

South Wye Transport Package
Meeting with Department for Transport
Great Minster House
13 October 2015

Attendees: [REDACTED] DFT; [REDACTED] DFT; [REDACTED] Highways England; Richard Ball (RB), Herefordshire Council, Mairead Lane (ML), Herefordshire Council, [REDACTED] [REDACTED] WSP Parsons Brinckerhoff; [REDACTED], WSP Parsons Brinckerhoff; [REDACTED] [REDACTED] Marches LEP.

South Wye Package

[REDACTED] began this section of meeting by reminding all that the South Wye Package must be justified as a stand-alone project. Herefordshire Council representatives confirmed that work being carried out on the business case for the scheme is based on this assumption.

ML provided an update of progress the last meeting on 6 March 2015:

- Planning permission submitted and heading toward end of November decision, following Core Strategy sign off.
- Currently going through re-consultation of supplementary information provided.
- Design is progressing and is currently programmed for completion in early Spring 2016, followed by CPO process in Spring 2016 and construction commencing early 2017.
- Dates don't specifically reference CPO enquiry. Anticipate that any enquiry would be over summer 2016. Small number of landowners and, if a deal is not possible with all, it could push start date to early 2017. Assume Orders confirmed by Autumn 2016.
- 12-15 month construction period.

Points to raise in relation to retained scheme guidance:

ML noted use of ITE (Atkins) on HCCTP Business Case and opportunity to use to enhance elements of business case on So Wye Scheme. [REDACTED] noted due diligence role of DfT in Portfolio Schemes so it would be up to local partners to decide whether they wish to spend further funding on undertaking a parallel assurance process

Quarterly progress monitoring noted. ML advised that HC was incurring significant costs at this stage and queried opportunity for early drawdown. [REDACTED] advised that DfT was willing to enable this where early prep costs had been built into the business case approved by Govt. He could agree to forward funding from the allocation agreed in the Deal. [REDACTED] queried this in relation to timing for a year 2016/17 commencing scheme when Government commitment to provide funds in this year to newly starting schemes is still awaited and to be confirmed post CSR. [REDACTED] noted again that he could sign off on early prep costs and this could not be claimed back if the scheme did not proceed. [REDACTED] noted that funds arrive as a S31 Grant. [REDACTED] noted funds would come to the LEP.

Modelling [REDACTED] – [REDACTED] provided feedback on LMVR and ASR reports submitted prior to the meeting. [REDACTED] noted queries and will provide in note back to [REDACTED] to review and confirm as an accurate reflection of her views.

[REDACTED] asked that high level comments are provided on DfT views on documents for auditing purposes. [REDACTED] agreed to do this.

[REDACTED] reminded all that he doesn't need the OBC. [REDACTED] key points:-

- Next DfT sign off is to Full Business Case. Full approval would be needed by Christmas 2016 so DfT would need a FBC on which they have no outstanding queries in October 2016.

- DfT happy to see Strategic, Commercial and Management sections of the Business Case as soon as available and will comment upon updates as part of full business case.
- DfT can only sign off financial case at very end, when it reflects tender prices.
- Same with sign off of economic case – so will reflect final costs and pick up any WebTag changes that are issued in the meantime
- Submitted FBC must be signed off by S151 Officer and a letter from LEP expressing their full endorsement of the Business case submitted with it.
- Additional costs to be picked up locally.

■ indicated that National Infrastructure Commission would be looking at very large schemes such as HS2, Nuclear Power Plants and major projects in the SE. It is unlikely to affect the retained schemes or even large regional schemes.