

Meeting note

Project name	Heathrow West
File reference	TR020004
Status	Final
Author	The Planning Inspectorate
Date	1 August 2019
Meeting with	Heathrow West Limited
Venue	Planning Inspectorate offices, Bristol
Meeting objectives	Project Update Meeting
Circulation	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.

Non-statutory Consultation feedback

The Applicant provided an overview of its 'Stage One' Non-statutory Consultation, which ran between April and June 2019, and set out the level of response received. The Applicant explained the various consultation methods used: ten community events; a website that displayed the electronic suite of documents as well as deposit locations for hard copies; a three-tiered letter sent by mailshot to 24,000 Statutory Consultees, local authorities and members of the community; and newspaper/ site advertisements.

The Inspectorate queried whether the numbers of responses received was in line with the Applicant's expectations. The Applicant advised that it was not as high or as detailed as perhaps it had hoped. The Applicant noted the number of responses received from those living near the proposal and identified the main themes taken from the responses including, for example, impact on the local road network, air and noise impacts.

The Applicant noted that it had received some responses from Statutory Consultees and would continue engaging with stakeholders in the lead up to Statutory Consultation next year. In light of recent activities, the Inspectorate queried whether the Applicant had received responses from groups opposed to airport, or air travel, expansion. The Applicant confirmed some, but didn't note this as a particularly strong element.

Wider Stakeholder Engagement

The Applicant set out its schedule of engagement with the Civil Aviation Authority (CAA) and noted ongoing discussion on whether CAA could be in a position to indicate 'no impediment' to the future economic regulation of the Airport or for the additional asset/capacity proposed by the Heathrow West scheme. The Inspectorate asked whether the

CAA submitted a response to the Non-statutory Consultation. The Applicant confirmed it had.

The Applicant advised it was meeting with the Department of Transport (DfT) every six weeks with discussion still focusing on how the Applicant could demonstrate the criteria set down in CAP1782.

The Applicant explained that it had held an initial meeting with the Heathrow Strategic Planning Group (HSPG) who together were looking at an agreement on engagement going forward. The Applicant highlighted scheduled expert discussion groups on biodiversity, habitats regulations and hydrology that were already being held alongside anticipated detailed work streams and Environmental Impact Assessment (EIA) focused workshops. The Inspectorate queried whether it was meeting with the same organisation representatives that were engaging with HAL. The Applicant confirmed that they had been advised by those organisations that they were.

The Applicant noted it had held an initial meeting with Highways England (HE), following the submission of a detailed consultation response. The Inspectorate emphasised the importance of early engagement with HE to agree the transport modelling prior to confirming the preferred option.

The Applicant acknowledged it planned technical working groups with the Environment Agency, Natural England and local Wildlife Trusts as well confirming initial engagement with Historic England, Transport for London and the Colne Valley Trust. The Applicant advised it would be meeting with HAL once its Preliminary Environmental Information Report (PEIR) had been published.

Update on surveys and access to land

The Applicant identified the survey area and the plots it had begun surveying as well as the areas that it hadn't attained access to. The Applicant explained that it had commenced Phase One survey work which would continue into Autumn 2019 and Spring/ Summer 2020 and noted it planned to liaise with Natural England with regards to its survey methodology and proposed mitigation.

The Inspectorate queried whether there would be adequate time to complete the required survey work prior to anticipated submission next year and whether the Applicant had any intention of preparing s53 applications to gain access to the un-surveyed areas. The Applicant advised it hoped to access the remaining land without the need for s53 applications. The Inspectorate advised that there are no statutory timescales associated with the s53 process.

Statutory Consultation

The Applicant explained that it had reviewed the suite of documents prepared by Heathrow Airport Limited (HAL) for its Statutory Consultation currently in progress and outlined emerging themes in consideration of how its scheme could be integrated with it. The Applicant identified the zones that were relevant to its scheme and provided an overview of its emerging preferred option. The Applicant identified the main differences between HAL's masterplan and its preferred option, which it indicated would form part of its formal response to HAL's Statutory Consultation.

The Applicant advised that it was working towards commencing its 'Stage Two' Statutory Consultation in January 2020 to allow appropriate time to gather and review the responses, make any necessary changes and to freeze the design ahead of preparation for formal submission. The Inspectorate queried the length of the Statutory Consultation period. The Applicant confirmed it would run for 12 weeks.

The Applicant advised it would only be consulting on mitigation measures that were required over and above what would be proposed as part of any DCO made by HAL. The Inspectorate enquired how the Applicant would seek agreement or reassurance that HAL would actually provide such mitigation and or what provisions would need to be agreed should the examination process or due process beyond receipt of a made DCO agree changes to such mitigation elements as informing the Applicant's mitigation requirements.

The Applicant displayed its proposed consultation document framework and asked if the Inspectorate wished to have a copy for a high-level review. The Inspectorate advised it would help inform the next project meeting where the proposed plan structure could be discussed in more detail. The Applicant confirmed it had produced a provisional draft of the Statement of Community Consultation (SoCC).

AOB

There was brief discussion regarding the ongoing challenges to the Airports National Policy Statement (ANPS) and the latest CAA consultation on early costs and regulatory timetable.

The Applicant and Inspectorate agreed to discuss a programme of engagement for the next year.

The Inspectorate queried whether it could update the anticipated submission date on the project page of the National Infrastructure Planning website. The Applicant confirmed that it could be updated to display Q3 2020.