



Meeting note

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| File reference | TR010022 |
| Status | Final |
| Author | Rachel Gaffney |
| Date | 28/01/2016 |
| Meeting with | Highways England and AECOM |
| Venue | Temple Quay House, Bristol |
| Attendees | The Planning Inspectorate – Susannah Guest (Infrastructure Planning Lead), Richard Hunt (Senior EIA Advisor), Rachel Gaffney (Assistant Case Officer) Highways England - Monica Corso Griffiths (Project Manager), Katy Leach (Assistant Project Manager), Simon Betts (AECOM Planning Lead) |
| 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 National Infrastructure 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.

Introductions were made by everyone present, and individual roles were explained.

The developer provided an update on the progress of the scheme since the last conference call with The Planning Inspectorate in October 2015. The developer highlighted that an assessment of the alternative options had been undertaken and that this particularly explored options for the Little Eaton Junction. The developer explained how this work was being taken forward and the engagement planned with relevant groups including the Little Eaton Stakeholder Reference Group; this group includes affected stakeholders in the vicinity of the junction. The developer highlighted that they had been reviewing feedback and that a public consultation report was due to be published imminently. Further analysis of the consultation material will be undertaken by the developer, and they anticipate being in a position to make a preferred route announcement at this end of this year (December 2016).

In terms of public consultation, the developer referred to their Autumn 2015 newsletter, which was available on the A38 Derby Junction Improvements project page on the Highways England website. This newsletter highlighted the outcomes of the public consultation. The most recent quarterly newsletter (Autumn 2015) was generally well received by the public according to the developer.

The matter of the definition of a highway in PA2008 was discussed. The developer confirmed that the A38 Derby Junctions proposal would be one Nationally Significant Infrastructure Project and be submitted as one application. The developer confirmed that in terms of the definition they saw all three junctions in their scheme as one project; they did not consider that any element could be mutually exclusive or delivered separately. In terms of the PA2008 definition of a highway, the developer confirmed that the scheme would be considered as an alteration project with an area of development greater than the threshold stated in PA2008. The developer outlined that there would be two red line boundaries; one red line boundary for the Kingsway and Markeaton Junctions and a second red line boundary for the Little Eaton Junction. The matter of any flood compensation areas had not been concluded as more detailed modelling was being undertaken.

The developer discussed each of the junction improvements individually; the issues for each junction are outlined below. As well as these key points the speed limits and potential road closures at each of the three junctions were also discussed.

Markeaton Junction – The access from the A38 and A52 to facilities such as Markeaton Park were discussed and the developer noted some considerations in developing suitable options including combining the access from the A38 and A52 or attempting to retain the access from the A38. The developer discussed land take at this junction and concluded that it would be dependent on the traffic modelling results. The matter of public open space and exchange land were noted. The developer indicated that they are in discussions with Derby City Council about this matter. The developer discussed the footbridge at the Markeaton junction and concluded that the footbridge will be replaced and improved due to the developer commitment to improve or maintain provision for non-motorised users and given high public demand – especially on days when there are events in the park. The developer suggested that plans to signalise the junction will be dependent on results of traffic flows and traffic forecasting data.

Kingsway Junction – The developer raised the issue of local access at this junction. Some of the works between the Kingsway Junction and the Markeaton Junction were outlined as widening the road and roundabout and changing the speed limit. The loss of a local wildlife site was noted and the potential for alternative compensatory habitat.

Little Eaton Junction – The longer term aim to electrify the mainline railway in the vicinity of the Little Eaton junction proposals was noted and the implications for this in the widening or replacement of an existing bridge structure were discussed as well as potential requirement for track possession.

The developer noted that environmental reporting associated with the schemes proximity to the Derwent Valley Mills World Heritage Site is on-going. The Heritage Impact Assessment is currently being undertaken.

Progress is steadily being made in terms of Environmental Assessment Report (EAR) scoping according to the developer. Traffic modelling for this has been delayed but is

ongoing and the developer confirmed it will be completed before submission. The progress with the EAR aspects of the scheme were discussed, the developer noted that there is ongoing engagement with stakeholders on a quarterly basis. The developer suggested that the EAR Scoping Report will act as an informal consultation document. The developer discussed matters of air quality surrounding the scheme, including Air Quality Management Areas (AQMAs) within the Derby area which has been identified as a low emissions zone. Air quality monitoring has been ongoing for the last two years. The developer noted that Highways England may be conducting an air quality pilot study in Derby.

The developer raised the agenda item 'lessons learnt'. The Inspectorate highlighted the potential benefits of early contractor involvement particularly in respect of the level of detail being presented in the application documentation. The Inspectorate also stressed the importance of considering options or alternatives at the Pre-application stage as changes to the proposal or the red line boundary can cause delays. The developer asked The Inspectorate to provide further details regarding exchange land. The Inspectorate provided some advice via email available to view here:

[http://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/a38-derby-
junctions-highway-improvement-scheme/?ipcsection=advice&ipcadvic=a941375090](http://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/a38-derby-junctions-highway-improvement-scheme/?ipcsection=advice&ipcadvic=a941375090)

The developer provided an update on their timetabling assumptions: preferred route announcement at the end of this year with a scoping request in early 2017 and formal submission in early 2018.

Specific decisions / follow up required?

- Next conference call to be arranged in March 2016.
- The developer agreed to share the reference group material with The Inspectorate in March 2016.