



Meeting note

File reference	TR010016
Status	Final
Author	Kate Mignano
Date	15 February 2017
Meeting with	A63 Castle Street Improvement
Venue	Teleconference
Attendees	Highways England James Holmes Louise Adams Chris Till – Balfour Beatty Neal Martin Nicola Clayton The Planning Inspectorate Susannah Guest Tom Carpen Richard Hunt 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.

Consultation

Highways England (HE) provided an overview of the recent statutory consultation which took place between 16 January 2017 and 13 February 2017. Two events were held and attended by over 400 people. HE informed the Inspectorate that it considered there to be strong support for the scheme, and that comments were positive. HE is currently collating the results.

Statutory Undertaker Diversions

Details of statutory undertaker diversions required as part of the application were discussed. HE confirmed discussions are ongoing with affected land owners and statutory undertakers in particular Yorkshire Water in relation to sewer diversions and with Kingston Communications in relation to broadband. The complexities of delivering diversions of statutory undertakers' apparatus were explored as well as changing the diversion routes consulted on and the potential impacts this could have on the program. HE confirmed all diversions are in the draft Development Consent Order (DCO) and work is focussing on the finer engineering details. HE confirmed that they are exploring options for an enabling period to complete all the statutory undertaker diversion works.

The implications of making changes to an application following submission were discussed. The Inspectorate advised HE that all works seeking consent through the Development Consent Order process must be within the Order limits and fully assessed within the Environmental Statement; this should include any potential changes. The Inspectorate advised any change to the application following submission of the application would be considered by the Examining Authority including the materiality of the potential changes. The proposals would be consulted on, but ultimately it would be for the Examining Authority to make a procedural decision on during examination. HE stated that they would seek their own legal advice in this respect.

Affordability

HE explained that since the Preferred Route Announcement (PRA) in 2010 the scheme has evolved, resulting in increased costs, mainly as a result of the geotechnical challenges in an urban environment, but the scheme remains value for money. Balfour Beatty has been involved with the scheme since August 2014 and there is now an Approval in Principle (AIP) design.

Environmental

HE provided an update on the Air Quality Modelling Assessment (AQMA). Modelling is based on Pollution Climate Mapping (PCM) data and is considered robust and complete. HE is awaiting revised PCM data expected April 2017 and will have to re-assess the scheme against the revised data prior to DCO application submission.. HE plans to undertake sensitivity testing to assess whether there are likely to be any Air Quality exceedances against EU limit values.

HE provided an update on flood mitigation for the proposed underpass. Solutions have been consulted on and include a diaphragm wall and independent pumping station with the potential to pump into the existing sewer network.

Traffic management proposals were discussed. HE explained details of construction mitigation works including temporary lane, road closures and the potential for temporary bridges to ease pedestrian movement during construction, which will be applied for in the DCO application and confirmed all mitigation measures would be within the current red line boundary and assessed within the Environmental Statement.

Princes Quay bridge

HE explained that the proposed bridge at Princes Quay which was previously granted under a separate Town and Country Planning application will now form part of the DCO application. The Inspectorate asked questions regarding the construction program including whether due to timing constraints this element had moved phases and how this would be assessed in the Environmental Statement. It was noted that there will be a need for a Marine Management Organisation (MMO) Licence.

Specific decisions / follow up required?

HE stated the unique complexities of the scheme have had an impact on the anticipated submission date of the application. Both HE and the Inspectorate recognise the complexities of the scheme, construction efficiencies and impact it will have. The Inspectorate noted concern about when HE would submit, what risks would be associated with the application at the different stages of the DCO process and agreed with HE that further meetings should be arranged prior to submission of the application currently anticipated summer 2017.