



Meeting note

File reference	TR010022
Status	Final
Author	Wendy Maden
Date	18 December 2014
Meeting with	Highways Agency
Venue	Conference Call, Temple Quay House
Attendees	Planning Inspectorate Susannah Guest – Infrastructure Planning Lead David Price – EIA Manager Wendy Maden – Assistant Case Officer For the Developer Menir Khan – Highways Agency, Project Manager Amjad Khan – Highways Agency, Assistant Project Manager Mark Hartharn – URS, Project Manager Simon Wild – URS, Environmental Lead
Meeting objectives	Meeting to discuss the proposed A38 Derby Junctions Improvement scheme
Circulation	All attendees

Summary of key points discussed and advice given:

Following introductions, the Planning Inspectorate (PINS) advised on its openness policy that any advice given would be recorded and placed on the National Infrastructure Planning Portal website under section 51 of the Planning Act 2008 as amended (PA2008). Any advice given under section 51 does not constitute legal advice upon which applicants (or others) can rely.

The developer outlined the scheme and stated that the proposal was to provide long-term improvements to three junctions on the A38: A38/A5111 Kingsway junction; A38/A51 Markeaton junction; and A38/A61 Little Eaton junction. They noted that in these locations long distance traffic meets large volumes of local traffic either crossing the A38 or using the route for short journeys; this was creating conflict between the various users of the road and was resulting in substantial delays at the three junctions.

The developer explained the justification of including three junctions in one proposal was based on the principle that changes to one of the junctions would have knock on effects to the others. PINS questioned why the A38/A6 junction had not been identified for work as part of this proposal. The developer explained that this junction was already grade separated.

PINS encouraged the developer to give early thought to the definition and description of the scheme in terms of whether each element could be considered a Nationally Significant Infrastructure Project (NSIP) in their own right, noting the definitions in s22 Planning Act 2008 as amended by The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013, as well as considering any elements of principal, associated or ancillary development. PINS confirmed that multiple NSIPs can be included within one Development Consent Order (DCO) application.

The developer confirmed that the scheme is currently in the Options phase and that non-statutory public consultation was planned for February 2015. This non-statutory consultation would be via a questionnaire, leaflet drop and public exhibition and would be seeking comments on options and variations within the options. The next key project milestone would likely be in spring 2016 seeking Ministerial approval for a preferred route. The programme would then allow 6-12 months from the date of a ministerial announcement for submission of the DCO application.

The developer noted the history of environmental survey work for these junctions and explained that updated traffic modelling data was currently being collated. They confirmed that they were likely to seek a Scoping Opinion from PINs in due course after the scheduled non-statutory consultation and Preferred Route announcement. PINs recommended further meetings in advance of any request for a Scoping Opinion. PINs also pointed the developer towards the PINs advice notes that provide useful advice in relation to the processes for environmental impact assessment.

PINS encouraged early consideration of how the consultation history of the individual elements of the project could be clearly articulated when statutory consultation is undertaken on this project as a whole.

The developer indicated that they would be looking to acquire land as part of the scheme, but that it was mainly land in agricultural use although some residential properties may be required. Other land uses in or near to the proposed scheme were noted (e.g. railway lines, public open space). PINS encouraged early engagement with statutory undertakers, land owners and relevant local authorities. The developer highlighted the good working relationship with both Derby City Council and Derbyshire County Council and noted the existence of the project Steering Group.

Specific decisions / follow up required?

- Developer to share non-statutory consultation material with PINS in February – to allow PINS to gain a better understanding of the project and consultation history to date.
- Developer to provide 'New Case Information' to allow PINS to create the Project Website – received with thanks; page to be posted to coincide with the start of non-statutory consultation.
- Both to arrange a face to face meeting in March (with possible site visit) to discuss programming/timetabling details and working arrangements going forward.
- PINs to up-date the developer if/when a workshop is being arranged for Highways Agency Colleagues on Planning Act 2008 lessons learnt.
- Both - on-going dialogue (via phone or email) for any project queries in between scheduled meetings.