M25 junction 10/A3 Wisley interchange

TR010030

9.38 Statement of Common Ground with The Royal Horticultural Society

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M25 junction 10/A3 Wisley

Interchange Improvement Scheme

Development Consent Order 202X

9.38 STATEMENT OF COMMON GROUND WITH THE ROYAL HORTICULTURAL SOCIETY

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

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Rev 1	1 May 2020	Deadline 8
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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) The Royal Horticultural Society.

[redacted]

Signed Jonathan Wade
Project Manager
on behalf of Highways England
Date: 01/05/2020

Signed… [redacted] **…….**
[ ] David Alexander
[Title] Principal Surveyor RHS
on behalf of [The Royal Horticultural Society]
Date: [ ]1st May 2020

Table of contents

1. Introduction

1.1 Purpose of this document

1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the M25 junction 10/A3 Wisley interchange improvement scheme application ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008.

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.

1.1.3 The SoCG has been produced to explain to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached on a number of substantive issues as at Deadline 8 of the examination. There may be further iterations of this SoCG as the examination proceeds.

1.2 Parties to this Statement of Common Ground

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

2. Record of Engagement

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

Table 2.1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
General RHS comments			
	Statement of Common Ground	2.1.1 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) The Royal Horticultural Society in relation to the issues addressed in this SoCG.	Clause 2.1.1. is not agreed. The RHS do however agree Clause 1.1.2 namely that 'this is a summary of the meetings and correspondence that has taken place between Highways England and The Royal Horticultural Society (RHS) in relation to the Application' and qualified as follows. It is not a complete record. This RHS response is to the Applicants draft only and within the start and end dates suggested. A full review of

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
			correspondence and contact has not been made.
29.04.20		HE Comments in this column have not been altered.	Where unrecorded contact has been identified they are included here together with any additional comments. Other contact has taken place and is not recorded here, for example technical highways contact between TTHC and Atkins, Client contact between RHS and HE (including a meeting between CEO's of each organisation).
29.04.20	Meeting Minutes		Where the RHS have their own or HE draft minutes, these are identified. Minutes are not included in the Examination record. The general RHS position on minutes is that draft HE meeting notes are neither agreed nor disagreed – the RHS relies for the DCO on its formal written Pre-Consultation, Consultation, and DCO written submissions which are referred to below. Agreement to the Key Topic comments does not imply the entire meeting.
Record of engagement			
13.04.2016	Meeting	A meeting was held between The RHS and Highways England. No official minute of the meeting was taken, though a Stage 1 presentation was given covering the project background, work completed to date and the scheme options for consideration.	Agreed
22.08.2016	Meeting	A meeting was held between The RHS and Highways England. Owing to the age of these minutes they have not been appended and a summary is provided below. During the meeting it was collectively agreed that the current Wisley access, via Wisley Lane, was unsatisfactory from both a user and design perspective. This also applied to the egress from The RHS Wisley Garden car park. It was felt that any future access arrangement that encouraged RHS Wisley Garden visitors through Ripley Village would be unacceptable. The RHS raised concerns about air quality and noise and the discussions focused on the provision of the service road between Wisley Lane and Ockham Interchange. The RHS requested further information regarding traffic	The RHS disagrees with the summary: "it was collectively agreed that the current Wisley access, via Wisley Lane, was unsatisfactory from both a user and design perspective".

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		flow, noise, air quality and the location of the proposed Wisley Overbridge.	
23.01.2017	Meeting	The various scheme options and the planned expansion of The RHS Wisley Garden's facilities were discussed. The RHS requested a possible departure from standards be considered in relation to the Wisley Lane/A3 connection and stated they do not want to lose any land. The potential impacts of the scheme options on The RHS Wisley Garden were considered and The RHS did not give a preference on the scheme options presented during the meeting.	Agreed. Not minuted.
06.02.2017	Letter	A letter sent from The RHS to Highways England outlining their initial consultation response to the scheme. The RHS stated that ease of access to the A3 is vital and none of the options discussed at the 23 January 2017 meeting are appealing to the RHS. The RHS's preferred arrangement is to have south facing slip roads (on and off) at Ockham Interchange and to retain the Wisley Lane/A3 connection. A summary of The RHS's position on the scheme is also included.	Key Topics section is incomplete and misleading as the RHS letter summary paragraph covers: Agreement in principle to the Scheme but threat to the integrity of the garden. Traffic Modelling requested, also operational impacts. Suggestion of south facing slips on Ockham roundabout to avoid unreasonable manoeuvres Preference for Wisley lane left out, best accommodated by Option 14. Concern over impacts of Temporary Works Concern over timing of the Scheme in relation to approved strategic projects and major financial investment on site Concern over cumulative impacts of other local housing projects especially Wisley Airfield,
27.04.2017	Letter	A letter sent from The RHS to Highways England.	Agreed
12.05.2017	Letter	A letter detailing Highways England's response to The RHS's initial consultation response letter, dated 06.02.2017. The letter confirms the information shared with The RHS and gives reasoning as to why a departure from standards for the Wisley Lane/A3 connection would not be acceptable. The letter confirms retention of U-turns at Ockham Interchange as requested by The RHS.	Agreed.
16.05.2017	Meeting	The RHS's investment plans and key concerns, including land take, were discussed.	Agreed. Not minuted.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		The safety of the Wisley Lane/A3 connection was considered with The RHS suggesting a departure from standards in relation to its design. The scheme options being considered were presented by Highways England to The RHS as was the scheme programme. The RHS stated they will provide further feedback on the options presented and their primary objection is the removal of direct access to the A3 from Wisley Lane.	
06.06.2017	Meeting	A scheme overview was given followed by further details on the developments of the Wisley Lane overbridge options. Highways England stated they are assessing the possibility of south facing slip roads, despite them being outside the scope of the scheme. The RHS reiterated their current position on the scheme which included no land-take and improved access/egress to The RHS's Wisley Garden.	Agreed. Not minuted
15.08.2017	Meeting	Highways England provided a programme update to The RHS, covering both Stage 2 and 3 information. A specific focus on beginning Statements of Common Ground was discussed. The RHS alternative proposal, including the "left-out" and "skewed bridge" options, was discussed, alongside the arrangements for Ockham Interchange, Pond Farm and the Birchmere Scout Campsite. It was agreed to use GD04 as the starting template for this stage of design. The RHS maintain a high level of concern about land-take but welcome the level and frequency of present engagement.	Agreed. Not minuted
16.08.2017			Webinar held
03.10.2017	Meeting	Highways England's chief engineer attended this meeting and gave feedback, having reviewed both the scheme proposal and The RHS's alternative proposals in relation to the Wisley Lane access/egress, confirming the Wisley Lane overbridge is the safest option and reiterating that safety is Highways England's primary concern. The RHS commented that removing the Wisley Lane/A3 connection would not improve the access to The RHS Wisley Garden as stated in the Highways England scheme objectives. Surrey County Council stated they did not have an opinion on either the Wisley Lane access or the Ockham Interchange south facing slip roads at this time. A subsequent discussion regarding the Ockham Interchange south facing slip roads ensued, with The RHS stating	Agreed Not minuted

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		their preference, if there were to be only one, would be the north-bound slip road.	
11.10.2017	Letter	A letter sent from The RHS to Highways England detailing The RHS's position in respect of the scheme prior to the Preferred Route Announcement. The letter also outlines The RHS's preferred scheme arrangements and compares the proposed Highways England scheme to The RHS's alternative proposals. The potential impacts upon The RHS Wisley Garden from the proposed scheme are also outlined.	Agreed.
00.12.2017	Letter	A letter sent from Highways England to The RHS requesting permission to access The RHS Wisley Garden site to carry out project surveys. The letter details why the land is required to be surveyed, who will undertake the surveys and the considerations for accessing the site.	Agreed
09.02.2018	Letter	A letter sent from Highways England to The RHS notifying them of their intention to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) and as such, Highways England will be undertaking statutory pre – application consultation in February and March 2018. The letter includes information on the proposed scheme, DCO process and provides details on how to find out more or give feedback.	Agreed
21.02.2018	Letter	A letter sent from Highways England to The RHS clarifying the printing errors on an enclosed brochure, sent with the letter dated 09.02.2018. Details on how to provide feedback to the consultation are also provided.	Agreed
26.03.2018	Letter	A letter from The RHS to Highways England providing their response to the statutory pre-application consultation. The letter outlines The RHS's position on the scheme, including specific comments on the Wisley Lane access/egress and south facing slip roads at Ockham Interchange. The letter also includes a technical report prepared by the Traffic, Transport and Highway Consultancy, on behalf of The RHS. This report has not been appended in this Statement of Common Ground due to its size.	The Key Points do not reflect level of concern which were contained in the TTHC report dated March 2018 ref M16114-01a included in RHS REP1-044 to HE which summary includes: Record of 14 months discussion over RIS scheme and examination of alternatives with the aim of meeting stakeholder needs. Concerns regarding significant implications on RHS flagship garden as being avoidable Objective of 'Improved access to RHS Wisley' not seen by RHS as being achieved.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
			RHS Alternative Scheme achieves saving of estimated 2.7m travel and reduction of 780 Tonnes CO2 and 4.4 Tonnes of N20. Concern over increased traffic to Ripley and villages, and routing complexity Economic Impact Study being commissioned by RHS Accompanying RHS Letter also summarises: Environmental Impacts Need for pollution mitigation Need for improved Environmental Information Risks to economic impact on the garden and the heritage asset Need for accurate land-take plans Unresolved NMU issues from M25 construction Compensation to RHS for impacts from the scheme Request to expand the RHS to allow Ockham south facing slips
30.04.2018	Meeting		(Added by RHS) At HE offices in Guildford attended by RHS, HE, Atkins, Regeneris, Hatch Regeneris. Agreement that HE would supply a technical response to RHS submissions
17.07.2018	Meeting	A scheme update was given by Highways England, covering the project progress since the close of the statutory pre-application consultation earlier in 2018. In particular, the updates to the Wisley Lane overbridge alignment, which is consistent with The RHS Wisley Garden's master car parking arrangements, were discussed. The RHS stated they support both a 30mph speed limit on Wisley Lane and public buses coming on site. The Traffic, Transport and Highways Consultancy, appointed by The RHS, have been looking at arrangements for buses to turn on The RHS Wisley Garden site. The RHS raised concerns over the temporary scheme works, with Highways England stating they wish to explore the possibility of using some of The RHS Wisley Garden land as	Agreed. Meeting held at HE offices in Guildford attended by RHS, HE, Atkins, TTHC. Not minuted.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		topsoil storage for the duration of the scheme construction.	
31.08.2018	Newsletter		
13.09.2018	Letter		From HE to RHS concerning survey access to RHS land
13.11.2018	Letter	A letter sent from Highways England to The RHS inviting them to respond to the targeted non-statutory consultation taking place in November and December 2018. The letter contains details on the scheme and scheme changes alongside the planning consent process and the potential impact upon The RHS Wisley Garden land. Information on how to respond to the consultation was also included.	Agreed
10.12.2018	Letter	A letter sent from The RHS to Highways England containing their response to the targeted non-statutory consultation. The RHS express their disappointment at the lack of technical information and feedback shared by Highways England and details their concerns with the proposed scheme. The RHS discuss in greater detail their concerns on the Ockham Interchange, the Wisley Lane access/egress, the local bus stops, the M25 junction 10 interchange and the potential impacts on their land at Wisley Garden. The letter also summaries The RHS's overall position on the scheme.	Key Topics are incomplete. RHS Chapter headings include: Introduction; lack of a technical response following 30 March 2018 meeting Scheme Benefits: RHS Alternative achieves better benefits, notably journey time, delays, travel distance and impact on the LRN including Ripley. Also benefits to Air Quality and emissions. Also Economic Impact on the Garden. Bus access: will be improved by RHS proposal. Junction 10 changes in consultation brochure is reduced capacity of junction. Need for modelling. Worsening risk to RHS Wisley. Impacts on land and property: Overbridge land take, temporary works and mitigations are a concern
09.01.2019	Meeting	Discussions around The RHS's responses to the statutory and non-statutory 2018 consultation occurred. A specific focus was given to the Wisley Lane/A3 connection and the Ockham Interchange south facing slip roads. Highways England confirmed they would provide a response to the technical report submitted by the Traffic, Transport and Highways Consultancy, on behalf of The RHS, in March 2018.	Meeting notes issued by Atkins in draft. Internal meeting note prepared by RHS Final Key Topic not agreed as being unqualified approval of engagement process.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		A programme update was given, including information on the submission timeline of the Development Consent Order and the future programme of works. Tree surveys, tree planting and Special Protection Area land were also discussed. The RHS stated engagement to date had been good.	
16.01.2019	Letter		Letters received by Wisley Village tenants about GI compound.
16.01.2019	Meeting	The meeting was focused on tree planting at The RHS Wisley Garden site and its potential impacts. The RHS stated they would consider some types of planting as acceptable, but also raised an issue with a particular land parcel which is used for overflow car parking and would thus not be suitable for tree planting, though margin planting could be considered. It was agreed that tree surveys will be arranged to take place at The RHS Wisley Garden.	Agreed
09.02.2018	Letter		Letter from HE to RHS regarding Duty to Consult about a DCO application, brochure included
21.02.2018	Letter		Letter from HE to RHS regarding Duty to Consult about a DCO application, brochure included
26.03.2019	Letter	RHS letter to HE in response to Pre-Application consultation and HE letter of 9 February.	
27.03.2019	Meeting	A design update following the close of the targeted non-statutory consultation was given, including changes to the Special Protection Area land and the non-motorised user route adjacent to the A3. Notice was given that an additional targeted non-statutory consultation will be taking place in April and May 2019. The plans for the ground investigation (GI) work and site compound were discussed, with The RHS raising concerns about the location of the site compound off of Wisley Lane. It was agreed a separate meeting to discuss this further would be arranged. The RHS also stated they support the plans for designated funds in the M25 junction 10 area and are open to early discussions on land acquisition.	Agreed meeting held at RHS Wisley and attended by RHS, TTHC, Montagu Evans, VO, HE, Atkins Draft HE minutes. Final Key Topics not agreed. RHS indicated that village land may be available in return for agreement on other aspects of the scheme.
02.04.2019	Letter	A letter sent from Highways England to The RHS notifying them of the additional targeted non-statutory consultation in April and May 2019. The letter gave information on the	Agreed

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		consultation to date, the scheme changes and how to provide feedback.	
05.04.2019	Letter	A letter sent from Richard Max and Co. on behalf of The RHS to Highways England regarding the ground investigation site compound. The letter outlines The RHS's concerns with the site location, the lack of notice and consultation and the potential disruption to The RHS Wisley Garden business. The letter requests further information be sent to The RHS on this topic.	Agreed
12.04.2019	Letter	A letter sent from Highways England to Richard Max and Co., appointed by The RHS, responding to the letter dated 05.04.2019. This letter provides the information as requested by The RHS and gives a link to the project for further information.	Qualified by Richard Max & Co response of 15.04.20
15.04.2019	Letter	A letter sent from Richard Max and Co., on behalf of The RHS, to Highways England. The letter states that Highways England's letter dated 12.04.2019 gave a limited response, did not supply all of the information as requested by The RHS and some concerns raised had not been addressed. The letter reiterates the position of The RHS in respect of the overall scheme.	Agreed
16.04.2019	Letter		Letter to villagers advising of Ground Investigating compound in Wisley Village
24.04.2019	Letter		Letter to RHS Enterprises regarding survey work
17.06.2019	Letter	A letter sent from Highways England to The RHS notifying them of the application to submit the project development consent order application to the Secretary of State for Transport. The letter contains details regarding the acquisition of land and early negotiations, agent fee reimbursement and how to obtain further information.	Agreed
26.07.2019	Letter	A letter from Highways England to The RHS notifying them that the project development consent order application has been accepted for examination by the Planning Inspectorate. The letter contains enclosures of the Section 56 notice and a scheme location map, alongside links to view the accepted application and environmental statement online. The information also details how to submit a relevant representation for the scheme to the Planning Inspectorate.	Agreed
30.07.2019	Meeting	An update on the development consent order (DCO) application, acceptance and pre-	Agreed. HE draft minutes.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
		examination process was given. Highways England advised a complete set of the DCO documentation was available via the Planning Inspectorate's website. The RHS gave comments on the DCO plans and supporting documents, specifically mentioning that the information they had requested from Highways England had yet to be provided. The RHS stated their position remained that same as outlined in the March 2018 submission. The Ockham Interchange south facing slip roads and Wisley Lane access/egress were discussed, alongside non-motorised user routes and replacement land. The RHS also inquired as to the progress of the statement of common ground.	RHS draft minutes
15.08.2019	Meeting	This meeting focused solely on land and land acquisition. The RHS Wisley Garden land plots were reviewed and discussed, as was the replacement land. The RHS requested ongoing dialogue on land matters with Highways England. Highways England's letter dated 17.06.2019 was discussed with The RHS raising concerns about the timing of the works on Mill Lane, which is a secondary access route to their Wisley Garden site. Highways England explained the historic Common Land issues from the M25 construction are being resolved in parallel to this scheme.	Agreed HE draft minutes
28.08.2019	Meeting	The actions of the previous meeting (30.07.2019) were considered before discussions moved to the progression of Highways England's response to the technical report submitted in March 2018 by the Traffic, Transport and Highway Consultancy. The RHS specified individual points they would like addressed, including the Wisley Lane left out onto the A3 and the Ockham Interchange south facing slip roads. Land-take and statements of common ground were also considered. The development consent order representations and preliminary meeting were discussed, with The RHS stating they intend of attending the preliminary meeting.	Agreed HE draft minutes.
31.08.2019	Newsletter		From HE to RHS with brochure attached
24.09.2019	Technical Note	The technical note prepared by Highways England in response to the technical note, prepared by the Traffic, Transport and Highways Consultancy on behalf of The RHS, submitted in March 2018.	Agreed

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)	RHS Deadline 8 submission Comments
26.09.2019	Meeting	The design standards which should be applied in relation to the Wisley Lane/A3 junction were discussed and The RHS said they would like to have sight of the traffic flow plots from the traffic modelling. The alignment of the Wisley Lane overbridge was questioned by The RHS as it need not be "skewed" if the Wisley Lane left out onto the A3 is not being retained. South facing slip roads at Ockham Interchange were raised also. Highways England gave an overview of the development consent order examination process.	Agreed HE draft minutes. No comments
11.2019			TTHC report dated November 2019 reference MH/M16114-02A submitted to HE under Rep1-044 Appendix A. Overall summary includes: Support for Scheme but objection to garden access proposals, not meeting aim of 'improved access to RHS Wisley' Proposal of RHS Alternative Scheme. Reference to traffic modelling showing impacts on LRN and requesting further modelling. Concern about driver orientation and signage. Unresolved issues regarding redwood tree roots Queries on HE technical note including distances, safety, weaving length, merge arrangements and lack of modelling RHS Alternative Scheme. Concern about construction impacts Advantages of RHS scheme, and flawed DCO proposal.
06.11.2019	Meeting	This meeting was cancelled following an email from The RHS stating it was no longer necessary.	No meeting took place, so not applicable
06.01.2020	Letter	A letter sent from Highways England to The RHS inviting them to respond to our non-statutory targeted consultation on proposed scheme changes. The letter included details about the scheme and a link to view information about the scheme changes online. Details on how to respond were also included. A consultation brochure was included with the letter.	Agreed.

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

3. Issues – Air quality and biodiversity

Matters AGREED			
	Relevant issue	**RHS Wisley Position**	**Highways England Position**
A1	Validity of the nitrogen oxides projections	RHS accepts that nitrogen oxides concentrations have been projected forwards using the LTTE6 methodology.	The NOx concentrations were projected forwards correctly using the LTTE6 approach, as documented in paragraph 5.5.23 of APP-050.
A2	Use of appropriate deposition velocities to calculate nitrogen deposition from nitrogen oxides emissions.	Highways England has accepted the advice from Prof. Laxen and the nitrogen deposition rates due to nitrogen oxides emission from vehicles are now substantially higher (see Table 8 in REP5-024 submitted by HE). This Table does not include the contribution from ammonia.	Highways England is aware that nitrogen deposition rates have been revised since the assessment for this project was undertaken. The nitrogen deposition rates have been revised in accordance with the revised deposition velocities in guidance document LA105.
A3	RHS traffic passing through Ripley	RHS accepts that the modelling of impacts on air quality in Ripley has been carried out assuming all the RHS traffic from the south will pass through Ripley. This traffic would not pass through Ripley with the RHS Alternative.	The traffic model assumes that all traffic travelling to and from RHS Wisley from the south will travel through Ripley. The air quality assessment as presented in the ES was based on this assumption.
A4	Validity of receptors in Ripley	RHS accepts that Highways England has now identified worst-case receptors in Ripley.	Highways England has accepted that there are receptors in Ripley which are closer to the kerb than the receptor used in the air quality assessment in the ES, which was located close to the junction of the High Street and Newark Lane.
A5	Validity of results for Ripley	RHS accepts the results for annual mean nitrogen dioxide concentrations at the new receptors in Ripley, as set out in the Table on pages 59/60 of REP4-005.	Noted
A6	Concentrations of nitrogen dioxide in Ripley unlikely to exceed objective.	RHS accepts the results for the estimated annual mean nitrogen dioxide concentrations in Ripley, as set out in REP4-005, 4.2.2, page 60	Noted

Matters AGREED			
	Relevant issue	**RHS Wisley Position**	**Highways England Position**
A7	Concentrations of NOx within the SPA	RHS accepts the results as presented by Highways England. The RHS, however, has concerns about the results not being included in the SIAA as set out in NA6 above.	Concentrations of NOx close to the A3 and M25 are above 30 µg/m^3 in the opening year, but these fall below the critical level of 30 µg/m^3 by a distance of a hundred metres or less for all transects within the SPA. The woodland buffer extends to 150 m from the A3 and M25 at the closest point, and therefore all exceedances of the critical level of 30 µg/m^3 are confined to within the woodland buffer. It should also be noted that the concentrations of NOx will be lower than the existing baseline for all points of all transects within the SPA, including within the woodland buffer.

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
NA1	Inclusion of ammonia in the calculations of nitrogen deposition.	There is evidence that ammonia from road traffic makes a substantial contribution to nitrogen deposition near to roads. Concentrations decline away from the road. However, like NOx, they are not at background at 30 metres but need to be considered at least out to 200 metres from the road. Current modelling elsewhere for plans and projects is including ammonia from road traffic. Thus, in line with current practice and applying professional judgement and best scientific knowledge, and in view of the SIAA-acknowledged pathway of impact to the qualifying features via effects on the woodland and consequential impacts on invertebrates <150m from the road, it is clearly critical to include ammonia from traffic in the calculations of nitrogen deposition. Without this the SiAA does not comply with the requirements of the Habitats Regulations, notwithstanding the absence of reference to ammonia in the guidance referred to. It is not correct for Highways England to say doubling nitrogen deposition by including ammonia would not materially affect the conclusion of the SIAA. The nitrogen deposition is already significantly increased in the woodland area with the DCO Scheme, due to NOx emissions. Doubling this with ammonia would be yet more significant, with commensurately more serious effects (see REP1-041, para 3.12; REP3-050 page 5; REP1-042 Appendix 4; REP3-044 page 13; the RHS response to question 2.3.2, page 1, in REP5-054; REP6-024, pdf page 23.	Highways England does not agree that ammonia should have been included in the SIAA. There is no such duty in the Habitats Regulations. The Highways England guidance in LA105 does not include ammonia, in line with the Department for Transport's National Policy Statement for National Networks at paragraph 5.8. The IAQM guidance does not specify the inclusion of ammonia. In REP2-022 at 2.7.3 and 2.7.4, Highways England sets out that even if nitrogen deposition was doubled by including ammonia, this would not materially affect the conclusion of the SIAA. REP1-041 (RHS' Air Quality Representation) Appendix A4 Figure 1 shows that ammonia concentrations decrease rapidly with distance from the road such that by 30 metres from the road centre, concentrations are indicative of background levels. At the distance at which the supporting habitats of the qualifying features of the SPA are present, there would not be any traffic related contribution from ammonia to nitrogen deposition rates. As explained in Highways England's response to RHS's REP6-024 submission [REP7-008], there is no reference in the Thames Basin Heaths SPA supplementary advice to a specific composition of woodland invertebrates being of particular significance. The supplementary advice supports a more logical interpretation that it is the overall biomass and distribution of key prey item groups (e.g. beetles and moths) which is of primary importance. Therefore, the pathway of impact to qualifying features via invertebrates in the woodland buffer is restricted to the physical loss of woodland habitat, not any minor shift to the composition of woodland invertebrates that could occur from air quality changes within the woodland buffer, which would not alter the contribution that the woodland may make to the overall

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
			invertebrate resource of the SPA. Therefore, the SiAA does comply with the requirements of the Habitats Regulations.
NA2	Validity of the air quality data provided for the in-combination assessment of impacts on the SPA.	Highways England has provided calculations of in-combination impacts in Table 4 in REP5-003. However, the results (i) are only presented for the receptors >150m from the road (all receptors in the woodland <150m from the road are excluded, even though the SIAA acknowledges a pathway of impact between invertebrates in the woodland and the qualifying features of the SPA), and (ii) they do not include the contribution from ammonia. Therefore, there is no proper basis for the assessment of the in-combination effects on the SPA. Highways England has chosen not to provide the complete information for all receptors at any stage.	The traffic data for the do-something scenario already includes traffic from other plans and projects within the traffic model. Hence the assessment already takes into account the Scheme in combination with other plans and projects as regards nitrogen oxides concentrations and nitrogen deposition (see REP4-005 point 2.9 on page 56 for details). This is in accordance with advice from Natural England as recorded in 3.2.11 of the SoCG between Highways England and Natural England [REP5-003]. As explained in NA4, the air quality assessment focuses on the supporting habitats for the qualifying features within the SPA which are located over 150 metres from the road (see REP2-014 page 83). As explained above in NA1, the pathway of impact to qualifying features via invertebrates in the woodland buffer is restricted to the physical loss of woodland habitat, not any minor shift in the composition of woodland invertebrates that could occur from air quality changes within the woodland buffer, which would not alter the contribution that the woodland may make to the invertebrate resource of the SPA.
NA3	Validity of the in-combination assessment of air quality impacts on the SPA.	As NA2 (above) makes clear, the data for a complete in-combination assessment have not been provided. A complete in-combination assessment is required by the Habitats Regulations 2017 to avoid the accumulation of smaller impacts that may cumulatively cause harm and give rise to the need for mitigation to which the Scheme may need to contribute. Without a complete in-combination assessment, the SIAA does not meet the requirements of the Habitats Regulations (see REP1-041 para 3.14,	There has been an assessment of in-combination effects. The traffic model used for the Scheme has been developed in accordance with the Department for Transport's webTAG guidance, which takes into account traffic growth using National Trip End Model (NTEM) factors. It additionally takes into account traffic from other plans and projects from an extensive area around junction 10. The traffic data for the do-something scenario therefore already takes account of the traffic for the

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
		REP3-047, section 3.6.1, page 44, and the Freeths Annex of REP6-024 for details).	Scheme in combination with the traffic from other plans and projects (see REP4-005 point 2.9 on page 56 for details). This approach is in accordance with advice from Natural England, and aligns with the approach taken in the A30 Chiverton to Carland Cross DCO as explained in the Technical Note in Appendix B of the SoCG between Highways England and Natural England [REP5-003].
NA4	The relevance of impacts within the SPA for locations close to the A3 and M25.	RHS's position is that the woodland within 150m of the major roads is relevant (both now and in the future) to the integrity of the SPA and the SPA's qualifying features and is not merely a "buffer". This has been clearly acknowledged by HE in the SIAA in relation to the assessed land-take impact pathway. Air quality impacts on the integrity of the SPA within this woodland must therefore be assessed and the assessment must be undertaken on the basis of robust air quality data. To date Highways England has limited its assessment (of the impacts of declining air quality on SPA integrity) to the heathland >150m from the road and ignored potential air quality impacts on the woodland and its ecology <150m from the roads. This is because it considers these areas do not to support the breeding or foraging birds of the SPA qualifying features (nightjar, woodlark or Dartford warbler). This approach is clearly incorrect and not compliant with the Habitats Regulations 2017, given that HE at the same time fully acknowledges in its SIAA (in the context of its assessment of the land take impact pathway) the role played by woodland invertebrates in relation to the integrity of the SPA. Highways England is therefore not protecting a substantial area of the SPA for which there is a critical load that is exceeded by a substantial margin (see REP3-044, pages 8 to 10, REP5-052 point 2,7.3, page 65, and the Freeths LLP's Annex to Appendix 2 in REP6-024 for details).	The SIAA considered air quality impacts to 200m from the A3 and M25, and determined that the spatial extent of air pollution impacts is confined to the established woodland that separates the heathland from the roads. The SIAA has focused on air quality impacts on the heathland habitats because this is the habitat that supports the qualifying features of the SPA (nightjar, woodlark and Dartford warbler). The established woodland that separates the heathland from the roads acts as a buffer and does not support the qualifying features of the SPA. The established woodland is not referenced in any of the SPA conservation objectives, which focus on the habitats of the qualifying species (i.e. open habitats, typically heathland). The air quality conservation objective for all three qualifying species (as listed in the Tables in the Thames Basin Heaths SPA conservation objectives supplementary advice [REP5-034]) refers to nesting, feeding or roosting habitats. Both Highways England and Natural England recognise that the woodland buffer will contribute to the overall invertebrate resource within the SPA as a whole (3.2.6 of the SOCG between Highways England and Natural England [REP5-003]). However, as explained above in NA1, the pathway of impact to qualifying features via invertebrates in the woodland buffer is restricted to

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
		In addition, it is irrelevant that the established woodland will receive lower nitrogen levels in future years. HE has acknowledged that the scheme may affect the invertebrate assemblage within the woodland due to changes in nitrogen deposition (2.2.22 in REP7-008), notwithstanding the lower levels. Despite this, HE has not addressed the extent to which the DCO Scheme, either alone or in combination, would affect the invertebrate prey and size requirements of the 3 qualifying features, and slow down or possibly prevent the conservation objective target for this component of the SPA to meet / fall under the relevant critical load for nitrogen deposition.	the physical loss of woodland habitat, not any minor shift in the composition of woodland invertebrates that could occur from air quality changes within the woodland buffer. In addition, it has been demonstrated that the established woodland buffer will receive lower levels of nitrogen deposition once the Scheme is operational than it currently does. This can be seen by comparing the existing baseline against the in-combination operational Scheme in Table 8 of the Revised nitrogen deposition rates within the SPA [REP5-024]; the levels of nitrogen deposition will actually be lower than the existing baseline for all points of all transects within the SPA. Therefore, the retained established woodland will continue to exist in its current form and will provide the same buffer function and invertebrate resource that it currently does. This approach aligns with recent case law and Natural England advice, as explained in Point 11 of the table at Section 2 (Comments on RHS's overview letter) of REP4-005 (pages 8-20) and as recorded in item 3.2.6 on page 16 of the SoCG between Highways England and Natural England (as submitted at Deadline 5 [REP5-003]).
NA5	The need for an assessment of the RHS Alternative in relation to impacts on the SPA	HE has ruled out any adverse effect on the integrity of the SPA from changes in air quality on an incorrect and unlawful basis and one which directly contradicts HE's own SIAA assessment of impacts on SPA integrity via the land-take impact pathway. If conducted lawfully, HE's assessment would conclude that an adverse effect on SPA integrity from the air quality pathway cannot be ruled out and as such a negative assessment would be the result. It is then therefore a legal requirement for the Secretary of State to consider whether there is any alternative which better respects the integrity of the SPA than the DCO Scheme in terms of	Adverse effects to the integrity of the SPA from changes in air quality have been ruled out, even after taking into account updated velocities and assuming that all of the RHS Wisley traffic visiting the gardens from the south follows the signposted route along the A3 both travelling to and from the garden. Therefore, there is no requirement to consider alternatives in respect of air quality. This position is explained in Point 11 of the table at Section 2 (Comments on RHS's overview letter) of REP4-005 (pages 8-20), Highway England's response to RHS's letter to Natural England

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
		the air quality impact pathway, such as the RHS Alternative Scheme (see REP3-044, page 8, and the Freeths LLP's Annex to Appendix 2 in REP6-024 for details).	[REP7-008] and is recorded in item 3.2.13 on page 20 of the SoCG between Highways England and Natural England (as submitted at Deadline 5 [REP5-003]). As explained in paragraph 4.5.4 of the Applicant's comments on RHS's Deadline 5 submission [REP6-010], the alternative Scheme proposed by RHS Wisley would require additional land take from the woodland buffer within the SPA when compared against the proposed Scheme (approximately 0.47 ha of additional SPA land take would be required for the left turn out of Wisley Lane onto the A3). The physical loss of woodland has been shown to lead to an adverse effect on the SPA that cannot be ruled out beyond reasonable scientific doubt. Therefore, with regards to the Habitats Regulations Assessment, an alternative option that leads to increased land take from the SPA cannot be considered to be a better alternative solution.
NA6	Impacts of the nitrogen oxides concentrations	While the nitrogen oxides concentrations have been provided by Highways England in the Air Quality chapter, they have not been included in the SIAA, so the SIAA is incomplete. This is an important omission, as concentrations are above the critical level across parts of the SPA. (see REP4-005, point 8, page 8).	The NOx concentrations were not specifically requested for inclusion within the SiAA by Natural England (see REP5-014 point 2.3.1). However, the NOx concentrations were provided to the ExA for the receptor points where the supporting habitats for the qualifying features would be present (REP5-014, point 2.3.1). At these locations, concentrations would be below the critical level in the opening year both with and without the Scheme.
NA7	Validity of loss of single species as a significance criterion	The data cited by HE from Table 21 of the Natural England Commissioned Report NECR210, have been used illogically by Highways England to define the significance of impacts in the SIAA. Prof. Laxen has spoken to the author of the report NECR210, Dr Simon Caporn, who said that this table was not designed to be used as a basis for defining significance. It is unclear whether Highways England obtained the sign-off of Natural England before including this approach in LA 105. The professional view of Prof.	Highways England did engage extensively with Natural England in the use of NECR210 in LA 105. This is explained in 2.1.3 of REP4-005 (pages 45, 46). However, the SIAA did not use Table 21 of NECR210 to assess potential adverse effects on the SPA, but instead focused on increases of greater than 1% of nitrogen deposition critical loads. The approach to undertaking the air quality assessment in the SIAA was agreed with Natural England as recorded in meeting

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
		Laxen and Mr Baker is that the criterion of loss of one species cannot be used as a significance criterion and its use in this way in the SIAA is not valid (see REP3-044, pages 12 and 13, and REP5-052, point 2.1.3, page 52, for details).	minutes for 27 March 2018 in APP-041 and in items 3.2.12 and 3.2.13 on page 20 of the SoCG between Highways England and Natural England (as submitted at Deadline 5 [REP5-003]).
NA8	Use of IAQM descriptors	It is appropriate to include the IAQM descriptors, as well as those of Highway England, to help understand the impacts within Ripley (see REP1-041 paras 5.5 and 5.6 and Appendix A11 of REP1-042). These descriptors are what local authorities would expect for a planning application that impacted on air quality in Ripley. This would help the ExA have a more balanced view of the impacts of the DCO Scheme. The application of the descriptors to the sites in Ripley is set out in (RHS Response to Inspectors' question 2.3.7 in REP5-054).	As this is a Highways England project, it is clearly appropriate to use the descriptors in the Highways England guidance. The descriptors have not changed in the recent update published in November 2019 (see REP4-005 point 4.4 on page 62).
NA9	Interpretation of results for carbon dioxide for traffic following the signed route to RHS Wisley	With traffic following the signed route emissions of carbon dioxide would be 4,064 t/yr higher. The RHS Alternative Scheme, would reduce this overall increase in emissions with the Scheme by more than 16%. This is a significant reduction in the additional emissions (see REP3-050, page 10 for details).	A calculation of carbon dioxide emissions was made for comparative purposes between traffic using the signposted route and traffic travelling through Ripley. The traffic data used for the calculations were taken from the Traffic Assessment Supplementary Information Report (REP2-011) and the traffic forecasting report (REP1-010), representing a special event on a weekday, and thus not representative of a full year, unlike the data provided for the air quality assessment. The calculations should really only be used for comparative purposes between the two scenarios. The carbon dioxide emissions as regards the Scheme would be 639 t/yr higher if all traffic visiting the gardens from the south (and returning to the south) follows the signposted route to and from RHS Wisley (as opposed to routing via the B2215), representing 0.04% of total emissions with the Scheme, which is considered negligible (see REP2-022, para 3.1.1). The key driver to reducing CO2 emissions will be through national policy measures such as the move to zero emission

Matters NOT AGREED			
	Relevant Issue	**RHS Wisley Position**	**Highways England Position**
			vehicles.
N10	Impacts of the RHS Alternative on the SPA	The RHS Alternative would reduce Scheme impacts on the SPA .	There would not be any difference to the conclusions of the SIAA as a result of the RHS Alternative Scheme, as discussed in REP2-022.
NA11	Impacts of the RHS Alternative on Ripley	The RHS Alternative would reduce Scheme impacts within Ripley.	There would not be any difference to the conclusions of the air quality assessment documented in APP-050, as discussed in REP2-022.
NA12	Significance of nitrogen dioxide concentrations in Ripley	The impacts of the Scheme on nitrogen dioxide concentrations in Ripley are slight adverse, using the IAQM descriptors, at four of the six new receptors (see RHS response to question 2.3.7 in PD-010). It is accepted that the concentrations are likely to be below the objective, but there are still effects on health arising from exposure to nitrogen dioxide, even at concentrations below the objective (see point 4.2, page 76 in REP5-052), and these would be increased with the Highways England Scheme. The RHS Alternative Scheme, on the other hand, will reduce these adverse effects.	The estimated annual mean nitrogen dioxide concentrations, using the more conservative DF2 traffic data have been provided in REP4-005 and show that concentrations at all receptors are below the national annual mean air quality objective, and that the largest change at a receptor is 1.7 µg/m^3, classed as a small change. In addition, the change with DF3 traffic data would be smaller still, as explained previously at 4.2.4 in REP2-022. As the concentrations would be below the air quality objective there would not be a significant adverse effect on health.

4. Issues – Traffic

List of Propositions to be addressed between HE and RHS during SoCG discussions

Proposition 1.1	The strategic traffic model used by Highways England for the Scheme has been appropriately developed for the base year (2015)
Proposition 1.1a	Confirmation as to whether the base year (2015) traffic flows identified by the Applicant in the submitted application documentation for the B2215 (Portsmouth Road/Ripley High Street), Newark Lane and Rose Lane are or are not agreed.
Proposition 1.1b	Confirmation as to whether any of the B2215's links between its junctions with the A3 and A247 and its junctions with Newark Lane and Rose Lane are or are not currently operating at capacity.
Proposition 1.2	The micro-simulation model used by Highways England for the Scheme has been appropriately developed for the base year (2015)
Proposition 1.3	The forecasting methodology used by Highways England for the purpose of the traffic modelling exercise includes the appropriate proposed land use developments and other highway infrastructure and it has been implemented to Highways England standards.
Proposition 1.3a	Assuming the Proposed Development were to be consented and implemented, confirmation as to whether the predicted AM peak, Inter-peak and PM peak hour traffic flows for the Do-minimum and Do-something scenarios in 2022 and 2037 identified by the Applicant in the submitted application documentation are or are not agreed.
Proposition 1.3b	For any link or junction referred to in c) above for which it is predicted that the capacity will be exceeded in the future (ie post-dating the operation of the Proposed Development should it receive consent), please provide an indication when it is expected the capacity of the link or junction would be exceeded and what the reason for the capacity exceedance would be.
Proposition 1.4	The Highways England modelling as regards RHS traffic uses an event day (when RHS has more visitors than on a non-event day)
Proposition 1.5	The results from the traffic modelling fairly represent the effects of the Scheme in terms of traffic issues as regards the SRN and the local highway network.
Proposition 1.6	Although the traffic modelling assumes all traffic travelling to and from the gardens from the south travels via Ripley in reality some will travel via the SRN
Proposition 2.1	The highways design standard that applies to the "left out" from Wisley Lane as proposed by RHS is CD122
Proposition 2.2	The proposed left out is not compliant with standards CD122
Proposition 2.3	The proposed Ockham Junction South Facing Slip Roads are not compliant with DMRB standards including CD122
Proposition 3.1	The Wisley Lane diversion will provide a safer access/egress to/from RHS Wisley than the existing one.

Proposition 3.2	The Wisley Lane diversion will provide a safer access/egress to/ RHS Wisley than the “left out” proposed by RHS
Proposition 4.1	Changes to journey distances and journey times to and from RHS Wisley as a result of the DCO Scheme
Proposition 4.2	Origin of RHS visitor traffic
Proposition 4.3	The journey times information in tables 2.8 and 2.9 of the report are agreed
Proposition 4.4	Whether (a) the ‘RHS Alternative’ access arrangement would include an at grade or grade separated junction between Wisley Lane then (b) advise the ExA which of DMRB CD122 or CD123 would any such junction design or designs need to be assessed against

Matters which are Agreed

Proposition 1.1b **Confirmation as to whether any of the B2215's links between its junctions with the A3 and A247 and its junctions with Newark Lane and Rose Lane are or are not currently operating at capacity.**
Agreed that the links referred to are not currently operating at capacity. The congestion within Ripley is a consequence of the junction of Newark Lane and Rose Lane.
Proposition 2.1 **The highways design standard that applies to the "left out" from Wisley Lane as proposed by RHS is CD122**
The applicable highways design standard for the RHS proposed connection from Wisley Lane to the A3 Northbound is Geometric Design of Grade Separated Junctions (CD 122).

Matters which are Agreed in part

Highways England Position	RHS Position
Proposition 1.1 **The strategic traffic model used by Highways England for the Scheme has been appropriately developed for the base year (2015)**	
The 2015 base year strategic model has been developed, calibrated and validated in accordance with DfT best practice guidance (WebTAG), with a good level of calibration and validation achieved, including in Ripley. [Appendix C of the Transport Assessment Report APP-136]. Outputs from the strategic model have been used for the assessment of impacts on Ripley in terms of traffic, air quality and noise. Routing of traffic in relation to the DCO scheme is a matter for propositions 1.3 to 1.5.	Agreed (in part). RHS considers that the strategic model is not suitable to provide an acceptable basis upon which to determine future year effects on the local road network. These concerns are set out in REP5-053.
Proposition 1.4 **The Highways England modelling as regards RHS traffic uses an event day (when RHS has more visitors than on a non-event day)**	
Agreement of event day demand for RHS Gardens Wisley is noted. The small difference between the numbers quoted by RHS opposite is a result of delays around the modelled network preventing all the modelled traffic completing their journeys within the modelled hour. The model used, SERTM, covers the whole of the south east of England in some detail and notwithstanding the improvements to the A3 and M25 associated with this scheme, it is delays outside of this Scheme's study area that results in some trips not completing journeys within the modelled hour. To ensure consistency between model reporting, we refer to all demand for	Agreed (in part). However, there remains uncertainty regarding RHS traffic as cross referencing with the model output suggests that not all of this traffic is actually assigned to the network. For example, the 2022 RHS 2 way AADT flow in Table 3.10 of REP1-010 states an RHS Garden traffic flow of 8857 PCUs, whereas the model output and flow plots provided to RHS by HE for the whole 'Wisley Zone' (of which RHS is a part) is lower at 8238 in the Do Minimum and lower again in the DoSomething at 8095. The clarification by HE that not all of the assumed event day traffic is able to

Highways England Position	RHS Position
the zone containing RHS Gardens Wisley as being RHS busy day traffic. Whilst not all this traffic is RHS related, the overwhelming majority is (c95%), and the volumes quoted for the zone are still below busiest day levels such as those in the Motion TA for a weekday in April.	complete its journey within the modelled hour is noted. Although it is suggested this is due to congestion outside of the DCO study area, it is unfortunate that there is no modelled tests of the RHS Alternative to determine whether this position could be improved upon.
Proposition 1.6 **Although the traffic modelling assumes all traffic travelling to and from the gardens from the south travels via Ripley in reality some will travel via the SRN**	
Whilst there is uncertainty regarding which way traffic heading to/from the Garden from the A3 corridor south of the Garden, Highways England has provided traffic and air quality information assuming both all traffic travels through Ripley (the application documentation) and all traffic follows the sign-posted route (Tables 2.2, 2.3 & 2.4 of TASIR [REP2-011] and [REP6-010]. Whilst Highways England recognise that the modelling shows that those travelling along the A3 corridor from the south will route via Ripley to and from the Garden (some 20-30% depending upon data source); the switch to the local road network will only affect the last three miles (notwithstanding the Wisley Lane diversion). The Scheme is predicted to result in an overall net reduction in traffic volumes on the local road network of approximately 1% that equates to a reduction of up to 741,000 vehicle kilometres on an average day across the modelled local road network. This is as a result of traffic diverting away from local roads and onto the SRN due to the reduction in traffic congestion and delay delivered on it by the Scheme.	Agreed that the model assumes the routeing through Ripley but disagree that this has been accurately modelled for the reasons outlined in response to Proposition 1.1 and there remains uncertainty as to how RHS traffic will route to/from the Garden. Further, it is not acceptable for a Strategic Road Improvement Scheme to result in the local road network being a more attractive proposition for a significant proportion of RHS traffic. The A3 'Ripley Bypass' is intended to keep through traffic out of the village. As described in REP5-053, the HE modelling assumes as a direct consequence of the DCO Scheme a 30% switch of RHS traffic off the A3 Strategic Route in favour of the Local Road Network. Tables 2.2, 2.3 and 2.4 of REP2-011 provide details of HE distances and there is nothing in REP6-010 which provides a modelled assessment of traffic routeing via the A3 signposted route. RHS is not able to confirm that the DCO Scheme would result in a 1% reduction in traffic on the Local Road Network overall as it has seen no evidence for this.

Highways England Position	RHS Position
Proposition 2.2 **The proposed left out is not compliant with standards CD122**	
The RHS alternative design is an At-Grade junction and it appears to be based on the design parameters taken from both DMRB CD122 and CD123. This is because it is not possible to meet the standards in CD123 which do not permit an at-grade junction at this location. However, applying CD122, the RHS design shows a left out radius of 58m which is less than the desirable minimum radius (360m) required by CD122 and is less than the absolute minimum radius (90m) for a 50kph design speed. The RHS alternative design excludes a near straight section from the alignment which is requirement of CD122. If these elements were to be corrected to become acceptable then the weaving length to Junction 10 would be reduced to an unacceptable length. The RHS alternative left out would require up to five departures to be approved. Full details in Appendix A of REP5-050. HE Safety, Engineering and Standards (SES) have indicated that a departure for reduced weaving length between Wisley Lane and Junction 10 would not be agreed due to the high volume of traffic weaving in this location causing increased likelihood of accidents.	The RHS Alternative Scheme is not an At-Grade junction. It is clear from REP1-044 that the existing priority junction would be improved by way of a slip-road arrangement (REP1-044 paragraphs 5.6, 5.14 and 5.15). Against the guidance set out in CD122, the RHS Alternative Scheme would be subject to HE's Departure from Standard process for two components(for 'Near Straight' and 'Horizontal Curvature', but not in respect of weaving length). As noted in Appendix A of REP5-050, HE's position on weaving length is based on the assumption that other components of the design would be amended. The need for Departures does not, in itself, result in an unacceptable scheme. It should be noted that, although it is known that the DCO Scheme will be subject of 'many' Departures (page 10 REP5-052), there has been no disclosure of these as part of the DCO process.

Highways England Position	RHS Position
Proposition 2.3 **The proposed Ockham Junction south facing slip roads are not compliant with DMRB standards including CD122**	
The RHS design has elements in it the horizontal and vertical alignments of the Ockham southbound slip road which would be unacceptable to HE. If these elements were to be corrected to become acceptable then the weaving length to the Ripley Services diverge would be reduced to below 1000m which would be a departure and may be unacceptable to HE SES. Multiple departures would be necessary for the south facing slip roads, including for the weaving length to Ripley Services that would be less than standard 1000m. The RHS design geometry would require a departure because it does not provide the visibility on the merge as required by CD122 paragraph 3.23 *"The connector road stopping sight distance (SSD) shall be provided along the length of the connector road up to the back of nose with the SSD being available at any point along this length."* If the departure were not to be approved, then the connector road would need to be lengthened, bringing the weaving length below the required 1000m. Similarly the RHS design geometry would require a departure because it does not provide the visibility on the diverge as required by CD122 paragraph 3.33 "On diverges, mainline SSD shall be provided: *(2) to a 0.26 metre object height at the give way line or stop line from a distance equal to the mainline SSD, where the length of the connector road is equal to or less than the mainline SSD, as illustrated in Figure 3.33b."* If the departure were not to be approved, then the connector road would need to be lengthened, bringing the weaving length below the required 1000m.	HE has not demonstrated the claimed departures by reference to vertical alignment plots. Agreed only that the southbound on-slip is shown at 75m rather than 85m (which previously constituted a 'one-step below' Relaxation) and that this would be subject to HE's Departure from Standard process. Weaving length standard would be met as noted by reference to REP5-051 and 052.

Highways England Position	RHS Position
The RHS alternative south facing slip road would require up to five departures to be approved. The north facing slip road would require up to five departures required to be approved. Full details in Appendix B of REP5-050.	
Proposition 4.1 **Changes to journey distances and journey times to and from RHS Wisley as a result of the DCO Scheme**	
	Agreed in part. The agreed distances are set out in **Appendix C** of REP5-050. For the reasons set out above (traffic modelling), journey times are not agreed.
Proposition 4.2 **Origin of RHS visitor traffic**	
The RHS and HE distributions have been obtained using different methods. However, the results are relatively similar	Agreed (in part). The RHS and HE distributions have been obtained using different methods. However, the results are relatively similar. However, the most recent RHS Survey information (REP6-024) suggests there is a greater difference in the proportion of visits to Wisley from the south and via the SRN.

Matters which are Not Agreed

Highways England Position	RHS Position
Proposition 1.1a **Confirmation as to whether the base year (2015) traffic flows identified by the Applicant in the submitted application documentation for the B2215 (Portsmouth Road/Ripley High Street), Newark Lane and Rose Lane are or are not agreed.**	
Highways England has dealt with this in its response to ExA Q2.13.29. See also response 1.1 above.	Not agreed for the reasons given in response to 1.1 above. As confirmed in REP3-051, there is no validation of existing conditions within Ripley and, as a result, there remains uncertainty regarding the use of the model for projecting future traffic assignment predictions. HE's modelling routes all Wisley Lane traffic away from the A3 and onto the local road network through Ripley so accurately simulating existing conditions in the Base year is essential. As noted in the first draft SoCG (REP4-050), the S-Paramics microsimulation model has only been developed for the AM and PM peaks – there is no inter-peak model. Furthermore, as noted in the S-Paramics Local Model Validation Report ("LMVR"), the journey time validation routes are only partial (eg through Ripley) and the validation of the routes is not sufficient, particularly routes 5, 9, 10 and 18 (Table 12 of the S-Paramics LMVR. .

Highways England Position	RHS Position
Proposition 1.2 **The micro-simulation model used by Highways England for the Scheme has been appropriately developed for the base year (2015)**	
The micro-simulation model has been developed to test the operational impacts of the scheme during most congested conditions rather than the inter-peak. The journey time routes cover key highway links within the extents of the S-Paramics model. As mentioned in the TA [APP-136], each individual hour in the morning and evening peak meets the recommended target specified in WebTAG, which states that 85% of journey time routes are required to be within 15% of surveyed times (or 1 minute if higher than 15%). As the model calibrated and validated against criteria it was fit for use as an operational assessment tool. Local junction models can generally only model junctions in isolation from one another. Consequently, no local junction model can accurately replicate the interaction between junctions, especially in congested conditions when blocking back occurs. It is not therefore possible to validate local junction models where blocking back occurs. The interaction of junctions under congested conditions where blocking back occurs can only be represented by network and strategic traffic models such as Paramics and SATURN. This is why Highways England's traffic modelling does not rely on validation of the local junction models, with the Paramics and strategic models being validated, by alternative methods in accordance with DfT best practice.	The WebTAG validation referred to is based on an assessment of the whole model and not in respect of Ripley (which the DCO Scheme modelling is suggesting would be the route for all RHS traffic to/from the south). The microsimulation model has only been developed for the AM and PM peaks – there is no inter-peak model. Furthermore, as noted in the S-Paramics LMVR, the journey time validation routes are only partial (eg through Ripley) and the validation of the routes in the AM and PM peaks is not sufficient, particularly routes 5, 9, 10 and 18 (Table 12 of the S-Paramics LMVR). As confirmed in REP3-051, there has been no validation of local junction models within Ripley either as HE has been unable to replicate junction blocking which is evident in the existing highway network. There has been no modelling presented as part of the DCO process which accurately represents the conditions within Ripley.

Highways England Position	RHS Position
Proposition 1.3 **The forecasting methodology used by Highways England for the purpose of the traffic modelling exercise includes the appropriate proposed land use developments and other highway infrastructure and it has been implemented to Highways England standards.**	
Highways England's traffic modelling represents a worst-case scenario regarding how much traffic will use the LRN with the DCO Scheme. This is because it does not take account of the Burnt Common Slips and other mitigation measures that may be implemented with the Wisley Airfield development, all of which would result in more, not less, traffic diverting from the LRN to the SRN (Response to 7.2.1.4 & LRN1 [REP3-007]).	RHS take no issue with the land use assumed for Wisley Airfield. However, the modelling of the Wisley Airfield development has not included the associated mitigation at Burnt Common and within Ripley, which will have a bearing on how much Strategic Road Network traffic (to/from the south) via Wisley Lane will divert onto the Local Road Network as a consequence of the DCO Scheme. There is no logic to modelling Wisley Airfield but not the mitigation which is associated with this development. In the absence of modelling the Burnt Common slips it is not possible to predict the full implications of the Wisley Airfield development in combination with the DCO Scheme.
Proposition 1.3a **Assuming the Proposed Development were to be consented and implemented, confirmation as to whether the predicted AM peak, Inter-peak and PM peak hour traffic flows for the Do-minimum and Do-something scenarios in 2022 and 2037 identified by the Applicant in the submitted application documentation are or are not agreed.**	
Highways England has dealt with this in its response to ExA Q2.13.29.	Not agreed for the reasons given above. There remains uncertainty within the model as to how much traffic will divert away from the SRN and onto the LRN.

Highways England Position	RHS Position
Proposition 1.3b **For any link or junction referred to in c) above for which it is predicted that the capacity will be exceeded in the future (ie post-dating the operation of the Proposed Development should it receive consent), please provide an indication when it is expected the capacity of the link or junction would be exceeded and what the reason for the capacity exceedance would be.**	
Highways England has dealt with this in its response to ExA Q2.13.29.	Not possible for this to be answered given that the modelling is not agreed. We know for example that the B2215 Portsmouth Road/Ripley High Street/Newark Lane/Rose Lane is operating at capacity but this is not reflected in any of the modelling. Any reference to future year operational performance and capacity cannot be relied upon where Base Year validation has not been possible. Further, there has been no modelling of the Burnt Common slips.
Proposition 1.5 **The results from the traffic modelling fairly represent the effects of the Scheme in terms of traffic issues as regards the SRN and the local highway network.**	
The model has been developed, calibrated and validated in accordance with DfT best practice guidance (WebTAG), with a good level of validation on the strategic and local road networks. Forecasting assumptions have been comprehensively considered and Highways England is satisfied with the representation of future year scenarios against which to test this Scheme. Whilst Highways England has not claimed that it is possible to model the proportion of traffic that would follow the signing strategy, but plainly a proportion will follow it.	Disagree. The traffic modelling commences from a 2015 Base which has not been validated, particularly in respect of Ripley. Future forecasting based on this modelling, which then routes traffic away from the Strategic Road Network onto such local roads as a direct consequence of the DCO Scheme will not be accurately predicted (see response to Proposition 1.6 above). HE is not able to state how effective its proposed signing strategy (which seeks to retain traffic on the A3) will be.

Highways England Position	RHS Position
	A 'proportion' of traffic is not a sufficiently accurate answer upon which to promote a DCO Scheme which would have such significant impacts on RHS's flagship Garden.
Proposition 3.1 **The Wisley Lane diversion will provide a safer access/egress to/from RHS Wisley than the existing one.**	
In terms of safety issues, the impact of traffic using other links having used the Wisley lane Diversion to get to and from the garden is negligible. Highways England has responded more fully in response to ExA Q2.13.20	Disagree. There has been no comprehensive/wider assessment of this in terms of traffic having to route along other links and through junctions via the longer signed route or via Ripley and Send (see REP5-053).
Proposition 3.2 **The Wisley Lane diversion will provide a safer access/egress to/ RHS Wisley than the "left out" proposed by RHS**	
Highways England have responded to this in REP5-029 ExA Q2.13.16 and supporting information in REP5-027.	Disagree. HE's claimed significant safety issue with the existing Wisley Lane junction is not supported by accident records (see REP5-053 and REP7-040). Furthermore, there has been no comprehensive/wider assessment of this in terms of traffic having to travel further, u-turn at Ockham and join via the northbound Ockham slip road.
Proposition 4.3 **The journey times information in tables 2.8 and 2.9 of the report are agreed**	
See response 1.1	Disagree. For the reasons set out in response to the traffic modelling above, journey times are not agreed.

Highways England Position	RHS Position
Proposition 4.4 **Whether (a) the 'RHS Alternative' access arrangement would include an at grade or grade separated junction between Wisley Lane then (b) advise the ExA which of DMRB CD122 or CD123 would any such junction design or designs need to be assessed against**	
a) As Wisley Lane and the A3 are at the same level in this location, any junction would be an at-grade junction. DMRB CD123 provides requirements and advice on the geometrical design for at-grade priority junctions. The standard does not permit at grade junctions on Dual 3 lane all-purpose (D3AP) carriageways (and by implication Dual 4 lane all-purpose carriageways (D4AP)). The RHS alternative design provided in REP7-039 is an at grade junction that appears to be based on design parameters in CD122 and CD123. CD122 is the relevant standard for grade separated junctions. In reference to a hypothetical junction, if CD122 were to be applied at this location the following elements could not be accommodated without substantial departures from standards: This is explained below. b) The following text concerns the application of CD122 and why its requirements could not be met. It also demonstrates how the RHS alternative design fails to meet its requirements. **Design Speed**. DMRB CD 122; paragraph 5.4 and Table 5.4 Connector road design speed, requires a slip road to have a minimum design speed of 70kph when the mainline design speed is 120kph, as is the case for northbound A3. Horizontal curvature. DMRB CD 122 Table 5.4 gives the minimum design speeds for connector roads and refers to DMRB CD109 Table 2.10, reproduced below, which provides the base geometric parameters for these design speeds. Hence the following apply: • Desirable minimum Radius to DMRB CD109 Para 2.9 = 360m (design speed = 70kph)	ExAQ3 (3.13.7) sought answers to the following: ***a) agree between one another hypothetically what form of junction or junctions could physically be accommodate*** RHS provided HE with two drawings in response to this (M16114-A-076A and 077) in Appendix A. ***b) then advise the ExA which of DMRB CD122 or CD123 would any such junction design or designs to be assessed against. Should any junction design or designs require a relaxation from the relevant design standards to be applied, the Applicant and the RHS are requested to explain the nature of any relaxation that would be required.*** RHS has never stated that its design has been based on CD123. RHS has stated that both drawings (076A and 077) would require Departures for 'horizontal curvature' and 'near straight' components of CD122. It is not agreed that these constitute 'substantial departures' and no evidence has been presented by HE as to how these compare with Departures the DCO Scheme will require but have yet to be disclosed. There is no Departure required in respect of Merge Type (as implied by HE) and it has been made clear that the higher Layout B standard of CD122 adopted by RHS will assist weaving (REP1-044 paragraph 5.23). A higher

Highways England Position	RHS Position
• Absolute minimum Radius. Departure from Standard to DMRB CD109 Para 2.11 Radius of 90m (design speed = 50kph) DMRB CD109 para 2.11 states "Horizontal curvature shall not be less than those given in Table 2.10 for 50kph design speed regardless of permitted relaxations" Hence, any radius less than 90m with a design speed less than 50kph is not permitted under DMRB CD109. Furthermore, DMRB CD122 para 1.3 states "The relaxation prescribed by CD109 [Ref 3.N] shall not be applied to this document" and any radius below 360m would be departure. The RHS alternative design assumes a radius of 58m which would result in a design speed less than 50kph. This is not permitted under DMRB CD109. **Near Straight**. DMRB CD 122 paragraph 5.8 requires a near straight at least equal in length to the nose [85m] to be provided at the back of the nose. The RHS alternative design does not include a 'near straight' as required under DMRB CD 109. This is a departure from standard. **Merge Type**. DMRB CD122; Figure 3.12a All-purpose road merging diagram, the merge type is determined by the number of Vehicles Per Hour of the Merging Traffic and the number of Vehicle Per Hour on the mainline. Any merge type that is above or below that required would be a departure from standard. Although traffic modelling has not been carried out for a Wisley Lane merge, a merge layout for a single lane with less than approximately 1000 vehicles per hour would be a CD122 Layout A option 1 – taper merge in accordance with CD122 Figure 3.14a. The RHS alternative design appears to include a CD122 Layout B – parallel merge, which presumably is included to improve the weaving length from the slip road in to the mainline. **Weaving Length**. DMRB CD122; paragraph 4.5 requires a weaving length of 1km. Applying the minimum design standards as described above for the grade separated	standard of merge is permitted as noted in paragraph 3.12.2 of CD122. The parties agree that with regard to drawings M16114-A-076A and 077: (1) Departures from Standard would relate to 'horizontal curvature' and 'near straight' components. (2) Weaving length could (HE)/would (RHS) comply with the 1km standard.

Highways England Position	RHS Position
junction with a horizontal curvature of 90m radius (for a design speed is 50kph), a near straight of 85m and a merge type Layout A at this location results in a weaving length of 746m. This would not comply with the standards and a departure from standard would be required as relaxations for weaving length are not permitted. Note: If designed to standards, the minimum horizontal curvature [360m radius] permitted for a design speed of 60kph would further reduce the weaving length to 476m and this element would therefore require a departure from standard. The RHS alternative design only achieves approximately 1km weaving necessary by including a substandard design speed and horizontal radius and no near straight.	

5. Issues – Socio-economics

The Parties have not reached an agreed position in relation to socio-economic matters

Appendix A

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PROJECT

RHS, WISLEY

DRAWING TITLE

RHS PROPOSED
LEFT ONLY SLIP ROAD
(WITH 1.0 KM WEAVING LENGTH)

CLIENT

RHS, WISLEY

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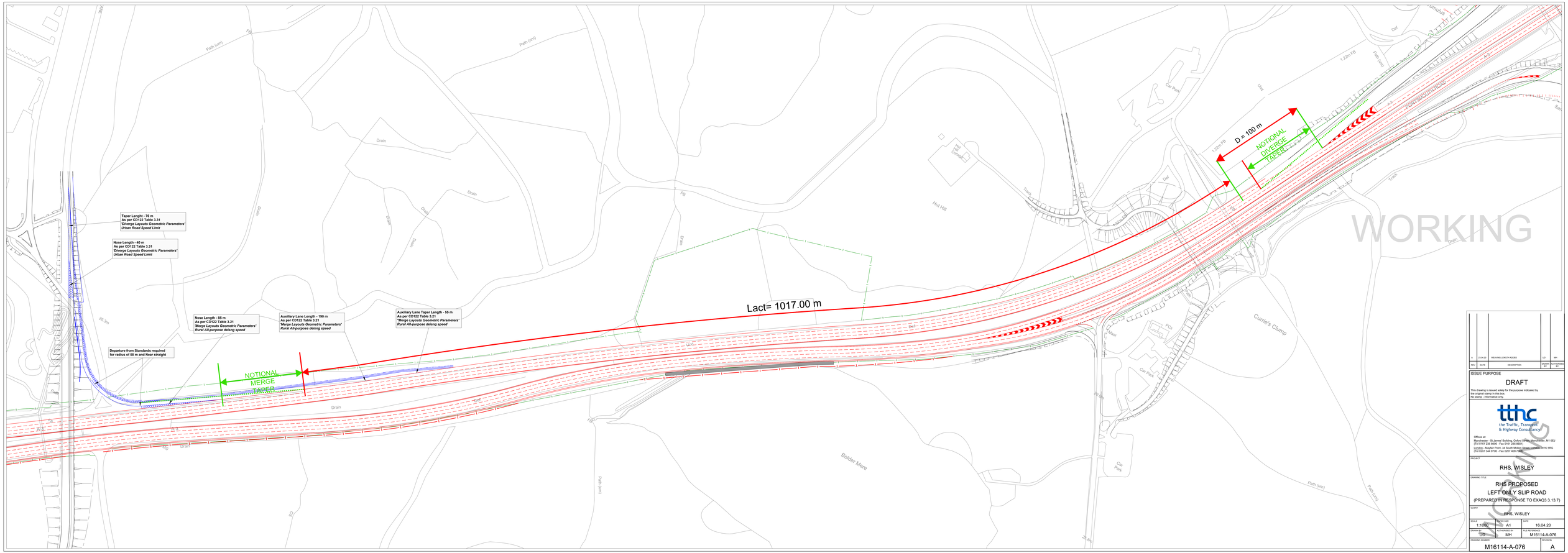

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PROJECT

RHS, WISLEY

DRAWING TITLE

RHS PROPOSED
LEFT ONLY SLIP ROAD
(PREPARED IN RESPONSE TO EXAQ3 3.13.7)

CLIENT

RHS, WISLEY

SCALE	PAPER SIZE	DATE
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