



**Meeting of the Airports Commission
8th July 2014 - 10:00 - 16:00
Rm 6.02 Sanctuary Buildings**

Attendees:

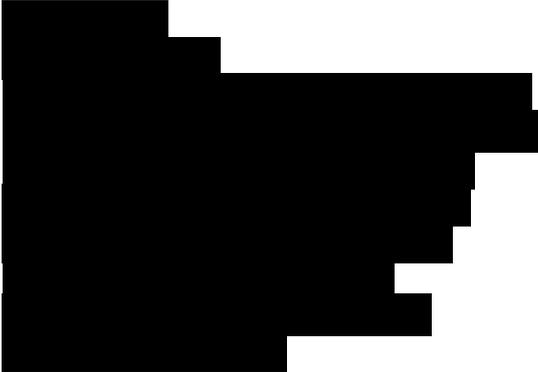
Commission Members:
Howard Davies – Chair
John Armitt
Ricky Burdett
Vivienne Cox

Apologies:

Julia King

Secretariat:

Philip Graham



1. Welcome

Howard Davies (HD) welcomed attendees to the meeting and noted apologies from Julia King.

Ricky Burdett (RB) mentioned that he had a change to his register of interests as he had been asked to become a Member of the Steering Group, World Expo 2025 Bid, Consideration Phase, Mayor of London (limited period: July – November 2014).

No other changes to the register of interests.

ACTION: Secretariat to update RB's register of interest form and provide it for signature.

2. Note of last meeting

The minutes of the last two meetings were agreed.

3. Round up of stakeholder engagement

HD briefed the Commission on recent meetings with stakeholders

- **Dominic Grieve QC MP on 16 June.**
- **Attended London Assembly Plenary Session 16 June – Transcript to be circulated to all Commissioners**

Closing remarks at the Mayor's spatial planning event on 16th June, John Armitt (JA) also attended. There was no new information presented but this was an opportunity for representatives from the proposers of the three currently short-listed options to state their case for expansion as well as many supporters of an Estuary airport to outline their views on the opportunities for growth such a development would bring.

- **Mary Creagh on 19 June.**
- **Brussels to meet Karl Falkenberg EU Commission's DG for Environment on 20 June.**
- **Jill Rutter Institute of Government on 30 June.**
- **Justine Greening on 30 June.** Meeting held in her constituency role.
- **Laura Sandys MP and Roger Gale MP on 30 June.** The meeting was regarding Manston Airport and the current closure.
- **John Holland Kaye CEO and Nigel Milton from HAL on 2 July.** This was an introductory meeting with the new CEO of HAL.
- **Bernard Jenkin MP and Nick Raynsford MP on 2 July-** To discuss on-going work on appraising an inner Thames Estuary option.
- **Nick Clegg Deputy Prime Minister on 2 July.**
- **Deidre Hutton CAA on 7 July.** This was a meeting to discuss the Commissioners interim report and the next steps.
- **Matthew Coogan - New England Transport Institute**

4. Update on Secretariat Progress

Philip Graham (PG) updated the Commission on a recent telephone conference with Counsel which supplements the paper sent to the Commission with the meeting papers.

ACTION: [REDACTED] will write up a note of the advice given in the discussion with Counsel and circulate to the Commissioners.

5. Inner Thames Estuary study reports – presentations by consultants

Presentations were made to the Commissioners from the Consultants on the key conclusions found in the inner Thames Estuary Studies and by the Commissioner's legal advisers in respect of the environmental study. These were:

- 1) Environmental Study - Jacobs
- 2) Legal issues associated with a decision on the Estuary option - Dentons
- 3) Surface Access Feasibility - Jacobs
- 4) Operational Feasibility and attitudes to moving to an Estuary Airport – Leigh Fisher
- 5) Socio Economic Study – PwC

The Commissioners interrogated the findings to date and requested further details on key points.

Environmental Study – A presentation by [REDACTED] and [REDACTED] of Jacobs. All the airport options proposed would result in a large scale habitat loss from Natura 2000 sites both in the short and long term. Therefore, any future appropriate assessment may be expected to conclude that there were likely significant adverse effects on the Natura 2000 Network integrity. Under the Habitats Regulations Assessment process proposals would be required to progress to the Alternative Solutions test.

Legal Risks – A presentation from [REDACTED] from Dentons summarised the paper on legal issues regarding the inner Thames Estuary decision.

Surface Transport Study – [REDACTED] and [REDACTED] from Jacobs presented the study findings. They set out the questions they had been asked to consider:

- 1) What increase in passenger demand and employees would there be from a new hub airport in the inner Thames Estuary?
- 2) What is an appropriate surface transport baseline for an inner Thames Estuary hub airport?
- 3) Would existing and planned improvements accommodate forecast demand for a new hub airport? If not, what new infrastructure may be needed and what improvements to existing infrastructure may be needed?
- 4) What are the impacts of each of the surface transport packages identified above?

David Quarmby, one of the Airports Commission's Experts also contributed to the discussion. In particular he raised the need to consider the extra demand generated from the supply chain of an airport in addition to demand from passengers. For example those that produce the food supplies for the catering, and those that service the equipment at Heathrow Airport. He further raised the point that these supply chains around Heathrow depend heavily on the airport, and therefore, if Heathrow

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were closed, these services would have to decide if they would or could relocate or not.

Operational Feasibility Study - [REDACTED] from Leigh Fisher presented their findings from the Operational Feasibility and Attitudes to Moving to an Estuary Airport study. There were a number of issues under consideration within this study.

- 1) The potential implications of a new airport on the flood risk management of the Thames Estuary
- 2) Extent to which fog might disrupt services
- 3) Extent to which cross-winds and winds might disrupt operations
- 4) Extent to which aircraft would be exposed to bird strike risk
- 5) Extent to which construction and operation of an airport could impact upon the overall stability SS Richard Montgomery
- 6) Impact of a new hub airport in the inner Thames Estuary on airspace
- 7) Impact of constructing and operating a new airport on the energy facilities on the Isle of Grain
- 8) Key issues if UK's hub airport were to transition to the inner Thames Estuary
- 9) Attitudes of stakeholder groups towards an inner Thames Estuary scheme

Socio Economic Study - [REDACTED], [REDACTED] and [REDACTED] from PwC presented a summary of the key findings from the Socio Economic Study. The report addressed key commercial and economic questions in relation to the closure of Heathrow and the construction and operation of a new Estuary hub airport.

6. Preparation for the Inner Thames Estuary Decision

The Secretariat set out the type and nature of work that could and in some cases would need to be started in advance of making a decision on the Estuary to ensure delivery within timescales discussed at the last Commission meeting if the Commission decides that an inner Thames Estuary option should be taken forward to Phase 2.

The timescales set out in Annex A of the paper presented are challenging but achievable if some work is undertaken in advance of the decision. This work would be taken on an "at risk" basis i.e. the work would no longer be required in the event that the Commission subsequently decided not to shortlist an inner Thames Estuary option. Alternatively adding about two months to the suggested timescale would allow the analysis to be completed in sequence.

The degree to which a promoter was engaged in designing any inner Thames Estuary option selected for Phase 2, would impact on the timetable and deliverability within the suggested timescale.

Surface access, masterplans and demand forecasts are the critical elements that need to be worked on in advance of 20 October. There are significant risks and implications for the timetable and budget for the original programme of analysis from carrying out work at risk on the Estuary, but suitable mitigation exists in most cases as set out in the paper.

ACTION: Secretariat to take forward the recommendations in the paper sent to the Commission prior to the meeting:

7. Appraisal Update

Secretariat presented a paper on different methods of illustrating the noise impacts. The Commission considered the various options and asked that these should clearly and fairly demonstrate the change in levels of noise and populations affected.

ACTION: The Secretariat will continue to work on the options.

8. Consultation

The Secretariat presented the paper on possible consultation questions and the potential formats of the consultation documents. The Commission's autumn consultation will provide an opportunity for public scrutiny of the updated scheme design, draft business case and draft sustainability assessment that has been compiled for each scheme.

It will also provide an opportunity for respondents to suggest further areas that the Commission ought to investigate, and/or to provide any additional evidence that they may wish the Commission to consider.

The consultation may also ask what, if any, conclusions respondents wish to draw from the Commission's analysis.

The Commission agreed with the rationale behind the high level questions that were presented. The secretariat will continue to refine these questions further to legal advice and advice from the Commission's consultants.

Due to time constraints a full consideration of the draft consultation documents was not possible, so early templates will be circulated to the Commission with this note of the meeting.

9. AOB

None