



Meeting note

Project name	Expansion of Heathrow Airport (Third Runway)
File reference	TR020003
Status	Final
Author	The Planning Inspectorate
Date	13 September 2018
Meeting with	Heathrow Airport Limited
Venue	Arup Offices, London
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.

The Inspectorate was provided with a range of sound demonstrations at Arup's SoundLab prior to the meeting. The demonstrations presented three key elements:

1. How flightpaths can be distributed using runway operations.
2. How the perception of aircraft sounds can be affected by the existing sound climate.
3. How people's exposure to aircraft noise indoors can be reduced.

Policy update

The Applicant explained that the High Court was in the process of reviewing the grounds of each challenge made against the Airports National Policy Statement. The Applicant noted that it would be reviewing the status of the challenges at various key stages over the coming months.

Land access/ surveys

The Applicant provided an overview of its surveying progress for Phase 1 habitat; surface water sampling; historic building condition; agricultural land classification; and Ground investigation (GI) surveys. The Applicant noted that due to previous extensive investigations in the area, intrusive archaeological surveying was unlikely to be required.

The Inspectorate enquired whether further s53 applications were likely to be required. The Applicant did not expect further s53 applications would be required, although the need to obtain rights of entry under s53 of the PA2008 would be kept under review.

The Applicant noted ongoing discussions with the Environment Agency (EA) with regards to river surveys and with Natural England with regards to techniques for ecological

surveying. The Applicant also provided an update about its proposed approach to river corridor mitigation, including a forthcoming trial scheme.

Scoping

The Applicant outlined the proposed scope of projects to be included in its cumulative effects assessment (CEA). The Inspectorate recommended that the scope of projects assessed should be consistent with the approach set out in Advice Note Seventeen¹.

The Applicant stated that it was currently working up methodologies to screen in/ out developments for further assessment. The Applicant noted that it had received initial positive feedback from some local authorities regarding its approach to CEA.

In respect of an assessment of major accidents and disasters, the Applicant stated that it had set up a multi-agency steering group to review the work on safety and security aspects of the Proposed Development. The steering group was made up of the Department for Transport (DfT), Civil Aviation Authority (CAA), National Crime Agency, Border Force and the emergency services.

The Applicant drew attention to the initial transboundary screening that had been undertaken for the Proposed Development² and asked whether any further information was required in relation to the screening. The Inspectorate advised that it would reconsider transboundary screening at the Acceptance stage but that no further information was required at that time.

Programme update

The Applicant stated that its draft preferred masterplan was likely to be outlined in November 2018. The Applicant confirmed that the preferred masterplan would form part of the material to be consulted on as part of the Applicant's statutory consultation currently anticipated in June 2019.

The Applicant summarised a revised two-stage approach to 'Consultation 2' in 2019. In January 2019 the Applicant anticipated carrying out an eight week non-statutory consultation focusing on airspace and operational matters, including runway alteration, night flight restrictions and runway directional preferences. In the same way as the consultation documents were presented for 'Consultation 1' in 2018, the Applicant would clearly distinguish between the documents associated with the airspace change application and those associated with the Development Consent Order (DCO) application; but noted there would inevitably be some cross over between the two.

In summer 2019 the Applicant would then carry out statutory consultation in relation to the DCO application. The consultation documents would include feedback on the responses to 'Consultation 1' in 2018, and request views from consultees on the Applicant's preferred scheme and the Preliminary Environmental Information Report (PEIR).

¹ Advice Note Seventeen: Cumulative effects assessment, available here: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

² Available here: <https://infrastructure.planninginspectorate.gov.uk/projects/london/expansion-of-heathrow-airport-third-runway/?ipcsection=docs>

The Applicant confirmed that the anticipated submission date of mid 2020 for the DCO application was not affected by the revised approach to consultation. The Inspectorate queried whether this allowed for flexibility for any further consultation that the Applicant may choose or be required to carry out. The Applicant explained flexibility in this respect was accounted for in the programme and noted that any further consultation beyond what was currently expected would most likely be targeted consultation.

It was agreed that the Applicant would update on the development of its Statement of Community Consultation (SoCC) at the next update meeting.

Stakeholder engagement

The Applicant provided an update on its engagement with the HSPG and other statutory bodies. The Applicant summarised progress on the preparation of its PEIR, confirming PEIR workshops had been held in June 2018. Further workshops on scoping were planned for the remainder of 2018 with sessions on early assessment outputs thereafter. Bilateral meetings with local authorities were also scheduled.

The Inspectorate requested an update on other consents/permits/licences required to deliver the Proposed Development which would need to be secured outside of the Development Consent Order. The Applicant summarised its progress in obtaining various licenses and permits from the EA.

Inspectorate update

The Inspectorate drew attention to minor changes to its Advice Note Ten³ to reflect the recent Court of Justice of the European Union (CJEU) judgment in respect of Habitats Regulations Assessment screening and reliance on mitigation measures, being: [C-323/17 - People Over Wind, Peter Sweetman v Coillte Teoranta \(2018\)](#). The updated version would be available on the National Infrastructure website in due course.

AOB

The Inspectorate enquired as to which land-use elements of expansion would be sought to be consented through DCO, and which elements would require consent through the Town and Country Planning (TCPA) 1990. The Applicant explained that it was currently considering what elements of the expansion scheme were in its opinion Associated Development within the meaning of the PA2008. The Applicant concluded that all works proposed within the DCO would be appropriately assessed within the Environmental Statement.

³

Advice Note Seventeen: Cumulative effects assessment, available here: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>