para 3.13/REP2-022, para 2.8)</p>	
Robustness of in-combination assessment for SiAA	<p>The parties DO NOT AGREE that the predicted Ndep levels will not materially affect the Special Protection Area</p> <p>(see REP1-041, para 3.13/REP2-022, para 2.8)</p>	<p><i>Highways England's position is that use of the do-minimum was appropriate (and was used).</i></p> <p>(see REP1-041, para 3.14, REP2-022, para 2.9)</p>
Effect of RHS access arrangements on CO2 emissions	<p>The parties DO NOT AGREE that the projected increase in traffic on account of the revised access to RHS in the scheme will not have a material effect on CO2 emissions</p> <p>(see REP1-041, para 5/REP2-022, para 3).</p>	
Air quality assessment methodology	<p>The parties DO AGREE that the air quality assessment by Highways England did assess the traffic accessing RHS through Ripley rather than the signposted route (REP1-041, para 5.1, REP2-022, para 4.1.1).</p>	

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
	<p>The parties DO AGREE that there are other receptors in Ripley which are closer to the kerb and would have a larger change in concentrations with the scheme (see REP1-041, para 5.3, REP2-022, para 4.2.2).</p>	
	<p>The parties DO AGREE that the measured NO₂ concentrations in Ripley have been between 29 and 34 µg/m³ in recent years (see REP1-041, para 5.4, REP2-022, para 4.3.1).</p>	
	<p>The parties DO AGREE that receptors in Ripley would be highly unlikely to exceed the national annual mean NO₂ objective with the scheme, even if the model is underestimating concentrations at receptors in Ripley (see REP1-041, para 5.4, REP2-022, para 4.3.2).</p>	
	<p>The parties DO AGREE on the need NOT to apply IAQM descriptors (REP1-041, para 5.5 and 5.6, REP2-022, para 4.4.1).</p>	

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
Biodiversity matters		
In-combination assessment	The parties AGREE that the in combination assessment with regards to air quality in the SiAA did include other plans and projects in the affected road network (ARN), and therefore did take other plans and projects into account.	
Effect of the Scheme on SPA qualifying species on account of nitrogen deposition	<p>The parties AGREE that the woodland separating the A3 and M25 from the heathland is a buffer and is not used by the SPA qualifying species for foraging or nesting</p> <p>The parties AGREE that, at the distance at which the heathland occurs, Highways England's calculations show negligible differences between the 'with Scheme' and 'without Scheme' nitrogen deposition rates</p>	
<p>The decision of the High Court in <i>Compton Parish Council v Guildford Borough Council [2019] EWHC 3242</i> is the most relevant and recent decision of the courts on the issue of the air quality impacts of development on a SPA</p> <p>Highways England's approach is consistent with the approach approved by the Court in the <i>Compton</i> case as regards air quality impacts and the SPA</p>		

Relevant issue	Current position as regards agreement between Highways England and RHS and reasons for any differences in views	Highways England's response or further actions being taken to address outstanding matters
Socio-economic matters		
Findings of RHS Hatch Regeneris report	The parties DO NOT AGREE that the survey work referred to in the Hatch Regeneris report provides a sound basis upon which to have carried out an economic analysis of the effects of the DCO scheme on RHS Wisley Gardens	
	The parties DO NOT AGREE upon the DCO Scheme Construction Phase scenario as set out in paragraphs 2.9 – 2.11 of the Hatch Regeneris Report.	
Economic impact of the Scheme on RHS Wisley	The parties DO NOT AGREE that there will be a significant negative economic impact of the DCO Scheme on RHS Wisley Gardens either during the construction of the Scheme or once the Scheme has been completed.	

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