



## Meeting note

<b>File reference</b>	TR020004
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	15 January 2020
<b>Meeting with</b>	Heathrow West Limited (HWL)
<b>Venue</b>	Teleconference
<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.

### Statutory consultation and programme update

The Applicant explained that it had carried out preliminary non-statutory consultation on its draft Statement of Community Consultation (SoCC) in November 2019 and was now ready to move to Statutory Consultation on the SoCC.

The Applicant confirmed that although it was on track to commence its Statutory Consultation about the proposed application, it was considering its programme in light of the January 2020 decision by the Civil Aviation Authority (CAA) to cap early spending and Heathrow Airport Limited's (HAL) announcement that the submission of its application would be delayed until Q4 2020.

The Inspectorate queried whether the delay in HAL's programme would impact on the Applicant's own programme for submission. The Applicant confirmed it would be adjusting the submission of its application so that it followed three months behind HAL's programme. The Inspectorate requested whether an updated anticipated submission date could be displayed on the project page on the National Infrastructure Planning website. The Applicant stated it would provide one in due course.

The Inspectorate queried whether the Applicant's programme could take into account the outcome of the latest Airports National Policy Statement (ANPS) challenge, noting it was possible that an announcement could be made during the Applicant's Statutory

Consultation. The Applicant stated that its programme accounted for, and was capable of responding to, any announcement in respect of the ANPS.

The Inspectorate queried whether the Applicant's Red Line Boundary (RLB) had changed since the last project update meeting in August 2019. The Applicant confirmed its RLB had been refined as part of its scheme development. Further refinement of the RLB could also be forthcoming prior to submission of the application.

### **Stakeholder engagement, surveys and access update**

The Applicant highlighted the CAA's recent publication of CAP1876<sup>1</sup> and stated that it intended to submit any outstanding supporting information to inform the CAA's review of the credibility tests set out in Appendix E of CAP1782<sup>2</sup>.

The Applicant expected for the CAA to carry out a consultation in respect of the Appendix E tests in March 2020 which would be a step towards drafting a regulatory framework for Heathrow West to operate within the framework for HAL's third runway scheme.

The Applicant explained that it had been engaging with the CAA's regulatory teams as well as its Development Consent Order (DCO) team. The Applicant stated that it had been in discussion with the CAA regarding entry into a Statement of Common Ground with the Applicant and the possibility of submitting a document equivalent to a 'Letter of No Impediment' at examination. This led to discussion about scheduling a tripartite meeting between the Applicant, the CAA and the Inspectorate later in the year.

The Applicant summarised engagement with the Department for Transport, Highways England, Environment Agency, the Colne Valley Trust and the Heathrow Strategic Planning Group (HSPG). An overview of ongoing survey work and discussions with Natural England regarding surveys was also provided.

The Inspectorate acknowledged live s53 applications being decided by the Inspectorate and enquired as to whether the Applicant anticipated further s53 applications would be made before the application for development consent was submitted. The Applicant stated that whilst it did not anticipate any further s53 applications would be required, it could not rule out the possibility.

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

- The Applicant and the Inspectorate to look into availability for a joint CAA tripartite / project update meeting.
- The Applicant to inform the Inspectorate of any programme changes.

---

<sup>1</sup> Economic regulation of Heathrow Airport Limited: further consultation on regulatory framework and financial issues

<sup>2</sup> Economic regulation of capacity expansion at Heathrow: policy update and consultation