



Meeting note

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Status	Final
Author	The Planning Inspectorate
Date	14 February 2020
Meeting with	Heathrow Airport Limited (HAL)
Venue	HAL offices, Compass Centre, London
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.

Programme and policy update

The Applicant outlined its January 2020 announcement regarding (i) its intention to carry out a second round of statutory consultation in April 2020 and (ii) its revised period for application submission in Q4 2020. In respect of the announcement, the Inspectorate queried why the Applicant's revised date for the proposed third runway becoming operational was expressed as '2028/2029'. The Applicant explained that this was because the proposed third runway was forecast to become operational in 2028 but its first full year of operation would be 2029.

Early Growth

The Applicant outlined its proposal to utilise the existing two runways to increase capacity by up to 25,000 air transport movements (ATMs) per annum before the opening of the third runway.

The Inspectorate asked what powers the Applicant proposed to use to enable 'Early Growth'. The Applicant explained that the draft Development Consent Order (DCO) accompanying the application would contain draft powers to (i) abrogate the existing ATM cap and (ii) undertake some enabling works on the northern runway to enable full alternation.

The Inspectorate advised the Applicant to consider in any explanation of how 'Early Growth' would be delivered (i) how it related to the increase in capacity expressed in the ANPS as resulting from the third runway and (ii) how it could relate to the proposals for 'Environmentally Managed Growth' (EMG).

Stakeholder engagement

The Applicant outlined its proposed 2020 programme of technical engagement with the Heathrow Strategic Planning Group (HSPG) and other local authorities. The programme would include briefings on the Applicant's targeted Statutory Consultation.

The Inspectorate queried whether, in order to supplement its understanding of the scheme, it would be possible to attend selected technical briefing sessions and workshops in an observer capacity. The Applicant stated that it would welcome attendance by the Inspectorate and would provide details of future events.

The Applicant summarised progress on the preparation of Statements of Common Ground (SoCG) with members of HSPG and other consultation bodies.

The Applicant provided a brief update on engagement with the Heathrow Community Engagement Board (HCEB). The Applicant explained that its 2020 programme of engagement with HCEB included discussions regarding EMG, the Community Fund and future governance requirements. The Inspectorate stated that its recent engagement with HCEB had considered the role of HCEB as defined in the ANPS. The Applicant explained that it intended to explore that question with HCEB early in the 2020 programme.

The Applicant queried whether the Inspectorate could consider an Adequacy of Consultation Representation (AoCR) from HCEB if one was submitted during the Acceptance stage. The Inspectorate advised that its Community Consultation FAQ document¹ sets out what the Secretary of State can consider at the Acceptance stage.

The Applicant provided an update on its Habitats Regulations Assessment (HRA). The Applicant explained that the assessment had considered matters such as impacts on functionally linked habitats, hydrology, groundwater and disturbance of birds due to overflight, recreational effects and construction activities. Evaluation of survey data, green infrastructure design and surface water modelling were all ongoing. The Applicant had not identified any adverse impacts on integrity for any European sites.

The Inspectorate noted that the Preliminary Environmental Information Report (PEIR) consultation had relied on a 70dB(A) threshold for disturbance and that this noise threshold had been subject to discussion in other examinations, requiring production of additional noise contour data. The Applicant stated that a range of contour data would be available within its application material and that 70dB(A) was not being relied on as a cut-off value for disturbance effects.

The Applicant highlighted some recent changes in case law and uncertainty in the guidance relating to assessment of air quality effects on nitrogen-sensitive habitats. As a consequence, the Applicant had assessed nitrogen emissions within 200m of the affected Strategic Road Network (as identified through its traffic modelling), resulting

¹ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/General/General-Advice-00632-1-170702%20s47%20Community%20Consultation%20FAQ.pdf>

in an increased geographic scope of the assessment compared to the assessment presented in its PEIR consultation. The Applicant indicated that Natural England was content with the scope of designated sites assessed.

The Applicant concluded that there would be more information on HRA matters within its 'Managing Environmental Effects' update document which would form part of the targeted Statutory Consultation documentation.

The Inspectorate noted that the Independent Commission on Civil Aviation Noise (ICCAN) would be issuing best practice guidance in April 2020 and queried whether the Applicant would be taking it into account. The Applicant confirmed that it would and highlighted recent feedback from ICCAN regarding the Applicant's noise envelope design.

Targeted Statutory Consultation

The Applicant explained that its target Statutory Consultation sought to deal with (i) matters arising from responses to its first Statutory Consultation exercise (known as 'Airport Expansion Consultation' (AEC)) and (ii) continued design development. A new Statement of Community Consultation (SoCC) had been prepared for the targeted Statutory Consultation, which was due to commence in Spring 2020.

The Applicant explained that its targeted Statutory Consultation would open for eight weeks and noted the shorter (than AEC) timescale reflected a more compact and comprehensive suite of consultation documents which would deal with: Project changes; construction updates; managing environmental effects update; surface access updates; apprenticeship updates and property policies updates. Where relevant, each document would include updated Preliminary Environmental Information.

The Applicant displayed a plan to illustrate the Consultation Zone for its targeted consultation, which had been reduced to a 4,000ft radius (from 7,000ft at AEC) to reflect the fact that flight paths were not being consulted on.

Application documents, website and submission

The Applicant confirmed it intended to use the Inspectorate's Draft Documents service. The Inspectorate would confirm to the Applicant following the meeting the scope of the Draft Documents it would be able to review.

The Applicant stated that it planned to duplicate the submitted application documents on its own website. The Inspectorate explained that the version of the application published on the National Infrastructure Planning website would be the only definitive electronic copy of the application.

The Inspectorate advised that the Applicant could clearly set out what is being applied for in a discrete location within the application. The appropriate content of, and location for, this explanation was discussed and the Applicant confirmed it would take a decision in due course.

The Applicant queried how the Environment Statement should take account of scoping. The Inspectorate advised that it was customary for Applicants to include a

table within each chapter setting out how scoping comments had been addressed within the assessment.

In its approach to recording affected land interests, the Applicant queried whether the Inspectorate would find a breakdown of the plots by local authority helpful. The Inspectorate advised it would.

The Inspectorate queried the Applicant's progress in preparing the Consultation Report (CR). The Applicant offered to share the CR structure as a Draft Document.

Environmentally Managed Growth and Future Bodies

The Applicant explained how it had been developing the concept of its EMG framework, which would set the context for future airport performance, monitoring, management and enforcement. The Applicant explained how it intended to manage breaches of one or more of the limits established under EMG. The Inspectorate noted that the timeframe for responding to breaches would be a key consideration.

The Applicant explained that the EMG framework submitted with the application would not necessarily be a certified document but would refer to controls within other application documents. The Applicant asked whether the Inspectorate had any concerns regarding EMG. The Inspectorate advised that it would need to see more detail on the proposals for EMG before providing any comments.

The Applicant displayed a draft of its proposed governance structure for the discharge of DCO Requirements, obligations, commitments and performance measures associated with the scheme. The Inspectorate asked if the draft governance structure would be included in the targeted Statutory Consultation exercise. The Applicant confirmed that it would.