

IPC Infrastructure Planning Commission

Meeting Note

File reference	TR010008
Status	Final
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Meeting with	Lancashire County Council (LCC)
Meeting date	27 April 2011
Attendees (IPC)	Robert Upton (Pre-application Commissioner) David Price (Senior EIA and Land Rights Advisor) Andy Luke (EIA and Land Rights Adviser) Andrea Kellegher (Case Officer)
Attendees (non IPC)	Steven McCreesh (LCC) Mike Kirby (LCC) Steven Halsall (LCC) Elaine Demming (LCC)
Location	Lancashire Site Visit

Meeting purpose	To visit the site of the proposed Heysham to M6 link.
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Summary of meeting	<p>The IPC advised on their openness policy and that any advice given will be recorded and placed on the website under s.51 of the 2008 Planning Act (PA 2008) and also to note that any advice given under s.51 does not constitute legal advice.</p> <p>The IPC established with LCC that they fully understood what is needed in order to submit an application under the IPC planning process. A new, full application needs to be submitted in compliance with the PA 2008 and the associated legislation and guidance for consultation and EIA requirements and so on. The application would apply to the entirety of the scheme and not only to those elements that have been amended from the previous project.</p> <p>The IPC highlighted the need for the various councils; such as Lancaster City Council as the host authority, to fully engage at the relevant stages in the process and to be aware of their role as a statutory consultee. The IPC explained that they intend to hold an inception meeting with Lancaster City Council to support this.</p>
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The Scheme

LCC informed the IPC that they plan to submit their application in September 2011, and will begin construction in autumn 2012 with a view to opening the link in 2015. LCC plan to hold their consultation in the summer 2011. With the draft Statement of Community Consultation currently with Lancaster City Council for comments.

LCC stated that they consider the scheme a Nationally Significant Infrastructure Project (NSIP) as it includes the construction of new slips roads on the M6 motorway. The Park and Ride facility is considered integral to the scheme and will therefore be included in the DCO.

LCC explained that the routes for the scheme were consulted on in 1997, in 2001 two of the routes were consulted on further, and in 2004 the preferred route was decided. The IPC application will have a new Environmental Statement for the whole scheme. The IPC stressed the importance of an up-to-date environmental information to inform the ES. This should include an up to date baseline and consideration of likely impacts and effects.

Local Community

The IPC emphasised the importance of consultation within the PA 2008 process and in particular the statutory requirements at the pre-application stage. LCC discussed the local protest group 'Transport Solutions for Lancaster and Morecambe', which includes some of the residents who are directly affected by the scheme. It was explained that there has been some resistance to engagement from local residents and members of this group.

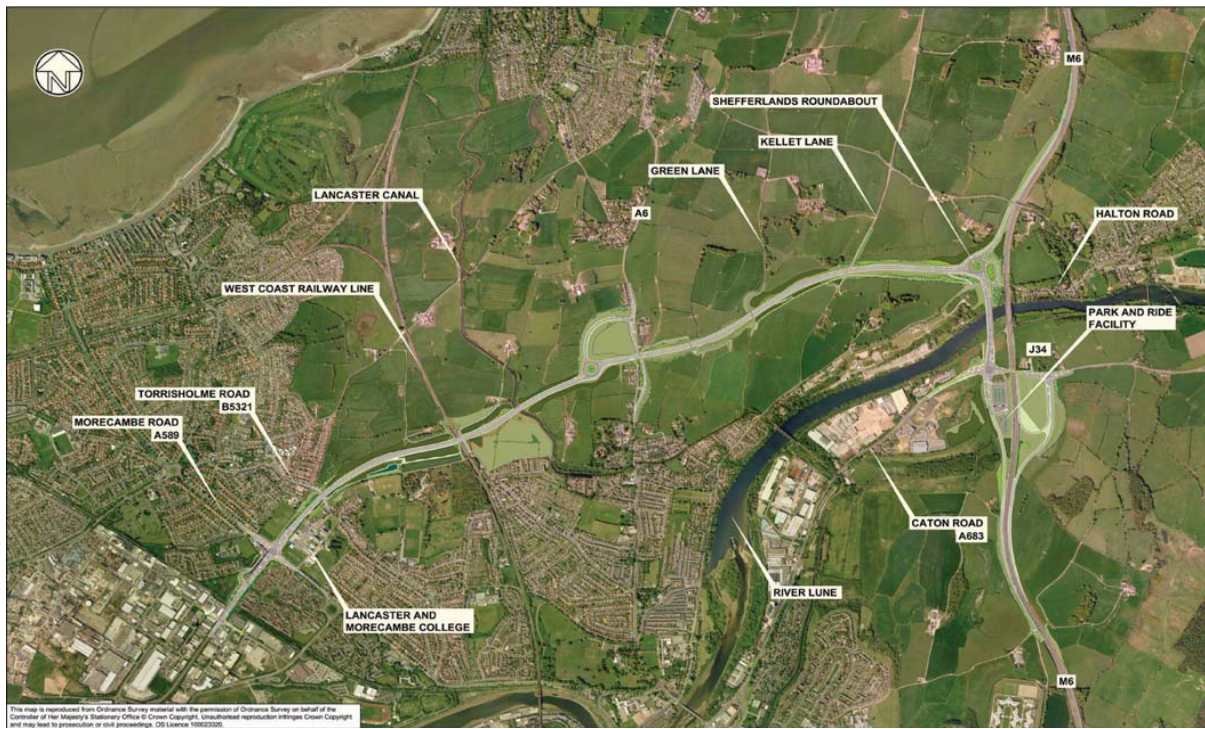
The IPC offered to hold an outreach event to let people know about the difference in the new IPC planning process compared to the planning process previously used for this application. LCC stated that they have introduced the IPC in their first news letter, and will be more detailed in the IPC process and how to get involved in their second newsletter.

During the site visit various environmental issues were discussed at relevant points along the route. Issues identified included:

- Flooding in the area of Halton
- The principle of integrating the scheme into the existing landscape taking into account key features such as drumlins
- The design of the proposed bridge and the need to complement the existing bridge structure over the M6
- An update of noise surveys and assessment in the

	<p>area of the proposed Shefferlands roundabout</p> <ul style="list-style-type: none"> • Changes in the material balance of the scheme as the Shefferlands roundabout is no longer being proposed within a cutting • Potential noise impacts as the proposed road enters the urban area at the western end of the scheme • A number of complimentary transport measures that are being considered to minimise an increase in traffic in Lancaster City Centre, following the implementation of the proposed road link.
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The site visit followed the proposed link location, visiting the points outlined on map below.



Specific decisions/follow up required?	IPC to arrange a meeting with Lancaster City Council.
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Circulation List	
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