



## Meeting note

<b>Project name</b>	A38 Derby Junctions Highway Improvement Scheme
<b>File reference</b>	TR010022
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	14 March 2018
<b>Meeting with</b>	Highways England
<b>Venue</b>	Planning Inspectorate offices
<b>Attendees</b>	<b>The Planning Inspectorate</b> Susannah Guest – Infrastructure Planning Lead Richard Hunt – Senior EIA and Land Rights Advisor Ian Wallis - EIA and Land Rights Advisor James Bunten – Case Officer <b>Highways England</b> Paul Nagra – Project Manager Osam Mudhesh – Assistant Project Manager Amarjit Doow-Powell – DCO & Statutory Process Manager
<b>Meeting objectives</b>	Project inception meeting
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

### Project

The Applicant introduced the project and provided an overview of the proposed works, which consisted of grade separated solutions for three roundabouts, located in Derby, by creating an underpass at Kingsway junction (A38/ A5111), an underpass at Markeaton junction (A38/ A52) and a flyover at Little Eaton junction (A38/ A61). The scheme also proposes to widen the road between Kingsway and Kedleston Road from two lanes to three.

The Applicant provided an outline of the history of the project, since its inception in 2002. The Applicant noted that following non-statutory consultation on the different options in 2015, the scheduled Proposed Route Announcement (PRA) for 2016 was put on hold due to local opposition and later made in early 2018 following the evaluation of further proposed options.

The Applicant set out the intended objectives and benefits the project proposes to create, which included reduced congestion and increased reliability of journey times, and the anticipated constraints. The Applicant noted that part of the proposed route passed

through the River Derwent Floodplain prompting early dialogue with the Environment Agency (EA) to reach agreement on flood compensation measures.

The Inspectorate enquired as to whether the drainage strategy would be changed or whether the existing drainage infrastructure would be used. The Applicant noted that the existing drainage infrastructure would be utilised in addition to implemented drainage works. The Inspectorate emphasised that the Applicant's Scoping Report should include as much detail possible on its proposed drainage strategy.

The Applicant briefly outlined the proposals for each of the junctions noting where compulsory acquisition of land may be required and where proposals impacted on existing infrastructure, for example a bridge over the East Midland Mainline. The Inspectorate queried whether dialogue with Network Rail had been re-started; the Applicant explained that it had.

The Applicant provided a brief update on land use issues, noting that part of the northern site was located within the green belt. The Applicant noted the Proposed Development crosses the Derwent Valley Mills World Heritage Site (WHS) and suggested that significant effects were unlikely as the works proposed sought to move Little Eaton junction further away from the WHS, although this would be considered in detail as part of the heritage impact assessment. The Inspectorate acknowledged that the Markeaton and Kingsway junctions included public open space land take and queried where the replacement land would be. The Applicant explained that work to identify replacement land was on-going.

There was discussion regarding air quality and the Inspectorate queried how the scheme would interact with any future Clean Air Zone (CAZ) designated by Derby City Council. The Applicant explained that it needed to liaise further with DCC with regards to the implications of a CAZ, noting the issue was being progressed through its Steering Group meetings.

The Applicant provided a list of potential ecological receptors and noted that there were no European or nationally designed sites within 2km of the Proposed Development.

The Inspectorate queried how the Applicant intended to construct the project and whether contractor agreements had been made. The Applicant explained that works on the Little Eaton junction were likely to begin first but there were no plans yet on how the works would be phased. The Applicant noted that the majority of the works would be built off-line.

The Applicant provided an update on its ongoing Statutory Consultee (SC) and stakeholder engagement, noting that it was touching base with the key SCs following a period of non-engagement prior to the PRA announcement. The Applicant noted it would be picking up on its ongoing environmental survey work.

The Applicant highlighted that it had sent its PRA brochure to the residents of Breadsall and Little Eaton and noted a number of interest groups had formed. Particularly at the northern junction, the Applicant explained it was currently investigating noise mitigation for the communities either side of the route.

There was discussion regarding engaging Local Authorities (LA), with the Applicant noting that it had and would continue to work with Derby City Council, Derbyshire County Council and Erewash Borough Council to explain their duties under the PA2008 regime as well as details of the scheme.

The Inspectorate advised to start LA engagement early in Pre-application as agreement could be more difficult once an Examination began. The Applicant explained that it had already contacted the relevant LAs with regards to the draft Statement of Community Consultation (SoCC).

### **Next steps**

The Applicant provided an anticipated submission date of spring 2019.

The Applicant set out that it was beginning to draft its SoCC ahead of its Statutory Consultation in summer 2018. The Inspectorate offered to review a draft of the SoCC, once the Applicant was close to finalising and circulating it, and emphasised the importance of consulting in line with the published SoCC and clearly explaining the consultation within the Consultation Report.

The Inspectorate advised that when the Applicant notified the Inspectorate of its Statutory Consultation, under s46 of the PA2006, to ensure the suite of documents provided mirrors the suite that has been consulted on emphasising the statutory requirements of this step.

The Applicant stated that it would be submitting its Scoping Report (SR) on 15 March 2018. The Inspectorate requested that a copy of the SR is submitted in hard copy and noted that its 28 day Scoping consultation period began the day after receipt of the SR.

The Inspectorate referred to the Highways England/ Inspectorate engagement schedule and noted that contact would be made following the issue of the adopted Scoping Opinion.

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

The following actions were agreed:

- The Applicant may share a draft of the SoCC with the Inspectorate.
- Seek to arrange a further meeting.