



Meeting note

Project name	Expansion of Heathrow Airport (Third Runway)
File reference	TR020003
Status	Final
Author	The Planning Inspectorate
Date	13 July 2018
Meeting with	Heathrow Airport Limited
Venue	Planning Inspectorate Offices
Attendees	The Planning Inspectorate Heathrow Airport Limited
Meeting objectives	Project update meeting
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Scoping Opinion

The Applicant stated that its technical consultancy group is currently reviewing the Scoping Opinion but that it had a number of points for initial discussion. The Applicant queried whether the Secretary of State's Scoping Opinion is the main text, or the main text and the appended comments from the consultation bodies. The Inspectorate confirmed that the Scoping Opinion comprises the main text but that this text has been informed by the responses from the consultation bodies, which the Applicant should also have regard to.

The Applicant queried whether flexibility exists to amend a Scoping Opinion. The Inspectorate explained that a Scoping Opinion is fixed and that there is no formal mechanism to amend it, except perhaps to obtain another Scoping Opinion. The Inspectorate noted that section 51 advice can be provided to clarify points in a Scoping Opinion.

However, the Inspectorate also acknowledged that any Scoping Opinion is based on the information available at a certain point in time and that any assessment is likely to be subject to some evolution during the assessment process. Section 3.1 of the Scoping Opinion provides such flexibility in stating "*The Inspectorate is content that the receipt of a Scoping Opinion should not prevent the Applicant from subsequently agreeing with the relevant consultation bodies to scope such aspects/ matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the aspects/ matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.*"

The Applicant enquired as to how the Environmental Statement (ES) will be compared to the Scoping Opinion at acceptance stage, and whether it could present information in a certain way in order to assist the Inspectorate with this process. The Inspectorate confirmed that a review will be undertaken to ensure that the document is a valid ES and that this process will include cross checking with the Scoping Opinion. The Inspectorate highlighted that the ability to navigate the ES at acceptance will be key (eg use of navigation documents, overarching contents pages, use of hyperlinks, clear file naming).

The Applicant provided a draft table to be inserted in, or annexed to, the ES and Preliminary Environmental Information Report (PEIR) setting out the various points raised in the Scoping Opinion, how these were to be addressed, and the relevant section of the ES and PEIR where this information could be found. The Inspectorate confirmed that this was consistent with other NSIP submissions.

The Applicant queried whether it should keep the Inspectorate up to date on discussions with consultation bodies relating to points raised in the Scoping Opinion. The Inspectorate confirmed that this would be useful and also highlighted the importance of obtaining Statements of Common Ground (SOCG) with consultation bodies, especially where these related to any evolution or amendment to a specific methodological approach. The Applicant queried whether it could re-scope on a single aspect. The Inspectorate confirmed that this was not possible and the project in its entirety would need to be re-scoped.

The Applicant queried the level of design detail required in its application, in particular for Associated Development elements due to be phased over a period of time. The Inspectorate directed the Applicant to its advice regarding design detail and parameters in Advice Note 9: Rochdale Envelope.

The Applicant sought clarification on the Inspectorate's comment at ID 46 of the Scoping Opinion, which stated that the ES should assess the carbon impact of arriving flights to the extent that the new airspace design affects the arriving traffic consistent with the CAP1616a requirements. The Inspectorate outlined that the Applicant should assess the difference in emissions between the current flight path and the new flight path in UK airspace from a carbon perspective and stated that while the new flight paths remain indicative, they can still be used in the assessment.

The Applicant also asked for guidance on the assessment of accidents and disasters, pointing to comment ID 117 of the Scoping Opinion, which stated that insufficient information had been provided in order to justify the scoping out of certain matters. The Inspectorate clarified that where the Applicant seeks to rely upon current control measures and systems to scope out matters from the assessment, further information on these measures will be required, noting that there is a balance to be struck to ensure that confidential security information is not placed in the public domain. The Inspectorate distinguished this from the matters that are specifically covered by the Airports National Policy Statement (ANPS), and for which the Applicant need only provide confirmation from the Department for Transport that the current systems are acceptable to justify such scoping out.

The Applicant also queried the Inspectorate's comment at ID 159 of the Scoping Opinion, which stated that the ES should provide an indication of the level of certainty attached to aircraft noise, recognising that flight paths are relatively fixed close to landing and take-off but are subject to increasing uncertainty with distance from the relevant runway. The Inspectorate explained that there is much more certainty regarding aircraft noise emissions close to the airport, where aircraft flight paths are relatively fixed, whereas further from the airport, the level of certainty decreases and that this uncertainty should be recognised within the ES.

The Applicant queried which aspects of the ES the Inspectorate would expect to deal with the matter of tranquillity. The Inspectorate confirmed that chapters on heritage, health, noise, community and landscape and visual should cover this point.

The Applicant queried the requirement to consider cumulative effects in relation to local plans. The Inspectorate suggested that this should be considered at a subsequent meeting.

The Inspectorate advised the Applicant that following designation of the ANPS and accompanying Appraisal of Sustainability, which concludes that the project may lead to effects on the Chilterns Area of Outstanding Natural Beauty (AONB), the Inspectorate will need to notify the Chilterns AONB of the Applicant's Scoping Report and provide the opportunity for feedback and comments.

The Inspectorate advised the Applicant that Natural England had published its approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations.

Consultation Report

The Applicant advised the Inspectorate that its consultation report is likely to be approximately 10,000 pages long and queried whether an approach to the presentation of the document could be discussed and agreed. The Inspectorate stated that it will use the report for evidence of how the proposal has been modified in response to the consultation undertaken, and advised the Applicant to ensure the material adequately reflects this evolution, reiterating the importance for the Inspectorate to be able to use the document in response to adequacy of consultation responses.

Scheme Development

The Applicant provided an update on the current status of its Masterplan development following receipt of feedback from its first round of consultation, noting they are currently working on various 'assembly options'. The Applicant stated that they are engaging with stakeholders on the initial assembly options and have met with Natural England, the Environment Agency and the Heathrow Strategic Planning Group in this regard.

Airports National Policy Statement

With regard to wording in the newly designated ANPS, the Applicant outlined the on-going dialogue with the Civil Aviation Authority (CAA). The Inspectorate agreed that

discussions about what information should be shared between the two organisations and ultimately any examination, and the timing of that process, were critical.

AOB

The Applicant noted that the Inspectorate's Advice Note 6 required a glossary to be included for each written application document and queried whether it would be useful to provide one glossary covering the entire suite of documents. The Inspectorate confirmed that this would be useful.

Specific decisions/ follow-up required?

The following actions were agreed:

- The Inspectorate would provide details of convenient dates and attendees for the next project update meeting to take place in mid-September.