



Our ref: BRHP/MS/G/98092
Your ref:

Date: 8th January 2008

Neil Hansen
Highways Agency
C3
5 Broadway
Broad Street
Birmingham
B15 1BL

E-mail & Post

Dear Mr. Hansen

MSA, M42 CATHERINE DE BARNES

Further to the various correspondence between ourselves, I felt it appropriate to clarify the current position in terms of the extent of agreement and also to identify the outstanding matters.

The Statement of Common Ground identifies at Section 8 non agreed technical matters. Clearly the position has moved on since the drafting the Statement of Common Ground. Matters of weaving length and weaving width are now agreed, as identified in your letter of the 14th December.

Turning to the parking requirements, these have recently been identified by the Highways Agency as 687 car spaces, 96 lorry parking spaces and 27 coach parking spaces, based on the application of NRTF central growth. Whilst I can agree that the parking numbers reflect the application of central growth, I do not agree that the application of this growth factor is appropriate. However, I attach a copy of a drawing prepared by David Huskisson to demonstrate how such levels of parking could be achieved if this were deemed necessary. This is provided for information only and does not constitute an amendment to the planning application, which you will be aware was submitted in outline.

The other issue raised in Section 8 of the Statement of Common Ground is that associated with the internal layout. The Statement identifies that the layout was not received until the 26th September and that no agreement had been reached at the time the Statement of Common Ground was issued. As I have received no further correspondence or request for further information on this matter, I assume that there are no issues in relation to the internal layout. Accordingly, it would seem appropriate to revise or update the Statement of Common Ground to reflect the fact that the items listed in Section 8 are now resolved. This could be achieved by updating the Statement of Common Ground or by providing an addendum to the existing statement. In any event, please can you confirm that these matters are now agreed.

In relation to other outstanding matters, we are still seeking information on the accident data, and are hoping to source this via Mott McDonald. If the Highway Agency is presenting evidence on accident data, or accident rates as a consequence of the ATM Scheme, please can this base information be made available prior to exchange of evidence. Likewise if the Highways Agency are relying on data relating to the use of the hard shoulder, ERA's, speeds of vehicles per lane or flow per lane, such information that we have previously requested should reasonably be provided to us prior to exchange of evidence.

/cont



I have also requested from you details of the cross-sectional details at other locations where VCB have been installed. When is this likely to be made available to us by the Highways Agency? In relation to the CAD drawings of the ATM Scheme to enable us to measure lane widths etc. I understand your sensitivity in relation to OS licences. However, surely you could send the CAD drawing files with the OS Data omitted to overcome this point.

I look forward to receiving your responses on the above at your earliest possible convenience.

Yours sincerely



BRIAN PLUMB
EXECUTIVE DIRECTOR

Enc.

c.c. Ian Kemp - Programme Officer
 Gary Palmer - Solihull, MBC
 G Tenekeci - JMP