



Our ref: 20025089  
Your ref: EN020022

Highways England  
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1 Walnut Tree Close  
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AQUIND Interconnector Case Team  
The Planning Inspectorate  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol, BS1 6PN

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30 November 2020

Dear Sir/Madam

**Application by AQUIND Limited for an Order Granting Development Consent for the AQUIND Interconnector Project (EN020022): Written Statement**

I refer to your letter of 15 September 2020 regarding the above proposal and your invitation to submit written representations to the Examining Authority's (ExA) by Deadline 5 (30 November 2020).

Highways England's responses are set out below and should be read in conjunction with the Updated Statement of Common Ground between Highways England and AQUIND which has been submitted to you by the Applicant at Deadline 4.

Yours faithfully,



Patrick Blake  
Area 3 Spatial Planner  
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## **AQUIND Interconnector Project (EN020022)**

### **Written Statement by Highways England**

**30 November 2020**

#### **Introduction**

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Highways England (HE) have been invited (dated 15 September 2020) to provide written representations to the ExA's Written Questions for this project. The relevant questions to Highways England and our responses are set out below.

#### **Statement of Common Ground**

Matters agreed to date with the applicant are set out in the agreed updated statement of common ground (at deadline 4) which was submitted by the applicant.

#### **Protective Provisions**

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Dialogue continues with the Applicant to agree the appropriate protective provisions in relation to the Strategic Road Network and protection of its assets (which includes National Roads Telecommunications Services) to be incorporated with the DCO.

#### **Traffic and Transport**

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Dialogue continues between Highways England and AQUIND with the intention to provide a significant update/completion of discussions at the next deadline.

#### **An updated, more detailed assessment of the collision data at A3(M) Junctions 2 and 3 and at the A27/ A2030 junction.**

This was discussed at the meeting held on 26<sup>th</sup> November and WSP stated that this had been done but that they would await agreement on the junction capacity modelling before issuing it to us, as the two were linked (in the sense that the modelling would allow us to understand the risk that collision clusters associated with excessive queueing on the slip roads would be exacerbated by the Scheme);

#### **A firm commitment that normal sized HGVs (and not just abnormal loads) would access and leave the Farlington Playing Fields work site under traffic management control**

This was also discussed at the meeting held on 26<sup>th</sup> November and WSP stated that this would be incorporated in an updated FCTMP, which would be issued once HE, HCC and PCC were all happy with the responses to issues they had each previously raised.

### **A further submission in respect of the junction capacity modelling for A3(M) Junctions 2 and 3.**

This was raised at the meeting held on 18<sup>th</sup> November, at which we expressed the opinion that the ARCADY and LINSIG models submitted to date required an update. This was to be addressed by WSP by obtaining locally-derived traffic flows for these junctions, rather than those produced by the SRTM, which was regarded as not having sufficiently fine detail in the vicinity of these junctions to produce precise, accurate turning movements. We understand that WSP will incorporate their response to this issue in the updated models referred to above. This will be the subject of a WSP Technical Note, which we will review once we receive it.

It is anticipated that the issues identified to date are not showstopper issues and will if necessary be mitigated through commitments to be made either in an updated FCTMP or a supplement to the Transport Assessment. It is not currently anticipated for Highways England to attend hearings on 14 December 2020 on these matters.

We suggest it would be appropriate for AQUIND to consider a statement of common ground between Highways England, Hampshire County Council, Portsmouth City Council and AQUIND, setting out how any required approvals and notifications can be expedited by the relevant highway authorities while maintaining the safe and efficient operation of both local and strategic road networks.

### **Proposed Easement**

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Highways England are awaiting the complete Geotechnical Risk Assessment in accordance with CD622 (Managing Geotechnical Risk) to inform if Highways England can accept in principle an easement to facilitate a crossing beneath the A27. At this stage it is not anticipated to identify any significant issues that could prevent progress.

Positive dialogue is ongoing to agree the heads of terms in advance of an agreed geotechnical assessment. Once in principle agreement has been established, formal negotiations for an easement will commence between Highways England and the Applicant.

### **Other Matters**

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We have not yet had the opportunity to discuss with AQUIND matters related to terminology of 'relevant highway authority' in the DCO. This is intended to be discussed and agreed ahead of the hearings. It is not expected that Highways England will need to attend the hearings on 9 December 2020 on this matter.