



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	Proposed Expansion of Heathrow Airport (Third Runway)
Address/Location:	Heathrow Airport, The Compass Centre, Nelson Road, Hounslow, Middlesex TW6 2GW
Planning Inspectorate Ref:	TR020003
Date(s) screening undertaken:	First screening – 7 August 2018 following the Applicant's request for a Scoping Opinion
EEA States identified for notification:	First screening: None identified

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Airport Expansion EIA Scoping Report ('the Scoping Report') which was provided in three volumes (main text, figures and appendices). The Scoping Report was dated May 2018.

<p>Screening Criteria:</p>	<p>The Inspectorate’s Comments:</p> <p>The Scoping Report provides limited information regarding likely transboundary effects, however Section 4.8 and paragraph 7.9.53 of the Scoping Report identify two environmental aspects in relation to which a transboundary effect could conceivably arise – greenhouse gas emissions (GHG) (specifically carbon emissions) and biodiversity.</p> <p>In respect of GHG emissions the Scoping Report suggests that whilst GHG emissions impact on the global atmosphere and can give rise to a range of climate change effects experienced globally, it is not possible to apportion or identify any impact of an increase (or any particular level of increase) in GHG emissions in terms of environmental effects on any particular country or state. The Scoping Report then concludes that <i>“It is not anticipated that there is potential for significant effects on the environment of any European Economic Area (EEA) State or group of EEA States resulting from carbon emissions from the DCO Project, as the environmental receptor in this regard is the global atmosphere, rather than the environment of any country or state or group of countries or states”</i>. Consequently, the Scoping Report proposes that the effect of GHG emissions will be considered at a global level rather than with reference to a specific EEA state.</p> <p>In relation to biodiversity, paragraph 4.8.8 of the Scoping Report states that <i>“it is considered to be very unlikely that the DCO Project will have a significant effect on the environment of any EEA State(s). This is expected to be confirmed in the PEIR.”</i> No additional information is provided to support this statement.</p>
<p>Characteristics of the Development</p>	<p>The Proposed Development involves the remodelling and expansion of the existing Heathrow Airport (the Airport) to enable an increase in operating capacity from 480,000 air transport movements (ATM) per annum to at least 740,000 ATM per annum, and from around 76 million passengers per annum (mppa) to 130 mppa. The Scoping Report states that the Proposed Development is defined as a Nationally Significant Infrastructure Project (NSIP) under the terms of Section 22 (for works to the M25) and Section 23 (for the increased capability facilitated by the new runway and terminals) of the PA2008. There will also be Associated Development to the NSIPs.</p> <p>The key components of the Proposed Development described in the Scoping Report include:</p> <ul style="list-style-type: none"> • a new third runway of between 3,200m and 3,500m in length located to the northwest of the Airport, with connecting taxiways; • re-alignment of the M25 motorway and other road network changes including diversions to the A4 and A3044 and associated junction works; • development of additional terminal and satellite buildings and changes to internal access roads;

	<ul style="list-style-type: none"> • development of additional aircraft stands and apron space; • diversion of the River Colne, the Colne Brook, the River Wraysbury, the Longford River and the Duke of Northumberland's River and creation of compensatory flood storage; • upgrading of the current central bus station; • delivery of airport supporting facilities including, but not limited to: cargo floor space; fuel storage; maintenance, repair and overhaul floorspace; an air traffic control tower; upgraded and new waste water treatment and network infrastructure; diversion, relocation, protection and/or expansion of the public utilities network; energy generation plant; upgraded and new waste and recycling centres; and consolidation of car parking; • the displacement of certain commercial uses, infrastructure and major facilities currently in place at the existing airport such as: immigration removal centres; Lakeside Waste Management Facilities; British Airways' Waterside office; BT data centre and maintenance depot; Total fuel depot; SSE substation and pylons; Total rail head; and • temporary construction facilities, including contractor compounds, lorry parks, concrete plants, assembly facilities, borrow pits, stockpiles and construction workers' accommodation. The Scoping Report also states an intention to use offsite logistics hubs located across the UK for the delivery of materials.
<p>Location of Development (including existing use) and Geographical area</p>	<p>Figure 1.3 of the Scoping Report shows that the main proposed operational airport development, as defined by the 'Heathrow Planning Boundary', lies within the administrative area of the London Boroughs (LB) of Hillingdon and Hounslow, which are part of the Greater London Authority.</p> <p>However, the Proposed Development as a whole is located across the administrative areas of South Bucks District Council (DC); Buckinghamshire County Council (CC); Slough Borough Council (BC); Spelthorne BC; Surrey CC; and the Royal Borough of Windsor and Maidenhead.</p> <p>The Airport is located in a semi-urban area with the communities of Longford, Harmondsworth, Sipson, Harlington, Cranford Cross, Cranford, Hatton, Heston Hounslow, Feltham North, Bedfont, Stanwell, Stanwell Moor, Poyle, Colnbrook, Iver and Richings Park; Brands Hill and West Drayton bordering its perimeter or being within close proximity to the airport.</p> <p>These communities comprise a mixture of residential, industrial and commercial uses. The surrounding area hosts a number of heritage and landscape designations which are explained in the Scoping Report (for example paragraph 13.6.4). It is bounded to the north by the A4, to the west by the A3044, to the east by</p>

	<p>the A30 and to the south by the southern perimeter road, the Duke of Northumberland's River and Longford River. The M25 is within 600m of its western perimeter.</p> <p>Large areas of open land, parts of which are designated as greenbelt, are located within a short distance to the west and north of the Airport and are also subject to National and International ecological designations. The footprint of the Proposed Development falls partially within the Colne Valley Regional Park.</p> <p>Other known major developments within the area include the Western Rail Link to Heathrow (WRLTH) NSIP; the proposed Southern Rail Link to Heathrow; the Southampton to London pipeline and M4 smart motorways proposal. The Scoping Report Appendix 4.2 also provides details of the list of schemes currently being considered as part of the cumulative effects assessment.</p> <p>The Scoping Report has not identified any areas that could be affected which are under the jurisdiction of another EEA State.</p> <p>The nearest EEA state by distance from Heathrow Airport is identified as France.</p>
<p>Environmental Importance</p>	<p>The Proposed Development is located adjacent to large areas of open land parts of which are designated as greenbelt and located within a short distance to the west and north of the Airport. The footprint of the Proposed Development falls partially within the Colne Valley Regional Park, and extends to land adjacent to the northwest of Staines Moor, part of which is designated as a Site of Special Scientific Interest (SSSI).</p> <p>The Airport also sits in two main river catchments, being the River Colne to the west and the River Crane to the east, and is bounded by a number of associated watercourses to the west. A number of reservoirs are located to the west and south west of the area including the Queen Mother Reservoir, Wraysbury, King George VI, Staines North and Staines South reservoirs. These waterbodies are component parts of the South West London Waterbodies Ramsar site and Special Protection Area (SPA).</p>
<p>Potential impacts and Carrier</p>	<p>The Scoping Report provides limited information regarding transboundary effects but identifies two possible environmental aspects in relation to which a transboundary effect could conceivably arise – greenhouse gas emissions (GHG) (specifically carbon emissions) and biodiversity.</p> <p>The Inspectorate notes that the Scoping Report rules out the potential for specific GHG emissions impacts on individual EEA states. The Inspectorate accepts the reasoning presented in the Scoping Report that impacts from specific GHG emissions cannot be attributed to individual EEA states and instead should be considered in terms of contribution to global GHG levels as part of the wider Environmental Impact Assessment process.</p> <p>The Inspectorate notes that the Scoping Report considers it very unlikely that the Proposed Development will have a significant</p>

	<p>biodiversity effect on the environment of any EEA State(s). However the Proposed Development is in proximity to the South West London Waterbodies SPA and Ramsar site. Sections 6.6.57 – 6.6.61 of the Scoping Report describe the potential for effects on wintering birds associated with the sites. Accordingly, the Inspectorate identifies impacts on mobile species associated with the designated site as a potential impact pathway.</p> <p>The information provided to the Inspectorate relevant to impacts on biodiversity features is at an early stage and the Scoping Report states that “Winter bird survey results of terrestrial habitats occurring across the winter of 2017/18 are not yet collated.” Consequently, there is not yet at a level of detail sufficient to draw conclusions regarding the magnitude and extent and likelihood of a specific impact pathway by which the project could affect the environment of any EEA State(s). Once this information becomes available eg as part of an application for development consent, the need for consultation with EEA member states in relation to this potential impact pathway will require further consideration.</p> <p>The Inspectorate has not identified any other pathways at this time. The Inspectorate will review this position following submission of an application for Development Consent.</p>
Extent	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the extent over which impacts may occur and or whether they would be likely to significantly affect the environment in another EEA State.</p>
Magnitude	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the magnitude of any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Probability	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the probability of any impacts that would be likely to significantly affect the environment in another EEA State.</p>
Duration	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the duration of any impacts that would be likely to significantly affect the environment in another EEA State.</p>
Frequency	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the frequency of any impacts that would be likely to significantly affect the environment in another EEA State.</p>
Reversibility	<p>At the present time, there is no detailed information in relation to impacts on mobile species necessary to determine the reversibility of any impacts that would be likely to significantly affect the environment in another EEA State.</p>

Cumulative impacts	The cumulative impact assessment (CIA) has not yet been undertaken and the Scoping Report has not identified any likely significant cumulative effects at this stage.
<p><u>Transboundary screening undertaken by the Inspectorate on behalf of the SoS</u></p> <p>Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development is not likely to have a significant effect on the environment in another EEA State.</p> <p>In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.</p> <p><u>Action:</u></p> <p>No further action required at this stage.</p> <p>Date: 7 August 2018</p> <p>Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.</p>	

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>