

Meeting note

Project name	Expansion of Heathrow Airport (Third Runway)
File reference	TR020003
Status	Final
Author	The Planning Inspectorate
Date	30 November 2018
Meeting with	Heathrow Airport Limited
Venue	HAL offices, Heathrow, London
Attendees	Heathrow Airport Limited The Planning Inspectorate
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.

Policy update

The Applicant provided an overview of the High Court challenge against the Airports National Policy Statement (ANPS) and noted it had submitted its response. The pre-trial meeting is scheduled for January 2019 ahead of the hearing in March.

The Applicant acknowledged progress on the UK's Aviation Strategy and considered that it would have minimum impact on its plans for expansion. The Applicant expected consultation on the Green Paper in mid-December. The Inspectorate queried whether it would influence the Applicant's Statutory Consultation phase scheduled for June. The Applicant advised it would not.

The Inspectorate highlighted that the Civil Aviation Authority (CAA) has published a policy update and consultation document on the economic regulation of capacity expansion at Heathrow Airport, known as CAP 1722. The Applicant stated it would review the document and provide any update or observations for the next meeting.

The Applicant briefly provided an update on Brexit and London Plan matters.

Land access/ survey update

The Applicant provided an update on its ground investigation and biodiversity surveys, noting that 70% of site had been surveyed for its Phase 1 habitat survey. The Applicant provided an overview of the progress made on surveys on hedgerows, fish, invertebrates, crayfish, reptiles, Great Crested Newts and otters. The Applicant noted that water vole and dormice were not included in its baseline.

The Applicant confirmed it was in the fourth year of the wintering bird survey, due to be completed next year; the breeding bird survey had been completed on all accessible land. The Inspectorate queried as to whether the Applicant had conducted an appropriate assessment on birds. The Applicant confirmed it had and concluded that no adverse effects were likely.

The Applicant provided an update on its intrusive land investigation work to date, which involved completing 240ha of the site, and noted ongoing surface water monitoring and bi-weekly river level spot-checks. The Applicant stated it was sharing its findings with the Environment Agency (EA). The Inspectorate queried whether anything unexpected had been found from ground investigation work. The Applicant noted nothing unexpected to date although contamination from the sites that were previously used for landfill had been anticipated.

The Applicant explained that it was looking at how it could mitigate effects during construction and highlighted its draft Code of Construction Practice (CoCP) would be shared with the Department of Transport (DfT), Heathrow Strategic Planning Group (HSPG) and EA for feedback.

The Applicant stated that it was open to sharing bat data with local bat groups and set out how it was planning to mitigate potential impacts on bats in receptors at Harmondsworth and around the A4.

The Applicant confirmed that no further s53 applications were currently anticipated.

Schedule and Scheme development

The Applicant confirmed it was still anticipating submission in 2020, noting that Statutory Consultation was now scheduled for summer 2019.

The Applicant briefly provided an update on its Surface Access Strategy (SAS) that was being developed in line with the ANPS following feedback from Highways England (HE), Crossrail and bus and coach companies; a draft SAS would be included in the Statutory Consultation suite of documents.

The Applicant explained that it was continuing its evaluation of the preferred components to form the preferred masterplan that would be included in the Statutory Consultation suite of documents. The Applicant provided an overview of the evaluation process, setting out the four masterplan assembly options which were to be developed and fixed in light of stakeholder feedback (inc. the HSPG).

The Applicant stated that the majority of the components of the expansion scheme would be included in the Development Consent Order (DCO) application, with some being phased in later. The Applicant noted it had established a skeleton of the masterplan and was in the process of looking at Associated Development.

The Inspectorate queried progress on the work to alter the M25 junctions. The Applicant acknowledged its positive engagement with HE on the proposed alterations. The Applicant provided an update on the process whereby other works that would form separate applications could be progressed through the Town and Country Planning Act 1990 (e.g. some displaced uses).

Consultation update

The Applicant shared a consultation presentation provided at recent meetings with the HSPG and Heathrow Community Engagement Board (HCEB) which set out likely content of its Airspace and Future Operations consultation expected in January 2019.

The Applicant explained that it was reviewing the comments received from the previous Non-statutory consultation phase and drafting its response as part of a feedback report that would be included in the suite of documents for each of its consultations anticipated in January and June 2019.

The Applicant provided an overview of progress on its draft Statement of Community Consultation (SoCC) and identified the consultation area that had been set for events and document information locations. The Applicant explained that it would consult the neighbouring authorities that would likely experience significant effects as well as the host authorities on the contents of the SoCC; 49 local authorities will be consulted in total alongside the HCEB and MPs.

The Applicant summarised what would be consulted on for the second Non-statutory consultation in respect of airspace change in January 2019. The Applicant explained it would be identifying design envelopes – broad geographic areas within which flight paths could be positioned – and emphasised that the envelopes were not identifying actual flight paths. The Inspectorate queried whether the consultation response would influence its Statutory Consultation later in the year. The Applicant confirmed that feedback relating to operational matters would be fed in but feedback relating to airspace matters would inform the separate airspace change process.

The Applicant also wished to seek views on how the future runway should be operated (alternation) as well as preferences for flight path direction and night flights. The Inspectorate queried how many design envelopes would be presented. The Applicant confirmed that there would be 12 envelopes for departures and nine for arrivals.

The Applicant provided a brief update on stakeholder engagement and explained its ongoing engagement timetable.

The Applicant queried whether local authorities had approached the Inspectorate with a view of getting advice on the PA2008. The Inspectorate advised that it had received some requests but acknowledged a preference of engagement with a number of the affected local authorities together by setting up another session with the HSPG.

The Applicant set out how engagement had progressed with Transport for London and key environmental bodies such as Historic England, Natural England and the EA with regards to agreeing baseline data. The Applicant noted progress with the EA on water and waste baseline data.

The Applicant summarised recent activities held as part of its community engagement, such as community workshops and listening events, and set out the level of response received. The Applicant explained how the HCEB had been working with the community and noted it was looking into hiring neighbourhood advisors to liaise directly with local people.

The Applicant provided an update on its engagement with the CAA, noting the recently formed joint steering group that had started to hold six-weekly meetings, and set out a suite of workshops that had been agreed in anticipation of a Statement of Common Ground and/ or letter of no impediment.

EIA update

Feedback on the Applicant's Cumulative Effects Assessment methodology technical note has been provided separately and will be published as an annex to the next project update meeting note on the [Expansion of Heathrow Airport \(Third Runway\) project page](#) in due course.

AOB

There was discussion regarding the scale of the suite of documents and how best the Inspectorate could prepare for submission. The importance of a draft document review was supported by all attendees.

The Applicant queried how it should provide the suite of documents that will accompany its notification under s46 of the PA2008. The Inspectorate recommended that a USB stick containing the documents electronically was adequate and advised against signposting to the documents online.

The Inspectorate noted the submission of the Western Rail Link application was expected next year. The Applicant acknowledged its design interface with the project and noted an update could be provided at the next meeting.

It was agreed that the next meeting would be at the Inspectorate offices in Bristol and should be scheduled for late February 2019.