AQUIND Limited

AQUIND INTERCONNECTOR

Statement of Common Ground Between AQUIND Limited and Highways England Agreed Draft

The Planning Act 2008

Document Ref: 7.5.10
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DOCUMENT

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CONTENTS

TABLES

1. INTRODUCTION AND PURPOSE

1.1.1.1. A Statement of Common Ground ('SoCG') is a written statement produced as part of the application process for an application for a Development Consent Order ('DCO') and is prepared jointly by the Applicant and another party. A SoCG sets out the matters of agreement between both parties, matters where there is not agreement and matters which are under discussion.

1.1.1.2. In this regard paragraph 58 of the Department for Communities and Local Government's guidance entitled "Planning Act 2008: examination of applications for development consent" (26 March 2015) hereafter referred to as DCLG Guidance describes a SoCG as follows:

> "*A statement of common ground is a written statement prepared jointly by the Applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence*."

1.1.1.3. The aim of a SoCG is to assist the Examining Authority to manage the examination of an application for a DCO by providing an understanding of the status of matters at hand and allowing the Examining Authority to focus their questioning. The effective use of SoCG is expected to lead to a more efficient examination process.

1.1.1.4. A SoCG may be submitted prior to the start or during an Examination and updated as necessary or as requested during an Examination.

1.2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

1.2.1.1. AQUIND Limited ('the Applicant') submitted an application for the AQUIND Interconnector Order (the 'Order') pursuant to Section 37 of the Planning Act 2008 (as amended) (the 'PA2008') to the Secretary of State ('SoS') on 14 November 2019 (the 'Application').

1.2.1.2. The Application seeks development consent for those elements of AQUIND Interconnector (the 'Project') located in the UK and the UK Marine Area (the 'Proposed Development').

1.2.1.3. The Project is a new 2,000 MW subsea and underground High Voltage Direct Current ('HVDC') bi-directional electric power transmission link between the South Coast of England and Normandy in France. By linking the British and French electric power grids it will make energy markets more efficient, improve security of supply and enable greater flexibility as power grids evolve to adapt to different sources of renewable energy and changes in demand trends such as the development of electric

vehicles. The Project will have the capacity to transmit up to 16,000,000 MWh of electricity per annum, which equates to approximately 5 % and 3 % of the total consumption of the UK and France respectively.

1.2.1.4. The Proposed Development includes:

- HVDC Marine Cables from the boundary of the UK Exclusive Economic Zone to the UK at Eastney in Portsmouth;
- Jointing of the HVDC Marine Cables and HVDC Onshore Cables;
- HVDC Onshore Cables;
- A Converter Station and associated electrical and telecommunications infrastructure;
- High Voltage Alternating Current ('HVAC') Onshore Cables and associated infrastructure connecting the Converter Station to the Great Britain electrical transmission network, the National Grid, at Lovedean Substation; and
- Smaller diameter Fibre Optic Cables ('FOC') to be installed together with the HVDC and HVAC Cables and associated infrastructure.

1.3. THIS STATEMENT OF COMMON GROUND AND THE ROLE OF HE

1.3.1.1. This SoCG has been prepared by the Applicant - in accordance with the DCLG Guidance and precedent examples of SoCG available on the Planning Inspectorate's ('PINS') website - to reflect engagement to date as set out in Table 2.1 and incorporates comments provided by Highways England provided on 1 October. This draft SoCG therefore represents an accurate reflection of matters agreed and subject to ongoing discussion between the Parties at Deadline 1.

1.3.1.2. Highways England was established under the Infrastructure Act 2015, and appointed and licensed as a strategic highways company by the Secretary of State for Transport on 1 April 2015.and is responsible for operating, maintaining and improving the Strategic Road Network (SRN) within England on behalf of the Secretary of State for Transport

1.3.1.3. Highways England would also be responsible for monitoring the DCO provisions and requirements that affect the SRN.

1.3.1.4. For the purpose of this SoCG the Applicant and Highways England will be jointly referred to as the 'Parties'.

2. RECORD OF ENGAGEMENT UNDERTAKEN TO DATE

2.1.1.1. The table below sets out a summary of the key meetings and correspondence between the Parties in relation to the Proposed Development.

The consultation material referred to at Chapter 22 of the Environmental Statement (Traffic and Transport) and specifically at Appendix 22.3 (Consultation Responses) (APP- 451). A copy of APP-451 is also provided in Appendix 1 of the Technical Note TN01.

Table 2.1 – Consultation with Highways England

Date	Form of Contact	Summary
22.05.2018	Highways England	Update on key area of interest for Highways England where proposed cable route passes under A27, linking Portsea Island to the mainland.
31.05.2019	Highways England	General project update and scope of Transport Assessment.
13.09.2019	Hampshire County Council (HCC) and Highways England	Update. Proposals for HDD under A27. Street works
23.01.2020	Highways England	Highways England updated their main concerns; geotechnical, transport /junction capacity and process. Technical Note 2 to be issued.
14.02.2020	HCC and Highways England	Project update, Technical Note 2 issues, discussion regarding route options, construction methodology, HGV movements and A3 tactical diversion routes.
08.07.20	Highways England	Multidisciplinary meeting. Agreed to establish a working group to progress outstanding technical matters.

Date	Form of Contact	Summary
		Highways England confirmed receipt of WSP's response to Technical Note 2 and that initial review confirmed all Highways England issues had been addressed, although at this stage, not all of them had been fully resolved.
24.08.20	Highways England	Highways England issued Technical Note 3 setting out the remaining traffic and transport technical issues to be resolved.
10.09.20	Highways England	Multidisciplinary working group, discussion on geotechnical issues, transport modelling and SoCG. Highways England agreed that they and AQUIND are confident that all outstanding matters are capable of resolution before the close of the examination, specifically those items set out within Technical Note 3, which WSP are in the process of responding to. Highways England confirmed that they and the other highway authorities would like to agree a tripartite agreement with the Applicant on highway and traffic matters.

3. SUMMARY OF TOPICS COVERED BY THE STATEMENT OF COMMON GROUND

3.1. TOPICS COVERED IN THE STATEMENT OF COMMON GROUND

3.1.1.1. The following topics discussed between the Applicant and Highways England are discussed in this SoCG:

- Planning policy
- Proposed Works – HDD Construction Traffic Routing
- Abnormal Loads
- Collision Data
- Site Access Arrangements for HDD- Langstone Harbour
- Management of Construction
- Traffic Flow Impacts
- Duration of Works
- Modelling
- Geo-technical
- Land Rights

3.1.1.2. The Applicant will continue to work with Highways England to address those matters which are ongoing and both parties believe that these are capable of resolution ahead of the Examination concluding.

4. CURRENT POSITION

4.1. PLANNING POLICY

Table 4.1 – Planning Policy

Ref.	Description of matter	Current Position	RAG
Planning Policy			
HE 4.1.1	Role of NPS EN-1	It is agreed that the relevant National Policy Statement ('NPS') for the Proposed Development is the Overarching National Policy Statement for Energy (EN-1) (2011) and represents the primary policy basis for the determination of the Application (as set out in the Planning Statement, Examination Library reference APP-108).	Agreed
HE 4.1.2	The Strategic Road Network for Future and DfT Circular 02/2013	As requested by Highways England in October 2019, a policy review of "The Strategic Road Network: Planning for the Future" and (Department for Transport 'DfT') Circular 02/2013 has been undertaken by the Applicant, as outlined in the applicant's response to Technical Note TN01. The Applicant welcomes Highways England review and agreement within their response to Technical Note TN01, as set out within AECOM Technical Note TN03, that a suitable policy review in respect of the Strategic Road Network has been provided by the Applicant. (AECOM acting for Highways England).	Agreed

4.2. PROPOSED WORKS – HDD CONSTRUCTION TRAFFIC ROUTING

Table 4.2 – HDD Construction Traffic Routing

Ref.	Description of matter	Current Position	RAG
HDD Construction Traffic Routing			
HE 4.2.1	Access to proposed HDD location	Highways England raised a query in Technical Note TN02 relating to access to the proposed HDD location at Farlington Playing Fields and under the A27, known as HDD-3. The Applicant provided a response to the query outlined in Technical Note HE01 (paragraphs 2.1.1.1 – 2.1.1.5). AECOM Technical Note TN03 advises that this is acceptable. Highways England welcomes the confirmation that no use will be made of the Farlington Marshes Car Park for access to the HDD-3 site. The Applicant welcomes Highways England review and confirmation within AECOM Technical Note TN03 that the proposed access arrangements outlined in the note are acceptable. Highways England's view, as expressed in AECOM TN03, is that all heavy vehicles accessing site HDD-3 should do so under traffic management control.	Agreed

4.3. ABNORMAL LOADS

Table 4.3 – Abnormal Loads

Ref.	Description of matter	Current Position	RAG
Abnormal Loads			
HE 4.3.1	Area of study relevant to HE	The Applicant is awaiting further comments from Highways England following their review of the Framework Construction Traffic Management Plan (APP-450: 6.3.22.2 Environmental Statement - Volume 3 - Appendix 22.2). The Applicant would welcome further discussion with Highways England with regards to abnormal loads. The Framework Construction Traffic Management Plan (APP-450) and the measures it proposes, including the governance that will apply to appointed contractors, would be secured by Requirement 17 of the dDCO (Examination Library Reference:APP-019). The Applicant awaits a response from Highways England in respect of the review of the Framework Construction Traffic Management Plan (APP-450) in relation to the management of standard and oversized HGV's. In addition, the Framework Traffic Management Strategy (Examination Library Reference: APP-499) would be secured by Requirement 19 of the dDCO (Examination Library Reference:APP-019).	Ongoing

4.4. COLLISION DATA

Table 4.4 – Collision Data

Ref.	Description of matter	Current Position	RAG
Collision Data			
HE 4.4.1	Collision Data	Discussions are ongoing between the Applicant and Highways England with regards to Collision Data. The Applicant is awaiting further comments from Highways England following their review of the Framework Construction Traffic Management Plan (APP-450).	Ongoing

4.5. SITE ACCESS ARRANAGEMENTS FOR HDD - LANGSTONE HARBOUR

Table 4.5 – Site Access Arrangements

Ref.	Description of matter	Current Position	RAG
Site Access Arrangements			
HE 4.5.1	Construction Traffic – Farlington Playing Fields	Access into Farlington Playing Fields would be via the existing priority-controlled junction just north of the signal-controlled junction with Walton Road. The Applicant considers this junction to be an acceptable route for HGV traffic associated with the construction of the Onshore Cable Corridor. Highways England has confirmed within AECOM Technical Note HE03 that access via this route by oversized vehicles would be required to take place under traffic management control. This is acceptable to the Applicant in principle and the controls to be provided for are to be discussed further with Highways England and Portsmouth City Council. The required controls will be secured in the Framework Traffic Management Strategy (FTMS) (Examination Library Reference: APP-499) in accordance with requirement 19 of the DCO (Examination Library	Agreed

Ref.	Description of matter	Current Position	RAG
		Reference: APP-019) and the Construction Environment Management Plan in accordance with requirement 15 of the dDCO (Examination Library Reference: APP-019).	
HE 4.5.2	Adequacy of current layout junction – Access into Farlington Playing Fields	Swept path analysis has been undertaken of the entrance and egress routes into Farlington Playing Fields as illustrated in WSP Drawing 0616-ATR-002, within Appendix 2 of Technical Note HE01. The drawing shows that ingress and egress from the site is feasible by straddling the offside and nearside lanes on the northbound carriageway of the A2030 Eastern Road, and by returning to the A2030 using what is currently an 'in only' access into the loop road serving the Holiday Inn and Petrol Filling Station. Use of this access road in a contra-flow direction would only be possible under traffic management conditions. From the review of AECOM Technical Note TN03, the Applicant understands this matter to be agreed with Highways England.	Agreed
HE 4.5.4	Capacity Impact on existing junctions – right turn into Farlington Playing Field site	Discussions regarding the likelihood of adverse impacts on the A2030 Eastern Road / Walton Road signal-controlled junction and the A27 Havant Bypass/ A2030 Eastern Road have concluded that there should not be any adverse impacts as a result of queuing at this junction. Highways England agree that, for the purpose of assessing the impact on the SRN, junction capacity modelling is not required for these junctions.	Agreed
HE 4.5.5	Capacity Impact on existing junctions – construction vehicles	Section 2.7.6 of the Framework Construction Traffic Management Plan (FCTMP) (APP-450: 6.3.22.2 Environmental Statement - Volume 3 - Appendix 22.2), outlines the vehicles that will be used for HDD works. The Applicant believes that these matters to be agreed with Highways England and welcomes confirmation of this from Highways England.	Ongoing
HE 4.5.6	Capacity Impact on existing junctions – construction vehicles movements	The Applicant welcomes Highways England's review of the construction traffic movements, as stipulated in the Framework Construction Traffic Management Plan (APP-450, and confirmation that it is acceptable.	Ongoing
HE 4.5.7	HGV Swept Path Plots	Further clarification regarding the HGV swept path plots to show that standard sized HGVs can access the playing fields was requested by Highways England within an email dated 4 May 2020. The Applicant responded to this query in Technical Note (HE02) under item 2 (paragraph 2.2.1.1) and consequently considers the additional swept path analysis provided is acceptable. The Applicant welcomes Highways England's confirmation that this is acceptable, noting that movement by HGVs would need to be undertaken under traffic management.	Agreed
HE 4.5.8	HGV – Workforce related trips	Highways England requested further clarification with regard to the number of vehicles likely to require access to the Farlington Playing fields site and whether this number includes HGVs or workforce-related trips. "*Please confirm whether the 1-2 vehicles per hour referred to at para 7.3.1.5 includes workforce-related trips or whether these are just HGV trips. If these are just HGV trips, please provide an estimate of workforce-related vehicle movements."* The Applicant has responded to this comment under Item 3 (paragraph 2.3.1.1) of Technical Note (HE02). Following receipt and a review of AECOM TN03, therefore the Applicant believes these matters to be agreed.	Agreed
H.E 4.5.9	Transport Modelling – A3(M) Junctions 2 and 3	Highways England has sought further clarification with regard to the impact of the proposals on A3(M) Junctions 2 and 3. The Applicant is in the process of resolving and will provide further detail to HE regarding the query outlined below. The Applicant is committed to ongoing discussions in terms of agreeing the implication of the scheme at these junctions. This is likely to require formulisation through the protective provisions of the DCO to prevent peak hour trips through these junctions. *"In respect of A3(M) Junctions 2 and 3, are you aware of any committed developments in the vicinity, and/or any proposed schemes to upgrade these junctions and, if so, how have you accounted for this in the modelling."*	Ongoing

Ref.	Description of matter	Current Position	RAG
		"With regard to A3(M) Junctions 2 and 3, lane simulation should be used within ARCADY as a sensitivity test and these sensitivity tests should be undertaken before the results of the modelling are accepted" and *"Further work should be carried out at A3(M) Junction 2 and Junction 3 to quantify the impact of Aquind Interconnector for the following scenarios:* • *Without the committed development referred to and without its mitigation scheme; and* • *With the committed development and its mitigation scheme".* Highways England's position is that it has not yet been demonstrated conclusively that these junctions would remain within capacity during the construction phase of the Aquind Interconnector and that further work needs to be undertaken to exclude the possibility of a severe impact. Highways England understand that this work is currently under way.	
	Construction Traffic Access to Farlington	Highways England has sought clarity on the impact of U turns at the A27 / A2030 junction, generated by users of the Farlington access, as a result of traffic wishing to return to north. It has been clarified to Highways England within Technical Note HE01 that all construction traffic will arrive and depart from the south.	Agreed

4.6. MANAGEMENT OF CONSTRUCTION TRAFFIC

Table 4.6 – Management of Construction Traffic

Ref.	Description of matter	Current Position	RAG
Management of Construction Traffic			
HE 4.6.1	Framework Construction Traffic Management Plan	Discussions with regard to the Framework Construction Traffic Management Plan ('FCTMP') (APP-450) are ongoing. The Applicant welcomes Highways England's full review and confirmation that the FCTMP is acceptable.	Ongoing

4.7. TRAFFIC FLOW IMPACTS

Table 4.7 – Traffic Flow Impacts

Ref.	Description of matter	Current Position	RAG
Traffic Flow Impacts			
HE 4.7.1	Traffic flow - Methodology	Discussions with regards to the methodology, traffic assessment and junction assessments as set out by the Applicant in Technical Note HE01 (pages 9-6 – 9-10) are ongoing.	Ongoing
H.E 4.7.2	Traffic Flows - ARCADY model	Highways England requested further information with regards to the ARCADY traffic Modelling with regards to the A3(M) Junctions 2 and 3. The Applicant has reviewed and has provided a response under Item 4 (paragraph 2.4.1.1) Technical Note (HE02). Further work concerning this matter is currently taking place.	Ongoing

Ref.	Description of matter	Current Position	RAG
HE 4.7.3	Traffic Flows – Units used	Highways England sought further detail with regard to peak period traffic flows as a result of the construction of the Onshore Cable Corridor. The Applicant has provided a response under Item 6 (paragraph 2.6.1.1) of Technical Note (HE02) and await confirmation from Highways England that the proposals as outlined in the Applicants response to Technical Note TN01 and TN02 is acceptable.	Ongoing

4.8. DURATION OF WORKS

Table 4.8 – Duration of Works

Ref.	Description of matter	Current Position	RAG
Duration of Works			
4.8.2	Construction Programme - Duration of works at HDD site	Highways England requested further detail with regard to whether the 31 weeks duration of works at site HDD3 and the 26 weeks at site HDD4 listed in Table 4 will be sequential (i.e. 56 weeks in total) or concurrent and/or provide an estimate of how many weeks the HDD site at Farlington Playing Fields will be operational. The Applicant has responded to this comment under Item 1 (paragraph 2.1.1.1) of Technical Note (HE02). This has been acknowledged by HE within AECOM TN03, who have recommended that once a contractor has been appointed, details of the construction phasing and duration of works should be provided.	Agreed

4.9. MODELLING

Table 4.9 – Modelling

Ref.	Description of matter	Current Position	RAG
Modelling			
HE 4.9.1	SRTM Modelling methodology	Highways England requested further information with regards to the modelling undertaken and the extent to which these have been agreed with the local authorities. The Applicant as responded to this query under Item 7 of Technical Note (HE02). (paragraph 2.7.1.1 – .7.1.3) and awaits HE review and confirmation that that the details provided are acceptable. The Applicant sent a coding note to Portsmouth City Council (PCC) on the 12/06/2019 and followed up in an email 21/06/2019 to PCC outlining the STRM Modelling methodology. No further comment provided by PCC on the proposed methodology. In an email dated 21/07/2019 the Applicant outlined to Hampshire County Council (HCC) the rationale behind the SRTM modelling and advised that the modelling would progress as programmed. No further comment from HCC on the modelling was received by the Applicant. Having reviewed AECOM TN03, the Applicant believes this matter to now be agreed with Highways England.	Agreed

Ref.	Description of matter	Current Position	RAG
	Junction Assessment Cordon	Following clarification provided within Technical Note HE02, given the limited timescales over which any increases in traffic arising the Proposed Development would apply, it has been confirmed within AECOM TN03 that it is not necessary to assess the following junctions that form part of the Strategic Road Network: - • A27 / A2030 • M27 Junction 12 grade separated junction; • M27 Junction 12 roundabout junction with A3 Southampton Road; • A3 (M) Junction 4; • A3 (M) Junction 5; and • The dumb-bell junction linking A3 (M) junction 5 with the A27 east.	Agreed

4.10. CUMULATIVE IMPACT OF AQUIND INTERCONNECTOR WITH M27 J4-J11 SMART MOTORWAY PROJECT

Table 4.10 – Cumulative Impact of Aquind Interconnector with M27 J4-11 Smart Motorway Project

Ref.	Description of matter	Current Position	RAG
Cumulative Impacts			
HE 4.10.1	Potential cumulative impact of this project with the M27 J4 – J11 Smart Motorway Project	No reference is made in either the ES T&T Chapter or the TA to the potential cumulative impact of the Aquind Interconnector with the M27 J4 – J11 Smart Motorway scheme, should their construction periods overlap. WSP's HE01 states that the installation of the Onshore Cable Corridor is unlikely to affect the smart motorway works. The Onshore Cable Corridor would pass under the SRN at the section of the A27 Havant Bypass next to Farlington Playing Fields and the grade separated roundabout interchange with the A2030 Eastern Road which is approximately 10km east of Junction 11 and not within the scheme extents of the smart motorway works on the M27. Consequently, WSP state that the works would not impact on the smart motorway scheme and the effect of any temporary traffic redistribution would be limited and has been substantiated by WSP by the numbers highlighted in Table 1 of HE01. WSP state that the majority of construction traffic associated with the Onshore Cable Corridor would only travel between the cable gangs and the site compound using the A3(M) and A27 Havant Bypass as required and that the M27 would not be affected other than in relation to occasional material deliveries. Notwithstanding this, Highways England's position is that the promoter of the Aquind Interconnector should work collaboratively with Highways England to co-ordinate matters such as temporary traffic signage in the event that the construction phases of the M27 J4 – J11 Smart Motorway Project and Aquind Interconnector scheme overlap, noting that this is unlikely given that the M27 scheme is currently programmed to be completed in Winter 2021, notwithstanding that document Environmental Statement – Volume 1 – Chapter 3 Description of the Proposed Development (Examination Library Reference: APP118) suggests construction commencing in Q3 2021.	Ongoing

4.11. GEO-TECHNICAL

Table 4.11 - Geotechnical

Ref.	Description of matter	Current Position	RAG
Geotechnical			
HE 4.10.1	**Geotechnical Surveys**	As a result of ongoing discussion with Highways England, most recently in September 2020, additional Geo-technical work has been commissioned in accordance with HE's technical approval process in relation to HDD tunnelling under the A27. No further physical ground investigations are required for the technical assessments.	Ongoing
4.10.2	**Protective Provisions**	In January 2020, the Applicant confirmed that there would be open trenching for the cable installation in addition to HDD. Discussions are ongoing with regard to the inclusion of protective provisions, and where they are included the appropriate form so as to ensure protection of Highways England assets which could be affected by the construction of the Proposed Development.	Ongoing
4.10.3	**Processes – Geotechnical work**	During the meeting with Highways England in January 2020, it was agreed by both parties that the preferred approach would be to obtain all relevant information with regards to the Geo-technical assessments now and remove the need for protective provisions within the DCO. Meaningful discussion has been had with Highways England Geotechnical Specialists with regards to the technical approval for the HDD tunnelling under the A27. The approach will follow the combined stage approach within CD622 (Highways England Managing Geotechnical Risk) with one combined submission of Statement of Intent, Geotechnical Investigation Report and Geotechnical Design Report. This document (currently in drafting) will outline the ground characteristics, engineering proposals and their interaction. The proposal is currently small diameter at approximately 13mbgl+ under the A27. The content will assure Highways England that the risk to the A27 is low/negligible. The document will additionally set out the key risk mitigation; ground surface settlement monitoring pre, during and post works which shall satisfy Section 7 of CD622. Records will be maintained through construction for a close-out Geotechnical Feedback Report for Highways England. Discussions to date have formed agreement by both parties for this approach.	Agreed

4.12. LAND RIGHTS

Table 4.12 - Land Rights

Ref.	Description of matter	Current Position	RAG
Land Ownership			
HE 4.11.1	Land rights	The Applicant issued draft indicative Heads of Terms to Highways England on 06 April 2020 for an Option for an easement required under the A27. The land forming the A27 is registered under Her Majesty's Land Registry title ref. HP109205 and is shown as plot reference 7-22 on the Land Plans (document ref. 2.2) submitted as part of the Applicant's application for Development Consent. The Applicant is keen to progress these discussions and enter into the Option Agreement with Highways England as soon as possible.	Ongoing
HE 4.11.2	Land rights – timescale for discussions	From discussions with Highways England, the Applicant is aware that Highways England usually wait until the Geotechnical Risk Assessment is completed to inform if Highways England can accept in principle before discussions on land rights are commenced. However, the Applicant is keen to progress these discussions and secure an agreement with Highways England as soon as possible to minimise the amount of input/representations both Parties would need to make as part of the Examination process.	Ongoing

5. SIGNATURES

Ref.	Highways England	AQUIND (the Applicant)
Signature		
Printed Name		
Title		
On behalf of	Highways England	AQUIND Limited
Date		