

M54 to M6 Link Road

TR010054

8.8 LIU(I) Statement of Common Ground with Ian Simkin & Adrian Simkin

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**M54 to M6 Link Road
Development Consent Order 202[]**

**8.8 LIU(I) Statement of Common Ground with
Ian Simkin & Adrian Simkin**

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010054
Application Document Reference	8.8 LIU(I)
Author	M54 to M6 Link Road Project Team and Highways England

Version	Date	Status of Version
1 (P02)	November 2020	Issue to ExA for Deadline 1
2 (P03)	January 2021	Issue to landowner for comment
3 (P04)	January 2021	Issue to ExA for Deadline 4
4 (P05)	February 2021	Issue to ExA for Deadline 6
5 (P06)	March 2021	Revised draft for Landowner comment
6 (P07)	April 2021	Issue to ExA for Deadline 8. Final signed version

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Ian Simkin & Adrian Simkin.

Signed 
Andrew Kelly
Project Manager
on behalf of Highways England
Date: 7/4/2021


Signed 
Christine Baggott
Agent
on behalf of Ian Simkin & Adrian Simkin
Date: 7/4/2021

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in respect of an application for a Development Consent Order ('the Application') under section 37 of the Planning Act 2008 ('PA 2008') for the proposed M54 to M6 Link Road ('the Scheme') made by Highways England Company Limited ('Highways England' or 'HE') to the Secretary of State for Transport ('Secretary of State').
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties, and where agreement has not been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Ian Simkin & Adrian Simkin ('Landowner').
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 Ian Simkin & Adrian Simkin are the freehold owners of plots 6/23, 6/25, 6/29, 6/30, 6/31, 6/37 & 6/38 as identified on the Land Plans (Application documents reference 2.2) and in the Book of Reference (Application document reference 4.3). Highways England is advised that plots 6/22a and 6/22b are also owned by Ian Simkin & Adrian Simkin, however these plots are currently registered to the late James Simkin.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, 'Not Agreed' indicates a final position. 'Agreed' indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Ian Simkin & Adrian Simkin, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Ian Simkin & Adrian Simkin.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Ian Simkin & Adrian Simkin in relation to the Application is outlined in Table 2-1.

Table 2-1: Record of Engagement

Date	Form of correspondence	Key topics discussed
12/10/2017	Meeting	Meeting to discuss potential land take requirements, route options and current land use.
22/02/2019	Meeting	Meeting to discuss proposed route and land take requirements prior to statutory S42 consultation.
26/04/2019	Letter from GH to landowner	Land Interest Questionnaire issued
23/05/2019	Letter pack from Gateley Hamer (GH) to landowner	S42 consultation pack. Included Land Interest Plans showing areas of land ownership and areas of land that may be required for the Scheme and the Order limits. The draft Environmental Masterplan was also made available online, indicating initial thoughts on areas required for environmental mitigation.
03/10/2019	Letter from GH to landowner	Land by agreement letter sent.
11/11/2019	Letter sent from GH to landowner	Supplementary consultation documents arrived with landowners including revised plans showing areas proposed for permanent and temporary land acquisition. Also included links to revised Environmental Masterplan and General Arrangement Plan to help explain the reasons for land acquisition.
02/12/2019	Meeting	Meeting to discuss supplementary consultation and permanent/temporary land take requirements.
06/12/2019	Email from GH to CB	Following meeting, un-registered land boundaries were identified and amended in revised plan issued following meeting.
09/12/2019	Letter from GH to landowner	Letter and revised plan issued to landowner
24/01/2020	Letter from HE to landowner and agent	Letter providing scheme update and suggesting preparation of SoCG.
28/01/2020	Letter from land agent	Summary of objections and representations.
30/01/2020	Email from GH to CB	Confirmation of updated land interest schedule

17/03/2020	Letter and Notice from HE to landowner and agent	Section 56 letter and Notice notifying persons of accepted Application arrived with landowner and agent.
17/04/2020	Letter and email from HE to landowner and agent	Updated Section 56 letter and Notice notifying persons of accepted Application and extension of relevant representative period due to Covid19.
15/07/2020	Email to land agent	Email with following attachments; Letter containing response to landowner/agent representations, Heads of Terms and Mitigation Technical Note.
29/07/2020	Email to agent	Notification of change request.
21/08/2020	Letter from HE to landowner and agent	Supplementary consultation letter sent.
07/09/2020	Email from SLB to SB	Question raised regarding environmental masterplan key.
14/09/2020	Email from SB to SLB	Proposed draft land plans sent to landowner and agent with additional information on plan key indicating soil storage area and meeting invitation to land agent.
15/09/2020	Email from SLB to SB	Confirmation of receipt of draft plans and confirmed contact would be in due course should their clients wish to have a meeting.
21/09/2020	Consultation response via online response form	Response to consultation on proposed DCO changes, via online response form.
26/10/2020	Email from TF to CB	Issue of draft SoCG and notice of intention to submit draft SoCG to the Examining Authority.
29/10/2020	Email from SLB to TF	Acknowledgement of SoCG and confirmed comments would not be provided in time of the submitted draft SoCG to the examining authority due to annual leave.
03/11/2020	Email from SLB to TF	Comments received following receipt of draft SoCG.
01/12/2020	Call from CB to SB	Call received to discuss land take requirement query due to a possible discrepancy between the land plans and BoR.
09/12/2020	Email from SB to CB	On-site meeting invite to discuss practical concerns raised within SoCG issued on 26/10/2020.
09/12/2020	Call from RR to CB	Call to discuss environmental master plan and land plan query.

10/12/2020	Email from RR to CB	Follow up email from previous day's call, stating project team's intention to reach agreement to correct the land plans and meeting invite with three possible dates listed.
16/12/2020	Site meeting with CB, IS, AS, SLB and RR	Site meeting to discuss details to be agreed and an agreement on the proposed land plan correction.
17/12/20	Email from SLB to SB	Noting discrepancy in Book of Reference
23/12/20	Email from RR to CB	Providing minutes of meeting with responses to detailed queries and request for agreement to proposed land plan changes.
29/12/20	Email from CB to RR	Providing additional queries to close out comments raised at site meeting.
05/01/21	Call with CB, RR and AK	To discuss points raised and agree to update status of draft SoCG prior to obtaining agreement to land plan change.
06/01/21	Email from RR to CB	Providing updated minutes and appended plan and draft SoCG and request for agreement to proposed land plan changes.
08/01/21	Email from CB to RR	Providing comments on draft SOCG and minutes of meeting and agreement to proposed land plan changes
14/01/21	Email from SLB to SB	Noting discrepancy in Book of Reference relating to the ownership of plots 6/22a and 6/22b
19/01/21	Telephone conversation CB, RR	Conversation re: SOCG
26/01/21	Email from TF to SLB	Request for clarification of ownership of plots 6/22a and 6/22b
27/01/21	Email from SLB to TF	Clarification of ownership of plots 6/22a and 6/22b
02/02/21	Telephone conversation CB, RR	Conversation re: triangle of land adjacent to Plot 6/23. Highways team finalising detailed design at which point more detail can be provided and that SOCG is being updated
16/02/21	Email from RR to CB	Updated SOCG provided and request for meeting
05/03/21	Meeting between CB, SLB, RR, BB, AMcN and RT	Meeting to discuss SOCG

23/03/21	Email SLB to RR	Requesting updated SOCG and updates on practical points raised in meeting 5/3/21 re gateways and legal mechanism for excess land transfer.
24/03/21	Email from RR to CB/SLB	Updated SOCG for review
06/04/21	Email SLB to RR	Updated SOCG with minor amendments
06/04/21	Virtual meeting CB,SLB, RR	To agree minor amendments to SOCG
07/04/21	Email RR to CB/SLB	Final SOCG issued for sign off

- 2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Ian Simkin & Adrian Simkin in relation to the issues addressed in this SoCG.

3 Issues

3.1 Introduction and General Matters

3.1.1 This chapter sets out the 'issues' which are agreed, not agreed, or are under discussion between Ian Simkin & Adrian Simkin and Highways England.

3.2 Issues

3.2.1 The table below shows those matters which have been agreed or yet to be agreed by the parties and the date and method by which it was agreed (if relevant).

Table 3-1: Issues

Issue	Document	Landowner comment	Highways England Response	Status	Agreement likely? ¹
Proposed environmental mitigation	Land agent's Relevant Representation RR-033 and letter received from Bagshaws on 28/01/2020 Further discussed at site meeting on 16/12/20	The permanent acquisition of plots 5/26, 5/27 and 6/25 for environmental mitigation is objected to, as the comprises an arable field parcel of Land Classification Grade 3a. The loss of good quality agricultural land is contrary to scheme guidelines and the NPPF.	Plot 6/23 is required for a number of Works (35, 36 and 39) which all relate to the realignment of M6 Junction 11 and the construction of the new M6 Junction 11 circulatory carriageway. This land is also required for works to realign the existing PRow Saredon 13. Plots 5/26, 5/27 and 6/25 were required permanently for ecological mitigation. However, as a result of further ecological surveys and changes to the design to reduce the ecological impact of the Scheme, HE has proposed to	Agreed	Agreed

¹ Indication on likelihood that the matter will be agreed by the close of the Examination period as rated by the applicant (app) and the Interested Party (IP). Dark green = agreed, light green = high likelihood of agreement, orange = medium likelihood of agreement, pink = low likelihood of agreement, red = not agreed.

		<p>The permanent acquisition of plots 5/26, 5/27, 6/25 and 6/23 for environmental mitigation is objected to as it is considered excessive for the offsetting of only approximately 0.79 ha of arable land being taken for the road construction and we do not accept that the extent of the land proposed to be taken for mitigation, at 3.504 ha, is necessary and proportionate for environmental mitigation.</p>	<p>change the Environmental Masterplan [proposed changes versions AS-086 to AS-092/6.2] so that environmental mitigation is no longer present on these plots and plots 5/26 and 5/27 and the majority of plot 6/25 (as indicated on [AS-065/2.2]) are therefore not required to be acquired on a permanent basis. The northern part of plot 6/25 (as indicated on [AS-065/2.2]) is still required; part of which is required permanently for construction of the M6 Junction 11 and part of which is required temporarily for soil storage during construction. This temporary section would be reinstated to its previous condition and returned to the landowner after construction.</p> <p>One reason that this land was selected for removal from the Environmental Masterplan was in recognition of its status as Best and Most Versatile (BMV) agricultural land as highlighted by Messrs Simkin' representation made on 28/01/2020 as well as Natural England.</p> <p>An error identified with the Land Plans [AS-065/2.2] has been corrected, with the change accepted into the Examination on 7 January 2021. The</p>		
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			revised Land Plan is document [AS-127/2.2] and shows the area of the northern section of Plot 6/25 (as indicated on [AS-065/2.2]) as permanent acquisition plot number 6/38. The landowner has accepted this change.		
	Land agent's Relevant Representation RR-033	If it is held that land has to be taken for environmental mitigation, then we would welcome the opportunity to discuss terms of the retention of the freehold, but subject to a management agreement for the management of the land in an environmentally beneficial way to help satisfy environmental mitigation requirements of the scheme.	<p>The design changes submitted on 9 October 2020 were accepted by the Examining Authority on 29 October 2020, therefore no land owned by Ian and Adrian Simkin would be permanently acquired for the sole purpose of environmental mitigation.</p> <p>The grass within the highway boundary will be retained as environmental mitigation grassland.</p> <p>With the exception of an amenity grassland strip directly adjacent to the carriageway, all highway verges will be species rich grassland as indicated on the EMP to maximise biodiversity.</p> <p>Amenity grassland planting is a specific mix of hardy grasses with a lower growth height than other grassland planting mixes and a lower ecological value and is to be used directly adjacent to carriageways.</p>	Agreed	Agreed

			As discussed on site the exact position of the highway boundary will be confirmed in detailed design but no environmental mitigation grassland would be provided within Ian and Adrian's retained land		
	Land agent's response to the consultation on changes to the DCO	(With regards to Change 7) We agree with the proposed reduction in order limits at this location, which removes the south eastern section of my client's land at plot 6/25. In addition, we welcome the removal the species-rich grassland habitat creation across the whole plot, following the review of the extent of mitigation across the scheme. On review of the Environmental Masterplan overview revision plan, the remainder of plot 6/25, which remains to be acquired temporarily, has an unexplained	<p>The Environmental Masterplan published for consultation on 24 August 2020 showed a pink/ purple outline on plot 6/25. This area would be used for temporary soil storage during the construction of the Scheme. This boundary is not shown on the Environmental Masterplan issued with the Scheme changes on 9 October 2020.</p> <p>As recognised by the landowner, the area covered by plot 6/25 located to the south-east of M6 Junction 11 is proposed to be significantly reduced by the Scheme changes. This means that plot 6/25 is significantly smaller on the revised Land Plans submitted on 9 October 2020 than in the current Land Plans [AS-007/2.2].</p> <p>An error identified with the Land Plans [AS-065/2.2] has been corrected, with the change accepted into the Examination on 7 January 2021. The</p>	Agreed	Agreed

		outlined area within, absent of a reference to it on the legend. Therefore, we cannot comment any further until such time as clarification of what the pink outlined area represents is provided to us, which was requested from HE on the 7th September 2020.	revised Land Plan is document [AS-127/2.2] and shows the area of the northern section of Plot 6/25 (as indicated on [AS-065/2.2]) as permanent acquisition plot number 6/38. The landowner has accepted this change.		
Compensation	Letter from Bagshaws, 28/01/2020	'Our clients have been approached by a number of developers for commercial development of this land and as such would be claiming hope value if permanent acquisition is required.'	Compensation values will be determined by the District Valuer. Highways England are currently drafting the Heads of Terms to enable discussions relating to the acquisition of land by agreement to commence.	Agreed	Agreed
Land take requirements	Land agent's Relevant Representation RR-033 and letter received from Bagshaws dated 28/01/2020 Further discussed at	Messrs Simkin object to the acquisition of [6/23] where there is the proposed acquisition of the entire road frontage of the field parcel along the A460 with no provision for access and turning agricultural	Highways England will seek to retain access to the adjacent land from the lay-by. The land take along the A460 is required to accommodate any changes to the existing layby. As per the current scenario, 3 rd party land ownership will be maintained from the back of the lay-by with access provided to match the current arrangement.	Agreed	Agreed

	site meeting on 16/12/20	vehicles or for any other future uses.	Further to the site meeting on 16 December 2020 a draft arrangement has been drafted (refer to Appendix B) and is under discussion. SCC has confirmed they are in agreement with the principle of this arrangement. Highways England commits to continuing to develop the detail of this arrangement in liaison with the landowner (separate issue noted below)		
Grazing requirements	Letter from Bagshaws, 28/01/20. Also mentioned in land agent's Relevant Representation Further discussed at site meeting on 16/12/20	<p>The new scheme boundary of 6/23 and 6/20a (now 6/37) to be used temporarily in the road scheme, may negate the ability of the remaining field area to be used for arable production, due to the small and unworkable shape created. This field may accordingly only be suitable for grazing and as such will require the provision of a water supply.</p> <p>I&A Simkin confirmed that this plot currently has a water supply pipe fed from plot 6/29 and</p>	<p>Please note that plot 6/20a (as identified during the November 2019 Supplementary Consultation) is now plot 6/37 in the Land Plans (P02) submitted as part of the Application.</p> <p>Plot 6/37 (formerly 6/20a) is required temporarily for a working area alongside the existing slip road, which is to be realigned.</p> <p>Highways England will amend the existing water supply as part of the works to provide a like for like private water supply and will continue to discuss accommodation works with landowners as the project progresses.</p>	Agreed	Agreed

		6/30 (underneath the A460)			
Bridleway realignment	Letter from Bagshaws, 28/01/20	Plot 6/31 is shown as a narrow blue line on the road scheme plan and detailed in your interest schedule to be required temporarily and rights to be acquired permanently. We can only assume this relates to the proposed position of a public bridleway, however, it does not appear to sit in the correct position on the Draft Environmental Masterplan dated 8 th November 2019, revision PO9. When scaled off the bridleway was in an entirely different position to that shown on the road scheme plan.'	<p>Plot 6/31 is in the correct position.</p> <p>The blue shaded area indicated the rights area required for the realignment of the bridleway. This is indicated as a corridor to include the horizontal limits of deviation for the adjacent highway which accounts for the slight variation in marked location. The proposed location is as per the Draft Environmental Masterplan (as presented at November 2019 supplementary consultation) which currently sits within Plot 6/23 however as the route runs alongside the bottom of the embankment it is necessary to provide a corridor to account for the horizontal limits of deviation therefore the blue area shown is the edge of the corridor.</p> <p>Should the final position of the highway boundary at this location be such that the public right of way can run through the permanent rights Plot 6/23, Highways England would not exercise rights over Plot 6/31.</p>	Agreed	Agreed
	Land agent's response to the	(With regards to Change 7)	The bridleway is a PRow and the Applicant is required by policy and	Agreed	Agreed

	<p>consultation on changes to the DCO, also raised in land agent's Relevant Representation RR-033 and letter received from Bagshaws dated 28/01/2020</p> <p>Further discussed at site meeting on 16/12/20</p>	<p>We note the previously objected to acquisition of plot 6/31, for the provision of a bridleway, Saredon BW13, which terminates at M6 Junction 11, still remains as part of the scheme on both the revised land plans and Environmental Masterplan overview revision plan. The Bridleway is not used, and has been unused for many years, it is considered dangerous and therefore, we feel unnecessary to be reinstated within the road scheme, especially as the increased road noise and proximity to traffic will not be expected to increase its use. As part of the Environmental Statement (ES), the 2017 walking, cycling</p>	<p>legislation to retain connectivity of PRoW where possible. Lack of use is not sufficient justification by itself to extinguish a PRoW.</p> <p>The Scheme seeks to maintain existing levels of non-motorised user connectivity as a minimum requirement. The route currently connects into M6 Junction 11 where crossing facilities are provided to enable connectivity over the M6. The Scheme proposes to improve the crossing facilities for non-motorised users at M6 Junction 11. This route provides a connection between M6 Junction 11 and Great Saredon therefore it is anticipated that this route will be required to be re-instated and upgraded, where required, to an acceptable standard to address any safety concerns.</p> <p>Further to the site meeting on 16 December 2020 a draft arrangement has been drafted (refer to Appendix B) and is under discussion. Highways England confirms that the bridleway could be provided as a margin alongside the new field boundary, with a double gate at the southern end.</p>		
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		<p>and horse riding (WCH) survey results showed no recorded users of this particular public right of way for the duration of the data collection period (Environmental Statement Chapter 12 [TR010054/APP/6.1]). The Environmental Statement Chapter 2 [TR010054/APP/6.1] sets out that the Environmental Masterplan includes measures to 'ensure the connectivity of PRow and other routes used by pedestrians and cyclists are maintained', this is in opposition with the survey results. The route, Saredon BW13 is not used, as evidenced in Chapter 12 of the ES and therefore should be removed, as opposed to realigned, as part of</p>			
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		<p>The Scheme. No evidence has been provided by HE to justify the acquisition of these rights.</p> <p>At the site meeting, the landowner requested that if a bridleway is to be retained, it is not fenced off and runs alongside the boundary fence (within the landowners' retained field) with a double gate at the southern end to prevent livestock escaping.</p>			
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Rationale for permanent land take	Land agent's Relevant Representation RR-033 and letter received from Bagshaws dated 28/01/2020 Further discussed at site meeting on 16/12/20	Messrs Simkin object to the acquisition of plots 6/29 and 6/30 as we consider them to be surplus to the scheme and they are not being acquired for the development, or incidental to, the construction of the highway. They are situated to the Eastern side of the hedge from the highway and upon reference to the Works Plans will not be impacted by, or necessary for, the scheme. A narrow strip of land will be acquired for species rich grassland Environmental Mitigation which will be impractical (and virtually impossible) to manage on an ongoing basis.	Highways England can confirm that plots 6/29 and 6/30 are being required for Work no. 39 which is for the realignment and widening of the A460 southbound by a single lane from the M6 toll merge to M6 Junction 11 and the widening of the A460 northbound carriageway by a single lane from M6 Junction 1, tapering back down to two lanes ahead of the M6 Toll overbridge as set out within the Statement of Reasons [APP-021/4.1]. No environmental mitigation is proposed on either parcel. Both plots are required for the construction of the highway. Further to the site meeting on 16 December 2020 Highways England explained that some flexibility is required to enable the detailed design to be provided within the Limits of Deviation. Surveys will be undertaken during the detailed design stage to confirm if the existing hedge and fence boundary can be retained.	Agreed	Agreed
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New Access to plot 6/25	Discussed at site meeting on 16/12/20	I&A Simkin noted that the access to this field is off the back of the layby on the A462. Access can be problematic due to vehicles parking in the layby. I&A Simkin noted that construction access to the plot would be to the west of the layby and requested that this is made into a permanent access	Highways England confirmed that this may be possible subject to agreement with SCC (a draft arrangement has been drafted (refer to Appendix B)). I & A Simkin confirmed they would be happy with a single 5m gate as shown in Appendix B. SCC has confirmed they are in agreement with the principle of this arrangement subject to agreement to stopping up the existing access from the layby.	Agreed	Agreed
Protection to temporary acquisition plots (plot 6/25)	Discussed at site meeting on 16/12/20	IS&AS asked if matting will be provided to protect the field prior to storing topsoil	<p>Matting will be provided adjacent to the access to plot 6/25 from the highway. Pre and post condition surveys would be undertaken to ensure that the field is left in an equivalent condition to currently, including addressing concerns relating to soil compaction.</p> <p>A Soil Management Strategy will be prepared by Highways England's contractor (as set out in the Outline Environmental Management Plan [TR010054/APP/6.11]).</p>	Agreed	Agreed

			<p>The management strategy would identify the nature and types of soil that would be affected, including the methods that would be employed for stripping soil and the restoration of agricultural land to its existing agricultural land classification where the end use of the land allows (e.g. returned to agricultural use or used for woodland planting). The preliminary works contractor shall follow the guidance in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites when handling agricultural soils.</p> <p>The Soil Management Strategy will be produced in consultation with Natural England.</p>		
Error in plot boundary	Discussed at site meeting on 16/12/20	I&A Simkin noted that a small section of the land (indicated blue below) is in I&A Simkin's ownership	Highways England has used land plot boundary information from the Land Registry. This is currently being reviewed, however if it is confirmed that the land plot boundary information obtained from the Land Registry is erroneous in this location, this will be corrected. This area is identified for permanent acquisition and would remain so following any change. The alteration would be a minor alteration to the plot boundary only.	Agreed (if land transferred back to I&A Simkin)	Agreed

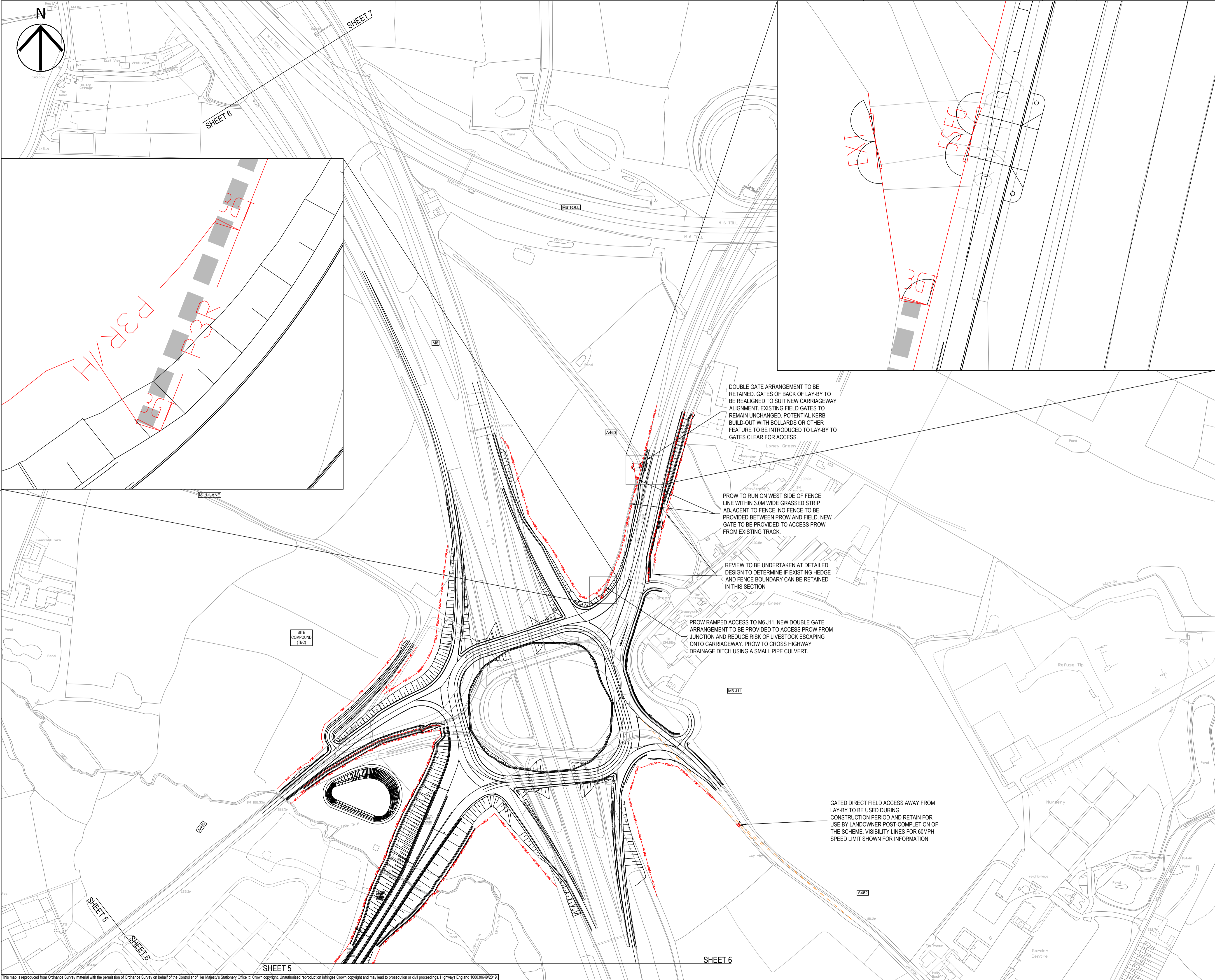
			<p>This exercise is ongoing, however the Land Registry information indicates that the Secretary of State for Transport is the registered owner, therefore, the Land Plans have been updated to show this area as a new plot (Plot 6/39) and the Book of Reference updated to indicate Ian and Adrian Simkin as occupiers of this plot.</p> <p>Once detailed design is completed and final boundary positions are confirmed, Highways England will use reasonable endeavours to establish if any land within its registered ownership, along the western edge of this length of the A460 and abutting the Simkins' registered ownership, is not required for the previous road scheme or this one. If this exercise concludes that there are areas of land within its ownership that are not required, Highways England will upon the Scheme being open to traffic, seek to transfer such land to Ian & Adrian Simkin.</p>		
Agreement of detailed interfaces	Discussed at meeting on 05/03/21	<p>Detailed design interface issues to be resolved:</p> <ul style="list-style-type: none"> • Concern that vehicles may park blocking the field access. <p>Landowners have</p>	Highways England commits to continuing to work with the landowner to address these issues through the Scheme detailed design	Agreed	Agreed

		<p>requested lockable bollard in centre of access</p> <ul style="list-style-type: none"> • Could gates be widened to two 15' gates? • Need to design for tractor/trailer and combine – swept path analysis to be provided • Can 'KEEP CLEAR' markings be provided? • Concern at 3m gates for bridleway • Confirm if existing boundary of 6/29 and 6/30 can be retained 			
Articles and Requirements	N/A	Messrs Simkin have no comments to make on the Articles or Requirements on the draft DCO.		Agreed	Agreed

Appendix A: Initials and details of individuals involved

Initials	Name	Role or Discipline	Organisation
AK	Andrew Kelly	Project Manager	Highways England
AMcN	Alastair McNeill	Highways Lead	AECOM
BB	Bryan Bradley	Assistant Project Manager	Highways England
CB	Christine Baggott	Landowners representative	Bagshaws
IS	Ian Simkin	Landowner	Landowner
AS	Adrian Simkin	Landowner	Landowner
GH	Gateley Hamer	Scheme representative	Gateley Hamer
JH	Jon Harvey	Stakeholder manager	AECOM
RR	Rob Ramshaw	AECOM Project Manager	AECOM
RT	Richard Thurling	Legal Lead	Gowlings
SB	Sam Blaize	Principal Surveyor	Gateley Hamer
SD	Simon Davis	District Valuer	Valuation Office Agency
SLB	Suzanna Layton-Busch	Landowners representative	Bagshaws
TB	Tom Bennett	Previous stakeholder Manager	Amey

Appendix B: Draft plan indicating accommodation works



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
 2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
 3. ALL DIMENSIONS IN MILLIMETRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
 5. ALL DETAILS ARE INDICATIVE ONLY AND SUBJECT TO AGREEMENT WITH SCC.

- KEY
- EXISTING FENCING
 - P3R POST AND 3 RAIL FENCING TO HCD/H15
 - P3R/H POST AND 3 RAIL FENCING WITH HEDGE
 - EB2 4R 2.4m HIGH REFLECTIVE ENVIRONMENTAL BARRIERS
 - 5SF6 5M STEEL FIELD GATES TO HCD/H20
 - 3GT 3M WOODEN PUBLIC RIGHT OF WAY BRIDLEWAY GATE

First Issue

DRAFT

04/07/19

01

Fence detail added to inform DCO

HS

AM

02.1

Revision Details	By	Date	Suffix
	Check		

Purpose of issue

Client
Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN



Development Consent Order Number
TR010054

Project Title
M54 to M6 Link Road

Development Consent Order Drawing Number
TR010054/APP/2.9

Drawing Title
FENCING
SHEET 6 OF 10

Designed	Drawn	Checked	Approved	Date
---	HS	EL		
Internal Project No. 60536736		Suitability		
Scale @ A1 1:1250H/1:1250V		Zone Fencing		

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Drawing Number	Highways England PIN	I Originator	I Volume	Rev
HE514465	-ACM	-HFE	-	P02.1
Z2_SW_PR_Z		DR-CH-1006		
Location		I Type	I Role	I Number