

## Meeting note

<b>File reference</b>	Western Rail Link to Heathrow – TR040009
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	2 October 2020
<b>Meeting with</b>	Network Rail
<b>Venue</b>	Teams meeting
<b>Meeting objectives</b>	To discuss the new scope of the EIA to be undertaken in relation to the Proposed Development
<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.

### **Scoping - changes**

The Applicant explained that due to time elapsed since the previous Scoping Report (submitted in 2015) and due to a delay in the anticipated submission date for its application, the Applicant considered that it was appropriate to re-scope under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The re-scoping process would take into account recent revisions to technical standards such as the Design Manual for Roads and Bridges (DMRB).

The Applicant briefly described the Proposed Development and presented a plan highlighting key changes to the Development Consent Order (DCO) boundary since submission of the 2015 Scoping Report. The Applicant highlighted some minor design changes to the Proposed Development such as the diversion of utilities, inclusion of hedgerow strips and a canal towpath and access road which had informed the changes to the DCO boundary.

The Applicant explained that the list of local authorities to be consulted had changed since the submission of the 2015 Scoping Report. This was not due to changes in the DCO boundary but was a result of structural changes to local government, including the formation of new the Buckinghamshire Council unitary authority.

In previous discussions the Applicant had proposed to submit two scenarios for materials management: one based on rail disposal and one based on use of material to reinstate the CEMEX site at Langley. The Applicant explained that it had secured agreement to the reinstatement approach and would only consider that option in the Environmental Statement.

### **Approach to new Scoping Report**

The Inspectorate asked if the Applicant intended to refer to the 2015 Scoping Report in the new Scoping Report. The Applicant confirmed that in order to avoid confusion with previous approaches it would not be referring to the findings of the 2015 Scoping Report within the new Scoping Report.

The Applicant highlighted some proposed changes to the scope of the operational noise assessment. The Applicant stated it would now be considering the Elizabeth Line (transit railway line between Reading and Heathrow) in its decision to scope in/out effects of noise resulting from operation of the Proposed Development.

The Applicant summarised how lateral and vertical limits of deviation would be applied to allow for refinement of the preliminary design. The Inspectorate advised the Applicant to ensure that design parameters were reported consistently within the new Scoping Report and future documentation.

### **Future programme**

The Applicant stated that it expected to submit its new Scoping Report in November 2020. A second round of Statutory Consultation would follow in spring 2021 with the anticipated submission of the DCO application in November 2021. In respect of the new Scoping Report, the Inspectorate noted that advanced warning of the actual submission date would be welcomed. The Inspectorate reminded the Applicant that a shapefile must be submitted at least 10 days in advance of submission of the new Scoping Report.

The Applicant anticipated enabling works would commence in 2024, with the main works being carried out in 2025. In addition, the Applicant provided provisional dates for commissioning and operation of the Proposed Development of 2029 and 2030 respectively.