



Meeting note

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| Project | Heathrow Airport Expansion |
| Meeting | Project update meeting |
| Date | 1 December 2016 |
| Author | Richard Price |
| Status | Final |
| Attendees | Heathrow Airport Ltd Ian Frost (Head of Planning) Simon Earles (Consents Director) Jonathan Deegan (Head of Acquisition & Compensation) Sheelagh McGregor (Solicitor) The Planning Inspectorate Susannah Guest (Infrastructure Planning Lead) Richard Price (National Infrastructure Case Manager) David Price (Environmental Services) Nicola Mathiason (Lawyer) |
| Circulation | All attendees |

Summary of key points discussed

The developer was reminded of the Planning Inspectorate's openness policy that any advice given will be recorded and published on the National Infrastructure website under s51 of the Planning Act 2008 (as amended by the Localism Act 2011) (PA2008) and that any advice given does not constitute legal advice upon which developers (or others) can rely.

1. Project update

Heathrow Airport Limited (HAL) provided an overview of appointments that had been made to its consents team following the Government's announcement on 25 October 2016 which expressed its preferred location for increasing airport capacity in the south-east of England. HAL's intention to apply for development consent would be formalised via public announcement before the end of Q4 2016.

HAL drew attention to a publicly-available indicative timeline that had been produced to demonstrate the planning process under the PA2008. HAL anticipated that an application would be submitted to the Planning Inspectorate in mid-2019. If the Secretary of State for Transport decided to grant development consent in 2020/ 21, the increased runway capacity could be operational by 2025.

2. Working with the Planning Inspectorate

The attendees discussed a 'programme of engagement' for HAL and the Planning Inspectorate during the Pre-application stage of the PA2008 process. It was agreed that throughout 2017 project update meetings would take place every six to eight weeks. It was also agreed that some flexibility to this timing would be appropriate to account for key milestones in the application process that might be subject to flux.

HAL anticipated that it might request a Scoping Opinion from the Planning Inspectorate in Q4 2017.

3. Working with other bodies

HAL summarised its engagement with other key stakeholders including the Department for Transport (DfT); the Civil Aviation Authority (CAA); the Environment Agency; Natural England; Statutory Undertakers/ utilities; and relevant local authorities.

A 'Programme Coordination Board' had been set up comprising HAL, DfT and the CAA. Its first meeting was scheduled to take place before the end of Q4 2016. A Working Group had also been set up between HAL and Highways England in respect of the highways elements of the proposed development.

HAL referred to the previously announced Heathrow Strategic Planning Group¹, comprising key local authority stakeholders, which had been set up to facilitate both the Duty to Cooperate and engage in the airport's proposed expansion. The attendees discussed how the Planning Inspectorate might engage with the group. It was agreed that such engagement would be agreed in advance to make clear the remit of the Planning Inspectorate at any meeting.

HAL was in the process of preparing a 'Scheme Development Manual' which it intended to share with key stakeholders early in 2017.

4. Consenting strategy

HAL summarised its considerations about the complexity of the strategy for delivering the increased runway capacity at Heathrow. In addition to the application for development consent under the PA2008, a number of other consents could be required which would need to be delivered through separate regimes (eg the Town and Country Planning Act 1990 and through the CAA's airspace change consent process).

The Planning Inspectorate queried the form that an application by HAL would take. HAL confirmed that its application for development consent was anticipated to comprise a single Development Consent Order (DCO) potentially containing multiple Nationally Significant Infrastructure Projects (NSIP), along with other enabling development.

¹ See note of previous meeting held on 26 May 2016: https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/General/General-Advice-00575-1-160526_Heathrow%20Airport%20Ltd_Project%20Update%20Meeting_FINAL.pdf

5. Consultation

HAL summarised its strategy for consulting on the application for development consent. Two rounds of consultation were anticipated to take place; a non-statutory round in 2017, followed by statutory consultation in 2018.

Attendees discussed the potential complexities that might arising during the Pre-Application stage in respect of the timing for the Government's anticipated delivery of a National Policy Statement for airports and the possibility of concurrent consultations on Airspace Change and the Aviation Policy Framework. The Planning Inspectorate advised HAL to consider, in consultation with DfT, their strategy for ensuring that any combined consultation programme would not cause confusion amongst stakeholders.

6. Land

HAL summarised its engagement with identified land interests that could be affected by the application. A land referencing questionnaire was due to be circulated before the end of Q4 2016, and enabling survey work was ongoing.

The Planning Inspectorate drew attention to the powers of access which could be granted to HAL through an application(s) under sections 52 and 53 of the PA2008. The tests included in those sections of the PA2008 were emphasised by the Planning Inspectorate, along with timeframes and internal capacity demands that might be associated with such applications.

Specific decisions/ follow-up required?

- The Planning Inspectorate to schedule project update meetings every six to eight weeks.
- Parties to consider the appropriate mechanism through which the Planning Inspectorate could engage with the Strategic Planning Group.