



Meeting note

File reference

Status	Final
Author	Callan Burchell
Date	20/04/2016
Meeting with	Heathrow Hub Ltd
Venue	Temple Quay House, Bristol
Attendees	Heathrow Hub Steven Costello – Heathrow Hub Ltd Christopher Stanwell – Nabarro LLP Nick Brown - Bircham Dyson Bell LLP The Planning Inspectorate Susannah Guest – Infrastructure Planning Lead Richard Hunt – Senior EIA Advisor Robert Ranger – Case Officer Callan Burchell – Assistant Case Officer
Meeting objectives	Project Introduction
Circulation	All attendees

Summary of key points discussed and advice given:

The developer was reminded of the Planning Inspectorate's openness policy that any advice given will be recorded and published on the planning portal website under s51 of the Planning Act 2008 (as amended by the Localism Act 2011) (PA 2008) and that any advice given does not constitute legal advice upon which the applicants (or others) can rely.

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

Project Introduction

The developer provided an introduction to the proposed Heathrow Hub Ltd (HH) scheme outlining the key features, objectives and indicative timetable.

The developer made the Inspectorate aware of the two principal elements of the HH scheme:

- Airport Masterplan (including M25/local road diversions) and;

- Surface access enhancements to improve connectivity from London, the South and West.

The developer provided a brief introduction of the proposed HH scheme to the Inspectorate. The developer noted the aim of HH is to extend the current northern runway to create two 'in-line runways'. The developer outlined the objectives of this proposal and their view of its impacts and benefits in respect of noise, connectivity and safety.

The developer provided an overview of the context of the HH proposals; noting its location in respect of environmental features and designations such as Colne Valley Park, Nature Conservation Areas and International Special Protection Areas. The developer explained that groundwater and local flooding is recognised as a material issue but that initial consultation had taken place with Natural England and potential mitigation measures agreed in principle. Whilst outlining the context of the scheme, the developer additionally highlighted the proximity to existing infrastructure including the M25, M4, railways, residential properties, industrial estates and hotels.

The Inspectorate asked about the assessment of noise impacts of the HH scheme. The developer informed the Inspectorate that the anticipated noise contours correspond closely to current noise impacts from the airport in their geographical extent, and they emphasised that they anticipated a relatively limited number of new receptors compared to other proposals to increase capacity at the airport.

The developer also set out measures to mitigate air quality effects including measures to increase public transport mode share and use of hydrogen/electric vehicles on site.

The developer highlighted their phasing structure. The developer explained that phase one of the scheme is proposed to include land and property acquisitions to enable all phases; phase one will provide the additional runway, as well as associated taxiways, apron and stands. It will additionally include the diversion of the M25 and local road networks. The developer noted that AECOM, the developer's lead consultant, are in consultation with Highways England regarding the highways aspect of the HH scheme and that they had an Approval in Principle from the Environment Agency for culverting proposals. The developer noted that transport assessments were based on a gravity model and assumed that Highways England's M4 smart motorway scheme would be in place.

The developer noted their aspiration to submit the application to the Inspectorate late 2018 with the intention of the first phase of the scheme being delivered by 2023-2024. The developer highlighted the Government's target of delivery of additional capacity by 2030. The developer requested advice on the PA2008 process and timing estimates. The Inspectorate informed the developer that the proposed HH scheme could be two, possibly three Nationally Significant Infrastructure Projects (NSIP) being highway, airport and rail, and confirmed that multiple NSIPs could be consented by one Development Consent Order.

The developer outlined their observations on current constraints within existing rail infrastructure. The developer presented their scheme as a proposed solution to the current issues, which could be built in advance or separately from the airport expansion. The developer highlighted that they have the ability to bring forward this aspect of the scheme even in the event of the airport capacity remaining constant or the airport expansion not being approved. The developer explained that the rail

scheme was also compatible with either the developer's airport expansion scheme or the alternative promoted by Heathrow Airport Ltd.

The developer described the proposed 'Heathrow Hub' interchange north of Heathrow airport, which formed part of the proposal. The developer noted that the interchange was to be located on the Great Western Main Line and Crossrail lines. The developer informed the Inspectorate that engagement had been taking place with Network Rail regarding this aspect of the scheme.

The developer is aware of the proposed Western Rail Link to Heathrow (PINS Ref TR040009) scheme as promoted by Network Rail and described their proposals as preferable to, but compatible with, it in general terms.

The developer outlined the potential route options for the rail links to HH scheme.

HH had also participated in, and provided technical assistance to, the DfT/Network Rail led Southern Rail Access Study. The developer highlighted that the study report, published March 2016, confirmed a positive business case for Southern access schemes from both Waterloo (via Staines) and from Guildford/Basingstoke (via Woking).

The developer highlighted that they were considering using the Colnbrook branch for rail delivery and removal of construction materials and waste in connection with airport expansion (following the precedent established by the T5 project) and that this would ideally be addressed in the forthcoming aviation National Policy Statement (NPS). In respect of any future NPS, the developer suggested that it may provide details on night flights and any associated restrictions and also noise considerations. The developer was seeking continued discussions with Department for Transport to ensure that any NPS was realistic and helpful in terms of achieving and implementing its policy or location-specific content.

Next Steps

- The Inspectorate to provide information on the PA2008 process if required.