



Meeting note

File reference

Status	Final
Author	Kate Mignano
Date	14 March 2017
Meeting with	A2 Bean to Ebbsfleet
Venue	Teleconference
Attendees	Highways England Hugh Coakley, Philip Paterson, Cali Gill, Nicholas Coombes The Planning Inspectorate Tom Carpen, Helen Lancaster, Kate Mignano
Meeting objectives	Project Update Meeting
Circulation	All attendees

Summary of key points discussed and advice given:

The Planning Inspectorate advised on its openness policy, explaining that any advice given would be recorded and placed on the Planning Inspectorate website under section 51 of the Planning Act 2008 (as amended) (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

The Applicant and the Planning Inspectorate (the Inspectorate) case team introduced themselves and their respective roles. It was noted that the key purpose of the meeting was to update activities since the last meeting.

Project Update

Highways England gave an overview of the proposed scheme which includes the following:

- Bean junction improvements (single proposal) – The existing roundabouts will be enlarged and signalised. Works will include an additional bridge over the A2, creation of a new slip road and closure of existing slip road access from the B255.
- Ebbsfleet junction improvements (single proposal) – The existing roundabouts will be enlarged and signalised. The link road will be made a dual carriageway and slip roads will be widened as part of the proposals.

Highways England described the recent non-statutory consultation activities which included a delivery of over 75,000 letters, information in the local press and 5 local exhibitions. The results from the recent non-statutory consultation (18 January to 1 March 2017) are currently being collated. A report detailing responses will be published shortly on the Highways England project specific webpage.

A preferred route announcement is expected during summer 2017 and Highways England will submit a Scoping Request to the Inspectorate shortly after. The Inspectorate advised the developer to have regard to Advice Note 7 when preparing the Scoping Request. Statutory consultation is expected to take place winter 2017/18, with submission of the application expected 2018.

Compulsory Acquisition

Highways England is hoping to have agreements in place with affected landowners, but confirmed that powers of compulsory acquisition are expected to be sought as part of the application. The proposed acquisition may include a number of residential properties that have been identified as required to deliver the currently most likely preferred option.

The Inspectorate explained that justification of compulsory acquisition must demonstrate the case and detail is necessary; there must be a compelling need in the public interest for any compulsory acquisition. Guidance related to procedures for the compulsory acquisition of land is available to view at the following link:

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/236454/Planning_Act_2008 -
_Guidance_related_to_procedures_for_the_compulsory_acquisition_of_land.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/236454/Planning_Act_2008_-_Guidance_related_to_procedures_for_the_compulsory_acquisition_of_land.pdf)

Section 53 Rights of entry

At the meeting, Highways England suggested that they may employ powers in the Highways Act 1980 in order to gain access to land by compulsion but would always seek any access required by agreement. The Inspectorate advised the applicant to take its own legal advice on the appropriate powers to use in relation to development consent orders.

Environmental Impact Assessment

Ecological and topographical survey work is ongoing with bat survey work due to take place April 2017. Highways England is working on agreements with affected land owners to enable further survey work on site.

Traffic modelling is on-going and at various stages of completion. Highways England confirmed the base model includes the proposed Lower Thames Crossing and is based on the worst case scenario.

The approach and methodology the developer is applying for cumulative effects was discussed and will include the proposed Paramount as appropriate and Lower Thames Crossing NSIP applications as well as other relevant developments in the local area.

Interrelationships between the proposed NSIP applications were discussed in relation to redline boundaries and communication between the respective project teams. Highways England confirmed communication with the promoters of the London

Paramount Resort scheme is ongoing and some data has been provided with regard to traffic modelling.

Specific decisions / follow up required?

HE will continue to speak regularly to PINS, and will highlight when there are particular issues or developments that would justify further meetings.