



Minutes

Title of meeting	PINS / Highways Agency meeting		
Venue	Ex-IPC Boardroom, Temple Quay House, Bristol		
Date	28 May 2014	Time	12:00 – 14:00
Attendees	PINS Mark Southgate (Director of Major Applications and Plans) Simone Wilding (Head of Case Management) Sheila Twidle (Head of Environmental Services) Pauleen Lane (Group Manager) Andrew Luke (Infrastructure Planning Lead) Mark Wilson (Infrastructure Planning Lead) Highways Agency Ian Askew Stuart Wilson Leslie Mahon Paul Harwood		

Ian Askew only deals with policy/regulatory side – he works on preparation of new policy and legislation. Ian will transfer to the new company which will no longer have the same powers; they will have some powers in their own right but will no longer operate the SoS powers.

Stuart Wilson – as well as TL and environmental areas, Stuart is looking for procedural improvements.

Leslie Mahon helps the project teams to get through the process. She tries to get a handle on the detail that we need which can hamstring them. Over front-loading can cause issues; it prevents value engineering and causes work.

Paul Harwood – Network Operating Directorate; as part of becoming a new company their will be a likely tripling of their budget and a likely quadrupling of their major projects. An announcement on this is likely in the autumn.

Being Statutory Consultees and Applicants poses different scenarios.

As Statutory Consultees, there is a need to ensure that PINS has the correct contact information for Highways Agency to ensure the correspondence reaches the correct person straight away.

Highways Agency expect to become a Highways Authority – Leslie has offered to be used as a 'fall-back contact' to ensure that PINS has the correct contact identified. If at Pre-Application stage, Highways Agency impact is identified PINS can check with either contact that the applicant is dealing with the right person.

At the scoping stage, Highways Agency are to think about having a dedicated person cc'd into every application.

Paul Harwood to provide electronic copy of his paper to feed into DCO drafting practice note.

As an applicant.

How much detail needed at preliminary decision stage – need to sort as much as they possibly can. Develop an envelope approach. Where there is a degree of uncertainty to make it explicit and assess.

Economic and social – impacts on human needs to be better expressed. Also, CA and impacts on humans of that and getting policy context right. Need to ensure that there is a current, defensible application. Also need to ensure to reflect the impacts as well in the ES. The degree of detail will vary depending on the location so will need to be determined on a case by case basis.

The power of what happens comes from the DCO and is not to be carried out under any other legislation. Highways Agency need to ensure that their processes now align with the DCO powers. It is about whether or not agreement has been reached with landowners and they are, in principle, in agreement to sell their land – the test is different depending on whether or not an agreement has been reached. ExI's need to assess the private interest vs. the public benefit. It will depend on the nature of the issue as to how much detail is needed. There is a need to provide justification for the approach that they are taking.

Envelope – footprint: understand the principle

- quantum of impacts and effects – are we worsening the score by changing some/all elements?

- what is still needed to be found out is how to identify those matters where greater detail is required.

Highways Agency are going to take away to ensure that project descriptions are consistent with the terminology in the Act.

Heysham judgement was helpful in respect of EPS licensing. Same issue occurred on A556.

What is needed is to agree how much evidence is required to satisfy the three tests for the DCO application.

Business planning need advance warning of slippage. It would also be good to know what is coming in in the more medium to longer term range (additional funds means that within the next few weeks we have to identify where additional funds will be spent). In autumn the longer term plan is likely to become clearer. Pipeline scheme should be able to tell us more on those soon.