



## Meeting note

<b>File reference</b>	TR010007
<b>Status</b>	<b>Final</b>
<b>Author</b>	Chris Orman / Mark Wilson
<b>Date</b>	14 <sup>th</sup> August 2013
<b>Meeting with</b>	Highway Agency
<b>Venue</b>	Temple Quay House, Bristol
<b>Attendees</b>	Mr Mark Wilson, The Planning Inspectorate Mr Chris Orman, The Planning Inspectorate Ms Hannah Pratt, The Planning Inspectorate Ms Hannah Nelson, The Planning Inspectorate Mr Daniel Hyde, The Planning Inspectorate  Mr Graham Dakin, Highways Agency Ms Sophie Diver, Highways Agency Mr Simon Hayton, Highways Agency
<b>Meeting objectives</b>	To introduce to The Planning Inspectorate to the project and for National Infrastructure (NI) staff to outline the application process to the project team.
<b>Circulation</b>	As above

### Summary of key points discussed and advice given:

The Planning Inspectorate (PINS) outlined that a meeting note would be taken with the key points summarised and that the project team should not share any confidential information. All advice is placed on The Planning Inspectorate's website.

The Highways Agency (HA) gave an overview of the project which aims to improve the A160 between the junction with the A180 at Brocklesby interchange and the Port of Immingham. The project length is approximately 5km. Two local authorities are affected by the project – North East Lincolnshire Council and North Lincolnshire Council. Following consultation held during 2009 it was agreed that a new road bridge should be constructed over the dual carriageway to allow access to each side of the village of South Killingholme. It was also noted that there were four high pressure gas pipelines near the village which may require diversion or protection.

It was noted that a new gyratory system would be constructed between Manby Road roundabout and the Rosper Road junction. This will increase capacity and improve access to the Port. This would involve construction of a new link road which would pass under a busy freight rail line.

Discussion took place on the land ownership and consultation. HA briefed that traffic management plans will be put into place to ensure traffic flow during the construction work. There may be the need for occasional weekend closures at Brocklesby interchange.

PINS briefed the HA on the delegation under section 127 of the Planning Act 2008 in relation to the compulsory purchase of statutory undertaker's land and the role of the Consent Service Unit in providing advice to applicants during the process about parallel environmental consents. In particular, advice about coordinating the timing of these separate applications with the DCO process.

### Outline Project Timetable

January 2014	Application submitted to PINS
February 2015	Decision by the Secretary of State
Spring 2015	Construction work commence
Summer 2016	Construction work concluded

HA explained the accelerated roads programme and that this project was being brought forward under it. The aim was to gain development consent for this project in 12 months from submission. All agreed that this was a challenging target. PINS explained that if the application was well prepared it could be possible to save administrative time but that ultimately the Examining Authority would decide how long the examination would need to be once they are appointed. PINS and HA discussed potential timescales for each of the 6 stages of the process. In particular, PINS explained that it would not be possible to complete the pre examination stage in under 3 months due to the statutory notice period of 21 days that interested parties need to be given of the date, time and location of the Preliminary Meeting. However, the case manager would seek to work with the Examining Inspector Group Manager to ensure that the Examining Authority were appointed punctually.

It may be possible for the majority of matters to be dealt with by way of a written procedure; however, it is likely that an Examining Authority would want to hold at least one open floor hearing and possibly an issue specific hearing about the DCO, depending on the completeness of its drafting at the time of submission. PINS strongly recommended that the HA started discussions with the local planning authorities and any relevant statutory bodies regarding any requirements (akin to conditions) or provisions they would be seeking for inclusion in the DCO. HA should also discuss with the local authorities whether they would be requiring any mitigation measures by way of a planning obligation. Having these things in place and agreed by the start of the examination could save significant time.

PINS commented that without the designation of a relevant NPS, the policy context for considering this application would be less defined. In particular, experience has shown that the clear policy steer provided by the Energy NPSs has enabled examining authorities dealing with energy projects to focus the respective examinations and reduce the number of matters which need to be considered.

PINS explained some common mistakes that were made by applicants when preparing their applications. PINS strongly recommended that HA complete our s.55 checklist as a self assessment before submitting to PINS. It may be beneficial to ask a colleague who has not been involved with the preparation of the documents to complete the s.55 checklist because this will provide an objective, fresh pair of eyes and allow the project team to ascertain the difficulties the PINS case team may have in locating documents and information during the intense 28 day acceptance period.

HA explained that the locations of the construction compounds were yet to be finalised. PINS advised that given the potential impacts associated with the operation of any construction compounds HA should undertake further targeted s.42 and 47 consultation. HA should consult with the relevant local authority about the scale and nature of this consultation, however, there was no need to prepare a new SoCC. It would assist PINS if an audit trail of correspondence with the local authority in this regard could be included in the Consultation Report.

The HA informed PINS that the proposed locations of construction compounds should be finalised by the end of August as the contractor for the scheme (Costain) has recently been appointed.

It was noted that numerous Nationally Significant Infrastructure Projects have been, or are due to be, submitted to PINS in the vicinity of the project. PINS advised that the HA should consider the cumulative impacts of the schemes in the area when submitting the application. The HA advised PINS that they had already taken surrounding schemes into account.

### **Specific decisions / follow up required?**

It was agreed to hold regular meetings from November onward, either in Bristol or in Manchester.

HA to provide PINS with draft documents at least 6 weeks before submission.