



## Meeting note

<b>Project name</b>	Expansion of Heathrow Airport (Third Runway)
<b>File reference</b>	TR020003
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	5 December 2017 (1.30 pm)
<b>Meeting with</b>	Heathrow Airport Ltd
<b>Venue</b>	BLP, Adelaide House, London Bridge, London EC4R 9HA
<b>Attendees</b>	<b>The Planning Inspectorate</b> Richard Price – Case Manager Susannah Guest – Infrastructure Planning Lead Richard Hunt – Senior EIA and Land Rights Advisor Paul Hudson – Examining Inspector <b>The Applicant</b> Ian Frost – Head of Planning, Heathrow Airport Ltd (HAL) Jonathan Deegan - Head of Land Acquisition, HAL Nicola White – Head of Consultation, HAL Robbie Owen – Partner, Pinsent Masons
<b>Meeting objectives</b>	Project update 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.

### Section 53 update

The Inspectorate confirmed that seven s53 applications had been received electronically on 4 December 2017. The next steps in the application process were summarised by the Inspectorate.

HAL explained that further s53 applications could be submitted to the Inspectorate in Q1/ Q2 2018. HAL could need to seek rights of entry to take non-intrusive surveys on a plot of land comprising allotments, and were seeking to identify persons with an interest in the land through the local authority and by placing site notices. HAL queried how it could most effectively seek to identify all interests in the allotment, in particular considering the land use and the likely turnover of individual allotments. The Inspectorate stated that there were no precedents for this specific circumstance, but explained that HAL should be able to demonstrate that it had made reasonable efforts to identify and notify interests/ occupiers.



Powers which could be achieved through s52 of the PA2008 (obtaining information about interests in land) were summarised in context.

The Inspectorate requested for HAL to provide any updates about further s53 applications as soon as it was able to.

### **Non-statutory consultation (Consultation 1): Scope and approach**

HAL explained that its first stage of public consultation, Consultation 1, would comprise consultation with broadly the same suite of consultees as prescribed by sections 42 and 44 of the PA2008; save for s44(d) category 3 persons which could not be reliably identified at this stage. It was primarily because of the category 3 uncertainty that Consultation 1 would be carried out on a non-statutory basis, rather than programming two rounds of statutory consultation.

Consultation 1 would be framed around the principles in the draft Airports National Policy Statement (ANPS), dealing principally with strategic approaches to key issues (eg noise, air quality, surface access) and design options (eg airside infrastructure, the local road network, displaced uses). It would take place over a ten week period in Q1 2018, and include:

- Distribution of circa two million consultation information leaflets
- A Consultation 1-specific website (currently in development)
- Approximately 40 public exhibitions at DDA compliant facilities
- A community phone line
- Consultation documents held for inspection at deposit locations
- Public advertising (media/ posters/ billboards etc)

HAL explained that the extent of its Consultation 1 leaflet-drop would inevitably reduce for its 2019 statutory consultation (Consultation 2) as the scope of its scheme was refined and the likely significant environmental effects better understood.

Consultation 1 would take place concurrently with HAL's first non-statutory consultation under the Civil Aviation Authority's (CAA) airspace change process. HAL summarised the measures it would take to differentiate between the consultation materials associated with each distinct strand of consultation (eg colour-coding), but acknowledged the inevitability that some cross-referencing would be required between the consultation materials to provide coherence around certain inextricable issues (eg noise). HAL anticipated that the same approach would transpose to Consultation 2.

### **Stakeholder engagement**

HAL provided an update about the engagement of the Heathrow Strategic Planning Group (HSPG) and summarised the topics scheduled for discussion with its various subgroups including environmental baselines; land use; surface access and transport modelling. An interim Memorandum of Understanding with the HSPG remained in place. HAL was working with the HSPG towards delivering a longer-



term Service Level Agreement (SLA) which would establish a HSPG core team to respond to Heathrow's DCO preparation.

HAL summarised that in general SLAs with Highways England, Network Rail and the statutory environmental bodies, amongst others, were well-progressed.

HAL confirmed that the airline industry had been substantively engaged in the development of scheme options leading to Consultation 1. In that context, HAL also explained that in order to inform his preparation of the ANPS the Secretary of State for Transport had directed the CAA and HAL to periodically report to him on the effectiveness of HAL's engagement with the airline industry. The reports would be published to the CAA's website.

HAL explained the role of the Heathrow Airport Consultative Committee (HACC) in fostering communication and understanding between the airport and its users. The HACC is in the process of transitioning into a new Community Engagement Board as required by the draft ANPS with additional responsibilities on community engagement and holding HAL to account on its commitments, and which requires a new independent chair and revised terms of reference. HAL requested for the Inspectorate to consider its availability to present to the HACC on the PA2008 process early in 2018.

### **AoB**

HAL requested for the Inspectorate to change the name of its project mailbox as recipients could be misled by receiving email correspondence which might not be immediately distinguished as correspondence from the Planning Inspectorate. The Inspectorate agreed to explore this post-meeting.

HAL and the Inspectorate agreed to schedule a meeting early in 2018 to discuss the structure and principles of HAL's draft Development Consent Order (dDCO). The parties also agreed to include HAL's transboundary environmental effects strategy on the agenda for the next project update meeting.

HAL confirmed that it was scheduled to appear before the Transport Select Committee to provide evidence in support of its position on the draft ANPS in January 2018 [since updated to 5th February].

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

The following actions were agreed:

- HAL to update the Inspectorate about any further s53 applications as soon as possible
- Parties to make arrangements for a meeting early in 2018 to discuss the structure and principles of HAL's dDCO
- The Inspectorate to confirm availability to present to the HACC early in 2018
- Parties to include transboundary environmental effects strategy in agenda for next meeting



## The Planning Inspectorate

- The Inspectorate to consider renaming its project mailbox [completed 8 December 2017]