

Made on behalf of the Claimant
Witness: Jonathan Daniel Coen
Number of Statement: Second
Exhibit: JDC2

IN THE HIGH COURT OF JUSTICE

KING'S BENCH DIVISION

BETWEEN:

HEATHROW AIRPORT LIMITED

Claimant

- and -

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN
(WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW
AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A
TO THE PARTICULARS OF CLAIM**

Defendants

EXHIBIT JDC2

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Made on behalf of the Claimant
Witness: Jonathan Daniel Coen
Number of Statement: First
Exhibit: JDC1
Dated: 7 July 2024

IN THE HIGH COURT OF JUSTICE

KING'S BENCH DIVISION

BETWEEN:

HEATHROW AIRPORT LIMITED

Claimant

- and -

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
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Defendants

FIRST WITNESS STATEMENT OF JONATHAN DANIEL COEN

I, **JONATHAN DANIEL COEN**, of The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW, **will say as follows:**

1. I am making this statement in connection with the proceedings for injunctive relief being issued by the Claimant against the Defendants in relation to threatened unlawful direct action at Heathrow Airport ("**Heathrow**"). As detailed below, the actions threatened by the Defendants involve, and have the primary aim of, severely disrupting operations at British airports, in particular during the summer of 2024.

2. I am employed by the Claimant as the Director of Security at Heathrow. I am responsible for all aspects of airport security. I have a staff of approximately 4,500 people reporting to me and a multimillion pound annual operational budget. I report to the Claimant's Chief Operating Officer.
3. My remit includes the development and implementation of the airport's security policies, the security of the airport terminals, airside areas, cargo facilities and the airport perimeter. Part of my role relates to security intelligence and I am the principal manager of our relationships with law enforcement agencies, including the Metropolitan Police.
4. I have worked in the aviation industry for over twenty years, starting at Gatwick Airport in 1998, working at Stansted Airport from 2001, in Group BAA from 2003 and finally starting work at Heathrow in January 2008. I have held a number of roles at Heathrow, including Commercial Director, Development Programme Director and Customer Relations and Service Director. In this latter role I was responsible for leading the day-to-day airline terminal relations and operations of the airport, ensuring the end to end passenger journey and so I am also well-placed to speak to the impact of disruption on passengers. I took up my current role as Director of Security on 15 March 2019.
5. The facts and matters set out in this witness statement are within my own knowledge, unless otherwise stated, and I believe them to be true. Where I refer to information supplied by others, I identify the source of the information. Facts and matters derived from other sources are true to the best of my knowledge and belief.
6. I refer to a paginated bundle of documents, attached as Exhibit "**JDC1**"; where it is necessary to refer to a document, I shall refer to the document by its page number within Exhibit "**JDC1**".
7. I am duly authorised to make this statement on behalf of the Claimant.
8. More generally, in preparing this witness statement, I have had sight of both the First Witness Statement of Akhil Markanday given by Bryan Cave Leighton Paisner LLP (**BCLP**), the Claimant's solicitors (**BCLP's Statement**), and the papers relating to the grant of an injunction over London City Airport on 20 June 2024. The former sets out more detail on Just Stop Oil (**JSO**) and the general threat they pose. It will be no surprise

some of the points arising in the latter are equally relevant here and overlap the concerns the Claimant has, as I set out below.

Heathrow Airport

9. Heathrow is Europe's busiest airport and the world's fourth busiest airport.
10. 89 airlines operate regular scheduled flights from the airport to 214 destinations in 84 countries. In 2024, we are forecasting that 82.8 million passengers will travel through the airport, an average of nearly 227,000 passengers daily. The average number of flights daily is just over 1,300.
11. In the 12 months up until June 2024, around three quarters of all passengers were flying for holiday and other leisure purposes with around one quarter flying for business purposes.
12. From a cargo transport perspective, the total value of UK imports and exports that travelled through Heathrow in 2023 was £198.5 billion. That is more than the combined value of goods that went through Felixstowe and Southampton, the UK's biggest container ports. 45% of all of the UK's non-EU export goods (by value) travelled through Heathrow in 2023. In total, 1.43 million tonnes of cargo travelled through the airport that year, equating to 62% of the total volume of UK air cargo.
13. The cargo transported through Heathrow includes a wide range of materials essential to daily life, from pharmaceutical products and human blood, to critical machinery and aviation parts, to foodstuffs. Heathrow is also the UK's only airport capable of safely caring for all animal species.
14. The airport operates two runways during normal operation. Under a local planning cap, it is permitted to schedule up to 480,000 aircraft movements per year and we anticipate operating very close to this limit in 2024. Across the summer 2023 and winter 2023 operating seasons Heathrow operated at approximately 96% of the cap.

The importance of Heathrow

15. The Claimant commissioned a report from the Centre for Economics and Business Research in July 2021 [JDC1/1-27]. This highlighted the significant contribution that Heathrow makes to the wider economy. The key findings were:
- (a) a forecast of total trade through Heathrow of £204 billion by 2025;
 - (b) based on figures from 2019, that visitors to the UK arriving at Heathrow spent a further amount of approximately £16.5 billion in the UK during their visits; and
 - (c) with respect to jobs, Heathrow's combined direct and indirect impact is equivalent to over 140,000 jobs.
16. Highlighting its importance to the UK, Heathrow was designated as a Critical National Infrastructure (**CNI**) site by the Centre for the Protection of National Infrastructure (**CPNI**), now succeeded by the National Protective Security Authority (**NPSA**). The NPSA is the Government authority for physical and protective security advice to UK national infrastructure. It describes its role as helping “*organisations understand the range of threats they and the UK face, for example from terrorism, espionage, and state actors, and importantly what they can do to minimise their risk through how they operate day to day*” [JDC1/28-31]. The NPSA states [JDC1/32-36] that:
- “The UK government’s official definition of CNI is: ‘Those critical elements of infrastructure (namely assets, facilities, systems, networks or processes and the essential workers that operate and facilitate them), the loss or compromise of which could result in:*
- (a) Major detrimental impact on the availability, integrity or delivery of essential services – including those services whose integrity, if compromised, could result in significant loss of life or casualties – taking into account significant economic or social impacts; and/or*
 - (b) Significant impact on national security, national defence, or the functioning of the state.’”.*

Heathrow Airport Limited

17. The Claimant is an indirect subsidiary of Heathrow Airport Holdings Limited (“**HAHL**”). HAHL is the intermediary holding company of a group of companies connected with Heathrow, including the Claimant and Heathrow Express Operating Company Limited which owns the Heathrow Express rail service.
18. The Claimant is the owner and operator of Heathrow. The Claimant’s licence to operate Heathrow is through an aerodrome certification (the **Certificate**) [**JDC1/37**] which is granted by the CAA in accordance with UK Reg (EU) No 139/2014 (the UK Aerodromes Regulation). The Certificate entitles Heathrow to operate the aerodrome and requires compliance with various safety and operational standards. The certification includes the aerodrome manual for Heathrow which is required to contain or refer to all necessary information for the safe use, operation and maintenance of the aerodrome, its equipment, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome [**JDC1/38-103**]. In addition, Heathrow holds an Economic Licence granted by the CAA in accordance with the Civil Aviation Act 2012 (the **Licence**) [**JDC1/104-207**]. The Licence enables Heathrow to charge for use of and access to the airport land and infrastructure and sets out certain price control conditions.

The Land at Heathrow

19. I refer to the First Witness Statement of Akhil Markanday which sets out the details of the land at Heathrow and the unique challenges the structure presents.
20. The nature of Heathrow is such that large areas are broadly open to the public, with the Claimant’s permission and consent, for legitimate short-term purposes connected with Heathrow’s status as an airport – for example, to travel themselves or to drop-off/collect other travellers. As described below, various other activities are expressly prohibited. This includes, very obviously, anything that will interfere with or endanger airport operations.

Heathrow’s Byelaws

21. Everyone who lawfully visits Heathrow is subject to ‘The Heathrow Airport – London Byelaws, 2014’ (the **Byelaws**), which regulate the use and operation of the airport and the conduct of all persons while within the airport [JDC1/208-224]. These came into force on 13 April 2014. The Byelaws were made under s.63 of the Airports Act 1986. Section 64 of the Airports Act 1986 provides that any person contravening any byelaws made under s.63 commits a criminal offence in doing so and is liable on summary conviction to a fine. There is a plan of Heathrow attached to these Byelaws [JDC1/223] (“**Byelaws Plan**”).
22. Whilst application of the Byelaws (by our own security staff and often in close cooperation with the Metropolitan Police) can help us manage unlawful or undesirable behaviour, the response is, necessarily, usually reactive in nature and subject to the availability of Police officers.

The imminent and serious threat to Heathrow

23. JSO is an environmental activist group and, as explained further at paragraph 31 onwards of BCLP’s Statement, JSO are threatening to disrupt operations at British airports, in particular during the summer of 2024. The Claimant has therefore taken the carefully considered decision to apply for an injunction to restrain unlawful activity by such groups at Heathrow. As I explain below, Heathrow is at high risk of unlawful action from environmental groups. If the threatened disruption occurs, it will present many serious risks and cause significant damage.
24. As per paragraph 17 (for example) of BCLP’s Statement, JSO have made numerous public statements around their intent to disrupt airports. Even after 27 of their group were arrested in late June 2024, JSO publicly signalled their intent to continue to defy the law. I note in the letter sent to MPs on 13 June 2024, JSO imposed a deadline before further action of 12 July 2024.
25. In light of all the circumstances, in both my personal and professional view, it is abundantly clear to me that, despite recent arrests, the threat from JSO is not going away and they present a genuine, serious and imminent threat to Heathrow. For completeness, the wider history of which I have been made aware which leads me to this conclusion is:

- (a) in the Evening Standard on 21 April 2024, JSO threatened airports with “disruption on a scale which has never been seen before”;
- (b) there was unannounced disruption at Munich Airport on 18 May 2024 in which (according to media reports) several individuals claiming to be from a group affiliated to JSO glued themselves to the runway resulting in the cancellation of 50 flights and the diversion of another 11 flights;
- (c) there was unannounced direct action by Extinction Rebellion (who I understand are related to JSO in at least sharing a co-founder) at Farnborough Airport on Sunday 2 June 2024;
- (d) on 13 June 2024, the letter from JSO to MPs referred to above was sent. It threatened *“if you do not provide such assurance by 12 July 2024, we will be forced to take action to protect our communities by engaging in a campaign of non-cooperation against fossil fuel use at airports across the country.”*;
- (e) on 20 June 2024, there was an unannounced disruption where JSO members unlawfully broke in to Stansted airport and painted parked aircraft orange;
- (f) that following the reported arrest of 27 members of JSO the group reaffirmed its commitment to unlawful direct action;
- (g) JSO’s general track record of disruption (including against the major oil companies in 2022) but, in any event, JSO’s video content (see paragraph 16 in BCLP’s Statement) specifically references Heathrow; and
- (h) the fact that JSO (as shown in the examples above too) is very unlikely to make any public announcement in advance of the location and date/time of plans to target any airport.

Previous incidents at Heathrow

- 26. Heathrow is a high profile and highly probable target for disruptive action, largely (but not only) due to its position as the UK’s hub airport. This point is demonstrated by previous, intentionally disruptive and harmful incidents directed at Heathrow. Some

examples given below highlight the Claimant's need to take action and obtain the injunction sought.

27. For example, there have been past incidents directly at Heathrow:-

- (a) From 12 September 2019, the climate change campaign group, Heathrow Pause attempted to disrupt flights into and out of Heathrow by flying drones in the airport's exclusion zone. The action was unsuccessful in disrupting flights and nineteen people were arrested;
- (b) On 8 January 2019 a drone, spotted close to the northern runway (in breach of the Byelaws and other laws), meant flights had to be suspended for just under an hour, during which period the southern runway remained open, but the northern runway had to be closed. Given the heightened threat environment, a significant Metropolitan Police-wide response was deployed, in addition to specialist military support. Operationally, this resulted in a 60-minute stoppage on aircraft departing the airport during which time 42 flights would have ordinarily departed and subsequent delays; and
- (c) On 13 July 2015, thirteen members of the climate change group 'Plane Stupid' broke through the perimeter fence and onto the northern runway. They chained themselves together, severely disrupting flight operations.

28. There have also been other incidents in the vicinity of the Airport:

- (a) On 27 September 2021, climate change activists defied a court order and blocked part of the M25 at Heathrow. A total of 53 people were arrested as Insulate Britain blocked the slip road at junction 14 just after 08:00 BST;
- (b) On 21 April 2019, 20 climate change activists launched a gathering outside Heathrow, amid a plan to "shut down" the transport hub. They gathered next to a roundabout between terminals two and three with a banner reading "are we the last generation?";
- (c) On 19 November 2016 activist group 'Rising Up' caused disruption after it was announced that the Government would be backing the £16 billion plan to expand Europe's busiest airport with a third runway. 15 supporters were

arrested after a so-called 'die-in' event at Heathrow over airport expansion during which they attempted to block the M4 spur road and successfully blocked the east ramp by 'locking-on'; and

- (d) On 21 February 2017, 'Rising Up' members caused tailbacks on the M4 heading towards Heathrow in an action against plans to build a third runway. A video posted by the group shortly before 0830 shows a car blocking the Heathrow Tunnel draped in a sign reading 'No new runways'. An activist is seen lying next to the vehicle on the road.

Health and safety concerns

29. Heathrow is a complex operational environment. Health and Safety is naturally taken very seriously and we consider there to be a real risk that any unlawful direct action at the Airport may endanger our staff, other companies' staff, our passengers, other legitimate visitors and the participants themselves.
30. There are obvious severe risks associated with any activity on a taxiway or runway are, but it is worth highlighting additional risks as well:
 - (a) those people who are not trained or being supervised will be oblivious to the numerous hazards associated with airports and the precise nature of the dangers - for example, how being too close to a jet engine carries a risk of ingestion. Our ground-staff are trained in airport health and safety issues so they can operate properly and safely, but even they have to remain vigilant . For example, in May 2024 someone was tragically killed when ingested into a passenger jet engine at Amsterdam's Schiphol Airport;
 - (b) airline pilots as well as authorised vehicle drivers on access roads between terminals and aircraft stands will not be expecting trespassers on or near the taxiway/runway. Any sudden need by pilots or drivers to take evasive action could put people at risk;
 - (c) as with all airports, movements on the taxiway/runway are carefully managed by air traffic control. However, air traffic control have no ability to

communicate with trespassers to ensure their own safety around aircraft and ground traffic movements; and

- (d) the emergency services and our own rescue and fire-fighting team may have to put themselves at risk in order to remove and/or rescue trespassers, and in the event of an airfield emergency their response may be hampered with serious potentially fatal consequences.

31. Also, Heathrow is a Code F compliant airport. This means Heathrow can receive the largest aircraft, which many other UK airports cannot. The ability to receive larger aircraft means Heathrow has a higher proportion of long-haul aircraft landing than other UK airports. These aircraft will, by the nature of their operations, be running lower on fuel reserves. In the event that Heathrow is forced to unexpectedly close due to the Defendants' actions, it may not be possible for such aircraft to be easily re-routed. These effects will be amplified if JSO attempt to block multiple airports (which is their stated aim (as per paragraph 8 of BCLP's statement) and could pose a serious threat to life, endangering the passengers, airline staff and operating personnel on that flight and also those on the ground.
32. Given the nature of Heathrow's business, it is also a potential target for terrorist activity. Heathrow has specialist Police in operation who carry firearms and can respond to any such threat with potentially lethal force. Aviation Police enforce any prohibitions to a 'severe' threat level, as standard procedure, due to the unique threats to which Heathrow is exposed.
33. The general risk to health and safety is also easily illustrated by examples of similar action in the past:
 - (a) I am aware that the Extinction Rebellion group targeted London's City Airport in 2019. This involved members climbing on top of the roof of the main terminal building and one person even glued himself to an aircraft **[JDC1/225-237]**. These activities are self-evidently a danger to those involved and innocent bystanders.
 - (b) As mentioned above already, on 20 June 2024, two JSO supporters breached the fence at Stansted Airport and sprayed orange paint over private jets. These

incursions could have had dire consequences depending on the response from airport Police focused on dealing with terror threats, not to mention the usual obvious risks from aircraft ground movements.

Severe impact of disruption

34. I consider that the potential impacts of the disruption at Heathrow would be extremely severe. In addition to the safety and security risks that I have discussed above, any direct action campaign, if it were allowed to go ahead, would likely have the following impacts on Heathrow and those who use it:
- (a) Firstly, direct action could cause significant disruption to innocent travellers, in the form of delays, diversions and cancellations, as a result of planes not being able to land or take-off from Heathrow. Flights in summer operate at a very high load factor (i.e. aircraft are at or near full capacity). The effect of this is that: (1) a very high number of travellers could be affected by the disruption; and (2) there would be very few spare places on alternative flights on which passengers could be re-booked;
 - (b) Secondly, the disruption caused by direct action may have a significant impact on businesses and the wider economy. It is perhaps obvious that business travel would be disrupted by flights not being able to take off and land at Heathrow. It is, however, less obvious, but equally important, that key supply chains, upon which businesses rely, would also be severely disrupted. Problems like this could be seen in the early days of the COVID-19 pandemic when supply chains were disrupted. In this regard, I point to the statistics I set out at paragraph 12 above with regard to the scale of Heathrow's cargo operations, and the critical nature of some of the cargo which is carried;
 - (c) Thirdly, passengers intending to transfer at Heathrow will experience diversions, delays or cancellations as a result of the disruption (in 2024 approximately 18 million passengers are forecast to transfer at Heathrow);
 - (d) Fourthly, if, as a result of JSO's direct action, the airport becomes extremely busy with people waiting in the terminals for delayed flights, the car parks and subsequently the roads around Heathrow, including the M25 motorway, are

likely to become congested. This would, in my opinion, very quickly become a national infrastructure issue;

- (e) Fifthly, there may be significant disruption to airlines which will persist even after the runways are able to re-open as a result of aircraft, cabin crew, and baggage being in the wrong place;
 - (f) Sixthly, to the extent the airport has to close as a result of any direct action, a further important aspect to consider from a safety perspective is the extremely limited additional airport capacity that exists in the South East outside of Heathrow. Heathrow typically averages 40 – 45 aircraft landings per hour. The excess capacity of nearby airports such as Gatwick, Stansted and Luton is such that if landings at Heathrow had to be completely stopped due to disruption, these other airports could only absorb re-directed aircraft bound for Heathrow for around an hour. Other inbound aircraft would have to be diverted to other airports, including airports outside the UK. The attendant disruption this would cause would be enormous. This is in addition to the point I make at paragraph 31 above about some other airports being unable to handle certain large aircraft types;
 - (g) Seventhly, significant Police resources will likely be deployed to Heathrow, not only from the Metropolitan Police, but from other neighbouring Police forces as well. The impact of this is twofold: (1) vital Police resources are diverted away from other areas with the result that such other areas become more vulnerable to crime; and (2) the considerable additional costs of this policing.
35. Further, to the extent additional safeguards by way of the injunctions sought cannot be obtained, all of the above problems could be compounded if JSO took simultaneous action (for example, closing London Gatwick at the same time as London Heathrow) with potentially catastrophic consequences for the safe landing of inbound aircraft.

Likely financial impact

36. As well as earning revenue from services to airlines, Heathrow also generates revenue from a variety of other sources, including concession fees from retail operators, income

from car parks, advertising revenue, the rental of airport premises, the provision of facilities and services and the Heathrow Express rail service.

37. To the extent the direct action suspends activity at Heathrow, it would also cause a significant economic loss to the Claimant. Based on information supplied to me by the Head of Finance - Operation at Heathrow, we estimate that closure of a single runway for half a day (0600-1200) would result in a loss of approximately £5.4 million. We would also expect to incur many millions in additional operating costs resulting from assisting disrupted passengers (such as providing passengers with spending vouchers for meals and hotel accommodation).

Metropolitan Police advice

38. Due to the threat posed by Just Stop Oil, their publicly stated intent to disrupt airports and the numerous previous examples of their unlawful behaviour, on 8 and 20 May 2024, Heathrow was advised by Chief Superintendent Ian Howell of Aviation Policing to consider seeking an injunction to enhance the protective security & safety response of the airport.

The balance of convenience/compelling justification

39. Given the foregoing, I believe that:-
- (a) although JSO refer to planned airport disruption in broad terms, Heathrow is the obvious and highest profile target for disruption given that it is the UK's only hub airport;
 - (b) unless an injunction is granted, there are numerous very serious consequences of that threatened disruption at Heathrow, in particular during this summer;
 - (c) as noted above, it is very unlikely that JSO will make a public announcement concerning the location, time/date of its action so an urgent injunction is appropriate in such circumstances;
 - (d) having discussed matters further with BCLP, I can see how damages would not be an adequate remedy for the Claimant with reference to the impact of disruption when viewed as a whole. In addition to the large financial losses I

refer to above, we must also consider (i) health and safety risks, (ii) disruption inconvenience to passengers and staff, and (iii) dangers associated with the risk of extended plane holding or diversions. Furthermore, there is no credible reason to believe any of the Persons Unknown could or would meet any award of damages;

- (e) since the Claimant seeks only to prevent unlawful activity, there is no obvious way the Defendants will suffer any actionable loss; and
- (f) the grant of the injunction sought would be a genuinely appropriate and effective deterrent to prevent unlawful behaviour.

Cross-undertaking in damages

- 40. As noted above, I am not aware of any loss or damage the Defendants could bring an action for. Nevertheless, as is expected, I am authorised on behalf of the Claimant to provide the necessary cross-undertaking to pay any sum which the Court considers appropriate to compensate anyone affected by the proposed injunction if it is subsequently determined that the Claimant is not entitled to the order which they seek.
- 41. The audited accounts for the Claimant's year ending 31 December 2023 show revenue of £3,602 million and adjusted profit before tax of £485 million.

Statement of Truth

I believe that the facts stated in this Witness Statement and Exhibit are true. I understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

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Jonathan Daniel Coen

7 July 2024

IN THE HIGH COURT OF JUSTICE

Claim No: KB-2024-002210

KINGS BENCH DIVISION

Before The Honourable Mr Justice Julian Knowles

BETWEEN:

HEATHROW AIRPORT LIMITED

-and-

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
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(WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW
AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A TO THE
PARTICULARS OF CLAIM**



Defendants

ORDER

PENAL NOTICE

**IF YOU THE WITHIN DEFENDANTS OR PERSONS UNKNOWN OR ANY OF YOU
DISOBEY THIS ORDER OR INSTRUCT OR ENCOURAGE OTHERS TO BREACH
THIS ORDER YOU MAY BE HELD TO BE IN CONTEMPT OF COURT AND MAY
BE IMPRISONED, FINED OR HAVE YOUR ASSETS SEIZED.**

**ANY OTHER PERSON WHO KNOWS OF THIS ORDER AND DOES ANYTHING
WHICH HELPS OR PERMITS THE DEFENDANTS OR PERSONS UNKNOWN TO
BREACH THE TERMS OF THIS ORDER MAY ALSO BE HELD IN CONTEMPT OF
COURT AND MAY BE IMPRISONED, FINED OR HAVE THEIR ASSETS SEIZED.**

IMPORTANT NOTICE TO THE DEFENDANTS AND PERSONS UNKNOWN

This Order prohibits you from doing the acts set out in this Order. You should read it carefully. You are advised to consult a solicitor as soon as possible. You have the right to ask the Court to vary or discharge this Order.

UPON the Claimant having issued this Claim by a Claim Form dated 7 July 2024

AND UPON hearing the Claimant's application for an interim injunction by Application Notice dated 7 July 2024

AND UPON READING the Witness Statements of Akhil Markanday dated 6 July 2024 and Jonathan Daniel Coen dated 7 July 2024

AND UPON HEARING Leading Counsel and Junior Counsel for the Claimant

AND UPON the Claimant giving and the Court accepting the undertakings set out in Schedule 1 to this Order

IT IS ORDERED THAT:

INJUNCTION

1. Until 9 July 2029 or final determination of the Claim or further order in the meantime, whichever shall be the earlier, the Defendants must not, without the consent of the Claimant, enter, occupy or remain on Heathrow Airport, Hounslow, Middlesex, as shown edged purple on the plan annexed to this Order at Schedule 2 ("Plan A").
2. In respect of paragraph 1, the Defendants must not (a) do it himself/herself/themselves in any other way (b) do it by means of another person acting on his/her/their behalf, or acting on his/her/their instructions.
3. The injunction set out at paragraph 1 of this Order shall be reviewed annually on each anniversary of the Order (or as close to this date as is convenient having regard to the Court's list) with a time estimate of 1 ½ hours. The Claimant is permitted to file and serve any evidence in support 14 days before the review hearing. Skeleton Arguments shall be filed at Court, with a bundle of authorities, not less than 2 days before the hearing.

VARIATION

4. Anyone served with or notified of this Order may apply to the Court at any time to vary or discharge this Order or so much of it as affects that person but they must first give the Claimant's solicitors 72 hours' notice of such application. If any evidence is to be relied upon in support of the application the substance of it must be communicated in writing to the Claimant's solicitors at least 48 hours in advance of any hearing.
5. Any person applying to vary or discharge this Order must provide their full name, address and address for service.
6. The Claimant has liberty to apply to vary this Order.

SERVICE AND NOTIFICATION

7. Service of the Claim Form, the Application for interim injunction and this Order is dispensed with, pursuant to CPR 6.16, 6.28 and 81.4(2)(c).
8. Pursuant to the guidance in *Wolverhampton CC v London Gypsies & Travellers* [2024] 2 WLR 45, the Claim Form, Application Notice, evidence in support and a Note of the Hearing on 9 July 2024 will be notified to the Defendants by the Claimant carrying out each of the following steps:
 - 8.1 Uploading a copy on to the following website: www.heathrow.com/injunction
 - 8.2 Sending an email to the email addresses listed in Schedule 3 to this Order stating that a claim has been brought and an application made and that the documents can be found at the website referred to above.
 - 8.3 Either affixing a notice at the locations shown marked with a red dot on the second plan attached to this Order at Schedule 4 ("Plan B") setting out where these documents can be found and obtained in hard copy or including this information in the warning notices referred to at paragraph 9.4 below.

9. Pursuant to the guidance in *Wolverhampton CC v London Gypsies and Travellers* [2024] 2 WLR 45, this Order shall be notified to the Defendants by the Claimant carrying out each of the following steps:
 - 9.1 Uploading a copy of the Order on to the following website:
www.heathrow.com/injunction
 - 9.2 Sending an email to the email addresses listed in Schedule 3 to this Order attaching a copy of this Order.
 - 9.3 Affixing a copy of the Order in A4 size in a clear plastic envelope at each of the locations shown with a red dot on Plan B.
 - 9.4 Affixing warning notices of A2 size at those locations marked with a red dot on Plan B, substantially in the form of the notice at Schedule 5.
10. Pursuant to the guidance in *Wolverhampton CC v London Gypsies and Travellers* [2024] 2 WLR 45, notification to the Defendants of any further applications shall be effected by the Claimant carrying out each of the following steps:
 - 10.1 Uploading a copy of the application on to the following website:
www.heathrow.com/injunction
 - 10.2 Sending an email to the email addresses listed in Schedule 3 to this Order stating that an application has been made and that the application documents can be found at the website referred to above.
 - 10.3 Affixing a notice at these locations marked with a red dot on Plan B stating that the application has been made and where it can be accessed in hard copy and online.
11. Pursuant to the guidance in *Wolverhampton CC v London Gypsies and Travellers* [2024] 2 WLR 45, notification of any further documents to the Defendants may be effected by carrying out the steps set out in paragraphs 10.1 and 10.2 only.

12. In respect of paragraphs 8 to 11 above, effective notification will be deemed to have taken place on the date on which all the relevant steps have been carried out.
13. For the avoidance of doubt, in respect of the steps referred to at paragraphs 8.3, 9.3 and 10.3, effective notification will be deemed to have taken place when the documents have all been first affixed regardless of whether they are subsequently removed.

FURTHER DIRECTIONS

14. Liberty to apply.

COSTS

15. Costs reserved.

COMMUNICATIONS WITH THE CLAIMANT

16. The Claimant's solicitors and their contact details are:

- (1) Akhil Markanday

Bryan Cave Leighton Paisner, Governor's House, 5 Laurence Pountney Hill,
London EC4R 0BR akhil.markanday@bclplaw.com / +44 20 3400 4344

- (2) Phil Spencer

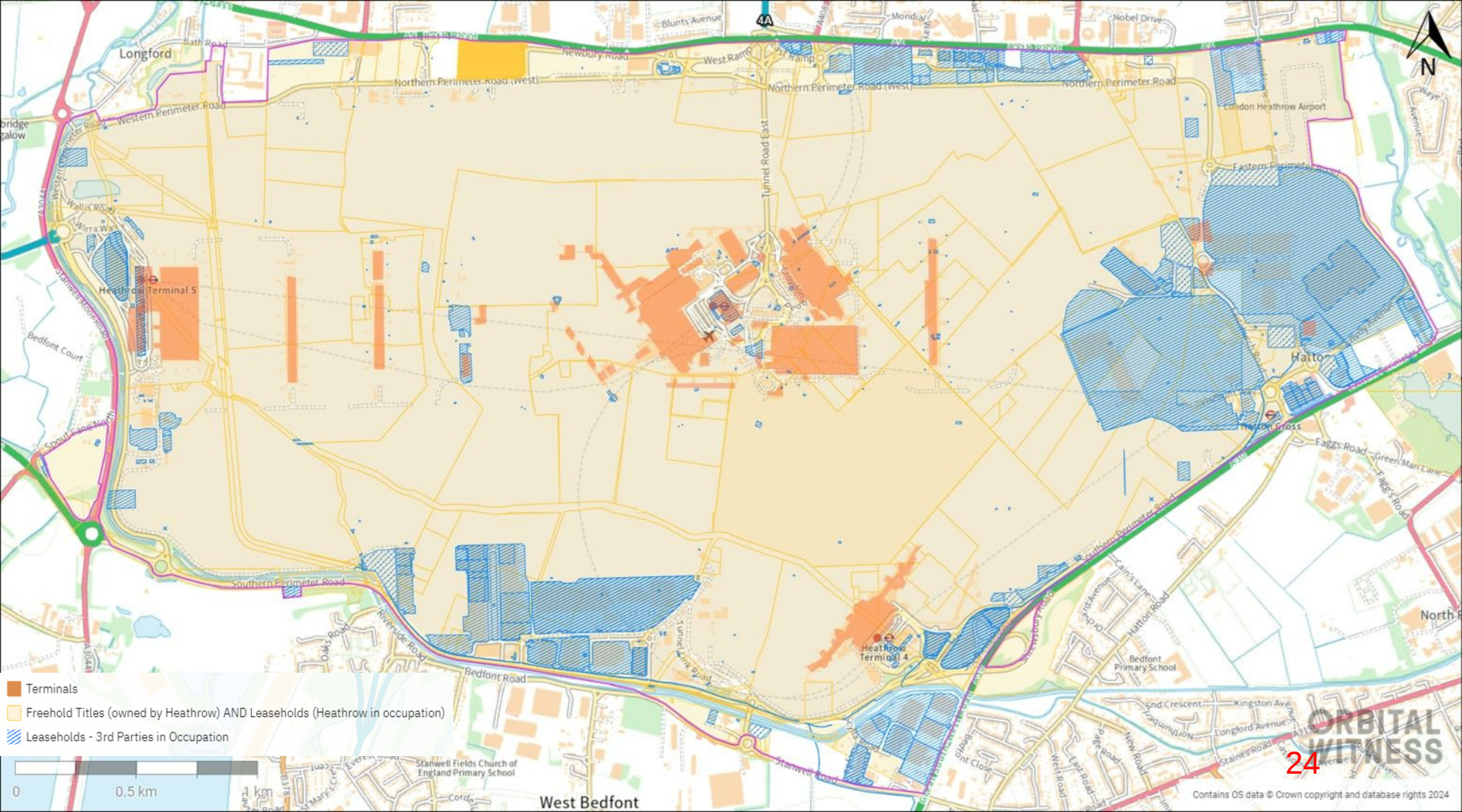
Bryan Cave Leighton Paisner, Governor's House, 5 Laurence Pountney Hill,
London EC4R 0BR phil.spencer@bclplaw.com / +44 20 3400 3119

Dated: 9 July 2024

SCHEDULE 1 – UNDERTAKINGS

1. The Claimant will take steps to notify Defendants of the Claim Form, Application Notice, evidence in support, the Order and a Note of the Hearing on 9 July 2024 as soon as practicable and no later than 5pm on 15 July 2024.
2. The Claimant will comply with any order for compensation which the Court might make in the event that the Court later finds that the injunction in paragraph 1 of this Order has caused loss to a future Defendant and the Court finds that the future Defendant ought to be compensated for that loss.

SCHEDULE 2 – PLAN A

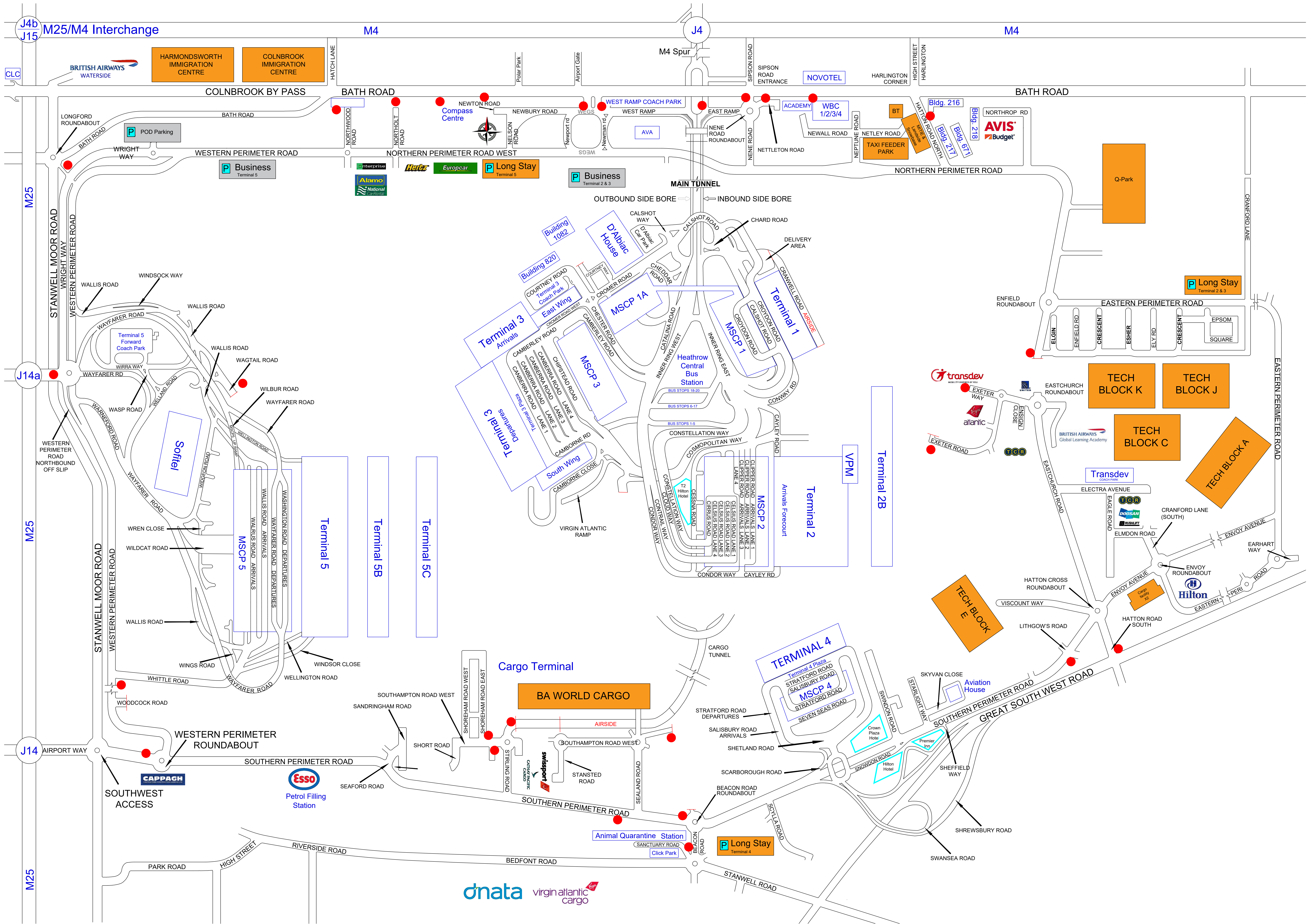


- Terminals
- Freehold Titles (owned by Heathrow) AND Leaseholds (Heathrow in occupation)
- Leaseholds - 3rd Parties in Occupation

SCHEDULE 3 – EMAIL ADDRESSES

1. juststopoil@protonmail.com
2. juststopoilpress@protonmail.com
3. info@juststopoil.org

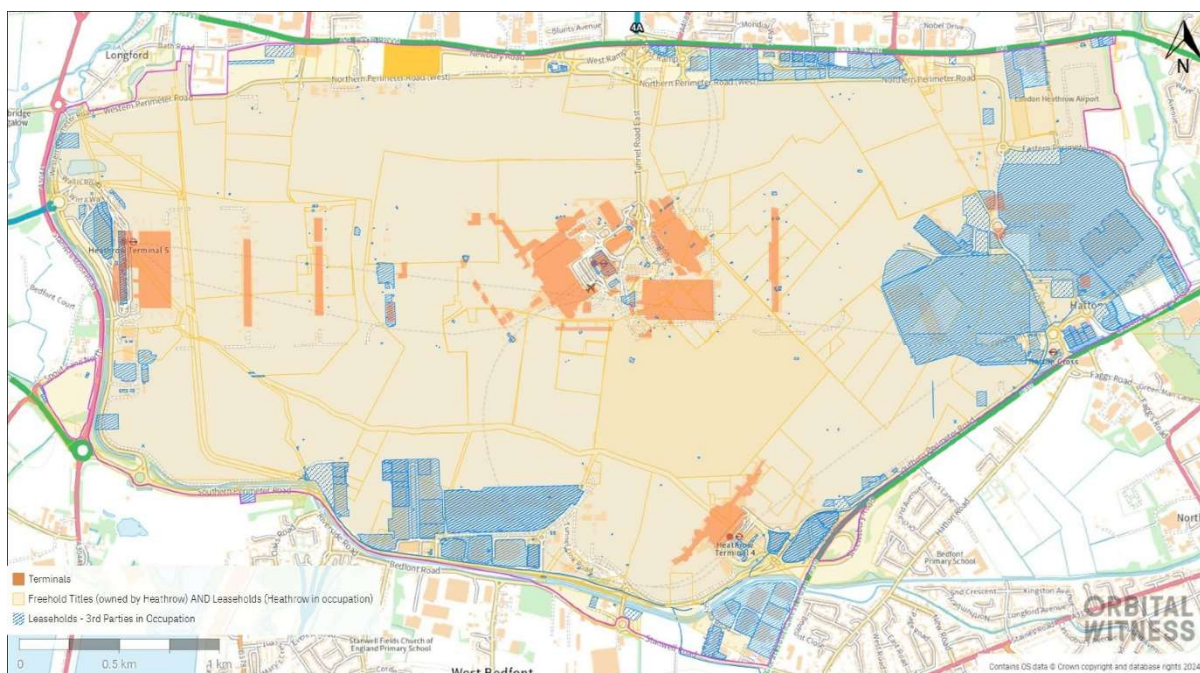
SCHEDULE 4 – PLAN B



SCHEDULE 5 – NOTICE
WARNING – NOTICE OF COURT INJUNCTION

A HIGH COURT INJUNCTION granted in Claim No KB-2024-002210 granted on 9 July 2024 until 9 July 2029 or final determination of the Claim or further order in the meantime, whichever shall be the earlier, now exists in relation to Heathrow Airport. The injunction means you may NOT without the express consent of HEATHROW AIRPORT LIMITED:

IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN ENTER, OCCUPY OR REMAIN UPON 'LONDON HEATHROW AIRPORT' AS IS SHOWN EDGED PURPLE ON THE PLAN BELOW:



ANYONE BREACHING THE TERMS OF THIS COURT ORDER OR ASSISTING ANY OTHER PERSON IN BREACHING THE TERMS OF THIS ORDER MAY BE HELD TO BE IN CONTEMPT OF COURT AND MAY BE SENT TO PRISON, FINED, OR HAVE THEIR ASSETS SEIZED.

A copy of the legal proceedings (including the Order, Claim Form, Application Notice, evidence in support and a note of the hearing on 9 July 2024) can be viewed at www.heathrow.com/injunction or obtained from:

- (1) Compass Centre, Heathrow Airport, Nelson Road, Hounslow TW6 2GW, which is open between 9am-5pm Monday-Friday; or
- (2) Bryan Cave Leighton Paisner LLP, Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR (Reference: AMRK/PSPE/20H0904.000140; Telephone: 020 3400 3119).

Anyone notified of this Order may apply to the Court at any time to vary or discharge this Order or so much of it affects that person but they must first give the Claimant's solicitors 72 hours' notice of such application. The address of the Court is the Royal Courts of Justice, Strand, London WC2A 2LL.



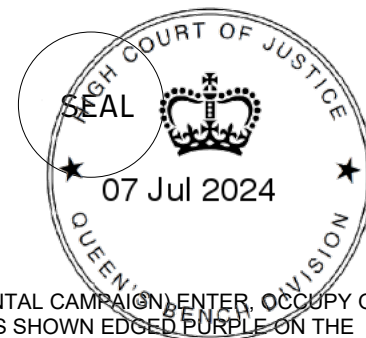
Claim Form

You may be able to issue your claim online which may save time and money. Go to www.moneyclaim.gov.uk to find out more.

In the High Court of Justice King's Bench Division	
Fee Account no.	PBA0076972
Help with Fees - Ref no. (if applicable)	H W F - -

	For court use only
Claim no.	
Issue date	

Claimant(s) name(s) and address(es) including postcode
Heathrow Airport Limited (company no. 01991017)
The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6
2GW



Defendant(s) name and address(es) including postcode
PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM

KB-2024-002210

Brief details of claim

The Claimant seeks an injunction to restrain the Defendants from acts of trespass or nuisance on the Claimant's land, as more particularly described in the Particulars of Claim.

Value

This is a non-monetary claim

Defendant's name and address for service including postcode

N/A

	£
Amount claimed	
Court fee	626
Legal representative's costs	TBA
Total amount	

For further details of the courts www.gov.uk/find-court-tribunal.

When corresponding with the Court, please address forms or letters to the Manager and always quote the claim number.

Claim no.

You must indicate your preferred County Court Hearing Centre for hearings here
(see notes for guidance)

King's Bench Division, The Royal Courts of Justice, Strand, London WC2A 2LL

Do you believe you, or a witness who will give evidence on your behalf, are vulnerable in any way which the court needs to consider?

- ☐ Yes. Please explain in what way you or the witness are vulnerable and what steps, support or adjustments you wish the court and the judge to consider.

- ☒ No

Does, or will, your claim include any issues under the Human Rights Act 1998?

- ☒ Yes
☐ No

Claim no.	
-----------	--

Particulars of Claim

- ☒ attached
- ☐ to follow

Statement of truth

Note: you are reminded that a copy of this claim form must be served on all other parties.

I understand that proceedings for contempt of court may be brought against a person who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

- ☐ I **believe** that the facts stated in this claim form and any attached sheets are true.
- ☒ **The claimant** believes that the facts stated in this claim form and any attached sheets are true. **I am authorised** by the claimant to sign this statement.

Signature

- ☐ Claimant
- ☐ Litigation friend (where claimant is a child or protected party)
- ☒ Claimant's legal representative (as defined by CPR 2.3(1))

Date

Day

0 7

Month

0 7

Year

2 0 2 4

Full name

Philip Keith Spencer

Name of claimant's legal representative's firm

Bryan Cave Leighton Paisner LLP

If signing on behalf of firm or company give position or office held

Senior Associate

Claimant's or claimant's legal representative's address to which documents should be sent.

Building and street

Governor's House

Second line of address

5 Laurence Pountney Hill

Town or city

London

County (optional)

Postcode

E C 4 R 0 B R

If applicable

Phone number

020 3400 3119

DX number

Your Ref.

AMRK/PSPE/20H0904.140

Email

phil.spencer@bclplaw.com

IN THE HIGH COURT OF JUSTICE
KINGS BENCH DIVISION

Claim No:

BETWEEN:

HEATHROW AIRPORT LIMITED

Claimant

-and-

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN
(WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW
AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A TO THE
PARTICULARS OF CLAIM**

Defendants

PARTICULARS OF CLAIM

THE CLAIMANT

1. The Claimant is the operator of the 'London Heathrow Airport', Hounslow, Middlesex ('the Airport'), as shown edged purple on Plan A annexed to the Particulars of Claim ('Plan A').
2. As the operator of the Airport:
 - 2.1 The Claimant holds a certificate for operation of the Airport issued by the UK Civil Aviation Authority ("CAA") dated 6 April 2016, with reference number UK: EGLL – 00;
 - 2.2 The Claimant has the benefit of an Economic Licence granted by the CAA under Part 1 of the Civil Aviation Act 2012; and

- 2.3 The Claimant has made the ‘Heathrow Airport – London Byelaws 2014’ (“the Byelaws”) pursuant to section 63 and 64 of the Airports Act 1986 regulating the use and operation of the Airport and the conduct of all persons while within the Airport, which came into force on 13 April 2014.

THE LAND TO WHICH THE CLAIM RELATES

3. The land and property to which the Claim relates is the Airport. It does not include residential property.
4. The Claimant is the owner of the Airport pursuant to the titles listed in Schedule 1 to the Particulars of Claim.
5. The Claimant has granted various leases and licences in respect of certain parts of the Airport. The areas in respect of which the Claimant has a right to immediate possession, pursuant either to the Claimant’s freehold ownership or immediate leasehold interests are shown shaded yellow on Plan A (excluding the areas hatched blue and shaded orange) (“the Yellow Land”).
6. As the operator of the Airport, as set out in Paragraphs 1 and 2 above, the Claimants still retains sufficient control over those parts of the Airport in respect of which it has granted leases and licences, to entitle it to exercise control over the Airport in relation to any persons trespassing thereon.

THE DEFENDANTS

7. The Defendants are environmental activists associated with the Just Stop Oil campaign (or other environmental campaigns) who have committed to engaging in campaign of disruptive direct action at airports across the United Kingdom.
8. At a meeting in Birmingham in early March 2024, the environmental campaigners associated with the ‘Just Stop Oil’ campaign discussed the taking of direct action at airports across the UK in the summer of 2024.

9. The homepage of the website of Just Stop Oil emphasises the plans to target action on airports during the summer of 2024 and a video was published on 5 May 2024 at <https://www.youtube.com/watch?v=tbvYQFGAY48> which discloses an intention to disrupt airports in the UK in the summer months of 2024. In particular, the said video evidences that the Airport is a specific target of disruption by showing a screen shot of a road sign on the highway immediately adjacent to the perimeter of the Airport (with directions to Terminal 5 and Terminals 2, 3 and 4).
10. Furthermore, multiple messages sent from the official Instagram account of Just Stop Oil demonstrate how campaigners associated with Just Stop Oil intend to target airports by direct action activities.
11. In support of their aim to disrupt airports in the summer months, two Just Stop Oil fundraising pages have been set up, namely:
 - 11.1 “Fund Radical Climate Action — Just Stop Oil | Chuffed | Non-profit charity and social enterprise fundraising” which has raised £149,000 as of 1 July 2024) and states:

“We’re escalating our campaign this summer to take action at airports.
 - 11.2 “Cat’s out the bag. Just Stop Oil will take action at airports  | Chuffed | Non-profit charity and social enterprise fundraising” which has raised £24,000 as of 1 July 2024) states

“Cat’s out the bag. Just Stop Oil will take action at airports

The secret is out — and our new actions are going to be big.

We’re going so big that we can’t even tell you the full plan, but know this — Just Stop Oil will be taking our most radical action yet this summer. We’ll be taking action at sites of key importance to the fossil fuel industry; super-polluting airports.
12. There has also been extensive media coverage of the Just Stop Oil plans and the danger they pose. A Daily Mail online article entitled ‘Exclusive Revealed: The eco mob plot to ruin the summer holidays with activists planning to disrupt flights by gluing themselves to

major airport runways' states that Just Stop Oil have advocated the following means of protest:

- *"Cutting through fences and gluing themselves to runway tarmac;*
- *Cycling in circles on runways*
- *Climbing on to planes to prevent them from taking off*
- *Staging sit-ins at terminals 'day after day' to stop passengers getting inside airports."*

THE POTENTIAL EFFECTS OF THE THREATENED DIRECT ACTION

13. In summary, the potential risks and/or effects of the apprehended activities would include the following:

- 13.1 A real risk to life and limb;
- 13.2 Significant disruption to passengers;
- 13.3 Significant disruption to airlines;
- 13.4 Significant impact on businesses and the wider economy;
- 13.5 Consequential effects on the infrastructure network around the Airport;
- 13.6 The need for deployment of additional Police resources at the Airport;
- 13.7 Substantial economic losses to the Claimant.

THE THREATENED ACTS OF TRESPASS AND/OR NUISANCE

14. By reason of the foregoing, the Claimant apprehends that unless restrained by this Honourable Court, there is a serious and imminent risk that the Defendants will commit acts of trespass and nuisance by way of 'direct action' activities, for which they have no permission or licence to enter upon the Airport.

15. Members of the public have an implied consent to enter the Airport for air-travel and directly related purposes. All persons entering the Airport are subject to the Byelaws which regulate the use and operation of the Airport and the conduct of all persons while within the airport
16. By Byelaw 3.19 of the Byelaws, no person shall organise or take part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport.
17. By Byelaw 3.21 of the Byelaws, no person shall intentionally obstruct or interfere with the proper use of the Airport or with any person acting in the execution of his duty in relation to the operation of the Airport.
18. Accordingly, although members of the public have an implied consent to enter the Airport for the purpose of travelling by air and for directly related purposes, they do not have permission to enter or remain or occupy any land thereon for the purposes of:
 - 18.1 Organising or taking part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport (Byelaw 3.19).
 - 18.2 Intentionally obstructing or interfering with the proper use of the Airport (Byelaw 3.21).
19. Further and/or alternatively, the threatened acts referred to above would amount to a nuisance, in that they would give rise to an unreasonable interference with the use and operation of the Airport.
20. Further and/or alternatively, the nuisance referred to at Paragraph 19 above would also constitute a public nuisance in that the acts referred to above would substantially affect members of the public, including, but not limited, to persons wishing to use the Airport for the purpose of air travel as well as the Claimant. As such, the nuisance would 'materially affect the reasonable comfort and convenience of a class of His Majesty's subjects' and the Claimant would suffer 'special damage' in respect thereof given the

loss and damage referred to in Paragraph 13 above would constitute foreseeable and substantial damage over and above that suffered by the public at large.

21. Accordingly, as the operator of the Airport and by reason of the matters set out in Paragraph 6 above, the Claimant seeks injunctive relief restraining the apprehended acts of trespass and/or nuisance in respect of the Airport.

HUMAN RIGHTS

22. Reliance by the Defendants on rights of freedom of expression and/or assembly within Articles 10 and/or 11 of the European Convention of Human Rights would not provide a defence in the particular circumstances of this claim.

AND THE CLAIMANT CLAIMS

- (1) An order that the Defendants must not, without the consent of the Claimant, enter, occupy or remain upon any part of the Airport;
- (2) Further or other relief as the Court thinks fit;
- (3) Costs.

KATHARINE HOLLAND KC

JACQUELINE LEAN

Landmark Chambers

Statement of Truth

The Claimant believes that the facts stated in this particulars of claim are true. The Claimant understands that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

I am duly authorised by the Claimant to sign this statement.

.....

Philip Keith Spencer

Senior Associate, Bryan Cave Leighton Paisner LLP

7 July 2024

SCHEDULE 1**FREEHOLD TITLES OWNED BY THE CLAIMANT**

Title	Description
AGL101701	Land on the north side of Wessex Road, Hillingdon
AGL105601	land and buildings on and lying to the east of Western Perimeter road, London Heathrow Airport
AGL118218	Land at Southern Perimeter Road, Stanwell, Staines
AGL119941	Land on the North West side of Southern Perimeter Road, Stanwell, Staines
AGL125841	Land lying to the east of Western Perimeter Road, London Heathrow Airport
AGL138033	The Duke of Northumberland's River, West Drayton
AGL139852	Part of World Business Centre Phase, 2 Newall Road, London Heathrow Airport, Hounslow
AGL142943	Land and buildings lying to the south of Perry Oaks Drive, West Drayton
AGL153197	land at London Heathrow Airport, London
AGL159358	Land at Perry Oaks Drive, West Drayton
AGL159912	land at London Heathrow Airport, London
AGL166776	Land lying to the south west of 576 Bath Road, West Drayton
AGL166778	Land lying to the East of Spout Lane North, Staines
AGL166779	Land lying to the North East of Spout Lane North, Staines
AGL166780	Land lying to the East of Spout Lane North, Staines
AGL166781	Land lying to the south east of Spout Lane North, Staines
AGL167758	Land on the North side of Stanwell Road, Feltham
AGL187778	subsoil beneath the Duke of Northumberland's river London Heathrow Airport, London
AGL187782	part of the former course of the Duke of Northumberland's River, London Heathrow Airport, London
AGL188780	Land on the south side of Southern Perimeter Road, London Heathrow Airport, Hounslow
AGL196517	subsoil beneath the Duke of Northumberland's River, Heathrow Airport, London
AGL204428	Land at London Heathrow Airport, London
AGL204430	Land at London Heathrow Airport, London

AGL3033	land lying to the West of Hatton Road, Feltham
AGL31061	Heathrow Hotel, Terminal 4, Heathrow Airport
AGL32323	land on the south side of Bath Road, Harlington
AGL41684	Land and buildings on the south side of Bath Road and on the South West side of Hatton Road, Heathrow Airport
AGL41685	Land and buildings on the west side of Cranford Lane, Heathrow Airport
AGL41686	Land and buildings on the West side of Sheffield Way, Heathrow Airport
AGL47788	Land on the east side of Airport Way, South East side of Spout Lane, Stanwell
AGL49922	Land on the south side of Bath Road, Hillingdon
AGL53628	Land on the north side of Bedfont Road, Bedfont, Stanwell
AGL55260	Part of Heathrow Airport, London
AGL57950	World Business Centre, Newall Road, Heathrow Airport
AGL58193	Building 1071, London Heathrow Airport, Hounslow (TW6 3AQ)
AGL58194	The Compass Centre, Nelson Road, London Heathrow Airport, TW6 2QQ
AGL58197	Renaissance London Heathrow Hotel, Bath Road, Heathrow, Hounslow (TW6 2AQ)
AGL58200	B521 Southampton House, Southampton Road, World Cargo Centre, Heathrow Airport
AGL58829	Building 717, Southern Perimeter Road, London Heathrow Airport, Hounslow (TW6 3SY)
AGL66857	9 North Hatton Road
AGL66862	United House Building, 451 Southern Perimeter Road, London Heathrow Airport, Hounslow (TW6 3LP)
AGL66864	World Business Centre Phase II, Newall Road, London Heathrow Airport, Hounslow (TW6 2RQ)
AGL69297	the Visitor Centre, Bath Road, Heathrow Airport, Hounslow (TW6 2AP)
AGL71479	Contractor's Compound, Sanctuary Road, Stanwell
AGL75860	Land at The Police Station, Northside
AGL7637	2 Perry Oaks Drive, West Drayton (UB7 0EP)
AGL86703	3 Burrow Hill Close, Heathrow, Hounslow (TW6 2ND)
AGL89018	4 Burrow Hill Close, Heathrow, Hounslow (TW6 2ND)
AGL92309	Land on the South side of Bath Road, London
AGL92311	Land and Building on the South side of Bath Road, London

MX102958	Land forming part of Heathrow Airport
MX102959	Heathrow Airport, London
MX118060	land lying to the north of Stanwell Road
MX121799	Land forming part of Heathrow Airport
MX122309	Land forming part of Heathrow Airport
MX124923	Land forming part of Heathrow Airport
MX129648	The Cyclists Rest, Hatton Road
MX131029	Land at Heathrow Airport
MX131030	Land forming part of Heathrow Airport
MX131532	land on the south side of Bath Road, forming part of Heathrow Airport
MX132446	part of London (Heathrow) Airport
MX133485	West Ramp Coach Park, London Heathrow Airport, Hounslow, TW6 2QU
MX134218	land forming part of London Heathrow Airport, Hounslow
MX134561	Part of Heathrow Airport
MX13479	Land on the North side of the Southern Perimeter Road, London Heathrow Airport, Hounslow
MX135107	land forming part of London Heathrow Airport, Hounslow
MX135983	Land on the south of Bath Road, Harmondsworth
MX136678	Land forming part of London Heathrow Airport, Stanwell
MX137020	Land on the north side of Stanwell Road, East Bedfont
MX138008	situate on the south side of Bath Road
MX138125	Land on the South side of Bath Road
MX138184	land forming part of London (Heathrow) Airport
MX138476	Land forming part of Heathrow Airport
MX140009	Land at Heathrow Airport
MX140064	land on the south side of Bath Road, Hayes
MX140158	Land forming part of Heathrow Airport
MX141558	447 Hatton Road, Feltham (TW14 9QP)
MX143545	Land forming part of Heathrow Airport
MX148884	part of Heathrow Airport
MX149634	Land forming part of Heathrow Airport
MX154289	land lying to the north of Stanwell Road

MX154382	part of London Heathrow Airport
MX155712	Land lying to the south of Northern Perimeter Road, Heathrow, Hounslow
MX156037	Land lying to the south of Northern Perimeter Road, Heathrow, Hounslow
MX156056	Land forming part of Heathrow Airport
MX156057	Land lying to the south of Northern Perimeter Road, Heathrow, Hounslow
MX156230	Land forming part of Heathrow Airport
MX156982	Land and building on the south side of Bath Road and south west side of Hatton Road
MX160406	Land forming part of Heathrow Airport
MX160655	land at Heathrow Airport
MX160662	Land at Heathrow Airport
MX160771	land forming part of Heathrow Airport
MX162010	Land forming part of Heathrow airport
MX163122	land adjoining White's Stores, Hatton Road, Hatton Cross
MX163524	land forming part of Heathrow Airport
MX164507	Magpie Place and Magpie Cottages, Bath Road
MX164508	Land at Heathrow Airport
MX164815	Long stay car park eastern perimeter road, London Heathrow Airport, Hounslow (TW6 2SB)
MX168921	land on the North-West side of Great South-West Road forming part of London (Heathrow) Airport, Hounslow
MX173710	part of Heathrow Airport, London
MX175692	Land forming part of Heathrow Airport
MX179450	land forming part of Heathrow Airport
MX180695	land forming part of Heathrow Airport, London
MX180748	land lying to the West of Hatton Road
MX186386	Heathrow Airport, London
MX193394	Land forming part of Heathrow Airport
MX194062	Land forming part of Heathrow Airport
MX203143	LAND ON THE NORTH SIDE OF Southern Perimeter Road, Heathrow, Hounslow
MX207871	Site Offices, Wessex Road, London Heathrow Airport, Hounslow (TW6 2QX)

MX2168	land and buildings on the north side of Spout Lane and south-west side of Longford River, Stanwell
MX217949	land lying between Longford River and Duke of Northumberland's River, Harmondsworth
MX224711	Land forming part of Heathrow Airport
MX224983	Land at Viscount Way, London Heathrow Airport, Hounslow
MX228536	known as Mayfield House lying to the north of Stanwell Road
MX230168	Land and buildings at Hatton
MX230476	land on the West side of Spout Lane, Staines
MX230979	land forming part of Heathrow Airport
MX231190	Land forming part of Heathrow Airport
MX232436	land at the junction of Bath Road and Hatton Road, Hounslow
MX235083	Land forming part of Heathrow Airport
MX235182	LAND ON THE NORTH EAST SIDE OF Ensign Close, London Heathrow Airport, Hounslow
MX236213	land at Heathrow Airport (formerly Oddfellows Cottages, Bath Road)
MX237577	Land at Heathrow Airport
MX237801	forms part of London Heathrow Airport
MX238906	land lying to the south of Bath Road, Harmondsworth
MX239071	Part of London (Heathrow) Airport, Harlington
MX243750	Land forming part of Heathrow Airport
MX243751	Land forming part of Heathrow Airport
MX244292	Land forming part of Heathrow Airport
MX244632	1 to 4 Oak Cottages and 1 to 4 Oaks Common Cottages, Heathrow Road, Harmondsworth
MX245592	Land forming part of Heathrow Airport
MX246727	Land forming part of Heathrow Airport
MX248915	Land forming part of Heathrow Airport
MX248916	land forming part of Heathrow Airport-London
MX249443	Land forming part of Heathrow Airport
MX250939	Land on the east side of Whitemead Lane and on the West side of Long Lane Harmondsworth
MX252007	Land forming part of Heathrow Airport

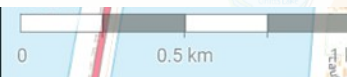
MX255590	Land forming part of Heathrow Airport
MX255892	Land forming part of Heathrow Airport
MX257835	the Site of 1, 2 and 3 Wells Cottages, Hatton Road
MX260728	Land forming part of Heathrow Airport
MX266089	Land forming part of Heathrow Airport
MX266090	land at Heathrow Airport
MX266394	LAND ON THE NORTH WEST SIDE OF Great South West Road, Bedfont, Feltham
MX269198	building 478, London Heathrow Airport, Hounslow (TW6 2EB)
MX276514	land at Heathrow Airport, Stanwell Road
MX278681	Land forming part of Heathrow Airport
MX303848	Land forming part of Heathrow Airport
MX304585	Land forming part of Heathrow Airport
MX306324	northside staff car park Northwood Road, London Heathrow Airport, Hounslow (TW6 2QW)
MX315988	Part of Heathrow Airport, London
MX320053	Land forming part of Heathrow Airport
MX320054	Land forming part of Heathrow Airport
MX321518	LAND ON THE NORTH SIDE OF Spout Lane, Staines
MX324155	LAND LYING TO THE WEST OF Great South West Road, London
MX328832	Land on the South side of Bath Road, Hayes
MX332258	Land part of Heathrow Airport
MX335978	445 Hatton Road, Feltham (TW14 9QP)
MX347243	land forming part of Heathrow Airport - London
MX349378	on the North West Side of Great South-West Road, Harmondsworth
MX352105	car park World Business Centre, Newall Road, London Heathrow Airport, Hounslow
MX356761	Fuel Depot, Ensign Close, London Heathrow Airport, Hounslow TW6 2PL
MX398707	Land lying to the South of Bath Road, Hounslow
MX401217	part of London Heathrow Airport
MX404168	Land at Heathrow Airport
MX441141	Land forming part of Heathrow Airport

MX75444	Land forming part of Heathrow Airport
MX79662	land forming part of Heathrow Airport, London
MX82957	LAND ON THE NORTH SIDE OF Spout Lane, Staines
MX86544	Land forming part of Heathrow Airport
MX94106	Land forming part of Heathrow Airport
NGL111084	land on the south side of Bath Road, Harmondsworth
NGL134306	land lying to the north of Perry Oaks Drive, West Drayton
NGL162048	Land forming part of Heathrow Airport
NGL21439	the Control Tower at London (Heathrow) Airport
NGL219053	60 and 62 The Gardens and being land lying to the south east of Great South-West Road
NGL22718	BEING LAND ON THE NORTH-WEST SIDE OF Great South West Road, Bedfont, Feltham
NGL235431	Hatton Road, Harlington
NGL24166	land lying to the south of Bath Road, Hounslow
NGL309951	land lying on the South side of the Southern Perimeter Road, Heathrow Airport
NGL332589	Perry Oaks Sewage Works
NGL35047	Land on the south side of Bath Road, West Drayton
NGL352644	Unit 1, 1 Bath Road, Heathrow, Hounslow (TW6 2AA)
NGL36628	Land forming part of Heathrow Airport
NGL369608	Land and buildings on the south side of Bath Road, West Drayton
NGL386170	3 Perry Oaks Drive, West Drayton
NGL392895	1 Perry Oaks Drive, Stanwell Moor Road, Longford, West Drayton
NGL526360	4 Perry Oaks Drive, West Drayton (UB7 0EP)
NGL94380	Land on the West side of Whitemead Lane, Longford
NGL97189	land lying to the South East of Bath Road and on the East side of Whitemead Lane, Longford
SY347180	part of the site of the Duke of Northumberland's River
SY348507	Land on the South side of Southern Perimeter Road, Stanwell, Staines
SY367470	Land forming part of Heathrow Airport
SY367471	land forming part of London Heathrow Airport, Stanwell
SY383943	Land on the north side of Stanwell Road and part of the site of Stanwell Road

SY397637	part of London Heathrow Airport, Stanwell
SY397639	forming part of London (Heathrow) Airport
SY397640	Land forming part of Heathrow Airport
SY397641	Land forming part of Heathrow Airport
SY397642	Land forming part of Heathrow Airport
SY397643	part of London (Heathrow) Airport, Stanwell
SY397644	Land forming part of Heathrow Airport
SY397645	being part of London Heathrow Airport
SY397646	land forming part of Heathrow Airport
SY397647	Land forming part of Heathrow Airport
SY433510	land lying to the south of Western Perimeter Road
SY508277	land lying to the south of The Western Perimeter Road, Heathrow Airport, London
SY606410	land and buildings lying on the North side of Stanwell Road, Stanwell
SY611949	5 Burrow Hill Close, Heathrow, Hounslow (TW6 2ND)
SY723927	LAND ON THE EAST SIDE OF Stanwell Moor Road, Staines

LEASEHOLD TITLES OWNED BY THE CLAIMANT

Title	Description
AGL139838	The Compass Centre, Nelson Road, London Heathrow Airport, TW6 2QQ
AGL190191	East Point, The Compass Centre, Nelson Road, London Heathrow Airport, Hounslow, TW6 2QQ
AGL190192	West Point, The Compass Centre, Nelson Road, London Heathrow Airport, Hounslow, TW6 2QQ
AGL190193	Meridian, The Compass Centre, Nelson Road, London Heathrow Airport, Hounslow, TW6 2QQ
AGL192576	Car Park, T5 Hotel, Wentworth Drive, London Heathrow Airport, Hounslow
AGL193608	pipelines lying on the south side of Southern Perimeter Road, Heathrow Airport, London
AGL193610	Land on the east side of Northern Perimeter Road, London Heathrow Airport, Hounslow
AGL41690	Substation 59 (which includes HV Switchgear and Transformer 1) and High Voltage Cables
AGL41692	An Electricity Sub Station, Newall Road, London Heathrow Airport, Hounslow
AGL46927	Car park to the south of Trident House, Bath Road, Heathrow
AGL478117	Fleet Support Unit, London Heathrow Airport, Hounslow
AGL54954	British Midland Maintenance Hangar, Exeter Way, London Heathrow Airport, Hounslow (TW6 2SY)
AGL554065	Pionair Centre Car Park, Northern Perimeter Road, London Heathrow Airport, Hounslow (TW6 2RG)



N244

Application notice

For help in completing this form please read the notes for guidance form N244Notes.

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Name of court High Court of Justice (KBD)	Claim no.
Fee account no. (if applicable)	Help with Fees – Ref. no. (if applicable)
PBA0076972	H W F - -
Warrant no. (if applicable)	
Claimant's name (including ref.) Heathrow Airport Limited	
Defendant's name (including ref.) Persons Unknown as defined in the Claim Form	
Date 07 Jul 2024	

1. What is your name or, if you are a legal representative, the name of your firm?

Bryan Cave Leighton Paisner LLP

KB-2024-002210

2. Are you a ☐ Claimant ☐ Defendant ☒ Legal Representative
- ☐ Other (please specify)

If you are a legal representative whom do you represent?

Claimant

3. What order are you asking the court to make and why?

(1) A without notice interim injunction as more particularly set out in the Particulars of Claim and the draft Order, (2) An order dispensing with service of the proceedings and Order on the Defendants

4. Have you attached a draft of the order you are applying for? ☒ Yes ☐ No
5. How do you want to have this application dealt with? ☒ at a hearing ☐ without a hearing
- ☐ at a remote hearing
6. How long do you think the hearing will last? 2 Hours Minutes
- Is this time estimate agreed by all parties? ☐ Yes ☒ No

7. Give details of any fixed trial date or period

N/A

8. What level of Judge does your hearing need?

High Court Judge

9. Who should be served with this application?

N/A (see 9a below)

- 9a. Please give the service address, (other than details of the claimant or defendant) of any party named in question 9.

The Claimant seeks an order dispensing with service. Details of how it proposes to notify persons potentially affected are set out in the witness statement and draft order

10. What information will you be relying on, in support of your application?

- ☒ the attached witness statement
- ☐ the statement of case
- ☐ the evidence set out in the box below

If necessary, please continue on a separate sheet.

11. Do you believe you, or a witness who will give evidence on your behalf, are vulnerable in any way which the court needs to consider?

☐ Yes. Please explain in what way you or the witness are vulnerable and what steps, support or adjustments you wish the court and the judge to consider.

☒ No

Statement of Truth

I understand that proceedings for contempt of court may be brought against a person who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

- ☐ **I believe** that the facts stated in section 10 (and any continuation sheets) are true.
- ☒ **The applicant believes** that the facts stated in section 10 (and any continuation sheets) are true. **I am authorised** by the applicant to sign this statement.

Signature

- ☐ Applicant
- ☐ Litigation friend (where applicant is a child or a Protected Party)
- ☒ Applicant's legal representative (as defined by CPR 2.3(1))

Date

Day	Month	Year
0 7	0 7	2 0 2 4

Full name

Philip Keith Spencer

Name of applicant's legal representative's firm

Bryan Cave Leighton Paisner LLP

If signing on behalf of firm or company give position or office held

Senior Associate

Applicant's address to which documents should be sent.

Building and street

Governor's House

Second line of address

5 Laurence Pountney Hill

Town or city

London

County (optional)

Postcode

E	C	4	R	0	B	R
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If applicable

Phone number

020 3400 3119

Fax phone number

DX number

Your Ref.

AMRK/PSPE/20H0904.140

Email

phil.spencer@bclplaw.com

Made on behalf of the Claimant
Witness: Akhil Markanday
Number of Statement: First
Exhibit: AM1
Dated: 6 July 2024

IN THE HIGH COURT OF JUSTICE

KING'S BENCH DIVISION

BETWEEN:

HEATHROW AIRPORT LIMITED

Claimant

- and -

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN
(WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW
AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A
TO THE PARTICULARS OF CLAIM**

Defendants

FIRST WITNESS STATEMENT OF AKHIL MARKANDAY

I, **AKHIL MARKANDAY**, of Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR, **will say as follows:**

- 1 I am a partner in the firm of Bryan Cave Leighton Paisner ("BCLP"). BCLP act for the Claimant in this matter, under my supervision. I am duly authorised to make this witness statement on behalf of the Claimant.
- 2 I make this witness statement in support of an application by the Claimant for

injunctive relief.

3 Except where I state to the contrary (in which case I give the source of information upon which I rely) I am able to state the matters in this witness statement from my own knowledge.

4 Where facts and matters referred to in this statement are not within my own knowledge they are based on instructions, documents and information supplied to me in my capacity as solicitor for the Claimant and are true to the best of my knowledge and belief.

5 I refer to a paginated bundle of documents, attached as Exhibit “AM1”. Where it is necessary to refer to a document, I shall refer to the document by its page number within Exhibit “AM1”.

BACKGROUND

6 The Just Stop Oil environmental campaign (“**JSO**”) has made well publicised threats to disrupt airports during the summer of 2024 [**AM1/1-2**]. JSO has taken unlawful direct action on numerous occasions in recent years. As well as taking direct action against airports in the UK and in Europe, JSO has targeted key transport infrastructure such as motorways and private organisations such as oil companies.

7 The Metropolitan Police have also had cause to act on the immediate and serious risk of disruption posed by JSO. During the last week of June 2024, a number of JSO members were arrested in relation to public order offences arising from the group’s threat to airports [**AM1/3-9**].

8 JSO themselves say 27 arrests were made but, despite these arrests, JSO have publicly stated that “they will not be intimidated” and that they “are joining an international uprising” [**AM1/10-11**]. The threat to airports, in particular Heathrow Airport (“**Heathrow**”), remains real and imminent.

9 As explained below and in the first witness statement of Jonathan Daniel Coen, the Claimant considers that the impact of direct action at Heathrow by JSO would be of severe concern from a safety and security perspective.

Furthermore, there would be significant disruption in the form of delays, diversions and cancellations to travellers as well as significant impact on businesses and the wider economy.

HEATHROW LAND OWNERSHIP

- 10 A plan [AM1/12] demonstrates the Claimant's ownership of the land composing Heathrow - shaded in yellow are titles at HM Land Registry ("HMLR") for which the Claimant is the registered proprietor (the "**Yellow Plan**"). A complete list of these titles is annexed to the Particulars of Claim and the available HMLR Official Copies are exhibited at [AM1/250-1330]. Although the Registered Proprietor and land description are accessible via HMLR's database, it is not uncommon for some Official Copies to be unavailable online immediately, in which case HMLR send them later in printed form via post. That is the case here. Some Official Copies could not be provided to us by HMLR in time to be exhibited for this claim and remain on order.
- 11 In order to bring this claim, my Firm has undertaken an extensive amount of work to present to the Court the title and ownership structure at Heathrow. Heathrow is a very large and complex site comprised of hundreds of titles at HMLR.
- 12 In addition to the Yellow Plan, we have produced Plan A [AM1/13] which also shows the land within Heathrow to which the Claimant does not have a right to immediate possession, due to various occupational leases. That is the blue hatched land on Plan A. The areas shown shaded orange on Plan A are the terminal buildings. There are a number of floors in each of the terminal buildings and different parts are leased to or otherwise occupied by third parties, such as the retail units. In light of the complexity of seeking to show which parts of the terminal buildings are ones to which the Claimant is entitled to immediate possession and those parts which are subject to leases (etc), for the purposes of this claim the terminal buildings have been excluded from those parts of Heathrow to which the Claimant asserts an entitlement to immediate possession by reason of its freehold or leasehold ownership.

- 13 The purple edging around Plan A sets out the clear boundary of Heathrow and it is in respect of the entirety of the area which the Claimant seeks an injunction to restrain trespass and/or nuisance as explained in the Particulars of Claim.

THE THREAT TO HEATHROW

- 14 On 9 March 2024, the Daily Mail published an article online which reported, as a result of an undercover investigation by the Mail on Sunday, it had discovered that JSO were planning to undertake a campaign of “wreaking havoc” (the journalist’s words) at airports during the summer, with activists planning to “storm terminal buildings to hold sit-ins, glue themselves to runways and even climb on jets to paralyse the travel industry” (the journalist’s words).
- 15 The homepage of JSO’s website [AM1/15-20] emphasises that the group plans to target action on airports during the summer of 2024. As at today’s date, the page states (emphasis original):

“Our Government doesn’t give a f about its responsibilities. The country is in ruins. You know it, I know, they know it. That means it’s up to us to come together and be the change we need.***

We need bold, un-ignorable action that confronts the fossil fuel elites. We refuse to comply with a system which is killing millions around the world, and that’s why we have declared airports a site of nonviolent civil resistance.

We can’t do this alone, we have a plan for this Summer, are you willing help make this happen?”

- 16 Directly below this statement, is a video published on 5 May 2024. This video is available at: <https://www.youtube.com/watch?v=tbvYQFGAY48>.
- 17 The audio of this video combined with the visual imagery presents three obvious concerns. First, an intention to focus on disrupting airports in the UK.

Second, that the timing of this disruption will be the summer months of 2024. Third, the video specifically highlights Heathrow as a target of disruption: the video accompanying the speech includes a screen shot of a road sign on the highway immediately adjacent to the perimeter of Heathrow showing directions to Terminal 5 and Terminals 2, 3 and 4. The video states (our emphasis):

*“What are we going to do in the face of this repression? [clips of JSO members being arrested] **We are going to continue to resist.** We are passing over 1.5 degrees of warming. It is absolutely catastrophic. Seeing as there is no meaningful action that’s come from our Government, **we are going to ratchet it up.** We are going to take our nonviolent, peaceful, demonstrations to the centre of the carbon economy. **We are going to be gathering at airports** [video shows a road sign leading to **Heathrow, Terminal 5**] across the UK.*

In the heat of the summer months, when the grass is scorched here, when the hose-pipe ban kicks in; when the wildfires take off in Canada, as they potentially begin to dig this EACOP pipeline, we’re going to be saying to the Government, if you’re not going to stop the oil, we’re going to do it for you.”

THE CURRENT THREAT TO AIRPORTS IN GENERAL

18 In support of their aim to disrupt airports in the summer months, JSO has set up at least two fundraising pages:

- (a) Fund Radical Climate Action — Just Stop Oil | Chuffed | Non-profit charity and social enterprise fundraising [AM1/21]
- (b) Cat’s out the bag. Just Stop Oil will take action at airports ✈️ | Chuffed | Non-profit charity and social enterprise fundraising [AM1/22]

19 Fundraising page (a), which has raised £149,000 as of 1 July 2024, states the following (original bold emphasis, underlining added by me):

We're escalating our campaign this summer to take action at airports.

...

*To make this action phase happen, we have a costed plan...**During June and July, we expect to spend around £180,000, some of which we have already secured, and the rest we must raise now.***

- 20 Fundraising page (b), which has raised £24,000 as of 1 July 2024, states (original bold emphasis, underlining added by me):

***"Cat's out the bag. Just Stop Oil will take action at airports**
The secret is out — and our new actions are going to be big.*

*We're going so big that we can't even tell you the full plan, but know this — Just Stop Oil will be taking our most radical action yet this summer. We'll be taking action at sites of key importance to the fossil fuel industry; **super-polluting airports.***

- 21 On JSO's website, within the section entitled 'Get Involved' and a sub-section entitled 'Events', there is a calendar on reflecting upcoming events. For 6 July 2024, the calendar states "Resistance Starts Here" [AM1/23].
- 22 There has been extensive media coverage of the JSO plans and the danger they pose. A Daily Mail online article I have referred to at paragraph 14 above entitled 'Exclusive Revealed: The eco mob plot to ruin the summer holidays with activists planning to disrupt flights by gluing themselves to major airport runways' [AM1/24-32] states that JSO have advocated the following unlawful activities:

- "Cutting through fences and gluing themselves to runway tarmac;
- Cycling in circles on runways;
- Climbing on to planes to prevent them from taking off;

- *Staging sit-ins at terminals 'day after day' to stop passengers getting inside airports."*

- 23 Since that article, several other publications have reported on JSO’s campaign to disrupt and focus on airports, a selection of examples is at **[AM1/33-49]**.
- 24 Multiple messages sent from the official Instagram account of JSO demonstrate how JSO intends to target airports. Text examples are as follows, with screenshots at **[AM1/50-61]**

Date of Instagram Post [Instagram does not give actual dates, references here are to dates of posted when viewed from the perspective of 1 July 2024]	Caption referring to direct action at airports
Two days ago (i.e. subsequent to the Police arrests referred to in paragraph 8).	“help us replace tech seized by the police by donating via the link in our bio”
1 week ago	“Just Stop Oil is going global! JSO, along with many other campaigns around the world, are part of an International Uprising against oil, gas, and coal. We are part of the global movement rising up against genocide, demanding change by causing maximum disruption at airports. So, if you want to hear about why we’re taking action at airports, from the numerous countries taking action with us, come to Soup Night this week, where we’ll also be joining a call and listening to their stories! We’ll also be sharing some free vegan food! It’s a really nice time, so we hope that you can make it! Link in bio! (link to JSO website)”

4 weeks ago	“Zoom: taking action at airports with Letzte Generation’. Last Saturday, 8 people from @letztegeneration, a German campaign within the A22 Network alongside JSO, blocked flights from Much Airport by sitting on the runway. Join a call tonight, 7pm, to hear from those who took action. Register via link in bio -@juststopoil”
5 weeks ago	“Walney wants to ban us. We won’t be silenced. Take action with us at airports this summer – juststopoil.org”
5 weeks ago	“who do you sue when the climate collapses? What do you do when our democracy has been brought by oil companies? Airports will be declared sites of civil resistance this summer. Take action with us – juststopoil.org”
6 weeks ago	“this summer, airports will be declared sites of civil resistance. Sign up for action via the link in our bio”. <i>[This link takes you to a page with links to different areas of JSO’s website.]</i>

RECENT UNLAWFUL ACTION AT AIRPORTS

- 25 On 20 June 2024, two JSO supporters breached the fence at Stansted Airport and sprayed orange paint over private jets. In a post on social media site X (formerly Twitter), JSO posted a video showing one of the activists cutting a hole in the perimeter fence leading to the runway, before spraying the paint over the jets. Alongside this video, JSO stated that the two activists had “cut the fence into the private airfield at Stansted where taylorswift13’s jet is

parked, demanding an emergency treaty to end fossil fuels by 2030” [AM1/62-72].

- 26 On 2 June 2024, Extinction Rebellion (who are related to JSO, as explained in paragraph 32 below) activists blocked access to Farnborough Airport [AM1/73-84]. This involved different sets of activists carrying out co-ordinated disruptive activities. Some barricaded one of the airport’s gates, another four activists locked on to oil drums, one individual mounted on a tripod blockaded the airport’s departure gate and another fourth group of activists distracted airport authorities, moving between the airport’s other gates to block them.
- 27 As mentioned in paragraph 40 below, a group affiliated with JSO called Last Generation caused disruption at Munich airport on 18 May 2024. This involved people actually gluing themselves to the runway, a dangerous and highly disruptive approach [AM1/85-89]. Due to the these actions, around 60 flights were cancelled and 11 flights were diverted to other airports.
- 28 I understand from reviewing the London City Airport (“**LCY**”) injunction materials as further described below, that one of the activists who was closely involved in the Munich airport events joined a JSO call on Tuesday 28 May 2024 to encourage others to undertake activities to similar effect in the United Kingdom.

OTHER AIRPORT INJUNCTIONS

- 29 In response to the tangible and impending risk of harm posed by JSO’s airports campaign, LCY sought and has already been granted a High Court injunction on 20 June 2024..
- 30 The Order granted is at [AM1/90-105]. It prohibits anyone from entering, occupying or remaining on London City Airport in connection with the JSO campaign (or any other environmental campaign) without the permission of the entity owning and managing City, London City Airport Limited. I have also very recently learned that Manchester, East Midlands and Stansted Airports secured injunction against JSO on Friday 5 July 2024. I consider this

heightens the risk to Heathrow since activists are now less likely to target these airports and will turn their attention to other airports, with Heathrow being a particularly likely target.

BACKGROUND TO JUST STOP OIL

- 31 My understanding of JSO is based on public statements and communications, as well as having had the benefit of reading the background set out in the LCY injunction application.
- 32 JSO is said to have been “masterminded” by Roger Hallam who was involved in both other disruptive action groups, including Extinction Rebellion and Insulate Britain [AM1/106-108]. As mentioned below at paragraph 42, Extinction Rebellion has previously threatened direct action against Heathrow.
- 33 On its website and in press releases, JSO refers to itself as a:
- (a) “civil resistance group demanding the UK Government stop licensing all new oil, gas and coal projects.” [AM1/70]
 - (b) “coalition of groups working together to demand the British government work with other nations to establish a legally binding treaty to stop extraction and burning of oil, gas and coal by 2030, whilst supporting and financing other countries to make a fair and just transition.” [AM1/67]
- 34 JSO have a ‘Frequently Asked Questions’ page (“FAQ”) on their website [AM1/109]. From this, it is clear JSO is committed to civil disobedience. For example (my emphasis added):

“Extinction Rebellion and Insulate Britain have demonstrated that Civil Disobedience works. They also show that we need to do significantly more to stop the greatest crime against humanity. That’s why we are moving into Civil Resistance — it’s no longer about a single project or campaign, it’s about resisting a Government that is

harming us, our freedoms, rights and future, and making them work for us.”

35 The FAQ further clarifies how JSO intend to behave, including using:

“tactics such as strikes, boycotts, mass protests and disruption to withdraw their cooperation from the state.”

36 In response to the question of “Will there be arrests?”, the following FAQ reply is given:

“probably, however there is a long established tradition in the UK of citizens, when they recognise that the state is acting immorally, taking action to prevent further harm.”

37 The JSO website also includes a section entitled ‘Law’, which includes a sub-section detailing support offered for individuals facing criminal charges for taking the actions JSO are encouraging [AM1/110-115]. This section also displays statistics of JSO’s relationship with the Police and criminal justice system, stating that since the group’s inception there have been:

- (a) 2970 arrests;
- (b) 1889 charges;
- (c) 475 convictions;
- (d) 100 acquittals;
- (e) 129 cases dismissed; and
- (f) 1086 trials to come.

38 On 20 June 2024, JSO put out a press release [AM1/63-72] after 2 JSO supporters breached part of the perimeter fence at Stansted Airport to attack some private planes. I will return to this further below but for present purposes note that the footnotes confirm JSO is “a member of the A22 Network of civil resistance projects”.

39 A22's website homepage states that:

"We are an international network racing to save humanity. We have a recipe for effective civil resistance. Support us. Join us. You are needed". [AM1/116]

A22's declaratory statement underlines A22's desire to use disruptive tactics; stating that, amongst other tactics, "we commit to mass civil disobedience" [AM1/117]. The fact that JSO is a part of the A22 network emphasises its commitment to civil disobedience.

40 Other organisations within JSO's wider group can be seen on JSO's website [AM1/118]. This includes 'Last Generation' who are mostly active in Germany, France, Italy and Poland. On 18 May 2024, Last Generation caused disruption at Munich Airport, Germany [AM1/85-89].

41 It therefore seems clear to me that JSO accepts and acknowledges it will engage in unlawful acts as part of their civil resistance/disobedience.

JUST STOP OIL'S HISTORY OF DISRUPTION

42 JSO has been very active over the past three years. I have collated a history below which focuses mainly on direct action in relation to infrastructure assets, but there has also been a significant history of activity directed at sporting activities or cultural events/venues, such as the throwing orange paint/powder at paintings in the National Gallery, at the World Snooker Championships, and, most recently, Stonehenge and invading the pitch during the Rugby Premiership Final and during an Ashes test last year. Evidence is exhibited at [AM1/119-238]

Date	Disruptive Action taken by JSO
1 April 2022	Commencement of a blockade of 10 critical oil facilities multiple at multiple locations across England, intending to cut off the supply of petrol in South East England [AM1/119-121]

14 April 2022	JSO activists stopped and surrounded an oil tanker in London, causing congestion on the motorway [AM1/122-129]
15 April 2022	JSO supporters targeted oil terminals at Kingsbury, Navigator and Grays, blockading roads and climbing onto oil tankers [AM1/130-134]
28 April 2022	Circa 35 JSO supporters sabotaged petrol pumps at two M25 motorway service stations, Cobham Service stations in Surrey and Clacket Lane services in Kent [AM1/135-138]
26 August 2022	JSO blocked seven petrol stations in Central London and vandalised fuel pumps [AM1/139-144]
October 2022	32 days of disruption from end of September throughout October, which the Metropolitan Police said resulted in 667 arrests with 111 people charged. Specifically, in Islington, Abbey Road, High Holborn/Kingsway, four bridges across Thames, Westminster and the M25 motorway [AM1/145-169]
17 October 2022	Two supporters scaled this bridge which connects the M25 between Essex and Kent, causing its closure. Closure resulted in six miles of congestion on both directions of the bridge [AM1/170-174] . After 36 hours, the activists agreed with Police to leave the bridge, and were arrested. The bridge remained closed for another 6 hours [AM1/175-177]
26 October 2022	13 activists targeted Piccadilly and spray painted luxury car show rooms [AM1/178-183]
31 October 2022	Activists targeted buildings used by the Home Office, MI5, the Bank of England News Corps, spraying paint on each and demanding an end to new oil and gas licenses. The targets were chosen because they represent ‘the four pillars that support and

	maintain the power of the fossil fuel economy' JSO stated [AM1/184-186]
7 November 2022	Multiple junctions on M25 closed due to JSO action [AM1/187-195]
1 July 2023	Disruption of the annual Pride March, sitting on the road [AM1/196-198]
21 July 2023	Traffic disruption in Acton, London organised by JSO during rush hour, infamous for preventing a mother with a newborn child from driving to the hospital [AM1/199-207]
9/10 October 2023	Activists sprayed paint on buildings across these three universities (Bristol, Exeter, Oxford), to highlight the links between universities and fossil fuel groups [AM1/208-219]
30 October 2023	Demonstrations near Parliament Square [AM1/220-225]
8 November 2023	At least 40 activists disrupted traffic on Waterloo Bridge. The Police claimed that there had been blockage of an ambulance flashing blue lights [AM1/226-231]
20 June 2024	Private jets sprayed at a private airfield at Stansted Airport [AM1/232-238]

REACTION OF METROPOLITAN POLICE

43 I am informed by Jonathan Daniel Coen of the Claimant that, during recent meetings with senior officers of the Metropolitan Police, the Claimant was advised to consider applying for a civil injunction. BCLP were instructed soon after.

44 As referred to in paragraph 8, in the week commencing 24 June 2024, around 27 JSO supporters suspected of planning to disrupt airports this summer were arrested under the Public Order Act 2023. Chief Superintendent Ian Howells, who led the operation, said **[AM1/239-246]**:

“We know Just Stop Oil are planning to disrupt airports across the country this summer which is why we have taken swift and robust action now.

‘Our stance is very clear that anyone who compromises the safety and security of airports in London can expect a strong response from officers or security staff.

‘Airports are complex operating environments which is why we are working closely with them, agencies and other partners on this operation.’

Suspects released on bail are subject to conditions which include not travelling within one kilometre of any UK airport unless passing by while on a mode of transport.”

- 45 Despite the proactive Police action so far, the threat of severely disruptive action occurring remains, as JSO themselves have made clear [AM1/247-248].

THE IMPACT AT HEATHROW

- 46 I have had sight of the first witness statement of Jonathan Daniel Coen on behalf of the Claimant and refer to the facts and figures set out therein.
- 47 It is clear to me that the primary cause for concern from the unlawful activity the Claimant seeks to restrain is one of safety (for both the wider innocent members of staff and public, but also the participants) and security. Heathrow is a crucial piece of UK infrastructure and any unlawful disruption will have multiple ‘knock-on’ effects.
- 48 Whilst it cannot be denied those effects will have financial ramifications that run into many millions of pounds, regard should also be had to the various other effects disruption would cause, particularly in relation to cargo and passengers or airline crew left diverted or delayed around the world.

49 In relation to cargo, not only are supply shortages a risk, it strikes me there will be a major risk of spoilage to any sort of fresh produce. This would be extremely wasteful and have quite the opposite effect of protecting the environment.

50 The feared unlawful disruption at Heathrow would clearly have numerous serious consequences, many of which I am not sure the wider public, let alone JSO activities, appreciate.

PROCEEDING AGAINST PERSONS UNKNOWN

51 I am informed by Jonathan Daniel Coen that the Claimant does not know the names of any individual activists who intend to disrupt operations Heathrow.

52 Though specific individuals within JSO have been charged by the Police in connection with the planned disruption to airports, neither I nor the Claimant have seen any clear evidence to be confident enough to name anyone as a named Defendant in this claim at this stage.

53 I am instructed enquiries continue and, should specific individuals be identified, named Defendants will be joined to proceedings in future in the usual way.

BRINGING THE CLAIM WITHOUT NOTICE

54 The Claimant believes there is a compelling reason to bring this claim 'without notice' based on the fact that notice to the Defendants may cause them to accelerate their unlawful actions, which the injunction sought seeks to restrain.

SERVICE AND NOTICE OF THE PROCEEDINGS

55 In the present case, the Claimant does not know the names of any individuals who may seek to carry out the activities which the injunction sought is intended to restrain. This is a case in which the identity of such persons can only be described in the manner set out in the descriptions of the Defendants. As such, the injunction sought is analogous to the 'newcomer' injunctions

discussed in the *Wolverhampton CC v London Gypsies and Travellers* [2024] 2 WLR 45 decision. There is no person upon whom the proceedings could currently be served. In accordance with the Court's approach in that case, the Claimant is therefore seeking an order to dispense with service and is intending to notify any individuals potentially affected by the application and any order made by taking steps to bring it to their attention, as set out below.

56 The Claimant intends to provide copies of the following documents ("the Documents") to the Defendants:

- (a) Sealed copy of the Claim Form;
- (b) Copy Particulars of Claim;
- (c) Response Pack;
- (d) Copy Application;
- (e) Order;
- (f) Copy of the supporting evidence (Witness Statement of Akhil Markanday and Witness Statement of Jonathan Daniel Coen); and
- (g) Copy of a note of the hearing.

57 The Claimant intends to notify them in the following way:

- (a) uploading copies of all court documents onto the following website:
www.heathrow.com/injunction;
- (b) attaching a copy of the Court order in each of the locations shown with a red dot on Plan B [AM1/249]. These locations are where signage is already placed warning people they are entering a "Critical Part of the Security Restricted Area under Section 11A of the Aviation Security Act 1982", i.e. where analysis and thinking has already been done on how to communicate to persons unknown they are about to be 'caught' by a specific legal construct if they proceed;

- (c) attaching copies of the approved warning notice (a draft form of which will be made available for the Court's approval at the first hearing) at each of the locations shown with a red dot on Plan B referring to:
 - (i) these proceedings;
 - (ii) the fact that an injunction is now actively covering Heathrow; and
 - (iii) stating that the court documents may be viewed on the Claimant's website (and providing the relevant web page address) or may be obtained from the Claimant's solicitors and providing the relevant contact details;
- (d) sending an email message to info@juststopoil.org (the email address on the JSO website for general enquiries), juststopoil@protonmail.com and juststopoilpress@protonmail.com providing the same information as that contained in the warning notice.

58 I believe that these would be reasonable steps to draw the Documents to the attention of the persons likely to be affected by the injunctions sought. I consider the above methods would be effective in achieving this. The email addresses are JSO email addresses so there is good reason to believe that the Documents would come to their attention if sent to this email address service will be effective there. The proposed notices and other steps give any potential newcomer ample opportunity to be aware of the injunction and underlying materials before engaging in prohibited conduct.

59 The steps proposed also take into account the fact that the Claimant is in the position of operating a high-profile and highly sensitive piece of critical national infrastructure. Heathrow's nature, scale and importance present concerns which differ from other airfields. Anything to be done in or around the airfield must be extremely carefully considered and balanced against the risks of (a) terrorism (for example, allowing people to exploit packages of documents to conceal dangerous items) and (b) impacting airfield operations

(for example, that objects may be detached, accidentally or deliberately, and ingested into aircraft engines, especially at critical phases of landing or taking off).

CONCLUSION

- 60 There is a serious and imminent risk of disruption at Heathrow if the injunction sought is not granted.
- 61 Heathrow is an extremely likely target for direct action in relation to airports, especially given the disincentive to target LCY, Stansted, Manchester and East Midlands airports given their existing injunctions.
- 62 Damages would not be an adequate remedy for the Claimant with reference to the impact of disruption when viewed as a whole. Beyond financial losses, this must factor in, *inter alia*, (i) health and safety risks, (ii) disruption inconvenience to passengers and staff, and (iii) dangers associated with the risk, and wasted fuel, of extended aircraft holding or diversions. In addition, there is no credible reason to believe any of the Persons Unknown could or would meet any award of damages.

Statement of Truth

I believe that the facts stated in this Witness Statement and Exhibit are true. I understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

.....

Akhil Markanday

6 July 2024

IN THE HIGH COURT OF JUSTICE

Claim No. KB-2024-002210

KINGS BENCH DIVISION

B E T W E E N:

HEATHROW AIRPORT LIMITED

Claimant

-and-

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR
OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN
(WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW
AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A TO THE
PARTICULARS OF CLAIM**

Defendants

**NOTE OF "WITHOUT NOTICE" HEARING BEFORE
MR JUSTICE JULIAN KNOWLES
LISTED FOR 9 JULY 2024 AT 14:00**

The hearing was originally listed before Mrs Justice Cutts at 10:30am on 9 July 2024. The Hearing Bundle refers to that original listing on its face.

The hearing commenced at 13:58. Appearing for the Claimant, Katharine Holland KC ("**KH**") and Jacqueline Lean ("**JL**") before Mr Justice Julian Knowles ("**J**").

1. KH expressed appreciation for the listing of the urgent hearing and Knowles J making the time in his listings.
2. J confirmed he had electronic papers sent last night and had read the Skeleton Argument and witness evidence and reviewed some plans. He is relatively familiar with the case law, generally from the press, and from similar cases covered recently.

3. KH proposed to take J through the Skeleton Argument in order and, mindful of the without notice nature of the application and duty of full and frank disclosure to cover everything but will note any areas if J wishes to move on.
4. J confirmed no need to go laboriously through underlying risk and threat evidence, he has seen some similar evidence before and has a general awareness. Obviously, the Claimant must demonstrate their entitlement to an order though.

Opening

5. KH outlined Heathrow is Europe's busiest airport and a piece of Critical National Infrastructure. In relation to Just Stop Oil ('JSO'), there is a specific threat to Heathrow that may not have applied or been so obvious at London City ('LCY') where J had previously granted an injunction, namely the JSO video specifically identified Heathrow. J indicated it was not necessary for Counsel to review the JSO background and threatened deadline to MPs, etc. in detail.
6. KH clarified the Claimant is adopting a claim based on the UKSC's decision in *Wolverhampton CC v London Gypsies & Travellers* [2024] 2 W.L.R. 45 to be referred to in detail later.
7. KH outlined how big Heathrow is and summarised the title, reference to Skeleton Argument para 3. KH clarified the perimeter and parcels within, exhibited at Hearing Bundle ('HB') page 15. Titles within Claimant ownership and the perimeter plan (HB24).
8. J remarked it is a much bigger site so he wished to orient himself. The left most purple line and orange building is Terminal 5. North is the A4.
9. KH clarified that blue hatched areas are leased to other non-parties. The terminals are coloured orange and on numerous floors have various third party occupants. J asked for an example and KH hypothesised Boots. J gave examples of Border Force and police leases.

10. KH clarified the classic cause of action in trespass over land where the Claimant has an immediate right to possession (shaded yellow on the plan) is a textbook example. But the Court will be addressed on how the perimeter as defined, regardless of third party interests within, gives the Claimant sufficient right in case law to claim over the whole area edged purple, including (as J queried, having looked at it in the *HS2* case) via *Manchester Airport Plc v Dutton & ors* [2000] 1 Q.B.133.
11. J queried, in short, whether the point was that the title was better than that of any trespasser. KH said that was exactly so and indicated there were other principles to similar effect.
12. KH directed J to HB339 where there is a larger plan. KH clarified as per the witness evidence some OCEs were still on order from HM Land Registry but, on the evidence as a whole in this case, the ownership is clear.

Right to Possession

13. KH explained that the backdrop is the Claimant's 'better right' to control based on 3 documents – as operator (Certificate of operation), with the benefit of the economic licence granted under Civil Aviation Act 2012 and also by virtue of the Byelaws made pursuant to s.63 or s.64 of the Airports Act 1986.
14. J confirmed he did not need to review the principle of Byelaws in detail, being familiar from the LCY claim.
15. KH explained that the backdrop is control and how the Claimant exercises it as a totality over the whole area.

Apprehended Action

16. For the Court's note, the witness evidence is p298-302 (Akhil Markanday) and p47-48 (Jonathan Daniel Coen). Skeleton Argument paragraph 13. Skeleton Argument paragraph 15 relates to the campaign targeting airports and paragraph 16 historical events.

17. J was familiar with an event at LCY where someone glued themselves to a plane. J was also familiar with the self-evident hazards in and around airport restricted areas.

Causes of Action

18. KH explained that trespass is extremely clear cut (*Secretary of State for the Environment, Food and Rural Affairs v Meier* [2009] 1 WLR 2780). KH took J to Skeleton Argument paragraph 23 and the *Dutton* case, quoting the headnote on page 146 of authorities bundle and the Court of Appeal's conclusion. J was taken to the *Twickenham* case cited in *Dutton* in the same Skeleton Argument paragraph.
19. KH explained that the Claimant seeks an order necessary to vindicate and give effect to the rights it necessarily enjoys (via the certificate, licence and Byelaws). The second sentence of *Twickenham* (*Dutton* page 144, c to d) is relevant to statute giving us a degree of control, see Laws LJ. Finally, p151 at letter d is relevant.
20. KH explained that all of these principles were said by the Claimant to flow from *Dutton*. In *High Speed Two (HS2) Limited v Four Categories of Persons Unknown* [2022] EWHC 2360 (KB) at Skeleton Argument paragraph 23.2, this is J's own judgment and paragraph [77] is relevant. We also cite *Mayor of London v Hall* [2011] 1 WLR 504 at [22]-[27] given our title complexity. J was directed to read [27] in particular. KH also directed J to [53], albeit it was not in highlighted in the Skeleton Argument.
21. KH took J to the Skeleton Argument paragraph 25, and explained that the Claimant said that the certificate, aerodrome manual, licence and Byelaws make good the case for the Claimant's necessary control.
22. J asked about Skeleton Argument paragraph 23 and the certificate. KH clarified this is an operational conferment, pursuant to which there is the aerodrome manual and referred specifically to HB94 and HB101. KH referred to Skeleton Argument 25.1.2.
23. KH then referred J to the economic licence which confers a right to charge – also denoting a level of control. Then the Byelaws (HB256) confer ability to regulate use/operation/conduct of persons.

24. KH explained that, in a nutshell, this is a ‘do not go on to the airport in connection with this’ approach. A very simple one. Defendants are defined as persons entering in connection with the campaign. Fact of entry is simple and correct way of defining in relation to those activities. The general position in relation to the airport is that there is a certain permission to go on and use, but going on in connection with a campaign is not what one would expect in that general scenario.
25. J picked a Byelaw example – not to display signs. Presumably an activity with placards would be an automatic violation?
26. KH agreed, and drew attention to the two Byelaws which were the easiest ones to indicate the Claimant’s approach was correct, being byelaws 3.19 and 3.21 (HB270). Those referred to the very activities the definition of Defendant addressed. KH directed J to Skeleton Argument paragraph 27.
27. J noted a point he had raised in the LCY hearing that he had noticed e.g. railways now have signs about implied consent to enter being withdrawn e.g. for antisocial behaviour. Any implied consent to go on and use the airport being withdrawn for the people described as D.
28. KH submitted that the Claimant’s case was that trespass is sufficient for the entirety of the relief sought but the Claimant had also pleaded private and public nuisance at Skeleton Argument paragraphs 29-31.
29. J indicated he was familiar with those causes of action from *HS2*.

Principles for Relief

30. KH referred to a number of cases, including *Valero Energy Ltd & ors v Persons Unknown* [2024] EWHC 134 (KB). There was discussion in relation to the nature of the injunction being sought (interlocutory vs. final injunctions) since *Wolverhampton* and in the context of LCY. J wondered whether in this sort of case with unknown Ds, the difference between final injunction after review and interlocutory is a distinction without a difference.

31. KH suggested that approach was vindicated by *Wolverhampton* at para 143(vii), which supports the LCY approach of no return date but review. KH offered that a return date could be included on an Order (if made) if the Court considered that appropriate.
32. KH drew attention to the Skeleton Argument for the case law and tests. KH submitted that the principles applied, the Claimant had a clear cause of action (trespass + nuisance) and realistic prospect of success. There was a serious issue to be tried. Footnote 3 of the Skeleton Argument deals with the s.12(3) of the Human Rights Act 1998. Even if there is a higher test of ‘likely to be granted’ that was satisfied in any event. Damages are clearly not adequate as a remedy. There is a real and imminent threat.
33. KH informed J that in addition to LCY, the Claimant was also aware of a recent Order by HHJ Coe KC in respect of Manchester/Stansted/East Midlands Airports on 5 July. The papers only seemed to be published that morning, so there had not been a chance to read all the papers in full, but as part of the duty of full and frank disclosure, KH highlighted some differences.
34. J asked if the injunctions had been granted for similar reasons, i.e. the campaign of action proposed for the summer.
35. KH confirmed that was her understanding. [A printed bundle of papers relating to those injunctions was handed up]. KH drew attention to (1) the different way in which the Defendants were defined, and explained why the Claimant had adopted the approach it had (avoiding subjective purposes / state of mind); (2) the inclusion of Extinction Rebellion within the definition of the Defendants, noting that this was covered off in the Claimant’s definition which referred to ‘other environmental campaign’ and (3) that the Claimant’s proposed description did not refer to protest (which was referred to in the description of the Ds in those Orders) and why that was. J noted that this was private land, and there was not a right to protest on private land, referencing *HS2* and the Strasbourg Court in *Appleby v United Kingdom* [2003] 27 EHRR 38.
36. KH then drew attention to paragraph 3 of the Manchester/Stansted/East Midlands Order which was very prescriptive, and explained why the Claimant did not consider that was needed in this case, and also highlighted that the claimants in that case had applied for alternative service rather than to dispense with service, which would be addressed later.

37. J noted that Orders in such cases will each turn on its own facts, and that he wasn't sure how helpful it would be to go through those papers further, noting that the Claimant would be reflecting on those cases and would no doubt bring anything to the Court's attention pursuant to the duty of full and frank disclosure, in the event that the Order was made, and the Claimant needed to come back, rather than trying to deal with it 'on the fly'.
38. KH finished on that point but highlighting the key point was in that case there had been some points about highways which was not the case here.
39. KH then directed J to Skeleton Argument paragraph 14, and submitted that the evidence makes out a compelling need for the Order. The act the Claimant seeks to prohibit is directly related to the tort, clear and precise, all the tests are met. It's a very simple injunction with no difficulty for people to understand. There are clear geographical (the perimeter) and temporal limits.
40. J asked the time period being sought, and noted that 5 years with annual review had been granted on the LCY injunction.
41. KH confirmed the Claimant also asked for 5 years with annual review.
42. J said that absent any evidence these protests will go away, and quite the reverse whatever the rights or wrongs of that, he did not think 5 years was unreasonable.
43. KH then turned to the final tests. KH submitted that this is private land regarding the Human Rights Articles as already indicated; the Claimant was not a public authority and even if it was, the balancing act from all recent cases very clearly comes out for the Claimant, addressing those points pursuant to the duty of full and frank disclosure.
44. J noted that nothing in the Order stops protests on public land (subject to blocking traffic, etc.) but they just cannot be on private land. KH commented that it would only be in an extreme case where the essence of the right of free speech or assembly was barred or effectively destroyed that the Articles could be a defence if it was private land.

45. KH then addressed service, highlighting that the Claimant's approach was similar to LCY based on *Wolverhampton* at paragraph 56. The Claimant proposed to dispense with service and to notify persons potentially affected by the Order. KH directed J to where this was dealt with in the Claimant's witness evidence too (specifically, paragraph 56, HB311). The Claimant had to satisfy J of this being effective. The Claimant considered the arguments did so. The backdrop is at [230]-[231] of *Wolverhampton*.

46. J asked if there were any identified individuals.

47. KH confirmed that there were not, and directed J to the evidence in relation to that at HB310, paragraphs 51-53. Enquiries continued. The Claimant was aware of its obligations.

Full and Frank Disclosure

48. KH ran through the points set out in the Skeleton Argument.

49. J noted that some of these points have been run elsewhere without success, including in *HS2*— a good evidential base and fear, doesn't mean you have to wait for action to start.

The Order

50. KH and J then reviewed the Order, with particular reference to:

- a. Date. Until...9 July 2029 but (3) should say 'reviewed annually on each anniversary';
- b. Proposals for notification of the Order, by particular reference to Plan B at Schedule 4. J queried whether this included any locations at tube stations, as it seemed to him that some people wanting to go to the airport to protest would go by tube. KH explained why notices at the red dots were proposed and confirmed that notices could be put (voluntarily) where people at access from public transport. JL explained that notices would need to be within the Claimant's land. It was not practically possible to show locations on the Plan. J noted that

provided the Claimant put the documents at least at the red dot locations, there was nothing to stop the Claimant putting notice elsewhere;

- c. The Warning Notice at Schedule 5;
- d. The Undertakings in Schedule 1 which should include an undertaking to notify the Defendant by a specified date. LCY Order provided for 4 days. KH offered to do the same.

51. KH highlighted a small point re Plan A, in that it appeared some land within the boundary was not shaded yellow when it probably should be. But we say this does not make a difference to the area of control, i.e. the purple line.

52. J said he would grant the order subject to amendments discussed for reasons set out in Skeleton Argument.

Hearing ended 15:20.

From: [REDACTED]
Sent: 11 July 2024 10:31
To: Phil Spencer
Subject: RE: Heathrow/JSO - Injunction - Website

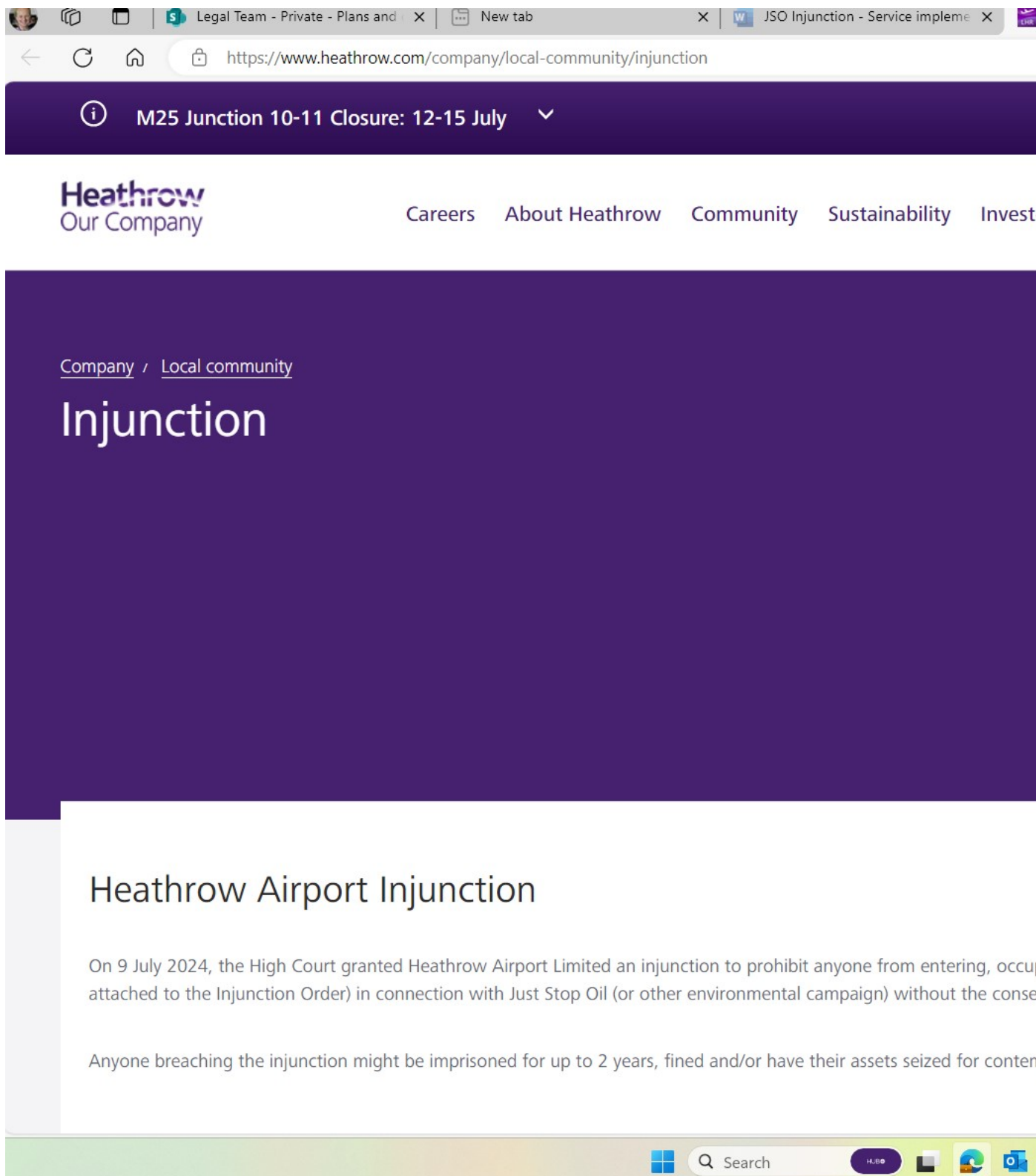
Classification: Internal

Phil

Confirming that the URL: [Injunction | Heathrow](#) went live at 1024 on 11 July 2024. Screen grab below of where it takes you to.

Regards

Helen



From: Helen Stokes
Sent: Wednesday, July 10, 2024 2:17 PM
To: Phil Spencer <Phil.Spencer@bclplaw.com>
Subject: Heathrow/JSO - Injunction - Website

Hi Phil

Please see attached a screenshot from our web team confirming that the main injunction page (<https://www.heathrow.com/company/local-community/injunction>) was published at 13:07 today, 10 July

2024. I also attach a PDF of the live page contents. I will send a further update noting the time and date when the URL www.heathrow.com/injunction is live.

Regards

Helen

Helen Stokes

Head of Legal, Regulation and Operations

Heathrow Airport Limited

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [REDACTED]
w: heathrow.com t: twitter.com/heathrowairport
a: heathrow.com/apps

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From: Helen Stokes [REDACTED]
Sent: 10 July 2024 14:17
To: Phil Spencer
Subject: Heathrow/JSO - Injunction - Website
Attachments: screencapture-heathrow-company-local-community-injunction-2024-07-10-13_11_25.pdf; Screenshot 2024-07-10 131518.png

Classification: Internal

Hi Phil

Please see attached a screenshot from our web team confirming that the main injunction page (<https://www.heathrow.com/company/local-community/injunction>) was published at 13:07 today, 10 July 2024. I also attach a PDF of the live page contents. I will send a further update noting the time and date when the URL www.heathrow.com/injunction is live.

Regards

Helen

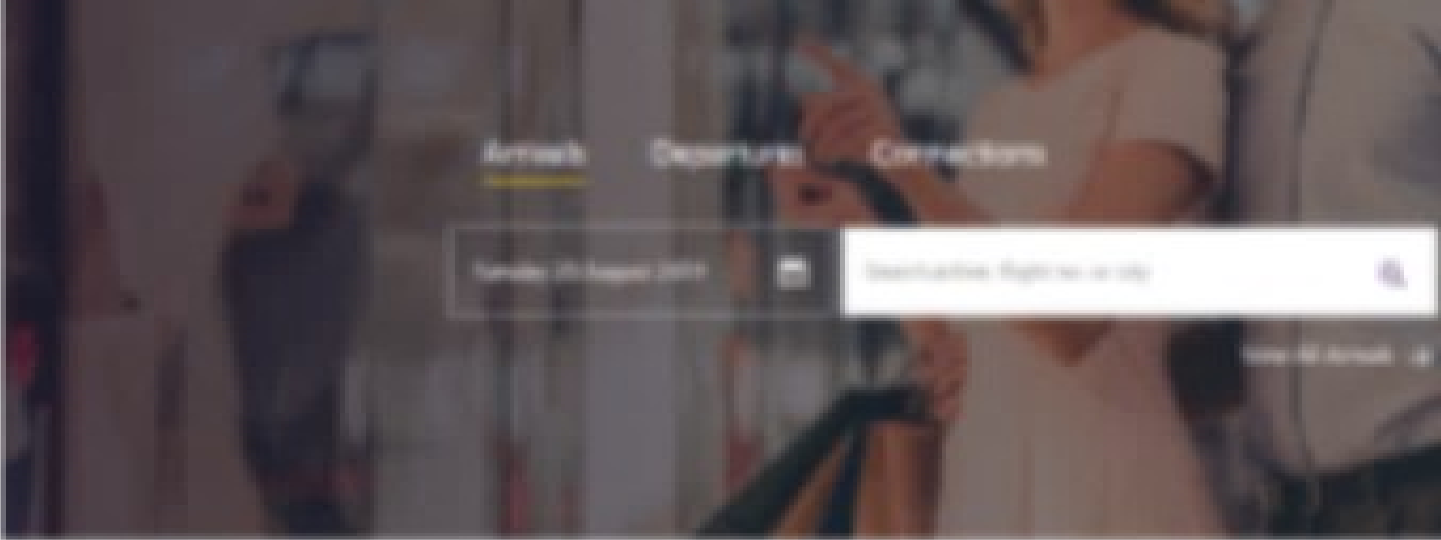
Helen Stokes
Head of Legal, Regulation and Operations

Heathrow Airport Limited
The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [REDACTED]
w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: heathrow.com/apps

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Title	Injunction
Name	injunction
Template	Build Your Own Template
Modified	10 minutes ago
Modified By	[REDACTED]
Description	Blank
Language	English
Published	8 minutes ago
Published By	[REDACTED]

Injunction

Feedback

Heathrow Airport Injunction

On 9 July 2024, the High Court granted Heathrow Airport Limited an injunction to prohibit anyone from entering, occupying or remaining on London Heathrow Airport (as shown edged purple on Plan A attached to the Injunction Order) in connection with Just Stop Oil (or other environmental campaign) without the consent of Heathrow Airport Limited.

Anyone breaching the injunction might be imprisoned for up to 2 years, fined and/or have their assets seized for contempt of court.

Documents relating to the Injunction and the Hearing on 9 July 2024 can be obtained using the links below. The Bundle for Hearing contains the Claim Form, Application Notice and evidence in support.



Injunction Order

Download PDF - 3.36 MB



Bundle for Hearing

Download PDF - 90.19 MB



Skeleton Argument

Download PDF - 299.41 KB



Note of Hearing

Download PDF - 583.67 KB



Response Pack

Download PDF - 938.95 KB

Heathrow Airport Limited,
The Compass Centre,
Nelson Road, Hounslow
Middlesex, TW6 2GW



GET IN TOUCH

Careers contact
Community Relations team contact
Investor contact
Media contact
Communications

INVESTOR

Company information
Our management
Financial results
Service quality
Investment plans

MEDIA

Press releases
Media centre

COMPANY PARTICULARS: For particulars of Heathrow companies, please visit <http://www.heathrowairport.com/about-us>. For information about Heathrow Airport, please visit www.heathrowairport.com

Heathrow Airport Holdings Limited is a private limited company registered in England under Company Number 05757208, with the Registered Office at The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

From: Phil Spencer
Sent: 11 July 2024 10:57
To: 'juststopoil@protonmail.com'; 'juststopoilpress@protonmail.com';
'info@juststopoil.org'
Subject: NOTICE AND SERVICE OF HIGH COURT INJUNCTION AT LONDON HEATHROW
AIRPORT (Claim Number KB-2024-002210) [BCLP-LEGAL.20H0904.000140]
Attachments: SEALED Order 9 July (Sealed 10 July) 2024.pdf

HEATHROW AIRPORT LIMITED v PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANT'S CONSENT) UPON 'LONDON HEATHROW AIRPORT' AS IS SHOWN EDGED PURPLE ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM

Please take note that a Claim (KB-2024-002210) has been brought, and an application made, in the High Court in relation to the above. The documents relating to this Claim (including the Claim Form, Application Notice, evidence in support and a Note of the Hearing on 9 July 2024) are available at: www.heathrow.com/injunction.

A copy of the Order granted is attached to this email.

Yours faithfully

Bryan Cave Leighton Paisner LLP



Phil Spencer
Senior Associate
phil.spencer@bcplaw.com
T: +44 20 3400 3119 M: +44 7738 037271

Bryan Cave Leighton Paisner LLP
Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR, United Kingdom

bcplaw.com

From: Helen Stokes [REDACTED]
Sent: 12 July 2024 15:15
To: Akhil Markanday; Phil Spencer
Cc: Jonathan Anderson; [REDACTED]
Subject: Heathrow - JSO - completion of signs going up
Attachments: JSO Injunction - Service implementation - COMPLETED.docx; IMG_9826.jpeg

Classification: Internal

Akhil, Phil

Attached is the list of signs and times. I won't bore you with all the photos but have attached one as an example (we have the whole set saved here). I believe that completes all of the notification steps so it came in to effect at 1912 yesterday. In case needed the person from Ops who went round with the signs people is called Chris Reeve.

Let me know if you have any questions/need more information from me.

Many thanks

Helen

Helen Stokes
Head of Legal, Regulation and Operations

Heathrow Airport Limited
The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [REDACTED]
w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

Copy sign record

Sign installation record

Please refer to the attached plan for identification of each sign number

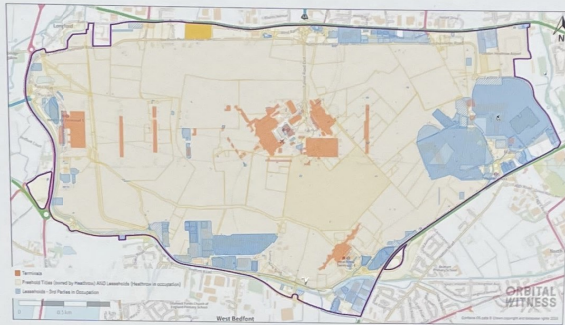
Time of installation should be included along with the initials of the lead person installing the sign.

Sign Number	Approx Location	Time of install	Photograph
1	Longford Roundabout	14:48	IMG 9826
2	Northwood Road	15:01	IMG 9827
3	Northolt Road	15:09	IMG 9828
4	Compass Centre	15:16	IMG 9829
5	Newton Road	15:20	IMG 9831
6	Newbury Road	15:33	IMG 9832
7	West Ramp	15:36	IMG 9833
8	East Ramp	15:59	IMG 9834
9	Nene Road Roundabout	16:09	IMG 9835
10	Nettleton Road	16:14	IMG 9836
11	Heathrow Academy	16:24	IMG 9837
12	Hatton Road North	16:43	IMG 9838
13	Near Enfield Roundabout	16:55	IMG 9839
14	Exeter Way	17:09	IMG 9840
15	Exeter Road	17:16	IMG 9842
16	Hatton Road South	17:27	IMG 9843
17	Lithgow's Road	17:32	IMG 9844
18	Beacon Road	17:46	IMG 9845
19	Beacon Road Roundabout	17:52	IMG 9846
20	Southern Perimeter Road	18:06	IMG 9848
21	Off Southampton Road West roundabout	18:02	IMG 9847
22	Stirling Road Roundabout	18:12	IMG 9849
23	Off Stirling Road Roundabout	18:18	IMG 9850
24	Shoreham Road East	18:20	IMG 9851
25	Western Perimeter Roundabout	18:34	IMG 9852
26	Near Woodcock Road	18:43	IMG 9853
27	Terminal 5 Roundabout	18:52	IMG 9854
28	Wagtail Road	19:12	IMG 9855

Warning - Notice of Court Injunction

A HIGH COURT INJUNCTION granted in Claim No KB-2024-002210 granted on 9 July 2024 until 9 July 2029 or final determination of the Claim or further order in the meantime, whichever shall be the earlier, now exists in relation to Heathrow Airport. The injunction means you may NOT without the express consent of HEATHROW AIRPORT LIMITED:

IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN ENTER, OCCUPY OR REMAIN UPON 'LONDON HEATHROW AIRPORT' AS IS SHOWN EDGED PURPLE ON THE PLAN BELOW:



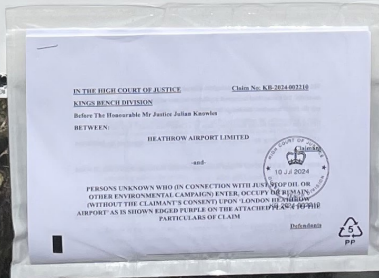
ANYONE BREACHING THE TERMS OF THIS COURT ORDER OR ASSISTING ANY OTHER PERSON IN BREACHING THE TERMS OF THIS ORDER MAY BE HELD TO BE IN CONTEMPT OF COURT AND MAY BE SENT TO PRISON, FINED, OR HAVE THEIR ASSETS SEIZED.

A copy of the legal proceedings (including the Order, Claim Form, Application Notice, evidence in support and a note of the hearing on 9 July 2024) can be viewed at www.heathrow.com/injunction or obtained from:

- (1) Compass Centre, Heathrow Airport, Nelson Road, Hounslow TW6 2GW, which is open between 9am-5pm Monday-Friday; or
- (2) Bryan Cave Leighton Paisner LLP, Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR (Reference: AMRK/PSPE/20H0904.000140; Telephone: 020 3400 3119).

Anyone notified of this Order may apply to the Court at any time to vary or discharge this Order or so much of it affects that person but they must first give the Claimant's solicitors 72 hours' notice of such application. The address of the Court is the Royal Courts of Justice, Strand, London WC2A 2LL.

Heathrow



11/07/2024 14:43

From: Helen Stokes [REDACTED]
Sent: 11 July 2024 16:42
To: Phil Spencer
Subject: RE: Heathrow/JSO - Injunction - Website

Classification: Internal

Hi Phil

Just to confirm that the hard copy folder was placed at Compass Centre reception at 1130 this morning. Signs are currently going up and I will message with details when that's completed.

Regards

Helen

From: Helen Stokes
Sent: Thursday, July 11, 2024 10:31 AM
To: Phil Spencer <Phil.Spencer@bclplaw.com>
Subject: RE: Heathrow/JSO - Injunction - Website

Phil

Confirming that the URL: [Injunction | Heathrow](#) went live at 1024 on 11 July 2024. Screen grab below of where it takes you to.

Regards

Helen