



Meeting note

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| Project name | Heathrow Western Hub, Heathrow Airport |
| Status | Final |
| Author | The Planning Inspectorate |
| Date | 28 November 2018 |
| Meeting with | Arora Group |
| Venue | Planning Inspectorate offices, Bristol |
| Meeting objectives | Inception and project overview 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 Applicant introduced itself and the team it had assembled. The Applicant explained that the expansion of Heathrow Airport (Third Runway) scheme was comprised of various components and, the purpose of their proposal was to offer an alternative to one of those components. The Applicant stated that the western hub design proposals did not include works to divert the M25 or for a third runway; it was solely looking to refigure the terminal and airfield facilities within the western part of the airport to increase capacity and improve customer experience.

The Applicant provided an overview of engagement to date with the Department for Transport (DfT) and Civil Aviation Authority (CAA) and noted that it was advised by both that any application to deliver a component of the Heathrow Airport expansion should be consented through the PA2008 regime.

The Applicant set out that its interpretation of the Airports National Policy Statement (ANPS) implied that more than one application for different components of the expansion could be promoted and explained how the application would consist of an alteration scheme under s23(1)(b) of the PA2008. The Inspectorate queried the application's estimated capacity increase.

There was discussion regarding the Proposed Development's co-dependency on Heathrow Airport Limited's (HAL) plans for the expansion of Heathrow Airport. The Applicant provided an overview of its approach to engagement with stakeholders and local communities. The Inspectorate emphasised the importance of explaining the Proposed Development's interrelationship with HAL's expansion and airspace applications during non-statutory and statutory consultation.

The Applicant stated that it was working towards submitting an Environmental Impact Assessment (EIA) Scoping request in Quarter 1 2019 and summarised the proposed



approach to the assessment. There was discussion regarding the required detail to inform the Development Consent Order (DCO) application. The Applicant explained in broad terms how they intend to address uncertainty by using a 'Rochdale Envelope' assessment approach based on clearly defined design parameters. The Inspectorate stressed the importance of ensuring that what is applied for in the DCO is appropriately assessed in the Environmental Statement (ES) to be submitted with the application. The Inspectorate highlighted its suite of advice notes particularly those relating to the Rochdale Envelope (Advice Note 9) and cumulative effects (Advice Note 17).

The Inspectorate requested that the Applicant provided a shapefile of the schemes redline boundary ten days before the Scoping request in accordance with advice contained in Advice Note 7.

The Applicant set out its proposed programme prior to formal submission in 2020.

It was agreed that the next meeting should be scheduled for early 2019.