



AQUIND Limited

AQUIND INTERCONNECTOR

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

The Planning Act 2008

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1. INTRODUCTION AND PURPOSE

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- 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. This draft SoCG therefore represents an accurate reflection of matters agreed and subject to ongoing discussion between the Parties at Deadline 7.

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. Highways England confirmed receipt of WSP’s response to Technical Note 2 and that initial

Date	Form of Contact	Summary
		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	<p>Multidisciplinary working group, discussion on geotechnical issues, transport modelling and SoCG.</p> <p>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.</p> <p>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.</p>
08.10.20	Highways England	<p>Multidisciplinary working group, discussion on geotechnical issues, transport modelling and protective provisions.</p> <p>The approach to consolidate the various inputs required to satisfy the geotechnical risk assessment into a single document was agreed, with both parties confident the level of geotechnical risk is low given the proposed depth of the installation. The Applicant is continuing to undertake assessment to underpin the report.</p> <p>Further work is taking place in relation to A3(M) Junction 2 and Junction 3 modelling to deal with Highways England queries set out in Technical Note 3. Updates are also being made to the FCTMP in relation to Abnormal Indivisible Loads and timing of HGV movements. Highways England will provide further queries in relation to collision data.</p>

Date	Form of Contact	Summary
		<p>Highways England are in the process of identifying a internal point of contact to deal with the property/land related discussions.</p> <p>Protective provisions are being drafted to deal with the project specific risks (i.e. noting the installation will be by horizontal directional drilling at depth below the highway) by the Applicant and will be sent to Highways England when ready.</p>
<p>29.10.20</p>	<p>Highways England</p>	<p>Multidisciplinary working group, discussion on geotechnical issues, transport modelling, protective provisions and SoCG.</p> <p>Work is progressing on the geotechnical risk assessment in relation to settlement calculations and underpinning the assumptions being used.</p> <p>Updates have been provided on A3(M) Junction 2 and Junction 3 capacity assessments and the assumptions used are being assessed in more detail reflecting the data available to ensure they are credible/robust.</p> <p>Highways England will provide comments on the Supplementary Transport Assessment. Highways England noted good progress has been made in relation to the level of detail provided in relation to AILs and HGV movements.</p> <p>Highways England have also appointed a property contact who will progress discussions with the Applicant's agent on land/property matters.</p> <p>Protective Provisions have been issued and will be progressed between the parties.</p>
<p>11.11.20</p>	<p>Highways England</p>	<p>Multidisciplinary working group, discussion on geotechnical issues, transport modelling, protective provisions and SoCG.</p>

Date	Form of Contact	Summary
		<p>The geotechnical risk assessment is being progressed and the target is to issue the final version to Highways England by Deadline 5.</p> <p>The revised Technical Note regarding A3(M) Junction 2 & 3, including the modelling, is ready for submission to Highways England. Highways England will issue a further query regarding collision data and Traffic Management in relation to HGV movements at the entrance to Farlington Playing Fields.</p> <p>Highways England welcome further discussions on Permit Schemes with the Portsmouth and Hampshire highway authorities to process regarding notifications and co-ordination (e.g. for emergency services) are adequately covered.</p> <p>The Applicant has issued a Draft Option Agreement and Deed of Easement to Highways England and will discuss these further with the Highways England property lead.</p> <p>Highways England will respond in more detail on the Protective Provisions, but initial reviews appear to show that Traffic Management is well covered but that additional drafting to reflect the property and monitoring aspects of the project may be necessary.</p> <p>Discussions took place in relation to the SoCG to be submitted for Deadline 4.</p>
18.11.2020	Highways England	Meeting with Highways England to discuss ongoing actions and deliverables.
25.11.2020	Highways England	<p>Meeting with Highways England to discuss ongoing actions and deliverables.</p> <p>It was agreed that an updated SoCG will be submitted at Deadline 6. However, due to the Christmas break an updated SoCG was not submitted at D6.</p>

Date	Form of Contact	Summary
7.01.2021	Meeting	<p>Meeting with Highways England to discuss ongoing actions and deliverables.</p> <p>Geotechnical report submitted to Highways England for review and sign off.</p> <p>Outstanding traffic and transport matters including use of laybys on the SRN discussed.</p> <p><u>General discussion with regard to the progression of the protective provisions and inclusion of Highway England as a 'relevant highway authority' within the DCO wording.</u></p>
14.01.2021	Meeting	<p>Meeting held with PCC, HCC and Highway England to discuss cross boundary strategic transport matters.</p> <p>It was agreed at this meeting that it was not considered to be necessary to prepare a separate Triparty SoCG on matters agreed between the Parties in relation to transport and highways matters. Therefore, these will be dealt within the individual SoCGs with PCC, HCC and Highway England.</p>
21.01.2021	Meeting	<p>Meeting with Highways England to discuss ongoing transport matters.</p> <p><u>Highways England raised the inclusion of Highway England as a 'relevant highway authority' within the DCO wording. The Applicant proposes the amendments outlined in Table 4.13. It is unlikely that the parties will be able to agree on this matter.</u></p>

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
- DCO

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	<p>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.</p> <p>Highways England welcomes the confirmation that no use will be made of the Farlington Marshes Car Park for access to the HDD-3 site.</p> <p>The Applicant welcomes Highways England review and confirmation within AECOM Technical Note TN03 that the proposed access arrangements outlined in the note are acceptable.</p> <p>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.</p>	Agreed
4.2.2	Use of Laybys	<p>Hampshire County Council have confirmed that their Hulbert Road layby facility can be used to hold HGV's associated with the construction of the Converter station prior to arriving on site. This will negate the need to utilise laybys on the SRN as part of a managed access strategy although clearly, they can be used for statutory breaks by HGV's travelling to the converter station. The HGV management strategy within the Framework Construction Traffic Management Plan will be updated to reflect this amendment.</p> <p>Highway England have considered these proposals and are in agreement with the approach outlined above.</p>	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	<p>Highways England has reviewed the updated Framework Construction Traffic Management Plan (REP6-032) and are satisfied with the information provided with regard to the management of Abnormal Loads and standard class Heavy Goods Vehicles as it relates to the Strategic Road Network. These management measures are secured in the Framework Traffic Management Strategy (Examination Library Reference: REP6-030) and would be secured by Requirement 19 of the dDCO (Examination Library Reference:REP6-015).</p> <p>Highways England have asked for further confirmation as to the approach to the management of standard HGV's access to Farlington Playing Fields. Both parties have agreed that at Farlington Playing Fields, HGV access will occur under the control of construction traffic marshalls and this will be secured through an amendment to the FCTMP.</p>	Agreed

4.4. COLLISION DATA

Table 4.4 – Collision Data

Ref.	Description of matter	Current Position	RAG
Collision Data			
HE 4.4.1	Collision Data	<p>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 REP6-030).</p> <p>Discussions are ongoing between the Applicant and Highways England with regards to Collision Data. The Applicant has received comments from Highway England requesting a review of collision data at the following junction of the Strategic Road Network:</p> <ul style="list-style-type: none"> • A3 (M) Junction 2; • A3 (M) Junction 3; and • A27 / A2030. <p>The review is ongoing.</p>	Ongoing

4.5. SITE ACCESS ARRANGEMENTS 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	<p>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.</p> <p>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 Construction Traffic Management Plan (FCTMP) (Examination Library Reference: REP6-030) in accordance with requirement 19 of the DCO (Examination Library Reference: REP6-015) and the Construction Environment Management Plan in accordance with requirement 15 of the dDCO (Examination Library Reference: REP6-015).</p>	Agreed
HE 4.5.2	Adequacy of current layout junction – Access into Farlington Playing Fields	<p>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.</p> <p>From the review of AECOM Technical Note TN03, the Applicant understands this matter to be agreed with Highways England.</p>	Agreed
HE 4.5.4	Capacity Impact on existing junctions – right turn into Farlington Playing Field site	<p>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.</p> <p>Highways England agree that, for the purpose of assessing the impact on the SRN, junction capacity modelling is not required for these junctions.</p>	Agreed
HE 4.5.5	Capacity Impact on existing junctions – construction vehicles	<p>Section 2.8.6 of the Framework Construction Traffic Management Plan (FCTMP) (REP6-030), 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.</p>	Agreed
HE 4.5.6	Capacity Impact on existing junctions – construction vehicles movements	<p>The Applicant welcomes Highways England’s review of the construction traffic movements, as stipulated in the Framework Construction Traffic Management Plan (REP6-030), and confirmation that it is acceptable.</p> <p>Highways England welcome the commitment made in sections 3.3.2 – 3.3.6 of the FCTMP which seek to avoid the generation of additional heavy goods vehicle movements to and from the work sites during the weekday peak hours.</p>	Agreed
HE 4.5.7	HGV Swept Path Plots	<p>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</p>	Agreed

Ref.	Description of matter	Current Position	RAG
		Highways England's confirmation that this is acceptable, noting that movement by HGVs would need to be undertaken under traffic management.	
HE 4.5.8	HGV – Workforce related trips	<p>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.</p> <p><i>“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.”</i></p> <p>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.</p>	Agreed
H.E 4.5.9	Transport Modelling – A3(M) Junctions 2 and 3	<p>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 formalisation through the protective provisions of the DCO to prevent peak hour trips through these junctions.</p> <p><i>“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.”</i></p> <p><i>“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</i></p> <p><i>“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:</i></p> <ul style="list-style-type: none"> <i>Without the committed development referred to and without its mitigation scheme; and</i> <i>With the committed development and its mitigation scheme”.</i> <p>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.</p> <p>The Applicant issued a Technical Note (HE03) to Highways England on 11 November 2020 addressing the Sensitivity test modelling of Junction 2 and 3, A3 (M) in ARCADY using Lane Simulation and identifying the impact of the Aquind Interconnector on committed developments by way of LINSIG modelling. The Applicant welcomes Highway's England's review and confirmation that the details provided conclusively demonstrate that these junctions would remain within capacity during the construction phase. Following receipt of comments, the Applicant submitted a revised Technical Note (HE03) on 17 December 2020, which Highways England are reviewing. Initial feedback was given at a meeting held on 21 January 2021. These will require a small amount of additional work to overcome one specific issue relating to queueing at A3(M) Junction 2. However, the initial review has found that, in principle, these are credible model runs which appear to show acceptable outcomes. This will be formally confirmed in advance of Deadline 8.</p>	Ongoing
	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	<p>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. Highways England have provided their review to the FCTMP on Monday 16 November 2020 to AQUIND. Highways England have expressed a view that it would be beneficial to all effected parties to enter into a highways specific statement of common ground between Highways England, Hampshire County Council, Portsmouth City Council and AQUIND to agree a way of working that will minimise adverse traffic impacts during the construction period across all road networks. This agreed way of working could also set out a framework of consultation and engagement with highway authorities to ensure minimal disruption to any approvals/notification process to facilitate AQUIND activities requiring road space. The display of messages on Variable Message Signs (VMS) that sit on the SRN can form part of a wider strategy as a potential option but will require further consultation and formal approvals from Highways England before it can be considered an agreed proposal.</p> <p>In a meeting held on the 14 January 2021 it was agreed at this meeting that it was not considered to be necessary to prepare a separate Triparty SoCG on matters agreed between the Parties in relation to transport and highways matters.</p> <p>Therefore, the individual SoCG's with each party will close out any specific authority related concerns including those specified (consultation and engagement regarding works disruption, use of variable message signs).</p>	Agreed

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. The Applicant has provided additional information in Technical Note (HE03) with regard to traffic and Junction assessments. The Applicant understand that Highways England's review is under way and look forward to confirmation that the information provided is acceptable. See item 4.5.9 above.	Ongoing
H.E 4.7.2	Traffic Flows - ARCADY model	<p>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).</p> <p>The Applicant issued a Technical Note (HE03) to Highways England on 11 November 2020 clarifying the irregularities within the traffic modelling of Junction 2 and 3, A3 (M) in ARCADY and the further modelling requested dealing with the position both with and without committed development schemes and the mitigation provided. The Applicant believes this further information provides confirmation that the Proposed Development would not have an adverse impact on the Strategic Road Network and welcomes Highway's England's review and confirmation that they are satisfied with the additional information provided in HE03. See item 4.5.9 above.</p>	Ongoing

Ref.	Description of matter	Current Position	RAG
HE 4.7.3	Traffic Flows – Units used	<p>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.</p> <p>As above, Technical Note (HE03) provides further detail in Section 3 on the peak period traffic flows as a result of the construction Onshore Cable Corridor. The Applicant welcomes Highways England’s review and confirmation that they are satisfied with the details provided address in full their queries with regard to peak traffic flows.</p>	Agreed

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	<p>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.</p> <p>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.</p>	Agreed

4.9. MODELLING

Table 4.9 – Modelling

Ref.	Description of matter	Current Position	RAG
Modelling			
HE 4.9.1	SRTM Modelling methodology	<p>Highways England requested further information with regard to the modelling undertaken and the extent to which these have been agreed with the local authorities. The Applicant has responded to this query under Item 7 of Technical Note (HE02) paragraphs 2.7.1.1 – 7.1.3 and awaits HE review and confirmation that the details provided are acceptable.</p> <p>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.</p> <p>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.</p> <p>Having reviewed AECOM TN03, the Applicant believes this matter to now be agreed with Highways England.</p>	Agreed

Ref.	Description of matter	Current Position	RAG
	Junction Assessment Cordon	<p>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: -</p> <ul style="list-style-type: none"> • 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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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. The Applicant believes this position to be agreed.</p>	Agreed

4.11. GEO-TECHNICAL

Table 4.11 – Geotechnical

Ref.	Description of matter	Current Position	RAG
Geotechnical			
HE 4.11.1	Geotechnical Surveys	<p>As a result of ongoing discussion with Highways England, most recently in September 2020, additional Geo-technical work has been commissioned in accordance with Highway England's technical approval process in relation to HDD tunnelling under the A27. A Geo-technical report was submitted to Highways England for review and consideration on 3 December 2020. Highways England have reviewed the report and issued the Applicant a Geo-technical certificate on the 14 January 2021. The Geo-technical certificate indicates Highway England approval, and it has been agreed between both Parties that no further Geo-technical surveys are required.</p> <p>No further physical ground investigations are required for the technical assessments.</p>	Agreed
4.11.2	Protective Provisions	Discussions are ongoing with regard to the inclusion of protective provisions, most recently in October 2020, and where they are included, they are in an appropriate form so as to ensure protection of Highways England assets which could be affected by the construction of the Proposed Development.	Ongoing
4.11.3	Processes – Geotechnical work	<p>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.</p> <p>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.</p> <p>This document submitted to Highways England on 3 December 2020 outlines the ground characteristics, engineering proposals and their interaction. The proposal is currently small diameter at approximately 13mbgl+ under the A27. The content assures Highways England that the risk to the A27 is low/negligible. The document additionally sets 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.</p> <p>Discussions to date have formed agreement by both parties for this approach.</p>	Agreed

4.12. LAND RIGHTS

Table 4.12 – Land Rights

Ref.	Description of matter	Current Position	RAG
Land Ownership			
HE 4.12.1	Land rights	<p>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.</p> <p>In October 2020, Highways England appointed a member of their property team in relation to progressing the Heads of Terms issued by the Applicant in April 2020. On 09 November 2020 the Applicant issued a draft Option Agreement and Deed of Covenant to Highways England for further discussion. The respective agents of the Applicant and Highways England are scheduling a number of meetings to progress these discussions further and are confident that voluntary agreement will be reached in advance of the end of the Examination.</p>	Ongoing

Ref.	Description of matter	Current Position	RAG
HE 4.12.2	Land rights – timescale for discussions	<p>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.</p> <p>In October 2020, Highways England appointed a member of their property team in relation to progressing the Heads of Terms issued by the Applicant in April 2020. On 09 November 2020 the Applicant issued a draft Option Agreement and Deed of Covenant to Highways England for further discussion. The respective agents of the Applicant and Highways England are scheduling a number of meetings to progress these discussions further and are confident that voluntary agreement will be reached in advance of the end of the Examination.</p>	Ongoing

4.13. DCO

Table 4.13 – DCO

Ref.	Description of matter	Current Position	RAG
Development Consent Order			
HE 4.13.1	DCO – Relevant Highway Authority	<p>The DCO as currently drafted does not include Highway England within the definition of the ‘Relevant Highway Authority’. Highway England have expressed to the Applicant that Highway England are of the opinion that they should be included within the definition of ‘Relevant Highway Authority’ within the DCO.</p> <p>Following on from discussions between the Parties, the Applicant has considered this request and is of the view that Highways England does not need to be included within the definition of the ‘Relevant Highway Authority’.</p> <p>However, the Applicant is open to including suitable wording in the DCO for the Construction Management Plan (Requirement 17) <i>“to be submitted to and approved by the relevant highway authority in consultation with Highways England” [exact wording to be agreed, sentence provided as an illustration]</i></p> <p>The Applicant welcomes Highway England review and confirmation that the approach outlined above is acceptable. Highways England would be agreeable to the wording in the DCO, if it can be confirmed that matters approved by the relevant highway authority in the Construction Management Plan (Requirement 17) only relates to matters on the highway network the relevant highway authorities are responsible for. For avoidance of doubt, the current two relevant highway authorities, Hampshire County Council and Portsmouth City Council are unable to approve matters that relate to the Strategic Road Network managed by Highways England. Any matters that may be identified in the Construction Management Plan that require approval on the Strategic Road Network managed by Highways England will require additional consultation by AQUIND and formal approvals sought that can only be given by Highways England. Highways England recommends early engagement on any such matters to avoid any unnecessary delay.</p> <p>The Applicant’s position is that having two different discharging authorities drafted into the DCO does not work, especially as no works will be undertaken on HE land. Given that HE have had sight of the FCTMP/ FTMS and various opportunities to comment on the current drafting of these documents, it is our position that there is no need for HE to be included within the definition of ‘Relevant Highway Authority’ and that the current proposed wording of documents being <i>“submitted and approved by the Relevant Highway Authority in consultation with Highways England”</i> is an appropriate way to deal with this matter.</p> <p>The Applicant notes Highways England’s position on this matter and that it may not be possible for both parties to agree on this issue.</p>	Not Agreed

5. SIGNATURES

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

