

M25 junction 10/A3 Wisley interchange

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9.37 Statement of Common Ground with Surrey County Council

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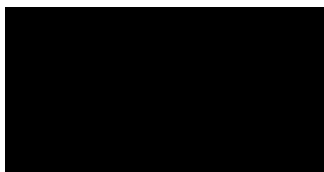
9.37 STATEMENT OF COMMON GROUND WITH SURREY COUNTY COUNCIL AS AT DEADLINE 5

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Rev 1	3 March 2020	Deadline 5
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Surrey County Council.



Signed.....

Jonathan Wade

Project Manager

on behalf of Highways England

Date: 03 March 2020

This statement has been approved by the Officers of Surrey County Council.

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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 proposed M25 junction 10/A3 Wisley interchange improvement scheme ("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 ("PA 2008").
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.
- 1.1.3 The SoCG covers the position as agreed with Surrey County Council (SCC) up to 3 March 2020, it supersedes that submitted at Deadline 3 [REP3-012]. Discussions will continue between Highways England and SCC on any outstanding matters, including matters relating to the DCO application changes submitted by Highways England at Deadlines 4 and 4a and accepted for examination on 27 February 2020. A final version of the SoCG will be submitted at Deadline 8 in accordance with the Examining Authority's timetable. Although the SoCG relates to the DCO examination period only, it is acknowledged that there will be a need for further agreement between the parties during detailed design and the execution of works.

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) Surrey County Council.

1.3. Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Surrey County Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Surrey County Council.

2. Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Surrey County Council 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)
Local Authority Liaison Meetings		
27.07.2018	Meeting	This was the first Local Authority (LA) Liaison Meeting, where all 3 LAs attended together. The DCO process and a list of DCO deliverables were discussed, with an action to send a comprehensive list to each LA. The LA responses to Statutory Consultation were discussed and it was agreed that Highways England would send Surrey County Council (SCC) and Guildford Borough Council (GBC) response letters. Speed limits and bus stop designs were discussed, with the action on SCC to provide written comments. SCC comments on the PIER were acknowledged by Highways England, with an action on Highways England to provide a response to Elmbridge Borough Council (EBC)'s PIER comments.
27.09.2018	Meeting	A scheme and programme update were provided. Drawings of replacement land would be shared with the LAs once available. It was agreed that once the PCF Modelling report was drafted, a modelling meeting would take place prior to Feltonfleet School liaison. Side road agreements were discussed, with the action on Highways England to provide further information to SCC. The proposed Targeted Consultation dates and content were discussed. Highways England agreed to share the consultation summary report which includes the regards table with all 3 LAs. The requirement for Planning Performance Agreement was discussed, with an action on all 3 LAs to respond to Highways England with a preferred option and business case.
16.11.2018	Meeting	A high-level overview of the scheme changes was provided, outlining the new alignment of the Wisley Lane overbridge through the airfield and summarising the conversations with RHS Wisley for changing the bus route to utilise the existing infrastructure. The moving of the NMU route from the south to the north side of the A3, the widening of the Old Lane left in/out and NMU route changes were justifiable in order to follow land contours. Changes to the M25 northbound slip lane, and the reduced J10 roundabout

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>elongation were discussed. Noting that Redhill bridge was now an NMU access only and there was the potential for a small amount of land for an NMU route near to Feltonfleet school. The small changes to obtain the correct amount of replacement land were discussed.</p> <p>GBC queried a section of SPA replacement land believed to be within the 400m buffer zone for Wisley Airfield. Noting that the airfield development programme is advanced and may take precedence over the M25 J10/A3 scheme. There was an action for Highways England to share CAD file of Red Line Boundary with GBC for further assessment to be undertaken.</p>
22.01.2019	Meeting	<p>A scheme update and revised programme was provided, with an expected DCO submission date of Spring 2019. A summary of the targeted consultation responses was presented, with 85% of the responses received from members and supporters of The Girl Guide Association.</p> <p>GBC expressed the desire to seek legal advice on adequacy of consultation, due to the small changes that had been made to the scheme that were not present in the targeted consultation materials.</p>
15.03.2019	Meeting	<p>An update of Design Fix 3.1 was presented, specifically: Heyswood Campsite NMU (route moved to the north side of the A3), Seven Hills road south, at the junction all movements are permitted from Seven Hills Road South, left turn only from Seven Hills Road and right turns are banned from the A245 Eastbound. This design improves the junction but does move some traffic to the Painshill roundabout. There are no additional noise/air quality impacts, thus the proposal is being taken forward. In addition, it was explained that the SPA replacement land field, near to Wisley Airfield, had been replaced by a field currently owned by RHS Wisley. RHS Wisley are willing to sell this land and discussions over acquisition will take place. This parcel gives the scheme enough land to meet the SPA compensation and mitigation land requirements.</p> <p>It was noted there was concern about the EBC emerging local plan, this parcel of land will be checked to ensure it is not within 400m of any proposed developments. An action for Highways England was set to check the land parcel is not within 400m of any proposed developments in the emerging EBC local plan.</p>
23.04.2019	Meeting	<p>The consultation changes at Seven Hills junction were discussed. Feltonfleet School (FFS) are keen to extinguish highway rights on Old Byfleet Road, which has been discussed and agreed by</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		<p>SCC, FFS and Highways England. Banning the right and straight-ahead movements from Seven Hills Road (North) allows a traffic signal stage to be removed, reducing congestion on the A245. The forecasting shows that removing these movements does not displace a significant number of vehicles, though it may have more of an impact on those living at the base of Seven Hills Road. Each of the Local Authorities received an issues log specific to their correspondence prior to this meeting. For the majority of points raised Highways England have provided a response, with the remaining responses being “in progress”. These logs show high level information which will provide the basis for the statements of common ground (SoCG).</p> <p>Highways England wish to hold a meeting with SCC to present a draft paper which concerns various scheme land parcels and their future maintenance. If possible, the paper will be released in draft for SCC to have early sighting. It was suggested that Surrey Wildlife Trust be invited as they are land managers for SCC.</p> <p>SCC asked if a councillor briefing wood be held post DCO submission. Highways England agreed that 3 separate presentations could take place.</p>
21.05.2019	Meeting	<p>A land management update and overview was provided, outlining Highways England’s approach to the environmental issues that need to be addressed. In view of the need to acquire and/or use land within the SPA for the purposes of the Scheme it is necessary, in order to protect its integrity as a SPA to enhance some land already in the SPA and also provide additional land to (in effect) form part of the SPA by way of compensation for that to be used. As the Scheme also includes land that is designated as common land and open space, replacement for this land also has to be provided. The ratios of land take and replacement were explained and that the ratios are based on discussions with key stakeholders (NE, RSPB, SWT) (for the SPA land) and precedent established on other schemes including the M25 in this location when it was built in the late 1970s/early 1980s (for the common land/open space).</p> <p>EBC raised concern over the proposed cyclists’ route alongside the A245 in terms of safety and segregation between motorists and cyclists. Highways England explained that this route was selected due to safeguarding issues at Feltonfleet School and to provide cyclists with a clear route and avoidance of steps, he acknowledges this did make the route slightly longer.</p>

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		It was agreed that all three LAs are to provide JW with some available dates to hold a presentation at an existing council planning meeting. GB suggested once the DCO submission has occurred he could schedule a Q and A session with councillors.
24.07.2019	Meeting	An update was provided on: the DCO application, the Project, commuted sums, PPA, land management workshop & councillor presentation. SCC stated that they had concerns regarding the lack of detail in the Road Safety Audit and agreed to provide feedback in due course.
26.09.2019	Meeting	<p>SCC were the only LA in attendance; however, the minutes were sent to all LAs.</p> <p>Topics covered included</p> <ul style="list-style-type: none"> • Way forward with SCC SoCG and the inclusion of the Relevant Representations. • Commuted Sums update. • Land Management update, and agreement for SCC to share existing management contract with HE Legal. <p>Common Land, history and way forward.</p>
29.10.2019	Meeting	<p>All 3 LAs were in attendance.</p> <p>Topics covered included:</p> <ul style="list-style-type: none"> • Way forward with SoCG approach for all 3 LAs, using headings from Rule 6 Letter. • Design changes under BBA. <p>Arranging further meetings with each LA to review draft SoCGs.</p>
19.07.2019	Briefing Pack for Wider SCC Councillors & Woking Councillors	Scheme & DCO Update for those who could not attend the Councillor Presentation session on 23.07.2019
23.07.2019	Presentation and Q&A	Scheme & DCO Update with Q&A session.
03.12.2019	Meeting	<p>Sent apologies and received the minutes. Key topics covered included:</p> <ul style="list-style-type: none"> • Painshill Park and Surrey Fire and Rescue – Engagement • Green Bridge Update • Side agreement update • HE and SCC collaboration on ExA written questions <p>SoCG approach and programme</p>
Technical Meetings		
28.06.2018	Meeting	Local Road Interaction & Modelling.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
01.11.2018	Workshop	Seven Hills Road Workshop.
01.11.2018	Meeting	Land Acquisition.
01.11.2018	Meeting	Traffic Modelling.
01.02.2019	Meeting	Replacement and SPA compensation land.
15.02.2019	Meeting	Traffic Modelling.
25.02.2019	Meeting	Highways classification.
12.03.2019	Meeting	M25J10 Scheme Structures.
20.03.2019	Meeting	Drainage consent.
09.05.2019	Workshop	Traffic Management Plan.
08.07.2019	Workshop	SPA & Replacement Land Management 1.
19.08.2019	Workshop	SPA & Replacement Land Management & review of issue logs 2.
15.10.2019	Meeting	Land Acquisition
10.10.2019	Meeting	Cultural Heritage Impacts
29.10.2019	Meeting	SCC SoCG (Meeting 1) Devised a way forward on content and layout. It was agreed that SCC would send their key issues to HE, and the SoCG would use the same headings as used in the Rule 6 Letter.
29.10.2019	Workshop	SPA & Replacement Land Management & review of issue logs 3. Mostly a discussion regarding legal agreements between HE and SCC, and cost and responsibilities of future ecological maintenance.
11.12.2019	Workshop	Traffic Management Plan & Traffic Modelling
17.01.2020	Meeting	SCC SoCG (Meeting 2) Discussed the draft propositions, confirmed areas of agreement, disagreement and under discussion, progress of the side agreement
23.01.2020	Meeting	Painshill Park Access A meeting between Surrey Fire and Rescue Service, Painshill Park and Highways England to discuss access issues.
24.01.2020	Meeting	SCC SoCG (Meeting 3) Discussed the draft propositions, confirmed areas of agreement, disagreement and under discussion.
10.02.2020	Meeting	SCC SoCG (Meeting 4) Discussed traffic modelling, road safety, visibility splays, highways and environment side agreements and dDCO.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
14.02.2020		SCC SoCG (Meeting 5) Discussed issues relating to Ripley and outstanding traffic matters yet to be agreed.
17.02.2020	Meeting	SCC SoCG (Meeting 6) Discussed the environmental side agreement and outstanding environmental related matters yet to be agreed.
18.02.2020	Meeting	Collaborative traffic management approaches
24.02.2020	Meeting	SCC SoCG (Meeting 7) Discussed SoCG to be submitted at Deadline 5, side agreements and outstanding matters.
Shared Documentation (not including Consultation materials, listed above)		
09.10.2017	Email	Informal information on the SOCC approach.
25.01.2018	Email	Letter informing of the inclusion of J10-16 smart motorways programme.
02.02.2018	Email	Statement of Community Consultation.
04.10.2018	Email & Post	Highways England response to the public consultation on the M25 junction 10 /A3 Wisley interchange scheme dated 23 March 2018.
25.10.2018	Email	Results from the surveys of HGV layby usage, this is part of the scheme design.
12.10.2018	Email	Highways England response to SCC/GBC/EBC statutory consultation submissions.
25.10.2018	Email	An advance draft of the Highways England traffic forecasting report. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
25.10.2018	Email	An advance draft of the Highways England Operational Report was shared. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
31.10.2019	Email	A document showing links and nodes (peak flows), including vehicle and PCU flows with all scenarios shown was shared. Feedback was provided during the meeting. Further feedback was provided at the technical meeting on 2/11/18. In which further questions were asked by SCC.
12.11.2018	Email	The notification of development safeguarding letter and PDF was shared. Drawings are to include the land acquisition requirements of the scheme and the area to be safeguarded ahead of development. Feedback was not required.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
		Planning authorities are required to include the detail in planning searches.
15.11.2018	Email	Red line boundary comparison drawings of design fix 3 vs design fix 2. This was for information only.
16.11.2018	Email	Strategic transport model package.
16.11.2018	Email	DCO works plans.
16.11.2018	Email	DCO draft work and requirements schedules 1- 4.
29.11.2018	Email	DWG of Route protection plan.
20.12.2018	Email	A draft DCO Statutory Document was issued for SCC review and comments.
20.12.2018	Email	Response to SCC modelling questions.
25.01.2019	Email	Scheme papers for the 4 NMU routes near J10.
05.02.2019	Email	A1 scheme plans.
15.02.2019	Email	SCC cut of BoR, SoR and acquisition/temporary possession schedules
15.02.2019	Email	Full suite of land and works plans.
21.02.2019	Email	Speed limit, rights of way and scheme layout plans.
11.03.2019	Email	Road Safety Audit and designer's response.
26.03.2019	Email	Drainage DIS Appendix.pdf and Drainage Strategy Report.pdf and the M25 J10 - Drainage Design.pdf
26.03.2019	Email	Flood Risk Assessment.pdf.
26.03.2019	Email	Green Bridge Feasibility Report 1.pdf, Green Bridge Feasibility Report 2.pdf, Green Bridge Feasibility Report 3.pdf, Green Bridge Feasibility Report 4.pdf, and M25 J10 Green Bridge Feasibility Study.pdf.
26.03.2019	Email	Speed Limits and Traffic Regulations Plan-Wisley Lane.pdf.
27.03.2019	Email	GIS files in relation to traffic modelling.
12.03.2019	Email	Road Safety Audit.
01.04.2019	Email	Draft of Structures Schedule
03.04.2019	Email	General Arrangement Drawings.
16.04.2019	Email	Draft DF3.0 Transport Assessment.
08.05.2019	Email	Draft DCO Schedule 3.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
16.05.2018	Email	Traffic Management Plan workshop presentation (alongside minutes).
17.05.2019	Email	Draft of Issues Log.
24.05.2019	Email	Draft DCO Schedules and suite of work plans (Work Plans, Streets, Rightsof ways, Access plans, Traffic speeds, Traffic regulations plans, Scheme layout plans and Temporary works plans.
28.05.2019	Email	Response letter to SCC's comments on the Road Safety Audit.
05.06.2019	Email	Draft Transport Assessment with Highways England letter responding to SCC's comments on a previous draft of the Transport Assessment.
13.06.2019	Email	Land Plans and response to SCC's comments on the draft DCO Schedules sent previously.
23.07.2019	Email	A briefing (based on the councillor presentations 23 July 2019) on the scheme update, to be shared amongst Woking and Surrey Councillors who could not attend the presentations.
30.07.2019	Email	A selection of DCO hard copy drawings. Drawings only, and not the entire documents of 2.1 – 1 page of drawings 2.3 – 32 pages of drawings 2.4 – 32 pages of drawings 2.5 – 33 pages of drawings 2.7 – 10 pages of drawings 2.8 – 35 pages of drawings
27.11.2019	Email	Early oversight of the documentation that HE submitted to Examining Authority (ExA)
10.12.2019	Email	Draft Statement of Common Ground (First Draft)
17.12.2019	Email	RHS Wisley Data
19.12.2019	Email	Documentation submitted to ExA for Deadline 2
08.01.2020	Email	Consultation Land Plans
10.01.2020	Email	Traffic technical note of A245 Eastbound Changes
14.01.2020	Email	Draft Highways Agreement
17.01.2020	Email	Draft plan showing intended maintenance responsibilities
22.01.2020	Email	Draft Statement of Common Ground (Second Draft)
29.01.2020	Email	Documentation submitted to ExA for Deadline 3

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
04.02.2020	Email	Statement of Common Ground Outstanding Matters
06.02.2020	Email	Local Model Validation Report
07.02.2020	Email	Draft Environmental Agreement
12.02.2020	Email	Documentation submitted to ExA for Deadline 4
13.02.2020	Email	Link/reference to DMRB
20.02.2020	Email	Outstanding information requirements/actions
20.02.2020	Email	Outline for Archaeological Management and Mitigation Strategy (AMMS)
21.02.2020	Email	Updated draft highways agreement
21.02.2020	Email	Updated draft environment agreement
24.02.2020	Email	Plan of Maintenance Access
27.02.2020	Email	Updated draft SoCG
27.02.2020	Email	Response to queries re 2022 DM traffic flows - Ripley

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Surrey County Council in relation to the issues addressed in this SoCG.

3. Table of issues and matters to be agreed

3.1.1 The list below states the relevant examination documents used in Table 3.2.

Table 3.1: Examination Documents

Examination Reference	Document Title
APP-002	Highways England 1.2 Introduction to the Application and Scheme Description
APP-012	Highways England 2.8 Scheme Layout Plans (Sheets 1-10 of 31)
APP-014	Highways England 2.9 Engineering Drawings and Sections
APP-015	Highways England 2.10 Temporary Works Plans
APP-043	Highways England 5.3 Habitats Regulations Assessment Stage 3-5
APP-049	Highways England 6.3 Environmental Statement (Chapters 1-4)
APP-050	Highways England 6.3 Environmental Statement Chapter 5: Air Quality
APP-136	Highways England 7.4 Transport Assessment Report
AS-002	Highways England Additional Submission – Applicant’s response to s51 advice – 2.2 Land Plans (Revision 1)
RR-004	Surrey County Council Relevant Representations
REP1-009	Highways England Deadline 1 Submission – 9.12 Applicant’s Comments on Relevant Representations
REP1-010	Highways England Deadline 1 Submission – 9.13 Traffic Forecasting Report
REP1-020	Surrey County Council Deadline 1 Submission – Written Representation
REP2-002	Highways England Deadline 2 Submission – 3.1 Draft Development Consent Order (Revision 1)
REP2-005	Highways England Deadline 2 Submission – 7.3 Register of Environmental Actions and Commitments (Revision 1)

Examination Reference	Document Title
REP2-011	Highways England Deadline 2 Submission – 9.16 Transport Assessment Supplementary Information Report
REP2-013	Highways England Deadline 2 Submission – 9.18 Applicant’s Response to Written Questions
REP2-014	Highways England Deadline 2 Submission – 9.19 Applicant’s Comments on Written Representations
REP2-023	Highways England Deadline 2 Submission- 9.28 Revised draft Development Consent Order Deadline 2 (Tracked Changes)
REP2-045	Surrey County Council Deadline 2 Submission – Response to Examining Authority’s First Written Questions
REP2-047	Surrey County Council, Elmbridge Borough Council and Guildford Borough Council Deadline 2 Submission – Joint Council Local Impact Report
REP3-007	Highways England Deadline 3 Submission – 9.32 Applicant’s comments on Joint Local Impact Report (Rev 0)
REP3-008	Highways England Deadline 3 Submission – 9.33 Applicant’s comments on IP responses to Examining Authority’s First Written Questions (Rev 0)
REP3-012	Highways England Deadline 3 Submission – 9.37 Statement of Common Ground with Surrey County Council (Rev 0)
REP3-036	Surrey County Council Deadline 3 Submission – Annex A – Key points from Surrey County Council’s oral statements made at the Issue Specific Hearing 2 (ISH2)
REP3-038	Surrey County Council Deadline 3 Submission – Annex C – Strategic Highway Assessment Report for Guildford Local Plan
REP3-039	Surrey County Council Deadline 3 Submission – Annex D – Strategic Highway Assessment for Guildford Local Plan: Burnt Common/Ripley
REP3-063	Painshill Park Trust Ltd Deadline 3 Submission – Response from Central Command, Community Safety and Risk Reduction, Surrey Fire and Rescue Service
REP4-006	Highways England Deadline 4 Submission – 9.52 – Applicant’s comments on Surrey County Council’s Deadline 3 submission

Examination Reference	Document Title
REP4-048	Surrey County Council Deadline 4 Submission – Responses to Highways England’s comments on the Joint Council’s Local Impact Report

Table 3.2 Statement of Common Ground (SoCG) Between Highways England and Surrey County Council (SCC) Table of Issues/Matters to be Agreed -Version as at 3 March 2020

3.1.2 Table 3.2 has been discussed with the SCC and this Interim Statement is the agreed version as at 3 March 2020.

SoCG Reference Number	Relevant examination document	Relevant Issue	Current position as regards agreement between Highways England and Surrey County Council and reasons for any difference in views	Highways England's response or further actions being taken to address outstanding matters
1.0 DRAFT DEVELOPMENT CONSENT ORDER (dDCO)				
1.1 dDCO articles & associated schedules				
1.1.1	REP2-047 (paras DCO3, DCO6 and DCO7)	Article 2 of the dDCO. The definitions and interpretation provided within article 2 of the dDCO is appropriate for the Scheme.	<p>Under discussion.</p> <p>SCC states that it has a number of queries in relation to the term 'maintain'. It comments that there is no timescale provided for the length of these powers and queries whether these powers remain in force for elements of the Scheme proposed to be transferred to SCC under article 12.</p> <p>Highways England has responded to SCC's original concerns set out in the Local Impact Report about the definition of maintain being too broad and how the inclusion of the words 'provided such works do not give rise to any materially new or materially different environmental effects' within the definition serve to limit the powers being sought. (See Highways England's response on this matter in REP3-007 – comment on DCO3 on page 30 and in REP3-008 at item 1.15.4 on page 21).</p> <p>As to SCC's new point above about the length of the powers, Highways England confirms that the powers in the draft Development Consent Order (dDCO) are not time limited unless where specifically provided for in the dDCO. Where the term 'maintenance period' is used in the dDCO in respect of the Undertaker's obligations, this is time limited and defined in each relevant article (such as article 33) or provision (such as in the protective provisions of Part 4 of Schedule 9 of the dDCO).</p> <p>Highways England is not aware of any other outstanding queries from SCC as regards this matter or any reason as to why this matter cannot now be agreed.</p>	Highways England will continue to engage in discussions with SCC to seek agreement on the definitions used in the draft Development Consent Order (dDCO), however as at Deadline 5 Highways England is not aware of any outstanding matters with SCC.
1.1.2	RR-004 (para 2.5.1)	Article 3 of the dDCO. The disapplication of s.23 of the Land Drainage Act 1991 and any byelaws made under s66 of the Lane Drainage Act 1991 is appropriate.	<p>Under discussion.</p> <p>SCC's agreement would be subject to the wording of the protective provisions contained in Part 4 of Schedule 9 of the dDCO being agreed. (see 1.3.1 below).</p> <p>A revised set of protective provisions currently under discussion is provided in Part 4, Schedule 9 of the amended dDCO being submitted to the Examining Authority (ExA) by Highways England at Deadline 5.</p>	Highways England is continuing to engage in discussions with SCC regarding the wording of the drainage protective provisions and the position as regards agreement on these will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable. See issue 1.3.1 below.
1.1.3	N/A	Article 6 of the dDCO. The provisions of article 6 which relate to the maintenance of drainage works are appropriate.	<p>Under discussion.</p> <p>SCC has now clarified its concerns. It considers that article 6 should make the Undertaker responsible for the maintenance of drainage on any land subject to temporary possession.</p> <p>Highways England acknowledges SCC's newly made point and will discuss this with SCC. However, it notes that the wording of article 6 is standard in most made DCOs for Highways England's schemes and is therefore well precedented. It also notes that as article 6 is not specifically limited to land</p>	Highways England will discuss this newly raised concern with SCC and will update the ExA as to the outcome of these discussions in the next version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable.

SoCG Reference Number	Relevant examination document	Relevant Issue	Current position as regards agreement between Highways England and Surrey County Council and reasons for any difference in views	Highways England's response or further actions being taken to address outstanding matters
			subject to temporary possession, if SCC has specific concerns that need to be addressed, provision in a side agreement may be the most appropriate mechanism. See issue 1.5.2 below for further information on discussions on side agreements.	
1.1.4	REP2-047 (para DCO4)	Article 9 of the dDCO. The provisions of article 9 which relate to consent to transfer benefit of order are appropriate.	Agreed.	
1.1.5	REP1-020 (paras 5.1.4.2 and 10.1) and REP2-047 (paras 7.11.4 and 7.11.5 and DCO5)	Article 11 of the dDCO. The provisions of article 11 as regards streets and the application of the New Roads and Street Works Act 1991 are appropriate.	<p>Not agreed.</p> <p>SCC considers that the South East Permit Scheme (should be referenced in the DCO. See issue 1.1.16 below and paragraph 10.1 of SCC's written representation REP1-020.</p> <p>As set out in REP2-014 (comment on REP1-020-89 on page 52) and in REP3-007 (see comment on paragraph 7.11.4 of the LIR on page 18), Highways England is concerned that the incorporation of the South East Permit Scheme into the DCO would have the effect of introducing a further consenting process that could create procedural obstacles or delay the implementation of two nationally significant infrastructure projects. It remains Highways England's position that a side agreement would provide for a more proportionate arrangement for the Scheme. Highways England is therefore engaging in discussions with SCC on suitable provisions within a side agreement to ensure collaboration on programming the works etc.</p> <p>Paragraph 7.11.5 of the Local Impact Report [REP2-047] also refers to the inclusion of a lane rental scheme within the DCO. Highways England is concerned about the implications of this and considers that bespoke side agreement would provide a more effective mechanism for agreeing how works should be co-ordinated.</p> <p>Highways England's response on this point is set out REP3-007 (see comment on para 7.11.5 of the LIR on page 19). In summary, as SCC has yet to bring a lane rental scheme in to force, it is not appropriate for reference to be made to it in the DCO. In any event, Highways England is unclear as to whether the lane rental would be applicable and considers that arrangements for collaboration can be better addressed through a side agreement between Highways England and SCC. Discussions on this agreement are continuing.</p>	Highways England is in discussions with SCC on the terms of a separate side agreement intended to address a number of issues, including collaboration between Highways England and SCC on the programming of construction works. The position as regards this agreement will be confirmed in the next version of this SoCG to be submitted at Deadline 8. See issue 1.5.1 below.
1.1.6	RR-004 (Paras:1.3 2.3.4.2 2.5.3 2.5.4 2.6.1 2.6.2 2.6.4 2.6.5 2.8.2 3.1.1 3.1.2 3.1.3)	Article 12 of the dDCO. The provisions of article 12 are appropriate for providing for the future maintenance of streets forming part of the local highway network.	<p>Under discussion.</p> <p>SCC is concerned about the lack of clarity as regards elements that it would be expected to maintain. SCC also considers that provision should be made either within the wording of the dDCO as protective provisions for the Highway Authority or in a separate side agreement to address the following:</p> <ul style="list-style-type: none"> ▪ The arrangements for SCC's involvement in the finalisation of the detailed designs or other technical matters relating to proposed highway works and associated drainage or other works affecting SCC assets, ▪ The agreement of road safety audits; ▪ the reimbursement of SCC's reasonable costs in this regard; ▪ Clarity on the meaning of 'unless otherwise agreed' as used in article 12(1) and a requirement to include a similar provision within article 12(3); ▪ indemnifying SCC against certain claims which may be made against it during the construction works; ▪ provision for the operation of the South East Permit Scheme; 	Highways England is discussing the terms of a separate side agreement with SCC to address these matters. The position as regards this agreement will be set out in the final version of this SoCG at Deadline 8. See also issue 1.5.1 below.

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	3.1.4 4.1.1.2 5.1.1.1 5.1.1.2 5.1.1.6 5.1.2.1 5.1.2.2 5.1.2.3 5.1.2.4 5.1.2.5 5.1.2.6 5.1.2.7 5.1.3.1 5.1.3.2 5.1.3.3 5.1.3.4 7.4 7.7) and REP2-047 (paras 7.11.1 to 7.11.7 and SCC2 and DCO6)		<ul style="list-style-type: none"> ▪ protective provisions for the benefit of SCC relating to works affecting SCC assets and making good any damage/defects; ▪ the mechanism for agreeing which elements of the works are to be maintained by SCC in the future; ▪ Asset handover arrangements, including the inspection and testing of the works and making good defects; and ▪ Provisions to address the additional financial maintenance burden on SCC as a result of the Scheme, including the payment of commuted maintenance sums. <p>SCC has reiterated its concerns about the need for protective provisions in its written representation [REP1-020] and in [REP1-019] requests that the words 'unless otherwise agreed with the local street authority' be added into article 11(3). Highways England has made these amendments to the draft DCO [REP2-023].</p> <p>Highways England does not consider it necessary to include protective provisions for the benefit of SCC as local highway authority because other statutory provisions exist for a relevant highway authority to recover costs for repairing damage or for the recovery of expenses if it can be demonstrated that the Scheme would give rise to extraordinary traffic flows, which Highways England does not consider would be the case (see also REP2-14 – comment on REP1-020-6 on page 23).</p> <p>SCC has also requested that the title of this article be expanded to cover 'and other structures'. Highways England is therefore amending the title of article 12 of the dDCO to this effect and will amend the wording in 12(1) to make responsibility for maintenance of structures more explicit. An amended version of the dDCO is being submitted to the Examination by Highways England at Deadline 5.</p> <p>The matter of commuted sums is addressed at 1.5.3 below.</p>	
1.1.7	RR-004 (para 2.3.8.2)	Article 12 of the dDCO and Work No. 18(a). As Highways England maintains the existing signals at the Painshill junction, Highways England will accept responsibility for the future maintenance of the new signalised crossing on the A3 southbound on-slip at the A3/A245 Painshill junction (work no. 18(a)). This will be confirmed in a side agreement between Highways England and SCC.	<p>Agreed.</p> <p>SCC's agreement is subject to confirmation of this being included with the side agreement.</p> <p>SCC has requested that Highways England adopt a Collaborative Traffic Management approach with the County Council.</p> <p>Highways England will accept responsibility for the maintenance of the new signalised crossing in REP2-014 (see confirmation of this in comment on REP1-020-51 on page 41).</p>	Provision is being made within a separate side agreement between Highways England and SCC, to provide assurance on this matter. The position as regards this agreement will be confirmed in an update to this SoCG at Deadline 8.
1.1.8	RR-004 (para 2.3.3.3) and REP2-047 para 7.2.2.2	Article 12 of the dDCO and Work No. 31. Under article 12, SCC will retain responsibility for the future maintenance of the improved A3 Ockham Park junction, and the B2215 and B2039 where they tie into the improved junction, including all associated new signals and signage, drainage and landscaping.	<p>Not agreed.</p> <p>SCC consider that the new traffic signals, should be maintained at the expense of Highways England, reflecting the approach currently adopted for the signals at the A3/A245 Painshill junction and other M25 junctions such as Junction 8.</p> <p>Highways England considers that as this junction currently forms part of the local road network, its future maintenance should remain the responsibility of SCC as local highway authority in its entirety and that there is no reasonable justification as to why Highways England should be responsible for the future operation and maintenance of the new traffic signals. The purpose of the traffic signals is primarily to regulate the flow of traffic joining the Ockham Park junction from the local road network. See Highways England's response on this matter in REP2-014 (comments on item REP1-020-49 on page 41).</p>	

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			See comments at item 1.5.3 below for Highways England's position as regards the payment of commuted maintenance sums.	
1.1.9	RR-004 (paras 2.3.4.2 5.1.1.4 5.1.1.5 2.6.1)	Article 12 of the dDCO and Work No. 33. Under article 12, SCC will become responsible for the future maintenance of the Wisley Lane Diversion (Work No. 33) including its tie-in with the existing Wisley Lane carriageway, together with associated earthworks, the Stratford Brook underbridge, the highway surface on the Wisley Lane overbridge structure and all associated drainage, landscaping and fencing.	Under discussion. SCC consider that this work should be subject to the payment of a commuted maintenance sum for the works and excluding the highway surface on the Wisley Lane Overbridge, which SCC considers should be maintained by Highways England as part of the overall structure. SCC has requested further clarification as regards the future maintenance of the Stratford Brook underbridge and culvert. Highways England considers that the drafting of article 12(3) as regards the maintenance of any new overbridge and its associated highway surface is appropriate and is consistent with other made DCOs for Highways England schemes. See Highways England's response on this issue in REP2-14 (comment on REP1-020-50 on page 41). See comments at item 1.5.3 below for Highways England's position as regards the payment of commuted maintenance sums.	Highways England is engaging in further discussions with SCC on the terms of a separate side agreement on highway matters and on the arrangements for the future maintenance of the Wisley Lane Diversion and structures carrying the new road over Stratford Brook.
1.1.10	RR-004 (paras 3.1.2 and 5.1.1.2) REP2-047 para 4.9.2	Article 12 of the dDCO and Work No. 35. Under article 12, SCC will become responsible for the future maintenance of the proposed new bridleway between Wisley Lane and Seven Hills Road (Work No. 35), including the highway surface on the replacement Cockcrow Bridleway Overbridge (excluding the green verge), the highway surface on the new Sandpit Hill Bridleway Overbridge and the highway surface on the new Redhill Bridleway 12 Overbridge.	Under discussion. SCC considers that this work should be maintained by Highways England as it considers it a replacement facility for the closure of the existing cycle path/footpath that runs alongside the A3 and which is currently maintained by Highways England. In SCC's view, the rights of way network have never, and should not in the future, include strategic routes such as Trunk Roads and their associated infrastructure. SCC consider that the infrastructure necessary to carry non-motorised users along the A3 corridor should be defined as being part of the A3 Trunk Road network, not part of SCC's public rights of way network. SCC considers that there is no justification to pass the future permanent maintenance of this element of the HE network onto the local highway authority. Highways England considers that responsibility for the maintenance of this route, as with other public rights of way should fall with the relevant local highway authority. The approach provided for in the dDCO is consistent with other made DCOs in this regard. See Highways England's earlier responses on this matter in REP2-014 (comment on REP1-020-48 on page 40) and in REP3-047 (comment on NMU1 on page 23).	Highways England is engaging in further discussions with SCC on the terms of a separate side agreement on highway matters and on the arrangements for the future maintenance of the proposed new Bridleway. The outcome of these discussions will be set out in the final version of this SoCG which is to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.
1.1.11	RR-004 (para 7.7) and REP1-047 para 4.4.12	Article 12 of the dDCO and Work No. 35(b). As a 'non-standard' highway feature, it is appropriate that Highways England should be responsible for the maintenance and long-term management of the green verge proposed on the replacement Cockcrow Overbridge, should designated funds be secured for this element of the works.	Agreed. Subject to confirmation of this in the side agreement, SCC agree that HE should be responsible for the maintenance and long-term management of the green verge. Highways England has confirmed that it will accept responsibility for the future maintenance of the green verge in REP2-014 (see its comment on REP1-020-57 on page 42) and in REP3-007 (see comment on para. 4.4.12 of the LIR on page 6).	Provision is being made in a separate legally binding environment side agreement between Highways England and SCC to provide assurance on this matter. The position as regards this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8. See issue 1.5.2 of this SoCG below.
1.1.12	RR-004 (para 3.1.5)	Article 13 and Parts 3,4 and 8 of Schedule 3 of the dDCO. The classification of highways/roads (as shown on the Streets, Rights of Way and Access Plans (APP-008) and as described in Schedule 3 (Parts 3 and 4) of the dDCO) is appropriate.	Agreed.	
1.1.13	RR-004 (paras 2.3.7.1 4.1.1.1)	Article 13(2) and Part 5 of Schedule 3 of the dDCO. The speed limits as shown on the Speed Limits and Traffic Regulations Plans (APP-011) and set out in Part 5 of Schedule 3 of the dDCO are appropriate.	Agreed.	Highways England has submitted a request to change the DCO application to address this point. This is described as change 6 in the Report on Proposed Scheme Changes [REP4a-

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	4.1.1.2) REP1-020 (paras: 2.3.7.1 and 4.1.1.1)		SCC agreement is subject to the speed limit at Elm Lane being reduced from 40 mph to 20 mph and provision being made within a side agreement regarding replacement of relevant speed limit signs. The dDCO makes provision for the replacement of the relevant speed limit signs within the description of the authorised works in Schedule 1, however acceptance of the proposed change to the speed limit at Elm Lane is at the discretion of the ExA.	004]. SCC has confirmed its support for this change in its written representation [REP1-020] see paragraphs 2.3.7.1 and 4.1.1.1. This change has now been accepted for examination (see the ExA's procedural decision dated 27 February 2020).
1.1.14	RR-004 (paras 4.1.1.2 4.1.3.1)	Article 13 and Parts 6 and 7 of Schedule 3 of the dDCO. The provisions of article 13 as regards traffic regulation matters are appropriate.	Agreed.	
1.1.15	REP2-047 (DCO1 and DCO8)	Article 14 of the dDCO. The provisions of article 14 as regards the temporary stopping up and restriction of use of streets are appropriate.	Agreed.	
1.1.16	N/A	Article 15 of the dDCO. The provisions of article 15 as regards the permanent stopping up and restriction of use of streets and private means of access are appropriate.	Under discussion. SCC considers that the South East Permit Scheme should be referenced in the DCO. It considers that there is precedent for this approach in other DCOs, for example the Thames Tideway DCO. SCC considers that including reference to the Permit Scheme within the DCO would be advantageous for Highways England in terms of securing road space for the construction of the Scheme. Highways England does not consider it appropriate to introduce a separate consenting process for the Scheme in this manner. In responding to this point previously in REP2-014 (see comment on REP1-020-89 on page 52) and in REP3-007 (see comment on paragraph 7.11.4 on page 18 and comment on DCO5 on page 31) Highways England has confirmed that it is willing to address these matters in a separate side agreement with SCC. A draft agreement has been prepared and is the subject of discussions between Highways England and SCC. As noted under issue 1.5.1 of this SoCG below, the draft agreement includes provisions for collaboration on the timetabling of construction works. A meeting also took place between Highways England and SCC on 18 February 2020 to discuss a collaborative traffic management approach.	Highways England is continuing to engage in discussions with SCC on the terms of a separate legally binding side agreement, which will provide for collaboration on the timetabling of construction works for the Scheme. See issue 1.5.1 of this SoCG below.
1.1.17	REP2-047 (DCO9)	Article 16 of the dDCO. The provisions of article 16 as regards access to works are appropriate.	Agreed. SCC is satisfied that its concerns can be satisfactorily addressed in a separate side agreement that will make provision for Highways England to consult with SCC on the formation of any new access not otherwise identified in any of the certified DCO plans.	
1.1.18	REP2-047 (DCO10)	Article 18 of the dDCO. The provisions of article 18 as regards traffic regulations are appropriate.	Agreed.	

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1.1.19	REP2-047 (DCO12)	Article 21 of the dDCO. The provisions of article 21 as regards authority to survey and investigate the land are appropriate.	<p>Agreed.</p> <p>SCC's agreement to article 21 is subject to provision being made in a separate side agreement, requiring the Undertaker to restore any land owned by SCC used for survey or investigation purposes to the condition and level it was in on the date on which the survey or investigation began or other such condition as may be agreed with the owner of the land.</p> <p>SCC has also questioned the applicability of s.13 of the 1965 Act.</p> <p>Highways England is making provision to address SCC's concern in a separate legally binding side agreement (see 1.5.1 and 1.5.2 of this SoCG below). Highways England also confirms that article 21(7) was included in the dDCO in error and has now been deleted from the amended version of the dDCO which it is submitting to the ExA at Deadline 5.</p>	<p>Provision is being made in a separate legally binding side agreement between Highways England and SCC to provide assurance on the restoration of any land owned by SCC used for survey or investigation purposes. The position as regards this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8.</p> <p>See also issues 1.5.1 and 1.5.2 of this SoCG below.</p>
1.1.20	N/A	Article 26 of the dDCO. The provisions of article 26 as regards the extinguishment of public rights of way are appropriate.	Agreed.	
1.1.21	RR-004 para 10.9 And REP2-047 DCO14	Article 32 of the dDCO. The use of temporary possession powers for carrying out the Scheme as identified in Schedule 7 of the dDCO is appropriate as regards land owned by SCC and that the article in combination with Requirement 17 of the dDCO provides sufficient assurance as regards the restoration of any SCC land used temporarily.	<p>Agreed.</p> <p>SCC is satisfied that its concerns regarding the formation of a new means of access to any of SCC's land being used temporarily can be satisfactorily addressed in a separate side agreement, as per issue 1.1.17 above.</p>	<p>Provision is being made within a separate legally binding side agreement between Highways England and SCC to provide assurance on this matter. The position as regards this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8.</p> <p>See also item 1.5.1 of this SoCG below.</p>
1.1.22	REP2-047 (DCO15)	Article 33 of the dDCO. The provisions of article 33 as regards the temporary use of land for maintaining the authorised development are appropriate.	<p>Agreed.</p> <p>SCC is satisfied that its concerns about the formation of a new means of access to any of SCC's land to be used temporarily can be satisfactorily addressed in a separate side agreement, as per issue 1.1.17.</p>	<p>Provision is being made within a separate legally binding side agreement between Highways England and SCC to provide assurance on this matter. The position as regards this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8. See also item 1.5.1 of this SoCG below.</p>
1.1.23	RR-004 para: 7.3	Article 38 of the dDCO. The provisions of article 38 as regards the compulsory acquisition of special category land or rights over special category land owned by SCC are appropriate and that the dDCO makes suitable provision for replacement land. (see also items 9.2.1 and 9.2.2 below).	Agreed.	
1.1.24	REP2-047 (DCO17) and REP1-019 item 7	Article 48 of the dDCO. The provisions in article 48 as regards arbitration are appropriate.	<p>Not agreed.</p> <p>SCC considers that there is a lack of clarity in this article, particularly as regards which party is responsible for meeting the costs of the arbitration process— see REP1-019. SCC queries the responsibility for the payment of the arbitrator's fee upon their appointment as the article does not provide clarity as to the responsibility for payment of this fee.</p> <p>Highways England has responded to this point in REP2-014 (see comment made on issue REP1-019-4 on page 52) and considers that it would not be appropriate for the article to make specific provisions as to the award of costs as that is a matter that would need to be settled as part of any arbitration.</p>	No further action is proposed.

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1.1.25	N/A	Schedule 4 of the dDCO. The provisions in Schedule 4 as regards the permanent stopping up of highways and private means of access and the provision of new highways and private means of access are appropriate.	Agreed.	
1.1.26		Schedule 9 of the dDCO. See 1.3.1 and 1.3.2 below.		
1.2 DCO Requirements				
1.2.1	N/A	Schedule 2 Requirements. The requirements as set out in Part 1 of Schedule 2 of the dDCO are appropriate.	Under discussion. See 1.2.2 to 1.2.5 below.	
1.2.2	REP2-047 (DCO1)	Schedule 2 Requirements. The procedures for discharging requirements and SCC's role as a requirement consultee as set out in Part 2 of Schedule 2 of the dDCO are appropriate.	Under discussion. SCC has queried where the responsibility lies for assessing whether there is a materially new or materially different environmental effect in comparison with the authorised development as approved. In addition, SCC has now commented that other DCOs make provision for the relevant planning authority to be notified of any decisions made by the Secretary of State as regards the requirements. Highways England has responded to SCC's original point in REP3-008 (see comments made on ExAQ1.15.4 on page 21. It has confirmed that it will be for Highways England to check that it is building the Scheme within the physical and environmental limits set by the DCO and to make an informed determination on the matter of materially new or different significant environmental effects to ensure compliance with the Planning Act 2008. As to SCC's newly made point about notification of the Secretary of State's decisions on requirements, Highways England refers to Schedule 2 (22) of the dDCO, which provides for the Undertaker to maintain a register on the status of each requirement. SCC will be able to subscribe to Highways England's web page on this to receive notifications of any updates. Highways England is committed to maintaining a good dialogue with SCC during the detailed design, construction and operational stages of the project and there will in practice be regular opportunities for sharing information with SCC. Highways England is not aware of any outstanding matters or any reason as to why Part 2 of Schedule 2 cannot now be agreed with SCC.	Highways England will continue to engage in discussions with SCC to establish why Part 2 of Schedule cannot now be agreed. The outcome of these discussions will be set out in the final version of this SoCG to be submitted at deadline 8 in accordance with the ExA's timetable.
1.2.3	N/A	Schedule 2 Requirement 3 – extending the working hours to allow construction works to be carried out between the hours of 07:00 and 19:00 on Saturdays is appropriate and will help facilitate timely completion of the Scheme.	Agreed. SCC's agreement is subject to consultation on proposed DCO changes. SCC support the principle of reducing the overall time period for construction of the project.	Highways England has submitted a request to change the DCO application to amend the construction working hours for the Scheme (on Saturdays). This amendment is described as change 4 in the Report on Proposed Scheme Changes [REP4a-004]. This amendment has now been accepted for examination (see the ExA's procedural decision dated 27 February 2020).

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1.2.4	REP2-047 (DCO18)	Schedule 2 Requirement 3 – the wording as regards the preparation and approval of a Handover Environmental Management Plan are appropriate.	Agreed.	
1.2.5	REP2-047 (DCO19)	Schedule 2 Requirement 23 – the wording as regards anticipatory steps towards compliance with any requirement is appropriate.	Agreed	
1.2.6	N/A	Schedule 2 – Interpretation – the definitions provided in Schedule 2(1) are appropriate for the Scheme.	<p>Under discussion.</p> <p>During the discussions on this SoCG, SCC has asked that a clearer definition of the term 'completion' be provided in Schedule 2 as it considers the term 'open for traffic' as used in Schedule 2(1) to be imprecise.</p> <p>Highways England has responded to this point in REP3-007 (see comment on DCO7 on page32). In summary, it considers that the term open for traffic bears an ordinary, common-sense meaning in the context of dDCO Schedule 2. However, Highways England considers that further reassurance on this point can be provided within a separate side agreement between Highways England and SCC. The agreement that is currently under discussion contains a procedure under which SCC would issue a 'Final Certificate' that would acknowledge its 'reasonable satisfaction' for the purposes of article 12(1) and 12(2). This will provide clarity for SCC as to meaning of completion as it affects SCC's position and responsibilities under the DCO.</p>	<p>Highways England and SCC are engaging in discussions on the terms of a separate legally binding side agreement, that will address this point. The outcome of discussions on this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable.</p> <p>See also issues 1.5.1 and 1.5.2 of this SoCG below.</p>
1.3 Protective Provisions				
1.3.1	RR-004 (paras: 2.5.1, 2.5.2, 2.5.3, 2.5.4, 2.5.5, 8.1) and REP2-047 (paras 4.5.1 to 4.5.5 and DCO6 and DCO21)	Schedule 9. The provisions as set out in Part 4 of Schedule 9 of the dDCO are appropriate as regards the protection of ordinary watercourses.	<p>Under discussion.</p> <p>SCC considers that the DCO should make provision for SCC as consenting authority to approve any works affecting ordinary watercourses and that provision should be made for reimbursement of SCC's costs in approving and inspecting the relevant drainage works.</p> <p>Highways England and SCC are engaging in discussions regarding the final form of Protective Provisions for the protection of SCC as drainage authority in respect of ordinary watercourses. Most of the provisions have now been agreed and an updated set of provisions is included in the revised dDCO (Part 4, Schedule 9) which is being submitted by Highways England at Deadline 5. Highways England and SCC are continuing to discuss the provisions in paragraphs 34 and 36 of Part 4 of Schedule 9 and will update the Examining Authority on progress made in these negotiations as the Examination proceeds and as requested by the Examining Authority.</p>	The position as regards agreement on the final form of the protective provisions will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.
1.3.2	RR-004 paras: 2.8.2, 10.4 and REP2-047 (DCO6 and DCO20)	It is not appropriate for the dDCO to contain protective provisions for the benefit of SCC as local highway authority.	<p>Under discussion.</p> <p>SCC considers that provision should be made either within the DCO or in a separate side agreement for the protection of SCC highway assets, following the example in the dDCO for the A303 Sparkford to Ilchester Scheme.</p> <p>SCC has reiterated its view that protective provisions are needed for the benefit of the highway authority (see REP1-020 paragraphs 5.1.4.1 and 5.1.4.2).</p> <p>Highways England does not consider it necessary to include protective provisions for the benefit of SCC as local highway authority because other statutory provisions exist for a relevant highway authority to recover costs for repairing damage or for the recovery of expenses if it can be demonstrated that</p>	Highways England will continue to engage in discussions with SCC on the terms of the separate side agreement which is intended to provide suitable provisions on this matter. The position as regards negotiations on this agreement will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable

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			<p>the Scheme would give rise to extraordinary traffic flows, which Highways England does not consider would be the case. See Highways England's previous responses on this matter in REP2-014 (see comment on REP1-020-6 on page 23 and comment on REP1-020-75 on page 4) and in REP3-007 (see comment on LRN5 on page 22)).</p> <p>Highways England considers that SCC's issues can be suitably addressed in a separate legally binding side agreement between Highways England and SCC. A draft agreement has been prepared and is currently the subject of further discussion. See issue 1.5.1 below.</p>	
1.4 Other DCO matters				
1.4.1	RR-004 paras: 2.5.4 2.6.1 REP4-048 (P22.LRN5)	The DCO makes appropriate provision for maintenance access to the works that are intended to become the responsibility of SCC in the future.	<p>Under discussion</p> <p>SCC is concerned that adequate provision for maintenance access should be secured through the DCO, including for ponds and structures and ideally not over 3rd party land. SCC has requested drawings and explanatory text setting out how the assets Highways England is proposing to transfer to SCC are to be accessed for maintenance. SCC has requested that the title of land required for access should be passed to SCC.</p> <p>Highways England has responded to SCC's concerns on this point in REP2-014 (see comment on REP1-020-54 on page 42) and in REP3-007 (see comment on LRN5 on page 22). In summary, Highways England has confirmed that the DCO boundary has been defined to include all land necessary to construct, operate, maintain and manage the Scheme, including suitable provision for maintenance access.</p> <p>Highways England has provided SCC with a plan identifying the different elements of the Scheme that it would expect SCC to maintain under the DCO, together with a maintenance access route plan. Highways England awaits SCC's feedback on these plans and in the meantime is preparing a full and detailed schedule of the works that are expected to become the responsibility of SCC in the future under the DCO.</p>	<p>Highways England will continue to engage in discussions with SCC to seek agreement on maintenance access arrangements. The outcome of these discussions will be set out in the final version of this SoCG to be provided at Deadline 8.</p> <p>See also issues 1.5.1 and 1.5.3 of this SoCG below.</p>
1.5 Side agreements and commuted sums				
1.5.1	REP1-020 paragraphs 5.1.4.1 and 5.1.4.2	SCC and Highways England to agree the terms of a legally binding side agreement as regards highway matters.	<p>Under discussion</p> <p>A draft side agreement has been prepared by Highways England on highway matters and SCC and Highways England are continuing to engage in discussions on the relevant terms.</p> <p>The draft side agreement covers a range of matters, as noted above, including the mechanism for SCC's involvement in detailed designs, road safety audits, collaboration on arrangements for the management of construction works, the operation and maintenance of traffic signals, the inspection and testing of materials, defects, completion certification, handover and maintenance.</p> <p>Highways England is working with SCC, with a view to ensuring that the side agreement is executed prior to the close of the examination. Good progress has been made in the discussions and Highways England and SCC are continuing to discuss SCC's concerns about Ripley and commuted sums.</p>	<p>Highways England is continuing to engage in discussions with SCC as regards the provisions of the side agreement. The outcome of the negotiations will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable. The intention is that this agreement will be executed prior to the close of the DCO examination.</p> <p>See also Highways England's response to Ex Q 2.12.33.</p>

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			As noted under issue 1.4.1 of this SoCG above, Highways England is also preparing a full and detailed schedule of the works that are expected to become the responsibility of SCC in the future under the DCO.	
1.5.2	REP1-020 paragraphs 5.1.4.1 and 5.1.4.2 REP2-047 SCC3 and B1	SCC and Highways England to agree the terms of a legally binding side agreement as regards the arrangements for the management and monitoring of environmental mitigation and compensation measures on land within SCC's countryside estate.	<p>Under discussion</p> <p>Highways England has prepared a draft side agreement relating to the management of the proposed environmental mitigation, compensation and reinstatement measures on SCC's land and is engaging in discussions with SCC and Surrey Wildlife Trust as regards its provisions.</p> <p>In summary, the draft agreement envisages an initial period during which Highways England's principal contractor would carry out and then maintain the relevant environmental works for a period of up to five years (depending upon the relevant work), following which the long-term management would be effectively contracted out to Surrey Wildlife Trust (the leaseholder of SCC's land) to carry out on Highways England's behalf. This long-term management period will last for up to a further twenty years (depending on the specific environmental mitigation/compensation involved and the measures required). This will be in line with the SPA Management and Monitoring Plan [AS-015] and the Landscape and Ecology Management and Monitoring Plan [REP4-032].</p> <p>The Scheme is not dependent upon this agreement as the DCO will provide for the relevant powers for Highways England to carry out all necessary management and monitoring activities itself. However, it is recognised by both parties that there will be benefit in integrating the Scheme management plans within the wider management arrangements for SCC's estate at the Ockham and Wisley Commons. The agreement will also provide further assurance on the delivery of the relevant measures.</p>	<p>Highways England will continue to engage in discussions with SCC and Surrey Wildlife Trust on the provisions of the Environment side agreement. The outcome of negotiations will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable. However, it is noted that the grant of development consent need not be contingent upon agreement being reached as suitable provision for the management of the proposed environmental mitigation, compensation and reinstatement measures is already provided for in the dDCO.</p> <p>See also Highways England's responses to ExQ 2.4.4 and 2.4.5</p>
1.5.3	RR-004 para s 2.8.2, 5.1.1.6 and 5.1.2.1 to 5.1.2.7	SCC has requested commuted sums to cover the maintenance burden that would fall on SCC for additional infrastructure that Highways England is proposing to pass to SCC.	<p>Under discussion</p> <p>SCC raises the matter of commuted sums as a significant issue and is concerned that no agreement has been reached with Highways England as to arrangements for reimbursing the Council for the additional financial burden it will incur as a result of the Scheme and the maintenance obligations that will be imposed by the DCO. SCC emphasises that its requests relate to the additional infrastructure that SCC is being asked to maintain without the associated funds. The County Council's position on commuted sums is clearly set out within the Local Impact Report [REP2-047], para 7.11.</p> <p>As set out in REP2-014 (comment on REP1-020-60 on page 43) Highways England does not consider it appropriate for the DCO to make provision for the payment of commuted maintenance sums for local highway works or for new public rights of way as other mechanisms exist for SCC to secure the necessary funding for this additional responsibility from central Government. However, as set out in Highways England's response to Ex Q 2.13.33, Highways England and SCC are continuing to discuss issues around the future maintenance of certain highway works, including matters related to commuted sums.</p>	<p>Highways England and SCC are continuing to engage in further discussions as regards the arrangements for the future maintenance of the Scheme, including elements intended to become the responsibility of SCC under article 12 of the dDCO and SCC's concerns as regards commuted sums. The outcome of these discussions will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable.</p> <p>See also Highways England's response to Ex Q 2.13.31 and 2.13.33.</p>
2.0 TRAFFIC AND TRANSPORT, INCLUDING TRAFFIC MODELLING AND ASSESSMENT OF ALTERNATIVES				
2.1 Need for the Scheme				
2.1.1	RR-004 (para 1.2)	There is a compelling case for the Scheme to: (a) address the current congestion and safety issues at the M25 junction 10/A3 Wisley interchange and on the relevant parts of the A3,	Agreed. SCC wishes to ensure that the development does not however result in unacceptable impacts on the residents, businesses or the environment.	

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		(b) address congestion at the Painshill junction; and (c) provide sufficient capacity for the traffic likely to be generated by planned growth in this part of Surrey, together with general background traffic growth.		
2.2 Scheme Objectives				
2.2.1	RR-004 (para 2.1.1)	The Scheme objectives, as set out in Table 2.1 in APP-002 are appropriate as regards the need for the Scheme and the nature of the environment in which it is situated.	Agreed. SCC was involved in the setting of the Scheme objectives at the pre-application stage, including the objective to minimise impacts on the surrounding local road network.	
2.3 Alternatives				
2.3.1	N/A	All other strategic scheme options considered (and described in chapter 3 of the Environmental Statement (APP-049) would result in a greater loss of land from the Thames Basin Heaths Special Protection Area and the Ockham and Wisley Commons Site of Special Scientific Interest and/or land which is special category land.	Agreed.	
2.4 Relevant highway design standards				
2.4.1	<p>REP1-004 and REP2-020 paras: 2.3.3.2, 2.3.8.1, 2.3.8.3 2.3.8.6, 2.5.5, 3.1.3, 3.2.1 (v), 4.1.2.2 REP2-047 paras 3.4, 4.5.5, 7.2.2.1, 7.2.6, 7.2.7.2, 7.2.7.4, 7.6.9, 7.7.1, 7.7.2, 7.7.3 and 7.7.4.</p> <p>REP3-036 paras 1.2 and 1.5(c)</p> <p>See also responses to ExQ2.13.30</p>	The local road network and public rights of way elements of the Scheme have been appropriately designed to the relevant standards (The Department for Transport's Manual for Streets Two, Design Manual for Roads and Bridges and SCC's Standard Details).	<p>Under discussion.</p> <p>SCC's representations have raised concerns about the level of detail of the Road Safety Audit generally and more specifically about:</p> <ul style="list-style-type: none"> • how maintenance vehicles can safely access the proposed new drainage attenuation pond adjacent to the A245, including the space for maintenance vehicles to pull off the highway to unlock the gate. Further concerns have been raised during discussions on this version of the SoCG about sight lines on the A245 Byfleet Road eastbound for this access, • the safety of the new Wisley Lane arm at the Ockham Park junction, • the 'tiger tail arrangement at the dedicated left turn from the A3 northbound off-slip to the A245 westbound; and • the location of the bus stop on the A3 southbound on-slip at Painshill). <p>SCC reiterates its request for a more detailed Road Safety audit to be provided for the Scheme.</p> <p>Through discussions on this SoCG (and in REP1-020 para 2.3.8.6 (ii), SCC has requested that the applicant provides more detailed design drawings to enable it to reach an informed position on these matters. SCC has also requested confirmation that the DCO makes suitable provision for any land required to provide the necessary visibility where it affects SCC's network to be within SCC's control to prevent any potential restrictions to sight lines by third party landowners.</p> <p>In response to ISH2 Action Point 5, Highways England has submitted at Deadline 4 [REP4-006] drawings showing visibility splays for:</p> <ul style="list-style-type: none"> • Ockham Rbt sightlines/design speed • Wisley Lane road widths/radii (esp approaching the bridge) and forward visibility 	<p>Highways England is continuing to engage in discussions with SCC on these matters, including SCC's recently made point about land ownership and visibility splays.</p> <p>Firstly, it intends to apply for a change to the DCO application to include additional temporary possession powers to enable it to carry out the clearance of vegetation necessary to achieve suitability forward visibility for the Old Lane/Elm Lane junction. The extent of clearance that will be required is currently being agreed with SCC. Highways England considers that this change will not give rise to any materially new or different significant environmental effects.</p> <p>Secondly, Highways England will engage further with SCC on potential detailed design modifications that can be made to improve forward visibility for the dedicated left turn from the A3 northbound off-slip to the A245 Byfleet Road westbound and will seek to agree a departure from standard with SCC on this, recognising that the dedicated left turn is not proposed as fully free-flow and the forward visibility standards that are currently achieved at this existing junction.</p> <p>Thirdly, as to the matter of forward visibility for the Wisley Lane Diversion, Highways England is confident that this matter can be resolved with SCC.</p>

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			<ul style="list-style-type: none"> • Wisley Lane – sightlines from new bus turnaround • Wisley Lane – sightlines/ design parameters for construction access serving Wisley Airfield Construction compound (It's up to WPIL to secure a longer term fit for purpose access serving their eventual site) • Elm Lane junction design with Old Lane – Sight lines and forward visibility • A3 northbound off slip to A245 forward visibility • Seven Hills Road south/Felton fleet new access sight lines • A245 n/bound – sight lines to new drainage pond access • A245 n/bound to A3 n/bound jet lane forward visibility. <p>Both parties acknowledge that the forward visibility distances shown in REP4-006 do not comply fully with relevant standards at the following locations:</p> <ul style="list-style-type: none"> • At the Old Lane/Elm Lane junction – sight lines and forward visibility; and • At the dedicated left turn between the A3 northbound off-slip and the A245 Byfleet Road westbound carriageway – forward visibility; and • At the Wisley Lane Diversion, approaching the Wisley Lane Overbridge from the south. <p>For the Old Lane/Elm Lane junction, the necessary forward visibility along Old Lane for this existing junction can only be achieved through the clearance of vegetation from a small area of land on the edge of Ockham Common, currently outside of the DCO boundary. This clearance of this vegetation would not give rise to a materially new or different significant environmental effect. Following discussions with SCC on this matter, Highways England now proposes to apply to change the DCO application to include the necessary temporary possession powers to enable it to go on to SCC's land and to carry out the necessary vegetation clearance. After which SCC will continue to be responsible for maintaining the necessary forward visibility at this junction under section 154 of the Highways Act 1980.</p> <p>As to the Painshill junction, Highways England is in discussions with SCC as to possible mitigations and other measures to improve the forward visibility at this existing junction, such as the application of an advisory speed limit, road markings and vehicle detection loops. Highways England and SCC agree that a departure from standard is likely to be required and will continue to engage in discussions on this matter.</p> <p>As to the Wisley Lane Diversion, it has been agreed that the required forward visibility will be 90m where the road will have a speed limit of 30 mph. Highways England is therefore updating the forward visibility sketch submitted in REP4-006, with a view to resolving this matter with SCC.</p> <p>Highways England notes that SCC has not identified any concerns with the design details shown on the other drawings submitted in REP4-006 and these are therefore taken to have been agreed.</p>	<p>The outcome of these on-going discussions will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.</p>

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			<p>As to SCC's points on the level of detail in the Road Safety Audits (RSAs) more generally, Highways England's response is provided at item 2.16.1 of this SoCG below. In summary, the RSAs have been carried out in accordance with the Design Manual for Roads and Bridges and a more detailed audit will be carried out at the detailed design stage. It is important to note that matters such as forward visibility fall beyond the scope of RSAs, this is explained in the Introduction on page 5 of the relevant guidance on road safety audits (GG 119 - Road Safety, formerly HD/19/15) which states that the purpose of a road safety audit is to provide an independent review of aspects of engineering interventions that could give rise to road safety problems but is not intended as a technical check of compliance with relevant design standards.</p> <p>Highways England has undertaken an interim RSA which is to be shared with SCC for further discussion. The provision and siting of a gate on the access to the proposed drainage pond alongside the A245 Byfleet Road is a matter that can be agreed at the detailed design stage. SCC has now agreed that the forward visibility for this maintenance access is acceptable.</p>	
2.4.2	See Examining Authority's Action Points for ISH2 REP3-036 para. 1.1	The design of the proposed substitute private means of access to serve New Farm, the Gas Valve Compound, the Heyswood Camp Site and Court Close Farm is appropriately designed for its intended purpose.	<p>SCC has no further comments on this matter.</p> <p>SCC provided advice at deadline 3 (in response to ISH2 action point 3) that in its view a 3m width would be sufficient for the substitute access route serving only Court Close Farm lest it be routed along the eastern and northern boundaries of Heyswood (see REP3-036). SCC consider that the proposed substitute private means of access to serve the Gas Valve Compound and Heyswood from the A3 southbound Painshill on-slip is fit for purpose as currently designed. SCC encourages Highways England to work with the Heyswood Camp Site to agree a suitable design for this element to include how their internal access road is upgraded from their eastern boundary to their existing car park area and whether their current access road coming in from the west is broken up and landscaped.</p>	<p>Highways England has given consideration as to whether an 'alternative option' for the design of this access is possible specifically in the area of the Heyswood Camp Site in response to the Examining Authority's action point No. 4. Sketches for two possible options were submitted at Deadline 4 [REP4-010] which included a 3m wide access based on SCC's advice. Highways England has been engaging with the relevant interested parties on these alternative designs. If agreement can be reached on the affected land, Highways England is willing to make an application to change to the DCO application to provide for an alternative option as to the alignment of the private means of access route at Heyswood which will then be for the Secretary of State to determine.</p> <p>See also Highways England's response to ExQ 2.12.8 which is being submitted at Deadline 5</p>
2.4.3	RR-004 para 2.5.3	In relation to structures there are a number of areas where approval of the Highway Authority will be required, including approval of the design (loading, dimensions etc of the structure)	<p>Under discussion.</p> <p>Highways England and SCC are in discussions as to whether suitable provisions can be made within a separate side agreement.</p>	<p>The outcome of discussions between Highways England and SCC on this matter will be set out in the next version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.</p> <p>See 1.5.1 above.</p>
2.5 Traffic Modelling and Transport Assessment Approach				

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2.5.1	<p>RR-004 Paras: 2.2.1 2.3.2.3 2.3.2.5 2.3.6.2</p> <p>REP2-047 paras 7.1 to 7.1.1, 7.1.2</p> <p>REP3-036 para1.5</p> <p>See also SCC's response to Ex Q 2.13.34.</p>	<p>The methodology and scope of the traffic modelling carried out for the Scheme is robust and appropriate as regards:</p> <ul style="list-style-type: none"> • baseline modelling; • demand forecasting • future year modelling. 	<p>Under discussion.</p> <p>SCC's relevant representation/written representation (REP1-020) highlights its request for further technical information on the traffic modelling and assessment work for the Scheme (see paragraph 2.2.1). It also requests sight of modelling regarding any changes being made to proposals for the A245 Byfleet Road eastbound carriageway (see paragraph 2.3.8.6). SCC restated its view in the Issue Specific Hearing 2 that the Do-Minimum 2037 scenario should have included the Burnt Common slip roads and the closure of Old Lane southbound between Ockham Bites and Elm Lane.</p> <p>Highways England has provided further information in its Traffic Forecasting Report [REP1-010] and in its Transport Assessment Supplementary Information Report [REP2-011] and believes that all of SCC's requests for information on traffic modelling have now been addressed</p> <p>As set out in REP3-007 (see comment on paragraph 7.2.1.12 on page 14) Highways England's traffic modelling for the Scheme has been developed, calibrated and validated in compliance with best practice and Department for Transport (WebTAG) requirements. of REP3-007). Highways England understands from paragraph 7.1 of the Local Impact Report [REP2-047] that SCC's concerns relate only to the modelling of effects on the local road network, especially for the area in and around Ripley. Highways England also notes SCC's stated position in REP3-006 that SCC's concerns on the traffic modelling relate to minor calibration issues on journey times on local routes and that the mitigation from the Local Plan has not been modelled.</p> <p>Highways England has set out its reasons for not including the Burntcommon slips within its modelling for 2037 (see REP2-014 -comment on REP1-020-21 on page 34 and REP3-007 (comment on LRN1 on page 20). As set out in paragraph 4.7.9 of SCC's Strategic Highway Assessment Report (SHAR) [REP3-038] and other extracts from the SHAR in REP3-039, the Burntcommon slips would have the effect of significantly reducing traffic through Ripley. By omitting the slips from the modelling, it is likely that Highways England's assessment over-states rather than under-estimates the likely implications for traffic flows through Ripley. Highways England is not aware of any evidence having been put forward to suggest that its modelling is under-estimating likely future traffic flows and potential impacts on Ripley.</p> <p>Highways England strongly defends the robustness of its modelling and continues to engage in discussions with SCC to establish agreement where possible.</p>	<p>Highways England is continuing to engage in discussions with SCC on the transport assessment and modelling. The outcome of these discussions will be included in the final version of this SoCG to be submitted at Deadline 8.</p> <p>See also section 2.8A below which has been expanded to address the matters raised in the Examining Authority's second set of Questions, notably ExQ 2.13.29, which are assumed to apply to Ripley specifically.</p>
2.5.2	N/A	<p>The 2015 base flows used in the traffic modelling and reported in the Transport Assessment Report (APP-136) are robust and appropriate and are derived from reliable sources.</p>	<p>Agreed</p> <p>SCC adds that it considers the calibration and validation of the model to be satisfactory for the purposes of the NSIP Scheme.</p> <p>However, SCC now states that it does not agree the 2015 base flows for the B2215 Portsmouth Road/Ripley High street, Newark Lane and Rose Lane. SCC confirms that it is now in the process of checking observed data and has asked for Highways England to provide ATC data.</p>	<p>This position should be taken as the response to Q2.13.29 (a) in the Examining Authority's further written questions published on 18 February 2020.</p> <p>Highways England will continue to engage in discussions with SCC to establish what further data it can provide to assist.</p>

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			Highways England had understood the 2015 base flows to have been agreed and is therefore surprised by SCC's most recent position. Highways England will therefore continue to engage with SCC to establish what further data it can provide to assist.	
2.5.3	N/A	The list of proposed developments contained in Tables 3.1 and 3.2 and shown on Figure 3.7 of the Transport Assessment Report (APP-136) correctly reflect the scale, type and location of planned growth within the modelled network area and are suitable for use in the traffic modelling/transport assessment.	Agreed.	
2.5.4	N/A	The level of detail contained in the Transport Assessment Report (APP-136) and in the Transport Assessment Supplementary Information Report (REP2-011) are appropriate and reflect the principles contained in Surrey County Council's Transport Planning Good Practice Guide 2017.	Agreed. However, SCC does not agree on Highways England's position as regards mitigation arising from this assessment. See section 2.8 below.	
2.6 Ockham Park junction – Design and assessment				
2.6.1	RR-004 paras: 2.3.3.1 2.3.2.5	The traffic modelling shows that the Ockham Park junction, when fully signalised as part of the Scheme, will provide sufficient capacity to accommodate predicted traffic flows in both the 2022 opening and the 2037 design year do-something scenarios, including accommodating the traffic likely to be generated by the development of the Wisley Airfield site or any other development, without the need for south-facing slips.	<p>Under discussion.</p> <p>However, SCC note that the Transport Assessment Report for the Scheme (APP-136) predicts that minor delays are still likely to occur in the evening peak. Highways England is not aware of any specific concerns having been raised by SCC as regards the future operation of this junction with the Scheme. Paragraph 2.3.3.1 of the SCC's relevant representation acknowledged that the junction will remain within its operational capacity.</p> <p>SCC has asked for the Scheme to model south-facing slips at the Ockham Park junction (see issue 2.6.2 of this SoCG below), however Highways England strongly defends its view that south-facing slips at the Ockham Park junction are not required. As set out in REP2-014 (see comment on REP1-020-20 on page 33) the Ockham Park junction will operate within design capacity in the future, with the Scheme in place and taking into account any forecast traffic likely to be generated by the Wisley Airfield development and other forecast or planned growth.</p> <p>The assessments predict that the Scheme will increase traffic flows through Ripley by approximately 5% AADT (and 2% in the am peak), which are not significant or sufficient to justify the need for south-facing slips at Ockham to be provided by the Scheme. In addition, any requirement for the Scheme to provide the south-facing slips as mitigation for the relatively small changes in journey times for the 21.4% of RHS Wisley visitors (affected by the closure of Wisley Lane travelling to and from the south) would be completely disproportionate and contrary to the statutory tests on planning obligations as regards being fairly and reasonably related in scale and kind. The signposted route will be just one minute longer than routing through Ripley and the number of trips involved would be well below that required to justify such a level of investment.</p> <p>As noted in paragraph 6.6 of the LIR [REP2-047] SCC and GBC considered that the Burntcommon slips would be the most effective means of providing mitigation for the development of the former Wisley Airfield site and not south-facing slips at the Ockham park junction. However, should that view change, the</p>	As 2.5.1 above.

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			<p>Scheme does not prejudice the provision of south-facing slips in the future should funding become available and their feasibility be confirmed.</p> <p>Overall, there is no evidence to suggest that the provision of south-facing slips at the Ockham Park junction would be necessary to make the Scheme acceptable in planning terms. Moreover, there is no funding available for the slips to be provided as part of the Scheme. If a decision were to be taken contrary to Highways England's view, then the current DCO could not proceed, which would have a very significant detrimental effect on the ability of to deliver planned growth in the area.</p>	
2.6.2	RR-004 para 2.3.2.5	There is no planning policy requirement for south-facing slips to be provided at the Ockham Park junction to accommodate the traffic likely to be generated by development at the former Wisley Airfield site or any other planned development.	<p>Agreed.</p> <p>However, SCC considers that Highways England should model south-facing slips at the Ockham Park junction (both with and without north-facing slips at Burnt Common) to establish whether they would help alleviate traffic impacts on Ripley.</p>	
2.6.3	RR-004 para 2.2.5	The Scheme does not preclude the provision of south-facing slips at the Ockham Park junction at a later date.	<p>Agreed.</p>	
2.7 Closure of the A3/Wisley Lane junction – design and assessment				
2.7.1	RR-004 para 2.2.5(c)	It would be unacceptable for the Scheme to retain a direct connection between the A3 and Wisley Lane on grounds of safety and design standards.	<p>SCC has no further comment to make, as this matter is determined by the standards in the Design Manual for Roads and Bridges.</p> <p>Highways England considers that a left turn would present an unacceptable safety risk that would contravene the relevant standards in the Design Manual for Roads and Bridges. It would also increase habitat loss from the Thames Basin Heaths Special Protection Area. (See Highways England's response on this matter in REP2-014 – comment on REP1-020-10 on page 27).</p>	<p>Highways England is submitting relevant extracts from the Design Manual for Roads and Bridges to the Examining Authority at Deadline 5 (see Highways England's Deadline 5 submission document 9.6.7). This will include standards CD122, CD123 and CD127, which support Highways England's view. that a left-out from Wisley Lane cannot be accommodated within the Scheme.</p> <p>See also Highways England's response to Ex Q 2.13.14, Q2.13.14, Q2.13.15, 2.13.18 and 2.13.20.</p>
2.7.2	REP2-047 para 4.9.12	The Scheme will provide a safer access arrangement for traffic using the A3/Wisley Lane junction.	<p>Agreed.</p> <p>SCC's agreement is subject to Safety Audit</p>	
2.7.3	RR-004 paras 2.3.2.22.3.2.4	An effective signage strategy can be implemented that would reduce the proportion of Wisley Lane traffic likely to route through Ripley as a result of the closure of the A3/Wisley Lane junction.	<p>Not agreed.</p> <p>SCC does not agree that signage in isolation will prevent most Wisley Lane traffic from using the B2215 through Ripley due to the complexity of the necessary movements.</p> <p>The signposted route will take 1 minute longer (for a one-way journey) than routing through Ripley and therefore Highways England does not consider the difference in journey times to be significant in the context of a key visitor destination. In practice, some trips will be likely to follow the signposted route. See Highways England's response on this point in REP3-007 (see comment on paragraph 4.9.12 on page 9).</p>	As 2.5.1 above.
2.8 Effects on Ripley				

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2.8.1	REP2-047 section 7	The predicted changes in do-minimum traffic flows through Ripley as set out in the Transport Assessment Report APP-136 are robust and provide a sound basis for assessing the effects of the Scheme as regards Ripley.	<p>Under discussion.</p> <p>SCC considers that Highways England should have also included the Burnt Common slips within its 2037 do-minimum modelling (as well as both with and without south-facing slips at the Ockham Park junction).</p> <p>Highways England's position on the modelling of the Burntcommon slips is set out at issue 2.5.1 of this SoCG above. However, as SCC's Strategic Highway Assessment Report [REP3-038] states that these slips would have the effect of significantly reducing traffic through Ripley, the exclusion of the slips from the modelling is likely to have overstated the effects on Ripley rather than under-assess potential future traffic flows.</p> <p>See section 2.8A of this SoCG below.</p>	<p>See 2.5.1 above and 2.8A below.</p> <p>See also Highways England's and SCC's responses to ExQ 2.13.3.</p>
2.8.2	<p>REP2-047 paras 7.2.1.4 and 7.2.1.8 to 7.2.1.9</p> <p>REP3-036 para 1.4</p> <p>See also SCC's response to ExQ 2.13.4</p>	The north-facing slips at the A3 Burntcommon junction, which are to be secured as mitigation specifically for the development of the Wisley Airfield site, could have the effect of reducing traffic flows through Ripley in comparison with those assessed which means the modelling and assessment have appropriately considered a reasonable worst case in this regard.	<p>Under discussion.</p> <p>However, SCC consider that the mitigation in Ripley is required in part for the interim period until the Burnt Common slips are built. SCC also considers that the mitigation would then still serve a purpose if the slips are constructed to provide a disincentive for traffic to use the B2215 route. The combination of the requested mitigation in Ripley and the Burnt Common slips and their impacts on traffic flows in Ripley are set out in the Surrey County Council Strategic Highways Assessment Report 2016 prepared as an evidence base for the Guildford Local Plan.</p> <p>Highways England is not aware of any reason as to why this statement cannot be agreed. SCC's Strategic Highway Assessment Report [REP3-038] concludes that the Burntcommon slips would have the effect of significantly reducing traffic flows through Ripley. See also issue 2.8.4 below.</p>	See Highways England's comment at item 2.5.1 above.
2.8.3	<p>RR-004 paras 2.2.2, 2.2.3, 2.3.2.1, 2.3.2.2, 2.3.2.3, 2.3.2.4, 2.3.2.5, 2.6.6 and REP2-047 paras 7.1 to 7.2.1.20 and para 4.9.12</p>	The Scheme will have a limited effect on overall traffic flows and the operation of the local road network at Ripley, including due to the routing of traffic through Ripley on account of the closure of the A3/Wisley Lane junction.	<p>Not agreed.</p> <p>SCC has expressed strong concerns as regards the effects of the Scheme on the local road network at Ripley, including the potential impact of RHS Wisley Garden trips routing through Ripley village in the PM peak. The full detail of comments made is available within the LIR, para 7.2 [REP2-047].</p> <p>Highways England notes that as set out in the Transport Assessment Report (APP-136), in the am peak time, the Scheme is predicted to increase overall traffic flows through the High Street/Newark Lane/Rose Lane junction by no more than 2% (in both 2022 and 2037 do-something scenarios). In the pm peak, when flows are lower than those in the morning, the Scheme is predicted to increase overall traffic flows at this junction by 7% in 2022 and by 2% in 2037. Highways England considers that the effects on the operational performance of the junction will be limited.</p> <p>As set out in REP1-010, in terms of average daily traffic flows (AADT) the Scheme is not expected to increase overall traffic flows at the High Street/Newark Lane/Rose Lane junction by more than 4%, both in the 2022 and 2037 do-something scenarios and by more than 5% on the section of the B2215 between Newark Lane and the Ockham Park junction.</p> <p>The predicted increase in traffic through Ripley during the inter-peak period on account of the Scheme is expected to be higher (approximately 10%) but the</p>	As 2.5.1 above.

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			<p>network is less busy during this time and no loss of operational performance is expected.</p> <p>See also items 2.8.4, 2. 8.12 to 2.8.14 and 2.18 – 2.8.20 of this SoCG below for further explanation of Highways England's modelling of future do-something traffic flows through Ripley.</p>	
2.8.4	REP2-047 paras 7.2.1.10 and 7.2.1.11	Highways England has assessed a reasonable likely worst case as regards the effects of RHS Wisley traffic on Ripley, by assessing traffic flows consistent with an event day and by assuming that all affected traffic will route through Ripley rather than follow the signposted u-turn via M25 junction 10.	<p>Under discussion.</p> <p>SCC awaits the agreed traffic flow figures for RHS Wisley before confirming its position on this.</p> <p>Highways England observes that paragraphs 7.2.1.10 and 7.2.1.11 of the Local Impact Report [APP-047] refer to a worst case of approximately 1200 to 1500 vehicles per day. Highways England confirms in REP2-014 (comments on issue REP1-020-09 on page 25) that it has modelled the effects adding approximately 1900 vehicles per day (two-way) in the 2037 do-something scenario, a higher figure than that described in the Local Impact Report.</p> <p>Highways England strongly defends the robustness of its traffic modelling as regards the effects of closing Wisley Lane on traffic flows through Ripley.</p> <p>Firstly, the traffic model assumes that 100% of trips travelling to and from Wisley Lane from and to the south will route through Ripley. In practice, some of these trips may follow the signposted route via M25 junction 10 rather than travel through Ripley, given that the difference in journey times between the two routes will not be significant (approximately 1 minute)</p> <p>Secondly, as explained in REP3-007 (see comment on paragraph 7.1.2 on page 13, the traffic modelling is based on a busy weekday event day being held at Wisley Garden, which can generate up to twice the volume of traffic compared with a typical non-event day. This means that Highways England has modelled and assessed a far higher volume of RHS Wisley traffic than is likely to be the case on most days and indeed higher than the flows the Joint Councils refer to as a likely worst case (see Table 1 on page 30 of the LIR [REP2-047]. As shown in Table 4.1 of [REP2-011] Highways England's traffic model assumes that the Scheme will result in approximately 1,620 additional two-way trips from Wisley Lane traffic routing through Ripley in the 2022 do-something scenario and 1,880 two-way trips in the 2037 do-something. These flows are significantly greater than the range of 1,200-1,500 trips referred to as worst case in paragraph 7.2.1.10 of the Joint Council's Local Impact Report (LIR) [REP2-047] and which were derived from RHS Wisley's own modelling and assessments.</p> <p>On a more typical weekday, the number of additional RHS Wisley trips likely to reassign through Ripley on account of the Scheme could be in the order of approximately 1,000 trips in 2022 and 1,100 trips in 2037, far less than the 1,620 to 1,880 flows that have been assessed in the modelling for the 2022 and 2037 do-something scenarios.</p>	<p>As 2.5.1 above.</p> <p>See also Highways England's response to Ex Q 2.13.8 and 2.13.22.</p>
2.8.5	RR-004 para 2.3.2.5 REP4-048	The Scheme is not expected to give rise to a severance effect at Ripley.	<p>Not agreed.</p> <p>SCC has requested that a comprehensive package of mitigation measures be provided in Ripley as part of the DCO. SCC has confirmed that the requested elements are mitigation against severance due to unbalanced flows on particular arms in additional directions. SCC consider that this severance is predominantly</p>	Highways England will continue to engage in discussions with SCC to establish whether agreement can be reached as to what level of change in traffic flows could reasonably be

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			<p>an inter-peak issue for Ripley justifying the mitigation measures set out above. In REP4-048 SCC states that the 30% threshold is 'too blunt a measure to determine whether mitigation is required' and considers that the potential for severance is dependent upon the circumstances of where the increase is occurring.</p> <p>SCC has advised that the speed reduction measures requested are also intended to slow traffic speeds through the village of Ripley to encourage more RHS Ripley and general Wisley Lane traffic to use Highway England's signed 'u' turn route through the M25 J10 roundabout.</p> <p>Highways England does not consider that the Scheme would cause severance. Do-something traffic flows on the B2215 Ripley High Street (between the Newark Lane junction and the Ockham Park junction) would not increase by more than 12% in any hour in both the 2022 and 2037 do-something scenarios, which is well below the 30% threshold even for a minor severance effect as identified in Institute of Environmental Assessment's Guidelines for the Environmental Assessment of Road Traffic. SCC has not put forward any compelling evidence as to why an increase in AADT or peak time flows of up to approximately 5% would give rise to a severance effect.</p> <p>Reference should also be made to Highways England's response provided in REP3-007 (see comment on paragraph 7.1.2 on page 12) which explains that whilst the Scheme will result in a proportionately greater increase in traffic flow through Ripley during the inter-peak periods (approximately 12%) as the overall volume of traffic passing through Ripley between peak periods will be considerably less (approximately 28% less than the morning peak (2022), the potential for a traffic-related severance effect will be lower.</p>	<p>regarded as giving rise to a significant traffic-related severance effect.</p>
2.8.6	RR-004 paras: 2.3.2.5(3) 2.4.3	The operation of the Scheme is not expected to lead to a significant increase HGV traffic flows through Ripley.	Agreed.	
2.8.7	RR-004 paras: 2.2.5 2.3.2.3 2.3.2.5 REP2-047 (paras 4.11.1 and 7.2.1.20) REP3-036 para 1.5(a) REP4-048 See also SCC's responses to ExQ 2.3.6 and 2.13.5	There is no need for any mitigation measures to be provided at Ripley on account of the Scheme.	<p>Not agreed.</p> <p>SCC considers that the Scheme should include a comprehensive mitigation package for Ripley as detailed in paragraph 2.3.2.5 of SCC's relevant representation RR-004.</p> <p>Highways England does not accept that there is a need for the Scheme to provide mitigation at Ripley. It considers that the Scheme would have a limited effect on overall traffic flows and the operation of the local road network at Ripley, it would not cause severance and would not give rise to any significant noise or air quality effects on receptors at Ripley. Nonetheless, Highways England is continuing to further discuss SCC's concerns about Ripley as set out at item 1.5.1 above.</p> <p>See Highways England's responses on this point in REP2-014 (comments on REP1-020-11 on page 28) and in REP3-007 (comments on paragraph 7.2.1.20 on page 15, noting a correction to omit reference to a meeting held on 11 December 2019 for which minutes had not been agreed).</p>	See 2.5.1 above.

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2.8.8	RR-004 para 2.3.2.5 and REP2-047 (para 6.13).	The Guildford Local Plan Policy A35 provides for the highway improvement measures that are necessary in Ripley and its surrounds to address the increase in future traffic flows in the do-minimum scenarios, including measures required for accommodating planned growth and traffic likely to be generated by the development of the Wisley Airfield site.	Agreed.	
2.8A – Matters Raised in the Examining Authority's further Written Questions (ExQ2) published on 18 February 2020				
2.8.9	ExQ2.13.29 (b)	The modelled do-minimum traffic flows in Ripley for the 2022 am peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>SCC does not agree with the do-minimum and proposed development predicted 2022 and 2037 am peak, inter-peak and pm peak traffic flows. SCC states that this is because of the uncertainty in traffic flows modelled as set out in paragraphs 7.2.1.12 to 7.2.1.18 of the Local Impact Report [REP2-047], uncertainty in how growth has been applied in the model and the lack of a mitigation scheme for Ripley as set out in paragraph 7.2.1.20 of REP2-047. SCC confirms that it is working with Highways England to clarify matters and seek agreement.</p> <p>Highways England is disappointed that the modelled traffic flows cannot be agreed at this stage. SCC has not explained why it considers there to be uncertainty. Highways England has provided all of its modelling information to SCC and has engaged in discussions with SCC during the modelling work. As regards Ripley, the modelling also takes a reasonable worst case in terms of the implications for traffic flows on account of the Scheme, including the closure of Wisley Lane. Whilst the modelling does not make any allowance for the Burntcommon slips, this has the effect of over-stating rather than under-estimating likely future traffic flows through Ripley, because SCC has already stated in its Strategic Highway Assessment Report (SHAR) [REP3-038] that the Burntcommon slips would have the effect of significantly reducing traffic through Ripley.</p> <p>A summary of Highways England's position on the modelled do-minimum traffic flows for Ripley in 2022 is provided below.</p> <p>Highways England's modelled do-minimum traffic flows for the 2022 am peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2022 do-minimum am peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011], see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-minimum am peak will be 2,013 vehicles, which represents an increase of 12% on 2015 am peak base flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2022 do-minimum am peak will be 1,984 vehicles, an increase of 18% on the 2015 am peak base flows. Table A-1 of the TASIR shows that the two-way do-</p>	As 2.5.1 above.

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			<p>minimum flows on the B2215 through Ripley in the 2022 am peak would be 1,034 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 1,944 vehicles for that section of the B2215 to the north, which represent a 30% and 28% increase on the 2015 am peak base flows.</p> <p>Overall, it is evident from the above that there is likely to be a significant increase in traffic through Ripley in the do-minimum scenario (without the Scheme). The largest increases will be for traffic travelling north-south on the B2215 through Ripley, with the busiest section of the B2215 being that to the north of the Newark Lane junction. At the High Street/Newark Lane junction, the increase in traffic will be proportionately greater in the pm peak, when overall flows, including on the B2215 will be lower than the am peak, making turning movements between the B2215 and Newark Lane/Rose Lane easier. These increases will be attributable to additional development generated traffic in line with the housing trajectories and general growth and to the rerouting of traffic in response to traffic conditions elsewhere on the road network at that time.</p> <p>Highways England strongly defends the robustness of its modelled flows for the 2022 do-minimum scenario. The flows are predicated on the levels of growth in NTEM between 2015 and 2022 and correctly reflect the distribution and delivery of development in the local authorities' housing trajectories and in accordance with the list of development sites agreed under issue 2.5.3 of this SoCG above.</p>	
2.8.10	ExQ2.13.29 (b)	The modelled do-minimum traffic flows in Ripley for the 2022 pm peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-minimum traffic flows for the 2022 pm peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on the 2022 do-minimum pm peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011], see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-minimum pm peak will be 1,748 vehicles, which represents an increase of 17% on 2015 pm peak base flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2022 do-minimum pm peak will be 1,602 vehicles, an increase of 27% on the 2015 pm peak base flows. Table A-1 of the TASIR shows that the two-way 2022 do-minimum flows on the B2215 through Ripley in the pm peak would be 1,018 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 1,582 vehicles for that section of the B2215 to the north, which represent a 24% and 14% increase on the 2015 pm peak base flows.</p>	As 2.5.1 above.

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			<p>As noted in 2.8.9 above, it is evident that there is likely to be a significant increase in traffic through Ripley in the do-minimum scenario (without the Scheme). Highways England strongly defends the robustness of its modelled flows for the 2022 do-minimum scenario. The traffic flows are predicated on the levels of growth in NTEM between 2015 and 2022 and correctly reflect the distribution and delivery of development in the local authorities' housing trajectories and list of development sites agreed under issue 2.5.3 of this SoCG above.</p>	
2.8.11	ExQ2.13.29 (b)	The do-minimum traffic flows in Ripley for the 2022 inter-peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-minimum traffic flows for the 2022 interpeak in Ripley are set out in Appendix A of the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table A-1 of the TASIR shows that the total average hourly flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-minimum interpeak will be 1,313 vehicles, which represents an increase of 21% on average hourly interpeak flows compared with the 2015 base. Table A-1 of the TASIR also shows that the average hourly two-way flow of traffic on the B2215 between Ripley and the Ockham Park junction in the 2022 do-minimum interpeak will be 1,249 vehicles, an increase of 20% on the 2015 interpeak base flows; and that the average hourly two-way flow on that section of the B2215 to the south of the Newark Lane junction in the 2022 do-minimum interpeak period would be 780 vehicles, an increase of 12% on 2015 base levels.</p> <p>Highways England strongly defends the robustness of its modelled flows for the 2022 do-minimum scenario. As noted in issue 2.8.9 above, the flows are predicated on the levels of growth in NTEM between 2015 and 2022 and correctly reflect the distribution and delivery of development in the local authorities' housing trajectories and list of development sites agreed under issue 2.5.3 of this SoCG above.</p>	As 2.5.1 above.
2.8.12	ExAQ2.13.29 (b)	The modelled do-something traffic flows in Ripley for the 2022 am peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter see 2.8.9 above.</p> <p>Highways England's modelled do-something traffic flows for the 2022 am peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2022 do-something am peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-something am peak will be 2,033 vehicles, which represents an increase of 1% on 2022 do-</p>	As 2.5.1 above.

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			<p>minimum am peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2022 do-something am peak will be 2,003 vehicles, an increase of 1% on the 2022 am peak do-minimum flows.</p> <p>Table A-1 of the TASIR shows that the two-way do-something flows on the B2215 through Ripley in the 2022 am peak would be 1,067 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 1,932 vehicles for that section of the B2215 to the north, which represent a 3% increase and a 0.6% reduction on the 2022 do-minimum am peak flows.</p> <p>Overall, as can be seen from the above and allowing for the reasonable worst-case approach as regards RHS Wisley traffic, the Scheme will increase traffic flows in the 2022 am peak by no more than 3%, which will have a minimal impact on the operation of the local road network. Most of the increase in traffic through Ripley in 2022 traffic flows will occur regardless of whether the Scheme is implemented or not.</p> <p>Highways England strongly defends the robustness of its modelled 2022 do-something flows. The 2022 do-something traffic flows consider the effects of the Scheme in combination with predicted growth in Guildford Borough generally between 2015 and 2022 in accordance with the National Trip End Model (NTEM), with the geographic distribution of that growth aligned to Guildford's Housing Trajectory and list of development sites agreed under issue 2.5.3 of this SoCG above.</p> <p>The 2022 do-something traffic flows for Ripley also take a reasonable worst case as regards the effects of closing the Wisley Lane junction. Firstly, the modelling assumes that all the traffic travelling between RHS Wisley Gardens and the south (and which is affected by the Scheme closing the Wisley Lane junction) will route through Ripley on account of the Scheme, when in practice some is likely to follow the signposted route via M25 junction 10. Secondly, as explained in REP3-007 (see comment on paragraph 7.1.2 on page 13) the RHS Wisley traffic flows assumed in the model are based on a busy weekday event day, which can generate up to twice the amount of traffic compared with a typical day and which also generate more traffic in the peak hours compared with typical days (when most of RHS Wisley's traffic is generated in the inter-peak hours).</p>	
2.8.13	ExQ2.13.29 (b)	The modelled do-something traffic flows in Ripley for the 2022 pm peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter see 2.8.9 above.</p> <p>Highways England's modelled do-something traffic flows for the 2022 pm peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2022 do-something pm peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p>	As 2.5.1 above.

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			<p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-something pm peak will be 1,870 vehicles, which represents an increase of 7% on 2022 do-minimum pm peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2022 do-something pm peak will be 1,757 vehicles, an increase of 10% on the 2022 pm peak do-minimum flows.</p> <p>Table A-1 of the TASIR shows that the two-way do-something flows on the B2215 through Ripley in the 2022 pm peak would be 1,080 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 1,746 vehicles for that section of the B2215 to the north, which represent a 6% and 10% increase on the 2022 do-minimum pm peak flows.</p> <p>Overall, as can be seen from the above and allowing for the reasonable worst-case approach as regards RHS Wisley traffic, the Scheme will increase traffic flows in the 2022 pm peak by up to 10%, however this is against the context of overall traffic flows being approximately 8-12% lower in the pm peak than the am peak. The increases in the pm peak can therefore be accommodated without any significant impact on the operation of the local road network. Most of the increase in traffic through Ripley in 2022 traffic flows will occur regardless of whether the Scheme is implemented or not.</p> <p>As noted in issue 2.8.12 above, Highways England strongly defends the robustness of its modelled 2022 do-something flows. The modelling has considered the effects of the Scheme in combination with predicted growth in the area generally between 2015 and 2022 in accordance with the National Trip End Model (NTEM), with the geographic distribution of that growth aligned to the local authorities' housing trajectories and list of development sites agreed under issue 2.5.3 of this SoCG above. Moreover, the modelling takes a reasonable worst-case as regards the routing of traffic through Ripley on account of the Scheme closing Wisley Lane.</p>	
2.8.14	ExQ2.13.29 (b)	The do-something traffic flows in Ripley for the 2022 inter-peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-something traffic flows for the 2022 interpeak in Ripley are set out in Appendix A of the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table A-1 of the TASIR shows that the total average hourly flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-something interpeak will be 1,426 vehicles, which represents an increase of 9% on do-minimum flows for the same period. Table A-1 of the TASIR also shows that the average hourly two-way flow of traffic on the B2215 between Ripley and the Ockham Park junction in the 2022 do-something interpeak will be 1,386 vehicles, an increase of 11% on do-minimum flows for the same period; and that</p>	As 2.5.1 above.

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			<p>the average hourly two-way flow on that section of the B2215 to the south of the Newark Lane junction in the 2022 do-something interpeak period would be 850 vehicles, an increase of 9% on do-minimum traffic flows.</p> <p>Overall, it is evident that whilst the Scheme will give rise to a proportionately greater increase in traffic through Ripley during the inter-peak period (9-11%) compared with the effects during the peak periods (up to 3%), numerically the increase in the number of trips through Ripley on account of the Scheme during the inter-peak would be less than the increase modelled for the do-something peak periods. The total do-something traffic flows through Ripley during the inter-peak period in the 2022 do-something scenario would be approximately 20-28 % less than flows modelled for the 2022 do-something morning peak and approximately 12-28% less than peak time do-minimum flows (depending upon the section of the B2215). The increase in inter-peak traffic flows through Ripley as a result of the Scheme can therefore be accommodated without any material impact on the operational performance of the local road network.</p> <p>Highways England strongly defends the robustness of its modelled flows for the 2022 do-something scenario. As noted in issue 2.8.12 above, the flows are predicated on the levels of growth in NTEM between 2015 and 2022 and correctly reflect the distribution and delivery of development in the local authorities' housing trajectories and list of development sites agreed under issue 2.5.3 of this SoCG above. The 2022 do-something traffic flows for Ripley also take a reasonable worst case as regards the effects of closing the Wisley Lane junction on the routing of RHS Wisley traffic for the reasons set out at issue 2.8.12 above and having regard to the fact that most of the RHS Wisley traffic is likely to be generated during the inter-peak period. Most of the increase in traffic through Ripley in 2022 will occur regardless of whether the Scheme is implemented or not.</p>	
2.8.15	ExQ2.13.29 (b)	The modelled do-minimum traffic flows in Ripley for the 2037 am peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-minimum traffic flows for the 2037 am peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2037 am peak do-minimum flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2037 do-minimum am peak will be 2,444 vehicles, which represents an increase of 21% on 2022 do-minimum am peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2037 do-minimum am peak will be 2,374 vehicles, an increase of 20% on the 2022 am peak do-minimum flows. Table A-1 of the TASIR shows that the two-way do-minimum flows on the B2215 through Ripley in the 2037 am</p>	As 2.5.1 above.

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			<p>peak would be 1,499 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 2,291 vehicles for that section of the B2215 to the north, which represent a 40% and 19% increase on the 2022 do-minimum am peak flows.</p> <p>Overall, as is evident from the above, the modelled flows show significant increases in traffic through Ripley in the 2037 do-minimum (without Scheme) scenario, if the Burntcommon slips are not provided), especially for traffic travelling along the B2215, reflecting the impacts of planned growth, including development on the former Wisley Airfield site.</p> <p>Highways England considers that its modelling of the 2037 do-minimum traffic flows through Ripley is robust because it takes full account of all planned growth up to 2037, including development of the former Wisley Airfield site and other sites agreed under issue 2.5.3 of this SoCG above. It makes no allowance for the Burntcommon slips for the reasons set out at 2.8.1 above, but this has the effect of over-stating rather than under-estimating likely future do-minimum traffic flows through Ripley in 2037. Reference should be made to paragraph 4.7.9 of the Strategic Highway Assessment Report (SHAR) [REP3-038] which confirms that the Burntcommon slips would have the effect of significantly reducing traffic through Ripley. The modelling is therefore predicated on a reasonable worst-case approach as regards the do-minimum flows for Ripley.</p>	
2.8.16	ExQ2.13.29 (b)	The modelled do-minimum traffic flows in Ripley for the 2037 pm peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-minimum traffic flows for the 2037 pm peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2037 do-minimum pm peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2037 do-minimum pm peak will be 2,329 vehicles, which represents an increase of 33% on 2022 do-minimum pm peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2037 do-minimum pm peak will be 2,160 vehicles, an increase of 35% on the 2022 pm peak do-minimum flows. Table A-1 of the TASIR shows that the two-way do-minimum flows on the B2215 through Ripley in the 2037 pm peak would be 1,538 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 2,139 vehicles for that section of the B2215 to the north, which represent a 51% and 35% increase on the 2022 pm peak do minimum flows.</p>	As 2.5.1 above.

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			<p>Overall, the modelled flows show significant increases in traffic through Ripley in the do-minimum (without Scheme) scenario especially in the pm peak, reflecting most significantly the impacts of planned growth without the Burntcommon slips.</p> <p>Highways England considers that its modelling of the 2037 do-minimum traffic flows through Ripley is robust for the reasons set out at issue 2.8.15 above.</p>	
2.8.17	ExQQ2.13.29 (b)	The do-minimum traffic flows in Ripley for the 2037 inter-peak provide an appropriate basis for the assessment of the Scheme.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-minimum traffic flows for the 2037 interpeak in Ripley are set out in Appendix A of the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table A-1 of the TASIR shows that the total average hourly flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2022 do-minimum interpeak will be 1,881 vehicles, which represents an increase of 43% on average hourly interpeak flows compared with the 2022 do-minimum. Table A-1 of the TASIR also shows that the average hourly two-way flow of traffic on the B2215 between Ripley and the Ockham Park junction in the 2037 do-minimum interpeak will be 1,779 vehicles, an increase of 42% on the 2022 do-minimum case; and that the average hourly two-way flow on that section of the B2215 to the south of the Newark Lane junction in the 2037 do-minimum interpeak period would be 1,185 vehicles, an increase of 52% on 2022 do-minimum levels.</p> <p>Overall, it is evident that the modelled flows show a very significant increase in traffic through Ripley in the 2037 do-minimum interpeak (without Scheme) scenario compared with the situation in the 2022 do-minimum interpeak, reflecting the addition of development generated traffic on the network without taking into account the delivery of the Burntcommon slips.</p> <p>Highways England strongly defends the robustness of its modelled flows for the 2037 do-minimum scenario. As noted at issue 2.8.15 above, the flows are predicated on the levels of growth in NTEM and correctly reflect the distribution and delivery of development in the relevant local plans and housing trajectories, in accordance with the list of development sites agreed under issue 2.5.3 of this SoCG above, including the development of the former Wisley Airfield site. The do-minimum modelling makes no allowance for the Burntcommon slips for the reasons set out at 2.8.1 above, but this has the effect of over-stating rather than under-estimating likely future do-minimum traffic flows through Ripley in 2037, which makes the modelling more robust for the purposes of assessing a reasonable worst case.</p>	As 2.5.1 above.
2.8.18	ExQ2.13.29 (b)	The modelled do-something traffic flows in Ripley for the 2037 am peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p>	As 2.5.1 above.

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			<p>Highways England's modelled do-something traffic flows for the 2037 am peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2037 do-something am peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2037 do-something am peak will be 2,406 vehicles, which represents a 1.6% reduction on the 2037 do-minimum am peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2037 do-something am peak will be 2,324 vehicles, a 2% decrease compared with the 2037 am peak do-minimum flows.</p> <p>Table A-1 of the TASIR shows that the two-way do-something flows on the B2215 through Ripley in the 2037 am peak would be 1,574 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 2,218 vehicles for that section of the B2215 to the north, which represent a 5% increase and a 3% decrease on the 2037 am peak do minimum flows.</p> <p>Overall, as can be seen from the above and allowing for the reasonable worst-case approach as regards RHS Wisley traffic, the Scheme will increase traffic flows on the B2215 in the 2037 am peak by no more than 5%. Highways England does not consider this to be significant as the increase in traffic will not materially affect the operational performance of the local road network through Ripley. Most of the increase in traffic flows through Ripley in 2037 is expected regardless of whether the Scheme comes forward or not and will be largely attributable to the additional traffic generated by planned growth.</p> <p>As shown in Table 7.9 of the TA, the model also predicts reductions in flows in the 2037 do-something am peak compared with do-minimum flows, especially on Newark Lane and on the B2215 heading south from the Ockham Park junction. The reduction in flows on the B2215 southbound compared with the do-minimum is likely to be attributable to traffic generated by the development of the former Wisley Airfield site accessing the A3 to head south via Old Lane instead of via Ripley and Burnt Common, as the Scheme improves the capacity of the A3/Old Lane junction. This reduction in flows as a result of the Scheme would still be expected, regardless of whether Old Lane were to be closed to southbound traffic as part of a mitigation package for the Former Airfield site development.</p> <p>Highways England strongly defends the robustness of its modelled 2037 do-something flows. The 2037 do-something traffic flows take into the effects of the Scheme in combination with predicted growth in Guildford Borough generally up to 2037 in accordance with the National Trip End Model (NTEM) and the list of development sites agreed under issue 2.5.3 of this SoCG above, including development of the former Wisley Airfield site. It makes no allowance for the</p>	

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			<p>Burntcommon slips for the reasons set out at 2.8.1 above, but this has the effect of over-stating rather than under-estimating likely future traffic flows through Ripley in 2037.</p> <p>The 2037 do-something traffic flows also assume that 100% of the traffic travelling between RHS Wisley and the south and which will be affected by the closure of the Wisley Lane junction, will route through Ripley on the basis of this being quicker and shorter than the signposted route via M25 junction 10 and that the volume of traffic would reflect a busy event day at RHS Wisley, which can generate up to twice the amount of traffic compared with a typical day and which can generate more traffic in the peak hours compared with typical days.</p>	
2.8.19	ExQ2.13.29 (b)	The modelled do-something traffic flows in Ripley for the 2037 pm peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-something traffic flows for the 2037 pm peak in Ripley are set out in Table 7-9 on page 86 of the Transport Assessment Report (TA) [APP-136 as amended by the Errata REP1-003]. Further information on 2037 do-something pm peak flows on the B2215 through Ripley is provided in the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table 7.9 of the TA shows that the total flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2037 do-something pm peak will be 2,373 vehicles, which represents an increase of 2% on 2037 do-minimum pm peak flows. Table 7.9 of the TA also shows that the two-way flow of traffic on the B2215 Portsmouth Road between Ripley and the Ockham Park junction in the 2037 do-something pm peak will be 2,265 vehicles, an increase of 5% on the 2037 pm peak do-minimum flows. Table A-1 of the TASIR shows that the two-way do-something flows on the B2215 through Ripley in the 2037 pm peak would be 1,572 vehicles for that section of the B2215 to the south of the High Street/Newark Lane junction and 2,247 vehicles for that section of the B2215 to the north, which represent a 2% and 5% increase on the 2037 pm peak do minimum flows.</p> <p>Highways England strongly defends the robustness of its modelled 2037 do-something flows for the reasons set out at 2.8.18 of this SoCG above. Overall, as can be seen from the above and allowing for the reasonable worst-case approach as regards RHS Wisley traffic, the Scheme will increase traffic flows in the 2037 pm peak by 2- 5%. Highways England does not consider this to be significant as the increase in traffic will have a minimal effect on the operational performance of the local road network through Ripley.</p> <p>Most of the increase in traffic flows through Ripley in 2037 is expected regardless of whether the Scheme comes forward or not and will be largely attributable to the additional traffic generated by planned growth. The do-something increases in the pm peak (relative to do-minimum flows) are greater</p>	As 2.5.1 above.

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			<p>than the am do-something changes, largely because overall flows are lower in the pm peak and therefore there is more capacity on the network to accommodate increased demand.</p>	
2.8.20	ExQ2.13.29 (b)	The do-something traffic flows in Ripley for the 2037 inter-peak represent a robust assessment of the Scheme's effects.	<p>Under discussion.</p> <p>For SCC's position on this matter, see 2.8.9 above.</p> <p>Highways England's modelled do-something traffic flows for the 2037 interpeak in Ripley are set out in Appendix A of the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] see Table A-1.</p> <p>Table A-1 of the TASIR shows that the total average hourly flow of traffic through the B2215 Ripley High Street/Newark Lane/Rose Lane junction for the 2037 do-something interpeak will be 2,024 vehicles, which represents an increase of 8% on do-minimum flows for the same period. Table A-1 of the TASIR also shows that the average hourly two-way flow of traffic on the B2215 between Ripley and the Ockham Park junction in the 2037 do-something interpeak will be 1,989 vehicles, an increase of 12% on do-minimum flows for the same period; and that the average hourly two-way flow on that section of the B2215 to the south of the Newark Lane junction in the 2037 do-something interpeak period would be 1,253 vehicles, an increase of 6% on do-minimum traffic flows.</p> <p>Overall, it is evident that whilst the Scheme will give rise to a proportionately greater increase in traffic through Ripley during the inter-peak period (6-12%) compared with the effects during the peak periods (2-5%), the total traffic flows through Ripley during the inter-peak period in the 2037 do-something scenario would still be approximately 10-20 % less than flows modelled for the 2037 do-something morning peak and approximately 7-20% less than peak time do-minimum flows (depending upon the time and the section of the B2215).</p> <p>Highways England strongly defends the robustness of its modelled flows for the 2037 do-something scenario. As noted at issue 2.8.18 above, the flows are predicated on the levels of growth in NTEM and correctly reflect the distribution and delivery of development in the local plans and housing trajectories. The modelling has also taken a worst case as regards the effects of closing the Wisley Lane junction on the routing of RHS Wisley traffic for the reasons set out at issue 2.8.18 above and having regard to the fact that most of the RHS Wisley traffic is likely to be generated during the inter-peak period.</p>	As 2.5.1 above.
2.8.21	ExQ2.13.29(c)	All the links approaching the junction of the B2215 Ripley High Street and Newark Lane and Rose Lane are currently operating within capacity (based on 2015 base flows).	<p>Under discussion.</p> <p>SCC considers that the links along the B2215 between the A3 and A247 are currently operating within theoretical capacity. However, SCC considers that this is not the only criteria that should be applied to the B2215 especially where it passes through Ripley. SCC considers that the current traffic flows have a significant impact on the sense of place and severance that occurs within Ripley High Street and the environmental and social impact is more applicable than</p>	As 2.5.1 above.

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			<p>applying theoretical capacity of a link. SCC considers that the B2215's junction with Newark Lane currently operates at capacity particularly during peak periods. SCC refers to significant queuing and delays currently occurring on Newark Lane and along the B2215 in the AM and PM peaks.</p> <p>Highways England's position is that the capacity of the links along the B2215 Portsmouth Road will be determined by the capacities of the junctions along it, specifically the junctions with the A247 Send roundabout, the off-set crossroads with Newark Lane/Rose Lane and the approach to the Ockham roundabout. Highways England considers that an approach to a junction is approaching its practical operational capacity when demand exceeds 85% of available capacity and is likely to be exceeding its practical capacity when demand exceeds 90% of available capacity.</p> <p>Highways England does not agree with SCC's view that the B2215 High Street/Rose Lane/Newark Lane junction is operating at capacity. Highways England's modelling and assessment work demonstrates otherwise. Highways England considers that the queuing on Newark Lane to which SCC refers is primarily due to congestion on the A3 causing traffic to back up from the Ockham Park junction and in to Ripley. Whilst this backing up of traffic affects the performance of the junction, the queuing is not due to insufficient capacity at the junction itself. The delivery of the Scheme will significantly reduce congestion on the A3, which will help smooth the flow of traffic on approaching links.</p> <p>Highways England's local junction traffic modelling for the 2015 Base scenario demonstrates that the junction of the B2215 with Newark Lane and Rose Lanes currently operates within practical capacity during all peak periods with a maximum demand to capacity ratio of 77% between 07:00 and 08:00 for the left turn out of Newark Lane. Queues for the right turns into either Newark Lane or Rose Lane from Ripley High Street do not exceed two vehicles and do not therefore obstruct straight ahead traffic flow along the High Street.</p> <p>Highways England intends to submit additional information as regards operational capacity of the network in Ripley in the 2015 base year (refer to the applicant's document 9.72 being submitted at Deadline 5).</p> <p>Highways England notes that SCC refers to current traffic flows through Ripley having a significant impact on its sense of place, severance and environmental and social impact. Whilst addressing SCC's concerns about existing conditions in Ripley cannot be a matter for the Scheme, Highways England observes that most of the increase in traffic through Ripley in the future will be attributable to a general increase in background traffic and to development that is planned in the area and not on account of the Scheme. This growth will occur regardless of whether the Scheme comes forward. If environmental impact, severance and sense of place is to be more applicable than the capacity of the local road network, then the Scheme is equally acceptable under those terms as the assessment of the Scheme has not identified any significant environmental effects or traffic related severance effects in Ripley.</p>	

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2.8.22	ExQ2.13.29(c)	The B2215 Portsmouth Road (northbound) approaching the Ockham Park junction is currently operating within capacity (based on 2015 base flows).	<p>Under discussion.</p> <p>SCC's position on this matter is as per that set out in 2.8.21 above.</p> <p>Highways England's local junction traffic modelling for the 2015 Base scenario demonstrates that the B2215 Portsmouth Road at its approach to the Ockham Park junction is currently operating within capacity, with a maximum demand to capacity ratio of 69% (in the busier morning peak hour).</p> <p>Highways England intends to submit additional information as regards operational capacity of the network in Ripley in the 2015 base year (refer to the applicant's document 9.72 being submitted at Deadline 5).</p>	As 2.5.1 above.
2.8.23	ExQ2.13.29(d)	The Scheme will not cause any of the links or junctions at Ripley to exceed their operational capacity in any of the future modelled do-something scenarios.	<p>Under discussion.</p> <p>SCC considers that the B2215 High Street, Rose Lane/Newark Lane operates at capacity in 2020. SCC refers to Highways England's do-something modelling for 2022 predicting that traffic flows will increase through this junction by 25% during the AM peak and 39% during the PM peak compared with 2015 levels (Table 7-9 of the Transport Assessment Report [APP-136]). SCC comments that with the Scheme in place, in 2037, traffic flows are predicted to increase by 58% in the AM peak and 80% in the PM peak compared with 2015. SCC does not accept Highways England's view that the junction will continue to operate within reserve capacity in the future given the proposed increases in traffic flows (Table 7-10 of APP-136). SCC considers that this junction operates at capacity in 2020. SCC considers the capacity exceedance is likely to be caused by traffic growth and/or the increased traffic from the proposed scheme, for example all the Wisley Lane traffic from the A3 south diverting through Ripley on the B2215.</p> <p>Highways England does not agree with SCC's view that the B2215 High Street/Rose Lane/Newark Lane is operating at capacity in 2020 for the reasons set out at issue 2.8.21 above or that the Scheme will cause the B2215 High Street junction to exceed its operational capacity.</p> <p>Highways England recognises that significant growth in traffic is likely to occur in Ripley between the 2015 base and 2022. However, most of the predicted increases in traffic will occur regardless of whether the Scheme comes forward or not. Traffic flows through Ripley are likely to increase by approximately 20% between the 2015 base case and the 2022 do-minimum case (without the Scheme), a point which is not disputed by SCC above. However, the main conclusion for the examination is that the increase in traffic attributable to the Scheme, will be small (not exceeding 5% AADT or up to 3% in the busier morning peak) and will have a minimal effect on the operation of the local road network. Highways England's traffic modelling is predicated on a worst-case approach regarding the routing of Wisley Lane traffic. The volume of Wisley Lane traffic is likely to be significantly less on a typical weekday compared with that assessed which is predicated on a busy event day.</p>	As 2.5.1 above.

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			<p>Highways England refers to the results of its operational assessments reported in the Transport Assessment Report (TA) [APP-136]. The capacity of the links along the B2215 at Ripley is largely determined by the capacities of the junctions along it, specifically the Ockham Park junction and the staggered crossroads with Newark Lane and Rose Lane. These are addressed in turn.</p> <p><u>B2215 approaching the Ockham Park Junction</u></p> <p>As can be seen from Tables G-54 to G-60 of Appendix G of the TA, the B2215 Portsmouth Road as it approaches the Ockham Park junction will generally remain within operational capacity during peak periods, with and without the Scheme in both the 2022 and 2037 do-something scenarios. The overall demand to capacity ratios for the B2115 at this point (expressed in terms of degree of saturation in Appendix G) will be mostly less than 80%.</p> <p><u>B2115 Ripley High Street/Newark Lane/Rose Lane junction</u></p> <p>The assessment of the operational performance of the staggered junction between the B2215 Ripley High Street, Newark Lane and Rose Lane is set out in Section 7.5 and Tables H-69 and H-70 in Appendix H of the TA. With the Scheme, as is shown in Table 7-10 of the TA on page 87, the junction is predicted to operate within practical capacity in both the 2022 and 2037 do-something scenarios, with a maximum ratio of flow to capacity (RFC) of 0.88 in any modelled peak period, which is on the Rose Lane approach during the PM peak period. Queues for the right turns into either Newark Lane or Rose Lane from Ripley High Street do not exceed one vehicle and do not therefore obstruct straight ahead traffic flow along the High Street.</p> <p>It can however be seen from Table 7-10 of the TA, that the Newark Lane approach to the junction is expected to operate above its practical capacity in the 2022 am peak do-minimum scenario (with an RFC of 0.95). This is because the model predicts an increase in traffic routing through Ripley from the Woking direction via Newark Lane between the 2015 base case and the 2022 do-minimum which has the effect of reducing the gaps in the traffic flow along Ripley High Street, thereby reducing the capacity of the exit from Newark Lane. This is likely to be attributable to conditions elsewhere on the road network, including in the M25 junction 11 area. Queues for the right turns into either Newark Lane or Rose Lane from Ripley High Street do not exceed one vehicle and do not therefore obstruct straight ahead traffic flow along the High Street.</p> <p>Tables H-69 and H-70 in Appendix H of the TA demonstrate that the most constrained link at this junction is the left-turn out of Newark Lane into Ripley High Street in any modelled year or period.</p> <p>These assessment results make no allowance for any reduction in traffic flows that may be realised by the implementation of the Burnt Common slips and are predicated on a busy event day for RHS Wisley traffic.</p>	
2.9 Old Lane – design and assessment				
2.9.1	RR-004 paras: 2.3.5.2	There is no planning policy commitment which specifically requires the closure of any part of Old Lane to southbound traffic and on this basis, there is insufficient certainty to assume this within the traffic modelling for the	Agreed. However, SCC is concerned about any increase in vehicular traffic south of the	

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	<p>2.3.5.3</p> <p>REP2-047 paras 6.12-6.15</p>	<p>Scheme.</p>	<p>airfield as it considers that Old Lane will need to become an important non-motorised user route between the Wisley Airfield development and Effingham Junction station.</p> <p>SCC wish to record that the scheme considered at appeal as regards proposed development on the former Wisley Airfield site (planning application 15/P/00012) included a proposal to close Old Lane between the Ockham Bites and the Pond car parks for southbound traffic. This means that whilst traffic could egress the former airfield site both left to the A3 and right to Martyr's Green, ingress off Old Lane would only be via the Black Swan / Mucky Duck crossroads: there would be no access into the site from Old Lane (including from the A3). Paragraph 20.64 of the Inspector's Report on the appeal for the former Wisley Airfield development records that both Surrey County Council and Highways England were satisfied with this proposal.</p> <p>Highways England considers that as that closure was brought forward specifically in relation to a planning application/appeal rather than being a matter stipulated within the policy itself, its merits and modelling thereof should be a matter for consideration in the light of any further planning application for the development of the Wisley Airfield site. Such a closure could have wider implications for other parts of the local road network which would not relate directly to the purpose or effects of the Scheme and Highways England understands that some members of the local community expressed concerns about its implications.</p>	
<p>2.9.2</p>	<p>RR-004 paras: 2.2.4 2.3.5.1</p> <p>REP2-047 paras 7.2.1.16 to 7.2.1.19</p> <p>See also SCC's responses to ExQ 2.13.2 and 2.13.11..</p>	<p>The improvement of the A3/Old Lane junction to be carried out as part of the Scheme will allow more traffic from the Wisley Airfield development to access the A3 at this point thereby reducing the amount of development traffic that would otherwise have to route through Ripley were the Scheme not to be built.</p>	<p>Under discussion.</p> <p>SCC considers it unlikely that the Scheme would significantly change the amount of WPIL development traffic that would use the A3/Old Lane junction. SCC refers to the WPIL planning application as having provided for improvements to increase the capacity of the A3/Old Lane junction (which could be delivered in isolation of the Scheme). SCC considers that WPIL had therefore already maximised the amount of development related traffic that would use this junction to access the A3 rather than having to route through Ripley.</p> <p>Highways England has responded to the points raised in SCC's representations to date on this matter. See REP2-014 (comments on REP1-020-12 on page 30) and REP3-007 (see comments on paragraphs 7.2.1.16 – 7.2.1.19 on page 14). In summary, the increase in traffic on Old Lane shown in the traffic modelling for the 2037 do-something scenario will be primarily due to traffic generated by development at the former Wisley Airfield site accessing the A3 southbound at the improved Old Lane junction instead of accessing the A3 at Burntcommon (and travelling via the Ockham Park junction and the B2215 through Ripley). In turn this has the effect of reducing traffic flows through Ripley (especially southbound) in the 2037 do-something scenario.</p> <p>The traffic modelling indicates that approximately 50% of all daily traffic generated by the Wisley Airfield development will route via the B2215 Portsmouth Road through Ripley in 2037 without the Scheme and approximately 34% with the Scheme. Therefore, the Scheme is anticipated to remove 16% of the daily traffic generated by the Wisley Airfield development from the B2215 Portsmouth Road through Ripley</p>	<p>Highways England will continue to engage in discussions with SCC on this matter. Final positions will be set out in the next version of this SoCG to be submitted at Deadline 8.</p>

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			<p>SCC now refers to the WPIL Scheme as having already maximised the potential of the A3/Old Lane junction to cast doubt on Highways England's modelling. However, no justification has been put forward by SCC to evidence whether the WPIL application did indeed provide the same level of capacity at the junction as is proposed in Highways England's Scheme. Whilst the WPIL application may have improved acceleration and deceleration arrangements at this junction, much of the improved capacity in the Scheme derives from the provision of a two-lane on-slip to the A3 from M25 junction 10 (as can be seen on Sheet 4 of the Scheme Layout Plans [APP-012] which may not have been included in the WPIL proposal.</p> <p>See also Highways England's comments on Ex Q 2.13.2 (being submitted at Deadline 5).</p>	
2.9.3	RR-004 paras: 2.2.4 2.3.5.1 REP1-020 (para 2.3.5.1)	The improved A3/Old Lane junction will provide sufficient capacity to accommodate the predicted traffic flows without loss of operational performance.	Agreed.	See also Highways England's response to Ex Q 2.13.6 which is being submitted at Deadline 5
2.9.4	RR-004 paras: 2.3.5.2 2.3.5.3 REP2-047 paras 7.2.1.14 (2 nd para of this no.) and 7.2.4.3 and 7.2.4.4 REP3-036 para 1.3	The increase in traffic on Old Lane to the east of its junction with Ockham Lane that is predicted to result in the 2037 do-something scenario is likely to be attributable to traffic from Effingham reassigning to avoid congestion elsewhere on the local road network and accessing the A3 at the improved A3/Old Lane junction instead.	Under discussion. Highways England awaits confirmation as to SCC's final position on this matter. As set out in REP2-014 (see Highways England's comments on issue REP1-020-12 on page 30) the Scheme is not expected to result in a significant change in traffic flows on this route in 2022. However, traffic modelling indicates that flows would increase by approximately 30% in the 2037 do-something scenario and without the Scheme are predicted to increase by 50% between 2022 and 2037.	As 2.5.1 above.
2.10 Ockham Lane at Bridge End and Martyr's Green – assessment of effects				
2.10.1	RR-004 paras: 2.3.6.1 2.3.6.2 REP2-047 para 7.2.5.1	The resulting traffic flows on Ockham Lane will be less than those predicted in the model were the Wisley Airfield development to incorporate a design which encourages non-airfield traffic to route directly through the development site.	Under discussion. SCC has expressed concern about the Scheme significantly increasing traffic on Ockham Lane and considers that the traffic model should have assumed that a through vehicular link would be provided as part of the Wisley Airfield development. Highways England considers that until design details for this link are known (once a planning application is submitted) it is not possible to model this with sufficient confidence. The traffic impacts of the Scheme are therefore likely to be overstated in this regard, which Highways England considers is a more robust and appropriate approach in the circumstances. In any event, whilst the percentage increases in flows are large, in absolute terms the numbers are modest and will not give rise to any significant noise effects on nearby receptors.	As 2.5.1 above. Highways England will continue to engage in further discussions with SCC to establish whether agreement can be reached on this matter. Final positions will be set out in the next version of this SoCG to be submitted at Deadline 8.

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			<p>The increase in flows will be below the threshold necessary for an air quality assessment.</p> <p>(see Highways England's response on this matter in REP2-014 (see comment on REP1-020-14 on page31) and in REP3-007 (see comment on paragraph 7.2.5 on page 17).</p>	
2.10.2	RR-004 para 2.2.4 REP2-047 para 7.2.5	The predicted increase in traffic flows on Ockham Lane north of the junction with Old Lane in the do-something scenarios is likely to be attributable to traffic from Cobham rerouting to avoid congestion at the A245/A307 junction and join the A3 at the improved Old Lane junction instead of at Painshill.	<p>Under discussion.</p> <p>SCC has expressed concern about the projected increase in trips on Ockham Lane.</p> <p>Highways England is of the view that the additional numbers are relatively low, (approximately one additional vehicle per minute), which is unlikely to affect the performance of the local road network. No significant noise effects on receptors along this route are predicted as a result of the Scheme and the predicted increase in traffic flows falls below the threshold for carrying out an air quality assessment.</p> <p>Highways England has responded to SCC's point about increased traffic on Ockham Lane in REP2-014 (see comment on REP1-020-14 on page 31) and in REP3-007 (see comment on para 7.2.5 on page 17). In summary, whilst the modelling shows a proportionately high increase in traffic on Ockham Lane, particularly in 2037 when the former Wisley Airfield site has been developed, numerically the actual number of additional trips will be small and can be accommodated without detriment to the operation of the local road network.</p>	Highways England will continue to engage in discussions with SCC, to establish whether agreement can be reached. Final positions on the matter will be set out in the next version of this SoCG to be submitted at Deadline 8 in accordance with the examination timetable.
2.10.3	RR-004 para 2.2.4	The predicted increase in traffic using Ockham Lane to the south of the junction with Old Lane in the 2022 do-something scenario is small and is not significant.	Agreed.	
2.10.4	RR-004 paras 2.3.6.1 and 2.3.6.2 and REP2-047 para 7.2.5	The Guildford Local Plan proposes mitigation to Ockham Lane as part of Policy A35: Former Wisley airfield, Ockham through the provision of Requirement (2) "A through vehicular link is required between the A3 Ockham interchange and Old Lane". Once the provision of the link is obtained, traffic management would be required on Ockham Lane to downgrade its current level of usage and encourage traffic to use the through vehicular link through the Wisley Airfield site.	<p>Agreed (as a matter of fact).</p> <p>However, the County Council is concerned that the Guildford Local Plan Policy A35 Requirement (2) (the through vehicular link) has not been modelled in the assessment even though the site allocation has been assessed in terms of the increased development traffic flows. SCC emphasises that modelling Requirement (2), which Highways England was aware of at the time of developing the transport evidence base for the DCO, would likely significantly reduce the amount of traffic using Ockham Lane, Old Lane and indeed the Old Lane junction with A3 which experiences a significant increase in traffic flows. However, SCC considers that this could also have implications for Ripley High Street as more traffic could continue to use this route in the Do-Something scenario. (as discussed at DCO ISH).</p> <p>Highways England will continue to engage in discussions with SCC as regards the traffic modelling results and implications for local roads, however at this stage makes two observations:</p> <ul style="list-style-type: none"> • The through vehicular link would be likely to reduce the amount of traffic on Ockham Lane, which means that its assessment represents a reasonable worst case in this regard; and • The through vehicular link will be unlikely to reduce the amount of Wisley Airfield traffic accessing the A3 via Old Lane and Highways England's as the model shows this to be the shortest/quickest route for traffic. 	As 2.5.1 above.

2.11 Elm Lane design

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2.11.1	RR-004 para 2.3.7.2	The character and width of Elm Lane and the environment through which it passes make it unsuitable for use as 'through route' for traffic.	Agreed.	
2.12 Painshill – design and assessment				
2.12.1	RR-004 para 2.3.8.5 and REP2-047 para 4.9.7	The design of the A245 Byfleet Road/Seven Hills Road junction satisfactorily incorporates the amendments discussed between Highways England and SCC during the November 2018 targeted non-statutory consultation.	<p>Not agreed.</p> <p>SCC considers that the design should be further modified to incorporate several additional changes as set out in paragraph 2.3.8.5 of SCC's relevant representation. See also SCC's comments below on issues 2.12.4, 3.3.1 and 3.4.2 of this SoCG.</p> <p>Highways England has responded to SCC's points in REP2-014 (see comments on REP1-020-19 on page 33). In summary, the improvements to the junction had already been designed to take into account comments provided by SCC and Highways England does not agree that the additional changes suggested are necessary.</p> <p>Highways England has however applied to change the DCO application as regards proposals for the A245 Byfleet Road (eastbound carriageway). See documents submitted by Highways England at Deadlines 4 and 4a. This change, described as change 3 in REP4a-004 has now been accepted for examination, see the procedural decision dated 27 February 2020. Any matters arising from this change will be addressed in the next version of this SoCG.</p>	Highways England will continue to engage in discussions with SCC as regards the changes to the DCO application relating to the A245 Byfleet Road. Any matters arising will be set out in the next version of this SoCG to be submitted at deadline 8 in accordance with the Examination timetable.
2.12.2	RR-004 para 2.3.8.5 and REP1-020 para 2.3.8.7	The stopping up of Old Byfleet Road has no direct relationship with the banning of right turning and straight on movements from Seven Hills Road (north).	Agreed.	
2.12.3	RR-004 para 2.3.8.5 REP1-020 para 2.3.8.6	Traffic modelling for the Seven Hills Road junction shows that the Scheme will provide sufficient capacity to accommodate forecast traffic growth.	Agreed.	
2.12.4	RR-004 para 2.3.8.5 REP4-047 para 7.2.7.3 (6) See also responses to ExQ2.13.32	The condition of the highway surface on that part of Seven Hills Road (south) between the entrance to the Hilton Hotel and the A245 Byfleet Road remains adequate for its current and future level of traffic usage.	<p>Not agreed.</p> <p>SCC considers that Seven Hills Road (south) will require resurfacing along its whole length. As this road is currently closed, will be reopened and SCC do not know the future use of San Domenico at this stage. Cyclists will also use this section. As part of discussions on this SoCG, SCC has also commented that as the road will be used for construction traffic a condition survey will be required. It has also commented that the road will be improved either side of this section requiring new joints.</p> <p>Highways England has confirmed that the section of Seven Hills Road (south) that is currently closed will be resurfaced under the Scheme (see REP2-014 (see comments on REP1-012-2 on page 6 and comments on REP1-020-19 on page 33). This is shown on sheet 7 of the Scheme Layout Plans [APP-012]. The only section of Seven Hills Road (south) that will not be resurfaced is that section of existing highway between the Hilton Hotel and the A245 as the surface of this section is already suitable. Highways England is therefore not aware of any specific reason as to why this matter cannot be agreed with SCC.</p>	See also Highways England's response to ExQ 2.13.32.
2.13 Other traffic/transport issues				

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2.13.1	N/A	The additional capacity that the Scheme will deliver at the M25 junction 10/A3 Wisley interchange will reduce the volume of traffic on local roads overall as set out in the Transport Assessment [APP-136] paras 7.2.7, 7.4.12 and 7.4.14 and Figures 7.3 and 7.4.	<p>Under discussion.</p> <p>SCC considers that Highways England has not demonstrated that the overall volume of traffic on local roads will reduce. SCC comments that Figures 7.3 and 7.4 [APP-136] show some significant increases in traffic flows on the local road network, including at Ockham Lane (North), Old Lane, Guilshall Lane, Ripley High Street and other roads that will affect local communities adjacent to the A3. SCC state that 'traffic' is a function of the number of vehicles and distance travelled and now asks for further information from the model on this.</p> <p>Highways England refers to its response on this matter in REP1-009 (see comment on RR-038 on page 86) which explains that the Scheme will reduce overall traffic flows on local roads by up to 741,000 vehicle kilometres on an average day across the modelled local road network. Highways England acknowledges that inevitably there will be increases in traffic flows on some local roads. Most importantly, the assessments conclude that these increases can be accommodated without material loss of operational performance of the local road network. Overall there will be a reduction in total vehicle kilometres travelled on local roads as a result of the Scheme. With reduced congestion at the M25 junction 10/A3 Wisley interchange as a result of the Scheme, the modelling shows that traffic will reassign to the strategic road network when quicker and/or more direct than continuing on the local network.</p>	Highways England will continue to engage in discussions to agree this matter with SCC. A final position will be set out in the next version of this SoCG to be submitted at Deadline 8.
2.14 Private access arrangements				
2.14.1	<p>RR-004 para: 2.3.8.4 and REP2-047 paras 4.9.10 - 4.9.11 and 7.2.1.2.</p> <p>See also SCC's responses to ExQ 2.12.1 and other responses to ExQ 2.12.3</p>	The provision of a safer purpose-built substitute access to the Gothic Tower from the A3 for use in emergencies would offer little public benefit, as high level firefighting equipment would still be unable to gain access to the Tower from this direction due to topographical conditions and would have to route through Painshill Park, as would be the case if a fire were to occur under the present arrangements.	<p>Under discussion.</p> <p>Highways England awaits confirmation of SCC's final position on this matter.</p> <p>Highways England's position remains that it would be unsafe to allow continued access to Painshill Park directly from the A3, both for the people using the access and for people travelling on the A3 itself. The Surrey Fire and Rescue Service (SFRS) has confirmed [REP3-063] that from a fire safety perspective, there is not a requirement to provide or maintain a 2nd access to Painshill Park for fire service vehicles. Although it is acknowledged that attendance times would be longer than at present, this has to be balanced against the low risk to life from fire and the fact that the SFRS has previously confirmed that it would not use the existing access direct from the A3 as it is unsafe (see REP1-009 – comment on RR-021 on page 53).</p>	<p>Highways England has given careful consideration to this matter. There are no solutions to providing a substitute 2nd access without having to compulsorily acquire land from a third party. Given that there is an existing alternative access route to the Park and having regard to the views of the SFRS that the nature and use of the Gothic Tower (in Painshill Park) does not require a 2nd access for fire attendance purposes, the case for compulsory acquisition cannot be justified.</p> <p>No further action on this matter is proposed, although Highways England invites SCC to confirm its final position on this issue in the next version of this SoCG to be submitted at Deadline 8.</p>
2.15 Lorry lay-bys				
2.15.1	RR-004 paras: 2.4.1, 2.4.2, 2.4.3	It would be inappropriate for the Scheme to retain the lorry layby on the A3 on the grounds of highway safety and design standards.	Agreed.	

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	REP2-047 paras 7.3.1 and 7.3.3			
2.15.2	RR-004 paras: 2.4.1 2.4.2 2.4.3 REP2-047 paras 7.3.1 and 7.3.3	There is sufficient layby capacity on the A3 to the south of Ockham to accommodate any displaced demand for lorry drivers on the A3. For lorry drivers travelling on the M25, the nearest alternative lorry parking facilities are at Cobham services approximately 2 miles to the east of M25 junction 10. There are no locations in the vicinity of the M25 junction 10/A3 Wisley interchange that would be suitable for the provision of replacement HGV parking as part of the Scheme.	Agreed. Whilst SCC is concerned about the loss of lorry parking, it acknowledges that given the sensitive nature of the environment surrounding the M25 junction 10/A3 Wisley interchange there are no suitable locations where replacement spaces could be provided as part of the Scheme. SCC looks to Highways England to address the need for HGV parking/spaces as part of its wider remit in managing the Strategic Road Network.	
2.16 Road safety				
2.16.1	RR-004 paras: 2.3.3.2 2.3.8.1 2.3.8.3 2.5.5 3.1.3 4.1.2.1 4.1.2.2 4.1.2.3	The Stage 1 Road Safety Audit (RSA) which has been carried out provides an appropriate level of assurance commensurate with the preliminary design status of the Scheme.	Under discussion. SCC is concerned that the RSA is not detailed enough or addresses all aspects of the Scheme and has asked for more details as set out in paragraph 4.1.2.2 of SCC's relevant representation. SCC is concerned that there could potentially be impacts on the red line boundary. Highways England has responded to SCC's concerns about road safety audits in REP2-015 (see comments on RR004-15 on page 32, on REP1-020-36 and REP1-020-37 on page 38). In summary, a stage 1 Road Safety Audit (RSA) has been carried out on the preliminary design in accordance with the Design Manual for Roads and Bridges. A copy of which is presented in Appendix I of the Transport Assessment Report [APP-136]. The scope of the Stage 1 RSA was in accordance with the relevant guidance in GG119 (formerly HD19/15). In chapter 1 of GG119, it is made clear that the purpose of an RSA is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve road safety. It states that 'it is important to note that the road safety audit is not intended to be a technical check of compliance with design requirements'. A number of SCC's criticisms of the RSA relate to technical matters which are outside its scope or address matters that are normally considered at the detailed design stage. Their omission from the RSA does not therefore diminish the robustness of the RSA that has been carried out. The stage 2 RSA for the detailed design will be carried out in more detail. Highways England has offered to make provision for SCC's involvement in the brief for the stage 2 RSA so that the level of detail required can be agreed. This is to be included within the scope of a separate side agreement between Highways England and SCC (see issue 1.5.1 above).	Highways England confirms that a detailed stage 2 RSA will be carried out at the detailed design stage and SCC will be consulted appropriately. An interim RSA has been undertaken and is to be shared with SCC. Highways England will continue to engage with SCC with a view to reaching agreement on this matter. The position will be confirmed in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examination timetable.
2.16.2	RR-004 paras: 2.3.4.1 4.1.1.3	It is appropriate for details of design features to discourage speeding on the Wisley Lane diversion to be agreed at the detailed design stage under requirement 5 of the dDCO.	Agreed. SCC's agreement is subject to there being enough space within the DCO boundary for any detailed design measures to reduce the risk of speeding, such as gateway features. The extent of land to be acquired for the purposes of constructing the Wisley Lane Diversion is shown on sheets 1 and 2 of the Land Plans [AS-002]. Any features required will need to be provided within the land to be acquired	

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	REP2-047 para 7.2.3 REP3-036 para 1.5 (b)		permanently. Highways England is confident that there will be enough space to incorporate these features at the detailed design stage	
2.16.3	RR-004 para: 3.1.7	It is appropriate for details of vehicle restraint systems to be agreed at the detailed design stage under requirement 5 of the dDCO.	Agreed. SCC accepts that this matter can be agreed at the detailed design stage providing that the necessary measures can be provided within the DCO boundary.	
2.16.4	RR-004 para: 4.1.2.4	The proposals for anti-dazzle fencing, as shown on the Scheme Layout Plans (APP-012) adequately address potential hazards associated with glare from headlights.	Agreed SCC has asked if consideration has been given to an effective method of screening headlights between the new service roads and the A3. The antidazzle fencing is shown on the Scheme Layout Plans.	
2.17 Road signage				
2.17.1	RR-004 paras: 2.7.1 2.7.2 2.7.3 REP2-047 paras 7.5.1, 7.5.2, 7.5.3 and 7.5.4.	Replacement variable message signs (VMS) on the A245 near Painshill could be secured through designated funds and need not be provided as part of the Scheme.	Not Agreed. Discussions have taken place about SCC submitting a bid under the Users and Communities Designated Funds in April 2020. Highways England considers that the provision of signage on the local road network is a matter for SCC as local highway authority and that the signage requested is not essential for the purposes of the Scheme. Nonetheless Highways England is supporting SCC in resubmitting a bid for funds for replacement signage in RIS2 – April 2020. (See Highways England's previous responses on this matter in REP2-14 – comment on REP1-020-25 on page 35 and in REP3-007 – see comment on 7.5.4 on page 17).	Highways England is supporting SCC in resubmitting a bid for funds in RIS2 – April 2020.
2.17.2	RR-004 paras: 2.7.2 2.7.3 REP2-047 paras 7.5.1, 7.5.2, 7.5.3 and 7.5.4.	Additional variable message signs on the local road network are not directly necessary for the purposes of the Scheme.	Not agreed. SCC considers that the Scheme should make provision for new VMS on the local road network including on the approaches to the Ockham Park junction. SCC consider that these will be essential in relation to Emergency Diversion Routes. Highways England considers that the provision of additional VMS signage on the local road network should be a matter for the local highway authority and that such signage is not required for the purposes of the Scheme. Nonetheless Highways England will continue to support SCC in resubmitting a bid for funds for this signage in RIS2 – April 2020. (See Highways England's previous responses on this matter in REP2-14 – comment on REP1-020-25 on page 35 and in REP3-007 – see comment on 7.5.4 on page 17).	Highways England is supporting SCC in resubmitting a bid for funding in RIS2 – April 2020.
2.17.3	RR-004 para 2.3.8.5	There is unlikely to be any operational benefit in linking the signals at the A3 Painshill junction with the signals at the A245 Byfleet Road/Seven Hills Road junction.	Agreed. SCC accepts Highways England's response given in REP2-014 (see comments made on REP1-020-19 on page 33) that the given the distance between the two sets of signals, the linking of the signals would offer no operational benefit. SCC requests that Highways England adopt a Collaborative Traffic Management approach with the County Council.	Highways England is nonetheless continuing to engage in discussions with SCC on a collaborative approach to traffic management.
2.18 Traffic management and construction phase traffic impacts				

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2.18.1	RR-004 paras: 10.1 10.2 REP2-047 para 7.9.2	The Scheme description in APP-002 makes appropriate provision for maintaining traffic flows on the strategic road network during construction and for the agreement of a traffic management plan for the construction phase.	<p>Under discussion.</p> <p>SCC has advised that it needs clarity on the intended diversion routes and impacts on neighbouring districts and boroughs, e.g. Woking and Mole Valley and the deliverability of the diversion proposals before being able to agree this matter. SCC also requires sign off on the Traffic Management Plan (TMP) before being able to confirm agreement on this matter</p> <p>SCC's relevant representation notes that it has concerns on a draft Traffic Management Plan shared with SCC during the pre-application stage.</p> <p>Highways England has already responded to SCC's points in REP2-014 (see comments on REP1-020-75 on page 47). Highways England considers that the approval of the Traffic Management Plan is a matter to be addressed under requirement 4 of the DCO. SCC is a consultee under that requirement and Highways England has already made a commitment to agree the TMP with SCC in the REAC (see item PC1.7 on page 31 of REP2-005). The DCO application documents make clear that any closures required on the M25 or A3 would be limited to overnight or at weekends and that narrow running lanes and reduced speed limits would be used to maintain traffic flows. The Temporary Works Plans [APP-015] also show that temporary slip roads are to be provided at M25 junction 10 specifically to maintain the flow of traffic during the junction works. (See APP-002 paragraphs 25.2.8 and 25.3.3, APP-049 paragraphs 2.7.15 and 2.7.16, APP-015 Temporary Works Plans, REP2-011 paragraph 11.1.2).</p> <p>Highways England has given very careful consideration to the issue of maintaining traffic flows during the works and the provision of temporary slip roads at M25 junction 10 represents a very substantial commitment. An assessment of the potential impacts on traffic during the construction of the works has been carried out (see REP2-011), which concluded that significant rerouting of traffic to the local road network would be unlikely. Highways England considers that its approach is reasonable and appropriate for this stage of the project and that suitable safeguards remain through Requirement 4 for the details of diversion routes to be agreed. This is entirely consistent with other made DCOs. On this basis, Highways England looks to SCC to explain why this matter cannot be agreed.</p> <p>Highways England notes that a workshop is to be held in March 2020 to further discuss the matter of diversion routes with SCC. It is envisaged that the diversions will need to be informed by those that have already agreed with SCC for when closures of the M25 or A3 are required from time to time as part of their on-going maintenance programme or in the case of emergencies. Highways England does not consider that agreement of issue 2.18.1 is dependent upon the detail of every diversion route being agreed in that workshop.</p>	<p>Highways England and SCC have agreed that once the relevant contractor for the Scheme has been appointed, a workshop will be held in March 2020 to discuss possible diversion routes to be used in the event of overnight or weekend closures.</p> <p>However, Highways England's position remains that these issues should be dealt with under requirement 4 of the DCO. Highways England will continue to engage in discussions with SCC to seek agreement on this point or to establish the reasons why this matter cannot be agreed. The outcome of these discussions will be set out in the next version of this SoCG to be submitted at Deadline 8.</p>
2.18.2	RR-004 para: 3.2.1	It is appropriate that measures to maintain bus services/bus stop access during construction are agreed under Requirement 4 of the dDCO.	<p>Under discussion.</p> <p>SCC considers that provision should be made for a shuttle bus replacement service between Ripley and Wisley Lane.</p> <p>Highways England considers that SCC's request for the Scheme to fund a replacement shuttle bus service between Ripley and Wisley Lane to be disproportionate having regard to the small number of people using the existing bus stops at present. Highways England will discuss this matter further with SCC, although the details of arrangements to maintain bus services is a matter</p>	<p>See also 2.18.1 above.</p> <p>Highways England is continuing to engage in discussions with SCC on this matter, the outcome of which will be set out in the final version of this SoCG to be submitted at Deadline 8, in accordance with the Examining Authority's timetable.</p>

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			to be approved under DCO requirement 4. (See also Highways England's response on this matter in REP2-014, comment on REEP1-020-35 on page 38). Reference should also be made to the Register of Environmental Actions and Commitments (REAC) [REP2-005] which contains several commitments about the Undertaker having to agree arrangements with SCC as to the maintenance of bus services during the construction works.	
2.18.3	RR-004 paras: 10.3 10.5 10.6	The REAC (APP-135) contains sufficient assurance that roads and other public rights of way (including Wisley Lane) will be kept open for traffic during the works, except for any overnight closures that may be reasonably required during works to tie-in the new and existing carriageways, demolish or install structures etc.	<p>Under discussion.</p> <p>SCC is concerned that a continuous direct access from the A3 to Wisley Lane is maintained during the works and that the works should be programmed to avoid temporary closures of PROW routes that would compromise accessibility for NMUs.</p> <p>Highways England has responded to this point in REP2-014 (see comments on REP1-020-76 on page 48). In summary Highways England has confirmed that access to Wisley Lane will be maintained during the works, except during carriageway tie-in works when an overnight closure will be required. The Register of Environmental Commitments and Actions (REAC) [REP2-005] also makes several commitments as regards maintaining accessibility for non-motorised users (see pages 15-16 and pages 29 -31 and pages 49-50)</p> <p>In view of the above, Highways England is not aware of any reason as to why this matter cannot be agreed with SCC.</p>	<p>See 2.18.1 above.</p> <p>Highways England will continue to engage with SCC with a view to reaching agreement on this matter. The final position will be set out in the updated version of this SoCG to be submitted at Deadline 8 in accordance with the Examination timetable.</p>
2.18.4	RR-004 para: 10.7	The construction traffic routes, as shown on the Temporary Works Plans (APP-015) are appropriate for the Scheme.	<p>Under discussion.</p> <p>Highways England awaits SCC's feedback on this matter and is not aware of any concerns having been raised about the routes as shown on the Temporary Works Plans.</p>	<p>See 2.18.1 above.</p> <p>Highways England will continue to engage in discussions with SCC to establish whether agreement can be reached on this matter. The outcome of these discussions will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examination timetable.</p>
2.18.5	RR-004 para: 10.7	The assumption in the Transport Assessment Report (APP-136) that construction workforce traffic would be split evenly across the four approaches to M25 junction 10, is reasonable and appropriate.	<p>Not agreed.</p> <p>SCC considers that a greater proportion of the workforce would originate from the north.</p> <p>Highways England has responded to this point in REP2-014 (see comments made on REP1-020-80 on page 49). In summary, Highways England based its assessment on the advice of a specialist construction adviser and considers the assumption that construction workforce traffic will be evenly split to be reasonable.</p>	<p>Highways England notes that the assessment is based on the busiest period of construction activity and for the rest of the construction period, the volumes of construction traffic will be significantly less.</p>
2.18.6	RR-004 paras: 10.1 10.7	The construction phase of the Scheme will not give rise to significant adverse effects on the local road network, as reported in the Transport Assessment Report (APP-136) and in the Transport Assessment Supplementary Information Report (REP2-011).	<p>Not agreed.</p> <p>SCC considers that the Transport Assessment does not fully assess the effects and is concerned that the Scheme could have a major impact on the local road network during construction, including the view that a 6% increase in flows on the mainline carriageway could result in a severe impact. More specifically SCC suggests that provision is made for a communications plan and a mitigation plan to address the routing of HGVs from the Woking railhead.</p>	

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	REP2-047 paras 4.8.3-4.8.6		<p>Highways England has responded to SCC's points in REP2-014 (see comments on REP1-020-75 on page 47). In summary, the assessments concluded that the construction of the Scheme would not give rise to a significant displacement of traffic to the local road network. Highways England's Transport Assessment Supplementary Information Report [REP2-011] contains further information to show how the measures proposed will maintain traffic flows on the strategic road network during construction. Information on traffic management is also provided in the DCO application documents as explained under issue 2.18.1 of this SoCG above. Requirements 3 and 4 of the dDCO require a traffic management to be approved before construction works involving the M25 or the A3 may commence and for a community relations strategy to be put in place.</p> <p>Having responded on these points, Highways England is not aware of any outstanding matters that preclude agreement being reached with SCC on this issue.</p>	
2.18.7	RR-004 para: 10.8	It is appropriate that the proposed construction compound on the site of the former San Domenico Hotel is accessed from the A3, provided that suitable traffic management measures are implemented to enable this to be achieved without compromising the safety of construction workers or the travelling public.	<p>SCC has no further comments on this matter.</p> <p>SCC is concerned that access from the A3 could be hazardous and whether as a result of this the site is suitable for use as a compound. However, SCC has now confirmed that the use of the A3 for construction traffic to access the site of the former San Domenico Hotel is not something for SCC to comment on as it is a strategic road.</p> <p>Highways England notes that it has already responded to this point in REP2-014 (see comment on REP1-020-82 on page 50) and confirms that suitable traffic management measures will be put in place during construction to ensure that the compound can be accessed safely.</p>	
2.19 Public transport				
2.19.1	RR-004 paras: 3.2.1(i) 3.2.1 (ii) REP2-047 (paras 4.11.1 and 7.6.1 to 7.6.9)	The Scheme makes appropriate provision for the replacement of affected bus stops.	<p>Not agreed.</p> <p>However, SCC considers that the Scheme should provide for upgraded facilities, including the installation of 'real-time' information and upgraded bus stops at the Ockham Park junction.</p> <p>Highways England considers that the Scheme should provide replacement bus stops to a comparable standard as existing. As real-time information is not currently provided at the existing bus stops and given this information is readily available via mobile applications, Highways England considers that these upgrades are not directly necessary for the Scheme. (See Highways England's response on this matter in REP2-014 – comment on REP1-020-31 on page 37)</p>	No further action by Highways England is proposed. Highways England does not consider the upgrading of bus stops beyond their current standard to be necessary for the purposes of the Scheme.
2.19.2	RR-004 paras: 3.2.1(ii) 3.2.1 (iii) REP2-047 (paras 7.6.1 to 7.6.9) REP3-036 para 1.6	Retaining the two existing bus stops on the A3 near Wisley Lane would be unsafe and a position at the entrance to RHS Wisley Garden offers the best possible option for their relocation.	<p>Agreed.</p> <p>See 2.19.3 below.</p>	

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2.19.3	<p>RR-004 para: 3.2.1 REP2-047 (paras 7.6.1 to 7.6.9)</p> <p>REP4-048</p>	<p>The Scheme will require buses to divert off the A3 to pick up and set down passengers at Wisley Lane, which will add up to approximately three minutes to journeys, as set out in the Transport Assessment Supplementary Information Report [REP2-011].</p>	<p>Under discussion.</p> <p>SCC is concerned that the additional time will adversely affect the viability of the service and will liaise with Stagecoach (the bus operator of the service for SCC) to justify why a financial payment by Highways England is considered necessary to pump-prime this diversion.</p> <p>SCC has requested further information to quantify the impact on bus journey times.</p> <p>Highways England does not agree that the Scheme would give rise to a significant adverse impact on the operation of the bus service and has responded on this matter in REP2-014 (see comment on issue REP1-020-33 on page 37) and in its Transport Assessment Supplementary Information Report [REP2-011]. In summary, the likely increase in journey times by up to 3 minutes each way due to the additional distance arising from the diversion, will need to be balanced against the potential benefits of increased patronage due to the bus stop being more conveniently sited for RHS Wisley Garden and the benefits that the Scheme will deliver in improving journey times through the M25 junction 10/A3 Wisley interchange during peak periods.</p> <p>Highways England notes SCC's comment in REP4-048 that it has not yet agreed that all bus services would divert without a financial contribution. However, Highways England considers that SCC is well placed to decide on this matter now. SCC has already stated in REP3-036 that it is 'de facto the operator' of the 715-bus service and that it has 'no issue with the principle of the proposed bus turn around at RHS Wisley'. No evidence has been put forward by SCC to justify its request for a financial contribution by Highways England, although Highways England understands that SCC is now in dialogue with Stagecoach, the company that runs the 715 service.</p> <p>In response to SCC's request for further information to quantify the impact (as set out in REP4-048), the additional three minutes referred to above and in REP2-007 relates to the additional time a bus will take to exit the Ockham Park junction, travel along the Wisley Lane diversion, turn around at the entrance to RHS Wisley Garden and return to the Ockham Park junction and re-join its current route. This represents the full extent of the diversion for the 715 service, which at present routes through Ripley to join or leave the A3 at the Ockham Park junction.</p> <p>During peak times, when the benefits of the Scheme in terms of improved journey times through M25 junction 10 will be most notable, the additional journey time is likely to generally reduce by between 30 seconds and 2 minutes, depending on direction and peak period, when compared with journey times for the service in the do-minimum scenario. However, bus journey times are forecast to be significantly reduced northbound during the morning peak period in 2037 with the Scheme (by up to 21 minutes) compared to the do-minimum scenario due to the reduction in traffic congestion and delay on the A3 northbound during the morning period delivered by the Scheme. Highways England's assessment of the Scheme's impact on the 715 bus service is set out</p>	<p>Highways England is continuing to engage in discussions with SCC as regards the implications for the operation of the 715 bus service.</p> <p>Highways England has asked SCC to provide further evidence to justify its request for the Scheme to contribute £30,000-£50,000 per annum over two years (which is set out in paragraph 3.2.1(iii) of RR-004. Highways England does not consider this payment to be necessary or fairly and reasonably related in scale and kind to the Scheme.</p> <p>The outcome of these further discussions will be set out in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examination timetable.</p>

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			in further detail on page 31 of the Transport Assessment Supplementary Information Report (TASIR) [REP2-011] noting that the northbound and southbound times in the 2037 columns of Table 5.1 are presented the wrong way round, i.e. southbound should be northbound and visa-versa.	
2.19.4	RR-004 para: 3.2.1(iii) REP2-047 (paras 7.6.1 to 7.6.9) REP3-036 para 1.6 See also SCC's response to ExQ 2.13.35.	The relocation of the Wisley Lane bus stops to the entrance to RHS Wisley Gardens offers a more convenient solution for passengers than an alternative solution involving the provision of a new footpath link from the bus stop at Ockham Park, which would need to be routed through RHS Wisley Garden land.	Under discussion. See also comments under item 2.19.3 of this SoCG above. SCC's position is that it has not been determined that all timetabled services will access RHS Wisley via the realigned Wisley Lane. SCC consider that suitable pedestrian access for bus passengers must be secured if this cannot be achieved. Highways England is not aware of any reason as to why the new bus stop location at the entrance to RHS Wisley cannot be accommodated for all timetabled services. SCC states in REP3-036 that it 'is de facto the operator' of the 715 bus service and is therefore well placed to respond on this matter. Highways England notes that SCC has also confirmed in REP3-036 that it has 'no issue with the principle of the proposed bus turn around at RHS Wisley'. Further reference should be made to Highways England's response on this matter provided in REP2-014 (see comment made on REP1-020-34 on page38). In summary, as well as the points above, the provision of a new footpath link as suggested by SCC would be less convenient for visitors to RHS Wisley Gardens and would require land to be acquired from the gardens to facilitate its construction.	Highways England will continue to engage in discussions with SCC on the arrangements for resiting the bus stops and the implications for timetabling for the 715 service. The outcome of these discussions will be set out in an updated version of this SoCG to be submitted at Deadline 8 in accordance with the Examination timetable. As to the construction of a new footpath between the entrance to RHS Wisley Gardens and the bus stops at or near the Ockham Park junction, Highways England has set out its reasons why provision for such a new route cannot be made in the Scheme.
2.19.5	RR-004 para:3.2.1(v) REP2-047 (paras 7.6.1 to 7.6.9)	The proposed location for the re-siting of the existing bus stop on the A3 southbound on-slip at the Painshill junction is appropriate.	Under discussion. SCC is concerned that the location proposed may not be the optimum location and has recently clarified that this is because it would require passengers to wait on a narrow splitter island, which would be an inhospitable environment and could block sight lines. SCC has asked to see the road safety audit covering this choice of location and has now asked that consideration be given to alternative positions for a layby/bus marking at the northern end of the deceleration lane. As set out in REP2-014 (see comment on REP1-020-36 on page 38), Highways England met with SCC on 27 June 2018 and 13 September 2018 to discuss possible solutions for resiting the bus stop. SCC was invited to set out its preferred position, but no response was received. The proposal for the resiting of the bus stop was within the scope of the Road Safety Audit for the Scheme (provided in Appendix I of the Transport Assessment Report [APP-136] but no particular concerns or issues were identified.	Highways England considers that the position of the bus stop can be amended and agreed under requirement 5 if the current position cannot be agreed at this stage. Following, SCC's request on 26 February, Highways England will consider the possibility of the bus layby being resited at the northern end of the slip road, but remains of the view that this is a matter that can be resolved with SCC at the detailed design stage. Highways England and SCC are engaging in discussions on the terms of a separate side agreement that would provide for SCC's involvement in this regard. (See issue 1.5.1 above).
3.0 EFFECTS ON THE PUBLIC RIGHTS OF WAY NETWORK AND ON CYCLISTS, PEDESTRIANS AND HORSE RIDERS				
3.1 Design and surfacing of non-motorised user (NMU) routes				
3.1.1	RR-004 para: 3.1.3 and REP2-047 para s4.9.3 and 7.10.3	The width and surface treatment for the proposed NMU routes to be provided as part of Work No. 31 (improvement of the Ockham Park junction) are appropriate for their likely future usage.	Under discussion. SCC has asked for a road safety audit for this element of the Scheme to provide greater assurance that the design allows for sufficient width. Highways England has responded to SCC's point about the stage 1 road safety audit of the proposed NMU provision at the Ockham Park junction in REP2-014 (see comment on REP1-020-43 on page 40). In summary, no issues or concerns were identified in the audit as regards proposed NMU provision at the Ockham Park junction. Highways England is not aware of SCC having made any specific concerns as regards the design of the NMU provision and will	Highways England will continue to engage in discussions with SCC to seek agreement on the proposed improvements to NMU provision at the Ockham Park junction. The outcome of these discussions will be set out in an updated version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable.

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			<p>continue to engage with SCC to establish whether this issue can now be agreed.</p> <p>Highways England notes that SCC has stated in its relevant representation [RR-004] and in the Local Impact Report REP2-047] that it would be sensible for SCC to accept the maintenance responsibility for the NMU link between the Wisley Lane Diversion and the B2215 Portsmouth Road (subject to a commuted sum and provided there is sufficient width to accommodate the projected number of users)</p> <p>Highways England confirms that the NMU routes at the Ockham Park junction would be 3m wide, except beneath the Ockham north bridge, where due to the limited space available, the NMU route will need to be between 2.7m and 3.0 wide. Highways England also confirms that the cycle egress from the A3 has been subject to a road safety audit.</p>	
3.1.2	RR-004 para: 3.1.6 and REP2-047 para 4.9.3	The width and surface treatment proposed for Work No. 33 (a new bridleway along the Wisley Lane Diversion) are appropriate for its intended purpose and usage.	<p>Not Agreed. SCC requires details of proposed design and surfacing to assess suitability.</p> <p>Highways England has responded to this point in REP2-014 (see comment on REP1-020-29 on page 36) and in REP3-007 (see comment on para 4.9.3 on page 9).</p> <p>Details on the proposed new bridleway along the Wisley Lane diversion are shown on Cross-Section 01 in DCO application document APP-014, which shows a cross-section for the Wisley Diversion and to paragraph 17.2.3 of Highways England's application document, 'Introduction to the Application and Scheme Description [APP-002], which describes the proposal for the Wisley Lane Diversion. In summary, the Scheme makes provision for a 5.5m wide NMU route alongside the carriageway, comprising a 3m wide tarmac surface with adjacent soft verge, with a maximum gradient of 5%. Highways England is not aware of SCC having raised any specific concerns about these design proposals but will nonetheless continue to engage with SCC to establish whether there is any scope to reach agreement on this matter.</p>	Highways England will continue to engage with SCC to establish the precise reasons as to why this matter has not been agreed by SCC and will continue to seek agreement that the proposed design is appropriate.
3.1.3	N/A	The proposed upgrading of existing permissive routes to public footpaths or bridleways will not necessitate any works along their route.	<p>Under discussion. SCC requires details of proposed design and surfacing to assess suitability of the existing routes for their intended classification as no works are proposed.</p> <p>Highways England is continuing to engage in discussions with SCC on this matter. The permissive routes are already used by horse-riders and are therefore suitable without any further work to enable their status to be upgraded to bridleways, as is proposed in the dDCO. Highways England is preparing a full schedule of upgrades to provide assurance to SCC on this matter.</p>	Highways England will provide SCC with a schedule detailing the suitability of each proposed upgrade, to provide reassurance on this point. The position as regards agreement on the matter will be confirmed in the final version of this SoCG to be submitted at Deadline 8 in accordance with the ExA's timetable.
3.2 Alignment of Work No. 35 – proposed new bridleway between Wisley Lane and Seven Hills Road (south)				
3.2.1	RR-004 paras: 5.1.1.3 6.2 REP4-048	The alignment of Work No. 35, by following existing tracks or the route required for a gas main diversion, will help reduce the extent of habitat loss from the Thames Basin Heaths Special Protection Area (SPA) and reduce the need for more engineered retaining solutions.	<p>Agreed. However, SCC is concerned that the alignment of Work No. 35 will create enclaves of land between the A3 and the NMU route. SCC comment that appropriate compensation should be provided for this orphaned land.</p>	See also 9.1.1 of this SoCG below.

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<p>Highways England has responded to this point in REP2-014 (see comments made on REP1-020-30 on page 36 and on REP1-020-61 on page 43) and in REP3-007 (see comment on Issue LI1 on page 27). In summary, the highway boundary for the A3 (the would be aligned on the A3 side and would exclude the NMU route and parcels of land between the A3 and the NMU, unless specifically shown as required for drainage attenuation ponds and other features associated with the A3. This is shown on the Scheme Layout Plans [APP-012] by the proposed highway fence line/environmental barrier line as appropriate and is represented by the extent of land shaded pink on the Land Plans [AS-002] (the land to be permanently acquired by Highways England).</p>				
<p>3.3 NMU provision on Seven Hills Road (south)</p>				
3.3.1	RR-004 para: 2.3.8.5	There is insufficient space within the existing highway boundary to accommodate a separate cycle facility along that part of Seven Hills Road (south) between the Hilton Hotel entrance and the A245 Byfleet Road.	<p>Under discussion.</p> <p>SCC has requested that a cycle facility be provided along the eastern side of Seven Hills Road (south) as it considers that there is enough space to accommodate it within the existing highway boundary. SCC has asked that consideration be given to utilising the existing footway to create a shared use path, for both pedestrians and cyclists. SCC has also requested that a Road Safety Audit be provided to show how cyclists will get safely from the end of the NMU route to the signals.</p> <p>Previously, Highways England has responded that there is insufficient space within the highway nor enough justification on safety or traffic flow grounds to acquire land from third parties for the purpose of constructing a new cycle facility on the short-length of Seven Hills Road in question. Highways England will now consider SCC's request to utilise the existing footway as a shared use path.</p>	In response to SCC's request, Highways England is assessing whether there is sufficient space available to enable the existing footway along the north side of Seven Hills Road (south) to be utilised as a shared use path. The outcome of this further work will be discussed with SCC and respective positions on the matter confirmed in the final version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.
<p>3.4 NMU provision on A245 Byfleet Road</p>				
3.4.1	N/A	The alignment and classification for the new cycle track/footway proposed alongside the A245 Byfleet Road westbound carriageway is appropriate.	Agreed.	
3.4.2	RR-004 para: 2.3.8.5 REP2-047 para 4.9.7	A new signal-controlled pedestrian crossing over the A245 Byfleet Road at the Seven Hills Road junction can be secured through designated funds and is not required for the purposes of the Scheme.	<p>Not agreed.</p> <p>SCC acknowledge the opportunity to bid for designated funds, however it considers that as Highways England is carrying out works at this junction, it should incorporate the crossing within the Scheme, having regard to the fact that there is no guarantee that funding will be forthcoming. SCC has also noted through discussions on this SoCG that it considers that the Scheme is creating demand through the new NMU route from the Seven Hills Road, across the Painshill junction to Cobham.</p> <p>Highways England has responded to this point in REP2-014 (see comment on REP1-020-19 on page 33). Most of the future traffic growth on the A245 Byfleet Road will not be attributable to the Scheme and the provision of an additional crossing as mitigation for the Scheme cannot therefore be justified. In addition, a survey carried out in May 2017 recorded just two pedestrians crossing the A245 at the Seven Hills Road junction between the hours of 06:00 and 19:00, which indicates that there is no compelling evidence for extending the DCO boundary further west to accommodate it in the way suggested by SCC. Nonetheless, Highways England is supporting SCC in its bid to secure funding for this under RIS2 – from April 2020.</p>	Highways England will support SCC in resubmitting a bid for designated funds for this crossing in RIS2 – April 2020.

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3.4.3	RR-004 para: 2.5.5(iv)	The Scheme makes suitable provision to replace an existing footway alongside the A245 Byfleet Road eastbound carriageway.	Agreed. However, SCC is seeking confirmation that there is enough space to enable a maintenance vehicle accessing the pond to be able to manoeuvre safely.	
3.5 Effects on NMUs during the construction phase of the Scheme				
3.5.1	RR-004 paras: 10.5 10.6	The measures described in section 2.7 (paragraphs 2.7.15 – 2.7.25) of the Environmental Statement (APP-049) will provide for NMu access to the Ockham and Wisley Commons and along public rights of way as far as reasonably practicable during construction of the Scheme.	Agreed. SCC has emphasised that safe access to the Wisley and Ockham Commons will need to be provided both during and after construction.	
4.0 ECONOMIC AND SOCIAL IMPACTS				
4.1 Economy and facilitating planned growth				
4.1.1	N/A	The Scheme objectives give appropriate weight to supporting the projected population and economic growth.	Agreed.	
4.2 Social, Health and well-being				
4.2.1	N/A	The upgrading of NMu routes around the M25 junction 10/A3 Wisley interchange will improve recreational opportunities, reduce severance and bring health and well-being benefits.	Agreed.	
5.0 ENVIRONMENTAL IMPACT ASSESSMENT INCLUDING ISSUES RELATING TO CUMULATIVE EFFECTS				
5.1 Methodology				
5.1.1	N/A	The methodology for the environmental assessment is robust, as regards the topics of particular relevance to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste).	Agreed.	
5.2 Baseline				
5.2.1	N/A	The baseline information presented in the Environmental Statement as regards the topics of particular interest to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste) is appropriate.	Agreed.	
5.3 Assessment of effects				
5.3.1	RR-004 para: 7.2	The significance of the effects identified in the Environmental Statement appropriately reflects the likely magnitude of impact and sensitivity of the resources affected, as regards the topics of particular interest to SCC's functions (biodiversity, road drainage and the water environment, cultural heritage and materials and waste).	Under discussion. SCC has agreed this matter as regards biodiversity, but has yet to confirm its position as regards the topics relating to road drainage and the water environment, cultural heritage and materials and waste. See also 8.6.1 below.	Highways England awaits confirmation of SCC's position on the outstanding topics. Highways England will seek to secure SCC's agreement on this point and will provide an update of the position in the final version of this SoCG to be submitted at Deadline 8.
5.4 Cumulative effects				
5.4.1	N/A	The Environmental Statement (APP-048-APP-131), the Habitats Regulations Assessment (APP-039-APP-044), the Water Framework Directive Assessment (APP-045), the Flood Risk Assessment (APP-046) appropriately assess the effects of the Scheme in combination with other developments likely to take place in the study area and makes suitable provision to mitigate the Scheme's likely significant effects.	SCC has no comments to make on this matter.	See also Highways England's response to ExQ 2.5.3.

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5.5 Adequacy of mitigation and compensation				
5.5.1	RR-004 paras: 7.2 7.3 8.2 10.9	The package of environmental mitigation and compensation measures for the Scheme have been the subject of extensive discussions between Highways England and several parties including SCC and appropriately address the Scheme's likely significant effects.	Agreed.	Highways England is in discussions with SCC on the terms of a separate and legally binding side agreement concerning arrangements for the future maintenance, management and monitoring of the environmental mitigation and compensation areas. See 1.5.2 of this SoCG above.
5.5.2	RR-004 paras: 7.2 7.3 7.4 REP2-047 (para 4.4.10)	The proposed environmental measures to be carried out on the proposed SPA compensation land together with the SPA enhancement works on SCC's estate will provide suitable and adequate mitigation and/or compensation for the Scheme's effects on the Thames Basin Heaths Special Protection Area.	Agreed.	
5.5.3	REP1-020 para: 2.3.5.1 REP3-036 para 2.3	The Scheme makes suitable and adequate provision to mitigate the environmental effects associated with increased traffic on Old Lane.	<p>Agreed.</p> <p>SCC agree subject to Highways England incorporating proposals for mitigating the County registered toad crossing, as confirmed by SCC in its written representation (REP1-020 paragraph 2.3.5.1).</p> <p>SCC will make representation on the proposed DCO modifications by the due date. SCC has confirmed that it welcomes this change, although notes in REP3-036 that the proposed toad tunnel locations and fencing could be better located.</p> <p>Highways England is continuing to engage in discussions with SCC to establish whether there is scope to further amend the position of the toad crossing measures by agreement, but nonetheless is satisfied that the location proposed in its application at Deadline 4 will provide suitable mitigation for the effects of the Scheme should no agreement be reached.</p>	<p>Highways England has submitted at Deadline 4 an application to change the DCO application to incorporate toad crossing facilities at Old Lane. This is referred to as change No. 2 in REP4a-004. This change has now been accepted for examination (see the procedural decision dated 27 February 2020).</p> <p>Highways England will continue to engage in discussions with SCC to establish whether it is appropriate to make provision within the separate side agreements to allow for the final position of the toad crossing to be agreed at the detailed design stage, if a more suitable position is determined.</p>
5.6 Management and Monitoring of mitigation/compensation measures				

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5.6.1	RR-004 paras: 7.1 7.3 and REP2-047 para 4.4.8 REP3-036 para 2.2 See also SCC's response to ExQ 2.4.3 which is being submitted by SCC at Deadline 5.	The measures set out in the SPA Management and Monitoring Plan and the Landscape and Ecology Management and Monitoring Plan reflect those discussed with SCC at the pre-application stage and provide a suitable framework for the future maintenance, management and monitoring of the environmental mitigation and compensation measures as they relate to SCC's land interests and as regards the nature of future monitoring activities and durations.	Agreed- SCC has raised some additional points as regards the management plans and is looking for further clarification to be provided in relation to: badger sett monitoring, ancient woodland soil translocation monitoring and botanical monitoring. Highways England notes that these matters will be addressed at the discharging requirements stage when detailed management proposals for the various elements of environmental mitigation measures must be agreed. SCC has been added as a requirement consultee for requirements 8, 9 and 10 to provide further assurance. However, with regard to ancient woodland soil translocation, Highways England considers the 25-year monitoring period to be enough time in which to determine whether plant species have appropriately established.	
6.0 NOISE, AIR QUALITY AND DISTURBANCE				
6.1 Noise and vibration				
6.1.1	RR-004 para: 7.3	The conclusion that the felling of trees proposed within the SPA enhancement works to be undertaken as part of the Scheme will not give rise to significant noise impacts is robust.	Agreed	
6.2 Emissions/air quality				
6.2.1	RR-004 para: 2.3.5.1	The conclusions in the Environmental Statement that the operation of the Scheme is not expected to have a significant adverse air quality effect on designated ecological sites at the Ockham and Wisley Commons are robust.	SCC has no comments to make on this matter. SCC consider that this is a matter for Elmbridge Borough and Guildford Borough to address, as air quality is a district/borough function.	
7.0 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)				
7.1 Scope of CEMP				
7.1.1	RR-004 paras: 1.6 (6) 7.1 REP2-047 para 4.4.9	The commitments made in the oCEMP (AS-016) and REAC (APP-135) as regards the preparation of a full CEMP and its constituent environmental control plans, method statements and risk assessments etc., together with the requirement 3 of the dDCO will ensure that appropriate environmental safeguards and controls are put in place prior to the commencement of the construction works.	Agreed. SCC considers that commitments made to date give sufficient safeguards as long as all protective measures are taken forward as a thread from the original surveys, recommended measures then included in the CEMP.	
8.0 ANY OTHER POTENTIAL EFFECTS INCLUDING ON HERITAGE ASSETS, BIODIVERSITY, LANDSCAPE AND VISUAL IMPACT, FLOOD RISK AND CONTAMINATION				
8.1 Heritage assets and historic environment/cultural heritage				
8.1.1	RR-004 paras: 7.8 and 7.9	Requirement 14 of the dDCO provides a suitable mechanism for a written scheme of archaeological investigation to be agreed and implemented as part of the Scheme.	Agreed. However, SCC comments that it has not yet seen the detail of a written scheme for the investigation and mitigation of areas of archaeological interest and has asked to be consulted and input to the brief for the Written Scheme.	Highways England has shared with SCC for comment an outline scope for the brief for the overarching Written Scheme of Investigation and Mitigation of Areas of Archaeological Interest. In preparing its submission to

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	<p>REP2-047 para 4.7</p> <p>See also SCC's responses to ExQ 2.7.7 being submitted at Deadline 5.</p>		<p>Highways England considers that adequate provision is made to address this matter in requirement 14 of the DCO and that the principle of leaving such matters to the discharging of requirements is well precedented in other made DCOs. Highways England has shared with SCC an outline scope for the overarching Written Scheme for the investigation and mitigation of areas of archaeological interest which will need to be submitted under requirement 14, to enable SCC to contribute to the brief for this work.</p>	<p>discharge requirement 14, Highways England will have full regard to any feedback provided by SCC. As at deadline 5, no feedback has been received.</p>
8.2 Biodiversity/ecology/natural environment				
8.2.1	<p>RR-004 paras: 7.5, 7.6, 7.7</p> <p>REP1-020 (para 7.6)</p> <p>REP2-047 para 4.4.12</p>	<p>The position and width of the green verge on the replacement Cockcrow overbridge is appropriate for the purpose of addressing the historic severance of ecological habitats caused by construction of the A3.</p>	<p>Agreed.</p> <p>SCC's agreement is subject to a 25m wide green verge being incorporated within the Scheme design. SCC is also concerned that appropriate measures are put in place to secure its management. SCC's written representation (REP1-020) confirms its support for proposals to widen the green verge but reaffirms its concerns regarding arrangements for its maintenance. SCC is supportive of the proposed change to the DCO application.</p> <p>Highways England has responded to the issues raised by SCC about the proposed green bridge, see REP2-014 (comments made on REP1-020-57 on page 42 and comments on REP1-020-67 on page 45). In summary, the 10m wide verge was proposed to address the severance of habitats caused by the existing A3. As the green verge is not required as mitigation for the Scheme, its inclusion in the DCO has been made contingent upon securing the necessary designated funds. As is made clear in Requirement 9(3) of the dDCO, (and notwithstanding the description of Work No. 35 (b) as including a green element) the Secretary of State may authorise the undertaker to construct the replacement Cockcrow overbridge without a green verge element, in the unlikely event that such designated funding is not forthcoming.</p> <p>In their representations, both SCC and the Surrey Wildlife Trust expressed a strong preference for a wider green verge than that which is currently provided for in the dDCO. Highways England has therefore made a request at Deadline 4 to change the DCO application to incorporate a 25m wide green verge on the bridge.</p> <p>Highways England has also confirmed that it will accept responsibility for the maintenance of the green verge and provision for this is being made in the draft environment agreement referred to under issue 1.5.2 above.</p>	<p>Highways England has requested a change to the DCO application (see REP4a-004) to widen the green verge to 25m and has confirmed in REP2-014 (see comment on REP1-020-57 on page 42) that it will accept responsibility for the future maintenance of the green verge. As at Deadline 5, this change has yet to be accepted, however Highways England is confident that the procedural requirement for obtaining land interest agreement to the change will be resolved shortly.</p> <p>See also Highways England's response to ExQ 2.15.6.</p>
8.3 Landscape, arboriculture and visual impact (including lighting)				
8.3.1	<p>RR-004 para: 7.3</p> <p>REP2-047 para 4.6</p>	<p>The existing woodland surrounding much of the scheme and which will be retained provides good levels of tree screening. It will be supplemented by new planting and environmental barriers to minimise the visual impact of the scheme. The location of the scheme in the SPA/SSSI limits the scope for screening by earth bunding.</p>	<p>Agreed.</p>	
8.4 Road Drainage Flood Risk				

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8.4.1	RR-004 paras: 2.5.2 8.2 REP2-047 paras 4.5.1 to 4.5.5	The proposed new drainage measures incorporated within the preliminary design for the Scheme will provide sufficient attenuation to address existing flooding on the relevant parts of the local road network and sufficient attenuation for increased surface water run-off from new, widened or improved carriageways to be provided as part of the Scheme.	<p>Under discussion.</p> <p>SCC state that they would need to approve/agree the design criteria for drainage provision in terms of asset design and attenuation principles on the local roads. Any assets for adoption within SCC Highway network, for SCC adoption or on SCC owned land would need to meet operational and maintenance criteria. In addition, SCC would also need to agree the design of any assets (or those in 3rd party control) with runoff discharge to local watercourses, ditches or ponds (with regard pollution control/rates of discharge etc) to ensure that WFD responsibilities are met and flood risk is not increased.</p> <p>Highways England is engaging in discussions with SCC regarding the terms of a separate legally binding side agreement that will provide for SCC's involvement in the detailed design process of features that are intended to become the responsibility of SCC, including drainage. However, as to the robustness of the Scheme design, Highways England is not aware of any reason as to why the drainage measures cannot now be agreed with SCC. A description of the drainage proposals for the Scheme is provided in paragraphs 8.9.5 – 8.9.24 of the Environmental Statement [APP-053] and in chapter 21 of the Introduction to the Application and Scheme Description document [APP-002] (see pages 69-71). The Drainage Strategy for the Scheme has also been submitted as Appendix 8.1 of the Environmental Statement [APP-107]. A Flood Risk Assessment has been provided as part of the DCO application [APP-046]. Drainage attenuation features are shown on the Scheme Layout Plans [APP-012 and AS-004]. Highways England notes that copies of the drainage strategy for the Scheme and the Flood Risk Assessment were also provided to SCC in March 2019, before the DCO application was submitted (see Table 2.1 of this SoCG above).</p> <p>Highways England has responded to SCC's comments made in paragraphs 2.5.2 and 8.2 of its relevant representation and in paragraphs 4.5.1 to 4.5.5 of the Local Impact Report and is not aware of any outstanding matters. See Highways England's responses in REP2-014 (comments made on REP1—2—69 to REP1-020-71 on page 46) and in REP3-007 (comments on paras 4.5.1 to 4.5.4 on pages 6 and 7). Nonetheless, Highways England has invited SCC to engage in further discussions with its drainage team to establish what further information is required for SCC to agree this matter.</p>	Highways England is continuing to engage in discussions with SCC to establish what if any matters remain outstanding. The outcome of these discussions will be provided in the final version of this SoCG at Deadline 8. As noted at item 1.3.1 of this SoCG above, discussions between Highways England and SCC on protective provisions as regards ordinary watercourses are progressing well.
8.5 Contamination				
8.5.1	RR-004 para: 9.2	The risk of contamination being encountered during construction of the Scheme is low and appropriate safeguards are provided in the DCO through requirements 3 and 13 and the commitments in the REAC and oCEMP to deal with any uncertainty and the steps to be taken should the need arise.	SCC has no comments to make on this matter.	
8.6 Materials, Minerals and Waste/Impact on SCC as Minerals and Waste Planning Authority				
8.6.1	RR-004 para: 9.1 REP2-047 paras 4.8.1, 4.8.3 and 4.8.4	The assumptions and assessment as regards materials and waste as set out in chapter 12 – Materials and Waste (APP-057) are appropriate and robust.	<p>Not agreed.</p> <p>SCC has queries about the robustness of assumptions as regards the likely demand for materials for the Scheme and the availability of material sources. SCC as Minerals Planning Authority is required to plan for a steady and adequate supply of aggregates (under the National Planning Policy Framework paragraph 207). SCC is concerned that the Scheme has the potential to increase aggregate sales in Surrey by a large amount and this has implications</p>	

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			<p>for the amount of aggregates that SCC needs to plan for. SCC comments that the assessment contained in the Environmental Assessment was at a regional level, however SCC is concerned that Surrey will be disproportionately affected as host authority, given prohibitive transportation costs for aggregates.</p> <p>SCC has also commented through discussions on this SoCG that if a greater impact is to be experienced in Surrey, a more detailed assessment should have followed to determine impacts, including transport impacts and how much primary/secondary material will be required and the sustainability of this material. SCC considers that the Scheme should comply with Policy MC4 of the Surrey Minerals Plan and states that efficient use of mineral resources, includes the use of lower grade material if feasible.</p> <p>Highways England has responded to SCC's comments in application documents REP2-014 (see comments on REP1-020-72 on page 47) and REP3-007 (see comment on para 4.8.4 on page 8). In addition, the study area and baseline for the materials assessment was originally proposed at a national level in the EIA Scoping Report [APP-132] and SCC responded during consultation on 11 January 2018 stating that the 'County Council concurs with the proposed extent of the study area for materials and waste, subject to there being no substantial alterations to the proposed scheme' and that the 'County Council is broadly content with the approach that has been outlined with reference to the assessment of the scheme's effects on demand for material resources and on the management of waste arisings.'</p> <p>In summary, the assessment set out in the Environmental Statement - Chapter 12: Materials and waste [APP-057] is based on the best available data available at the time of the assessment. It is assumed that construction materials including aggregate will be sourced from both within Surrey and from the wider region, and therefore a regional materials baseline is appropriate and robust. The conclusion in the Environmental Statement was that the Scheme would not have a significant impact on the materials baseline.</p> <p>The transport assessment contained in the Transport Assessment Report [APP-136] identified the use of the railhead at Woking to import construction materials, allowing bulk materials such as aggregate to be imported from the wider region and transported locally using heavy goods vehicles. The sources of aggregates will be determined by the Principal Contractor involved in construction of the Scheme, the required specification of product and the market conditions at the time of construction. On this basis, the assumptions and assessment as regards materials as set out in Chapter 12: Materials and waste [APP-057] are appropriate and robust.</p> <p>The sustainability of the Scheme has been assessed in Environmental Statement Chapter 15: Climate [APP-060]. This assessment considers the transport and consumption of materials required for construction. Highways England will aim to use recycled and secondary aggregates in place of primary aggregates, where these are available locally and meet the requirements of the design and are geotechnically and chemically suitable. Reference to Policy MC4 of the Surrey Minerals Plan regarding the efficient use of mineral resources is</p>	

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			noted and the Scheme will comply with this, wherever it is practicable to do so. The type of aggregate used will be dependent upon its availability at the time of construction and the specification required by the Standards for Highways, including the Manual of Contract Documents for Highway Works and other applicable specifications.	
8.6.2	RR-004 paras: 9.1 9.2 9.3	The Scheme will not give rise to any significant adverse implications for the January 2019 Draft Surrey Waste Local Plan, as the total waste arising from the Scheme is likely to equate with 1% of the total waste arisings in Surrey.	Agreed. Further information has been presented providing the source of the data assumption.	
8.6.3	RR-004 para: 9.2	The DCO appropriately provides for the management of topsoil to be approved under DCO requirement 3.	Agreed , subject to consultation on the Soil Handling and Management Plan	Requirement 3 of the dDCO provides for the Undertaker to submit for approval a management plan/method statement for the management of materials and topsoil, prior to the commencement of the authorised development.
9.0 COMPUSLORY ACQUISITION				
9.1 Need to acquire or use SCC land				
9.1.1	RR-004 paras: 6.1 6.2 6.3 2.3.8.5 REP4-048	The SCC land that is intended to be subject to compulsory acquisition of title, rights or subject to temporary possession is no more than reasonably required for the purposes of constructing, operating and maintaining the Scheme or providing for the long-term mitigation/compensation of its environmental effects.	Under discussion. SCC is also concerned that the Scheme will isolate strips of land between the NMU route and the A3 carriageway adversely affecting the value of the estate. In REP4-048 SCC suggests that there are discrepancies between the answers provided by Highways England on this point (in REP3-007] and the Land Plans [AS-002]. See Highways England's comments at issue 3.2.1 of this SoCG. Highways England is not aware of any discrepancies in the answers provided to date and the Land Plans. The proposed highway boundary fence as shown on the Scheme Layout Plans [APP-012] correlates with the extent of land shaded pink on the Land Plans [AS-002] and which is to be permanently acquired by Highways England. The land between the A3 and the proposed NMU, including the NMU is subject to temporary possession powers and/or temporary possession with acquisition of rights, but is to remain part of SCC's estate.	Highways England understands that these matters will be considered further at ISH3. Nonetheless, Highways England will continue to engage in discussions with SCC, to clarify the position as set out in the dDCO as regards this land and to seek agreement on this matter. The final position will be set out in the next version of this SoCG to be submitted at Deadline 8, in accordance with the examination timetable.
9.2 Implications for common land/countryside estate due to permanent acquisition and temporary possession				
9.2.1	RR-004 para: 7.3	The extent and location of proposed replacement land is suitable and appropriate and will be no less advantageous to the public.	Agreed.	See also 1.1.22 above.
9.2.2	RR-004 para:6.3 and REP1-020 paras 6.4 and 6.5 See also SCC's response to ExQ2.16.4	The Scheme makes appropriate allowance for the replacement of any land affected by the Scheme and which is intended to become common land in the future (under any existing/extant agreement), regardless of whether the relevant formal registration processes have been concluded or not.	Agreed. Highways England and SCC are working to achieve the relevant transfers and registration processes and an update on progress can be provided at deadline 5. As noted in the Applicant's response to the ExA's second written questions, - 2.16.4, it is not necessary (although desirable for reasons of administrative practicality) for outstanding registration matters to be resolved within the examination period. This is because the Applicant has treated the affected exchange land as if it were special category land, which it currently is in any event by virtue of being open to public recreation.	Highways England has provided funding to SCC to enable the necessary transfers and registration processes to be concluded.

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			<p>Moreover, the Applicant has not sought compulsory acquisition powers over the areas of registered common land which fall within the mainline M25 carriageway. Accordingly, in respect of that land the Secretary of State is not asked to consider whether to authorise the compulsory acquisition of common land.</p>	
9.3 Implications for other SCC assets				
9.3.1	<p>REP1-020 paras: 6.6 and 6.7 and REP2-047 para 8.3</p>	<p>Works to reconfigure car parking at the café are not directly necessary for the purposes of the Scheme and it is appropriate for this matter to be addressed as part of any compensation settlement.</p>	<p>Under discussion.</p> <p>Proposals show a loss in Ockham Bites car park capacity of approximately one third. SCC consider that the scheme should fund and incorporate suitable accommodation works to remodel the car park to create replacement parking. SCC has submitted to Highways England an outline scope of works it considers necessary and considers that the matter should be addressed through a separate side agreement rather than through a compensation settlement. SCC is keen to conclude a side agreement on this issue during the DCO examination.</p> <p>SCC considers that the proposed access track will also create a visual and physical barrier from the car park to the common.</p> <p>SCC also asks that the height of the embankment for work No.35 be lowered to reduce its severance effects or realigned to the rear of the Ockham Bites Cafe.</p> <p>Highways England has been engaging in discussions with SCC on this matter. Normally this type of issue would be addressed as part of a compensation settlement and that remains Highways England's position. However, it is possible that matters can be addressed in a separate side agreement as is SCC's preference, but it would not be appropriate for Highways England to carry out any design work on a possible solution until the detailed design work for the earthworks in this area has been completed later in 2020. This is therefore a matter that can be resolved outside of the DCO process and the determination of the DCO application need not be contingent upon agreement being reached on this matter now.</p> <p>Highways England has responded to SCC's points about the impact of the proposed new bridleway embankment and alignment. See its comments in REP2-014 (comments on REP1-020-86 and REP1-020-87 on page 51) and its comments in REP3-007 (comments on para 8.3 on page 19). In summary, it would not be possible at this stage to confirm whether the design of the embankments can be modified to reduce their impact, given that the height is largely determined by the need for the bridleway to connect with the deck height of the replacement Cockcrow Overbridge. It is recognised that the proposed embankment will obstruct some views into the common from parts of the Common, however this needs to be balanced with its beneficial effect on helping screen views to the car park from the Common. Nonetheless, Highways England will continue to involve SCC in the detailing of these works, with a view to seeking any opportunities to further address the concerns raised.</p>	<p>Highways England is willing to continue working with SCC on this matter outside of the DCO examination process. The position is that the impact on the Ockham Bites Car Park will either be addressed as part of a compensation settlement or through a separate side agreement between Highways England and SCC. Any works outside of the DCO boundary will also be contingent upon securing planning permission and other consents as necessary.</p>
9.3.2	<p>REP1-020 para 6.6.</p>	<p>It is appropriate that the replacement Cockcrow overbridge be designed so as to permit its use by vehicles used in connection with the management of the Ockham and Wisley Commons and to comply with relevant design standards as regards the maximum suitable gradient for NMUs.</p>	<p>Agreed.</p>	

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9.3.3	REP1-020 para 6.8	The areas of additional land that would be required as regards changes no.2 and no.5 (described in REP4a-004) are unlikely to materially change the Scheme's effects on SCC's estate.	Agreed.	Highways England has submitted at Deadline 4 an application y to change the DCO to include additional areas of land within SCC's estate to the west of M25 junction 10 and at Old Lane. These are referred to as changes No. 2 and 5 in document REP4a-004. These changes have now been accepted for examination, see procedural decision dated 27 February 2020. Change No. 1, which relates to the Cockcrow Green Bridge, has yet to be accepted and any implications associated with that change will be addressed in the next version of this SoCG to be submitted at Deadline 8 in accordance with the examination timetable.
10.0 OTHER MATTERS				
10.1 Landscaping proposals				
10.1.1	N/A	The proposed level of landscape planting is appropriate to adequately mitigate the effects of the scheme, as it affects SCC's managed estate.	Under discussion. SCC has asked Highways England to confirm the detail and location of relevant landscape planting within the DCO. Highways England is not aware of SCC having raised any concerns about design of landscaping proposals in any of its representations to date or any reason why this matter cannot be agreed. Highways England has referred SCC to its Scheme Layout Plans [APP-012] and [AS-004] which show the location, extent and type of landscaping proposed at a detail commensurate with this stage of the project. Details of landscaping are subject to approval under requirement 6 of the DCO.	Highways England awaits SCC's confirmation of its position on this matter. This will be updated in the next version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable.
10.2 Lighting design				
10.2.1	N/A	The lighting proposals for the Scheme as regards the local road network are appropriate.	Under discussion. Highways England awaits confirmation of SCC's position on this matter as it is not aware of any concerns having been raised by SCC in its submissions and representations to date. Highways England has referred SCC to its Scheme Layout Plans [APP-012] and [AS-004] which show the location and type of proposed new lighting columns and details of existing lighting to be retained. APP-014 also includes information on typical details of proposed lighting columns and foundations. The Introduction to the Application and Scheme Description [APP-002] provides a detailed description of the Scheme and details of lighting proposals are set out throughout chapter 16 for each element of the Scheme.	Highways England awaits SCC's confirmation of its position on this matter. This will be updated in the next version of this SoCG to be submitted at Deadline 8 in accordance with the Examining Authority's timetable. See also Highways England's response to ExQ 2.8.5.
10.3Community involvement				
10.3.1	2.8.1	The Scheme makes appropriate provision for a community liaison strategy to be implemented during the construction works.	Agreed. Details within community liaison strategy subject to agreement under DCO requirement 3.	

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10.4 Effects on non-motorised users				
10.4.1	REP2-047 (para 4.9.1)	Conditions for non-motorised users will improve with the scheme.	Agreed.	
10.5 Planning performance agreement (PPA)				
10.5.1	RR-004 paras: 5.1.3.1 5.1.3.2 5.1.3.3 5.1.3.4 REP2-047 (para 1.4)	Highways England and SCC are in discussions on the terms of a planning performance agreement to address issues raised in paragraph 1.4 of the Local Impact Report and in RR-004.	Under discussion. SCC asks that Highways England provides funding (under a PPA) to cover its costs for staff time in providing technical input to date and the Joint Councils have expressed disappointment in the Local Impact Report [REP2-047] that no agreement has been reached on this matter. Highways England confirms that this is a matter under discussion in the context of the side agreements referred to earlier in this SoCG.	

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