

LATE SCOPING CONSULTATION RESPONSES

Consultation bodies have 28 days to respond with any comments, stating either the information that they consider should be included in the ES or that they do not have any comments.

Any responses received after the deadline will not be considered within the scoping opinion but are forwarded to the applicant for consideration in accordance with the policy set out in Advice Note 7: Environmental Impact Assessment, Screening and Scoping.

The following EIA scoping consultation responses were received after the consultation deadline specified under legislation and therefore did not form part of the Secretary of State's scoping opinion.

From: Planning [mailto:Planning@chilternsaonb.org]
Sent: 02 August 2018 21:55
To: Expansion of Heathrow Airport (Third Runway)
Subject: RE: TR020003 - Expansion of Heathrow Airport (Third Runway)

Dear PINS Major Casework Directorate,

Thank you for your letter of 13th July 2018 notifying us about the ES Scoping Opinion on the expansion of Heathrow airport (third runway).

Going forward the Chilterns Conservation Board would like to be involved as stakeholders and consultees in the Heathrow work please, in order to advise on whether the plans conserve and enhance the Chilterns AONB, and to ensure that relevant assessments are included in the ES. For info, the Chilterns Conservation Board is the statutory independent corporate body for the Chilterns Area of Outstanding Natural Beauty, set up by Parliamentary Order under the provisions of Section 86 of the Countryside and Rights of Way (CRoW) Act 2000. The Chilterns Conservation Board is a statutory consultee for National Policy Statement consultations, a prescribed consultee for major infrastructure projects that affect the Chilterns AONB and an interested party for examinations in connection with Nationally Significant Infrastructure Projects that may affect the Chilterns AONB (as set out in the Infrastructure Planning (National Policy Statement Consultation) Regulations (2009), the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) and the Infrastructure Planning (Interested Parties) Regulations (2010).

In brief, our main concerns regarding Heathrow expansion are likely to be:

- noise and effects on tranquilly from overflying the Chilterns AONB
- air pollution and effects on sensitive habitats in the Chilterns including protected sites of national and international importance
- cumulative impacts from the combined changes in flightpaths from Luton and Heathrow - it is important that in any redesign of flightpaths there is careful design to avoid harm to the tranquillity of the AONB, and take all opportunities to reduce noise over the AONB (eg Bovingdon stack)
- people walking, cycling, riding or volunteering in the AONB are likely to be outdoors and expecting to enjoy an experience of 'getting away from it all' so are especially noise sensitive
- The Chilterns Conservation Board could also assist with identifying opportunities for AONB mitigation and enhancement

Our more detailed comments and concerns on the Scoping Report:

- Ch 5 Air quality: is the proposed study area (approx. 12km x 11km) wide enough?
- Ch 6 Biodiversity: is the proposed study area ("maximum amount of landtake being considered for full range of options") sufficient?
- Ch 11: We note this says that there will be a different noise study area where there is a relevant historic environment aspect (clarify bigger / smaller?)
- Ch 13: Landscape and visual amenity: is the proposed study area (5km beyond maximum landtake) wide enough? Might Heathrow be visible enough from some locations to be considered to be in the setting of the AONB?
- We note that tranquillity is covered in this Chapter, rather than the noise chapter.
- Ch 16 Noise: concerned that the proposed study area (encompassing where aircraft are expected to be 4000ft or below) is not wide enough
- Ch 17 Traffic and Transport: is the proposed study area (roads where overall traffic will increase by 30%, or HGVs by 10% on "sensitive" (congested) routes) wide enough?
- Ch 18 Water: is the proposed study area wide enough? We like to see impacts on Chilterns chalk streams included in the "targeted monitoring" in the wider area.

The Chilterns Conservation Board would like to express support for the PINS Opinion:

- that the noise study area is NOT big enough, but should extend to areas overflowed by traffic below 7000ft; and
- that it includes helpful references to impacts on the AONB, including cumulative impacts, in the landscape and visual amenity chapter (electronic p59-62 of the Opinion).

The Chilterns AONB is nationally protected as one of the finest areas of countryside in the UK and public bodies and statutory undertakers have a statutory duty of regard to the purpose of conserving and enhancing the natural beauty of the AONB (Section 85 of [CroW Act](#)).

With kind regards,
Lucy

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Please tell us your views on the Chilterns Area of Outstanding Natural Beauty and what is important to you by filling out this [survey](#)!



Visit us at www.chilternsaonb.org, [Twitter](#), [Facebook](#)

Areas of Outstanding Natural Beauty are some of the most beautiful and cherished landscapes in Britain. They need to be cared for, now and in the future.

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