



## Meeting note

<b>File reference</b>	TR040009
<b>Status</b>	<b>Final</b>
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<b>Date</b>	09/12/15
<b>Meeting with</b>	Network Rail
<b>Venue</b>	Temple Quay House, Bristol
<b>Attendees</b>	Network Rail - Anna Holbrook, Paul Humphrey, Anthony Bolton The Planning Inspectorate - Susannah Guest (Infrastructure Planning Lead), Richard Hunt (Senior EIA Advisor), Emma Cottam (EIA Advisor), Rachel Gaffney (Assistant Case Officer)
<b>Meeting objectives</b>	Project up-date meeting; progress to date and revised programming.
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given:

The Planning Inspectorate outlined its openness policy and explained that any advice given will be recorded and published on the Planning Inspectorate's website under s51 of the Planning Act 2008 (as amended by the Localism Act 2011) (PA 2008). Further to this, it was made clear that any advice given does not constitute legal advice upon which the applicant (or others) can rely.

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

The developer provided a project update and a presentation was provided to illustrate the key points regarding the proposed scheme. The presentation covered the following points: background to the scheme, need for a new rail link to Heathrow, wider benefits, scheme development, construction, potential train services and public consultation.

As detailed in the recently published Hendy Report (November 2015), the scheme was confirmed as being classed as a CP5 development scheme and a CP6 delivered scheme. Several different route options for the scheme were detailed by the developer, with positives and negatives highlighted for each potential route. In terms of the preferred route option, the developer explained that one of the most challenging engineering problems was in respect of taking the new rail lines underneath the existing railway.

Consultation for the scheme was discussed. The developer explained they are planning a phased approach to consultation, which would allow individuals to get involved through a series of events.

The Planning Inspectorate noted that the cumulative impacts of the scheme and adjacent developments should be considered and recommended that the developer refers to the Planning Inspectorate's new Advice Note 17: Cumulative Effects Assessment.

Within the design it was noted that 1.11 million m<sup>3</sup> of excavated material will need to be removed from the site, this is a construction issue which has been considered by Network Rail. The developer highlighted that they don't consider there to be any significant issues with the Smart Motorway proposals for the M4. However, the developer has acknowledged that road closures will likely need to be considered.

The developer provided an explanation for an updated programme to submission. It was noted that any such programme would be likely to be flexible depending on the progress of other schemes in close proximity, particularly depending on any outcome from the Davies [Airports] Commission. The developer noted that any plans for increased capacity or an additional runway at Heathrow could lead to changes to the design of the proposed development, which could require further consultation. In this scenario, it was noted that a Development Consent Order for a third runway at Heathrow and the Western Rail Link to Heathrow proposals could be running a year apart. A submission in Q4 2017 was highlighted by the developer as a 'best case scenario'. The developer suggested that a submission date of late 2017 should allow more understanding of any proposals at Heathrow.

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

- Next meeting to involve reviewing the draft Statement of Community Consultation, will take place early February 2016.
- The Planning Inspectorate website would be updated to reflect a submission date of Q4 2017.