



## Meeting note

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| <b>File reference</b>     | TR020003                  |
| <b>Status</b>             | <b>Final</b>              |
| <b>Author</b>             | The Planning Inspectorate |
| <b>Date</b>               | 6 November 2019           |
| <b>Meeting with</b>       | Heathrow Airport Limited  |
| <b>Venue</b>              | Teleconference            |
| <b>Meeting objectives</b> | Technical meeting 2       |
| <b>Circulation</b>        | 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.

### **Works / Land plans**

The Applicant explained that it had been looking at the various formats for its multi-layered, tile-based method for presenting the works and land plans. The Applicant noted that it was currently favouring a 'smart' PDF as single plans would then contain various layers of information, which could be removed if deemed extraneous, reducing the number of plans contained within each tile book. The Inspectorate queried the system requirements needed to use the smart PDFs. The Applicant advised that a specific programme wasn't required to view them, however, viewer's devices would need to have the basic requirements and adequate internet connection to download and access them.

The Inspectorate queried the likely size of the smart PDF files. The Applicant explained that due to the multi-layer detail the plans would contain, these files could be around 30MB. The Inspectorate advised that due to the size of the smart PDFs, the Applicant may wish to consider submitting a book of plans for each tile in both standard and smart PDFs to ensure all parties can access and view the information.

The Inspectorate queried whether each layer of a smart PDF tile would have an individual reference to aid navigation during examination. The Applicant explained that each layer will have a reference and stated that it would share a draft to show this in the next few months.

The Applicant queried whether the GIS viewer could be made available exclusively for the Examining Authority to aid usability in addition to the suite of plans provided with the application as it would not constitute new material. The Inspectorate noted that this may not appropriate for examination as it wouldn't be universally accessible for all parties and could be deemed an unfair advantage.

The Inspectorate noted it would need to trial hosting smart PDF files to ensure they can be viewed on the National Infrastructure Planning website.

## **Key stakeholders**

The Inspectorate noted that it had been involved in several pre-application meetings with a range of key stakeholders including the Heathrow Community Engagement Board (HCEB), Heathrow Strategic Planning Group (HSPG), several individual local authorities and had meetings scheduled in the new year with HACAN as well as other bodies. The Inspectorate queried the role and range of membership of the airline community.

There was brief discussion about the Applicant's communications team. It was agreed that the Inspectorate's and the Applicant's communications teams would exchange contact details.

## **Technical session on Transport modelling, air quality and carbon**

The Applicant made a technical presentation providing further detail on elements of the masterplan submitted as part of its Preliminary Environmental Information Report (PEIR) in the Statutory Consultation process:

### *Transport assessment and modelling*

The Applicant outlined its approach to transport modelling and assessment and described its recent engagement with statutory bodies such as Highways England and Transport for London. The Applicant discussed uncertainty within the modelling of future transport scenarios and the implication of highly congested motorways for its Saturn model. The Applicant agreed to provide a further detailed modelling update at a later date.

### *Air quality*

The Applicant identified that surface access emissions were likely to be a key impact and outlined its approach to consideration of sensitive areas in proximity to the Proposed Development such as Brands Hill. The Applicant discussed areas of poor air quality in proximity to the airport and the root cause of poor air quality, which it identified as existing traffic emissions. Future trends in air quality pollutant concentrations were discussed, including possible scenarios for emissions reductions and how these would inform sensitivity testing for the assessment.

The Applicant highlighted that it would consider the impact of ultrafine particles in its technical appendix and that these were implicitly considered as part of its consideration of PM2.5 and PM10 emissions.

### *Carbon assessment*

The Applicant outlined the evolving government position regarding carbon and Net Zero. The Applicant discussed the position of international aviation in carbon budgets and the head room allowance. The Applicant confirmed its intention to assess carbon emissions and discussed the interface between the Aviation Strategy and Airports National Policy Statement (ANPS) in setting the context for carbon assessments and the possibility the future Aviation Strategy might not be available to inform the Environmental Statement methodology. The Applicant discussed potential mitigation scenarios.

The Applicant will provide further information regarding its proposed Environmentally Managed Growth (EMG) process for controlling surface access, noise, air quality and carbon at a subsequent meeting.