



**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)**

<b>Project name:</b>	<p>The Proposed Development 'Heathrow Western Hub' is the subject of this screening matrix. The Applicant for the Heathrow Western Hub is Arora Land Holdings Limited. The Proposed Development is dependent upon the delivery of components for another Proposed Development, that being, the Expansion of Heathrow Airport (Third Runway) which is being progressed by Heathrow Airport Limited (HAL).</p> <p>On 21 May 2018 the Inspectorate received a request for a scoping opinion from HAL in respect of the proposed Expansion of Heathrow Airport (Third Runway) to include, amongst other components, a new Northwest Runway, the re-alignment of the M25 motorway and Associated Development. A transboundary screening for this Proposed Development was issued on 7 August 2018 (The HAL transboundary screening).</p> <p>On the 14 February 2019 the Applicant for Heathrow Western Hub requested a scoping opinion from the Planning Inspectorate and included information in a Scoping Report. The Scoping Report states that the Proposed Development will not include works required for the construction and operation of the new Northwest Runway and associated M25 alterations to accommodate the Northwest Runway. However, the Heathrow Western Hub Proposed Development would include "additional linking elements" to the Expansion of Heathrow Airport (Third Runway) being progressed by HAL.</p>
<b>Address/Location:</b>	Heathrow Airport and land to the north and west of Heathrow Airport
<b>Planning Inspectorate Ref:</b>	TR020004
<b>Date(s) screening undertaken:</b>	First screening – 2 May 2019 following the Applicant's request for a scoping opinion
<b>EEA States identified for notification:</b>	First screening: None identified

**FIRST TRANSBOUNDARY SCREENING**

<b>Document(s) used for transboundary Screening:</b>	<p>'Heathrow Western Hub EIA Scoping Report Revision: P03' dated February 2019 ('the Scoping Report') provided as the main text (1 volume), and Figures Parts 1 to 3 (3 documents).</p> <p>In light of the overlapping nature of the Proposed Development with the</p>
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	<p>Expansion of Heathrow Airport (Third Runway), reference is also made to the HAL transboundary screening, which is available online at the following link:  <a href="https://infrastructure.planninginspectorate.gov.uk/projects/london/expansion-of-heathrow-airport-third-runway/?ipcsection=docs">https://infrastructure.planninginspectorate.gov.uk/projects/london/expansion-of-heathrow-airport-third-runway/?ipcsection=docs</a></p>
<p><b>Screening Criteria:</b></p>	<p><b>The Inspectorate’s Comments:</b></p> <p>Table 4.6 of the Scoping Report provides information to “inform a decision regarding likely significant effects on another EEA State”, and states that all environmental resources that are identified as potentially experiencing significant environmental effects all lie within the UK.</p> <p>Details of relevant environmental receptors, their importance and potential transboundary impact pathways are provided in Chapters 5 to 18 of the Scoping Report. The Scoping Report concludes that the Proposed Development is not likely to have significant effects on the environment in another EEA State and proposes that transboundary effects do not need to be considered within the ES.</p> <p>The Scoping Report for the Expansion of Heathrow Airport (Third Runway) identified 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>In respect of GHG emissions, the Scoping Report for Heathrow Western Hub states that because it does not include the Northwest Runway for the proposed Heathrow Airport expansion, or the M25 realignment works, which are instead proposed by the Expansion of Heathrow Airport (Third Runway), emissions associated with these components of the Heathrow Airport expansion are excluded from the proposed scope of assessment. However, potential carbon and GHG effects associated with the Expansion of Heathrow Airport (Third Runway) will be considered as part of their Cumulative Effects Assessment (CEA).</p> <p>In relation to biodiversity, the Proposed Development is in proximity to the South West London Waterbodies Special Protection Area (SPA) and Ramsar site which comprise a series of reservoirs and former gravel pits that support internationally important wintering birds. Accordingly, the Inspectorate identifies impacts on mobile species associated with the designated site as a potential impact pathway.</p> <p>The information in the Scoping Report relating to impacts on biodiversity features is at an early stage. At present, 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> <p>Once this information becomes available e.g. 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><b>Characteristics of the Development</b></p>	<p>The Proposed Development involves the reconfiguration and expansion of certain terminal and airfield facilities on the western boundary of Heathrow Airport to enable an increase in “terminal capacity which will increase the number of passengers for which the airport is capable of providing air passenger transport services by at least 50 million passengers per annum (mppa) and be capable of supporting an additional 260,000 air transport movements (ATM) per annum” (Section 3.2, of the Scoping Report). The Scoping Report also states that the Proposed Development “includes alterations to Junction 14 and 14A of the M25”.</p> <p>The Proposed Development would include associated development necessary to deliver the terminal component of the Expansion of Heathrow Airport (Third Runway).</p> <p>Although the Proposed Development is independent of the Expansion of Heathrow Airport (Third Runway), the Scoping Report states that the Proposed Development “overlaps, and would replace, certain components of the HAL DCO Project”. The Proposed Development is therefore reliant on the delivery of parts of the Expansion of Heathrow Airport (Third Runway). The Applicant cannot yet determine the precise level of additional components that will be required as the Expansion of Heathrow Airport (Third Runway) project has not yet been fully defined.</p> <p>The Scoping Report states that “the Proposed Development will not include works required for the construction and operation of the new Northwest Runway and associated M25 alterations to accommodate the Northwest Runway. It assumes that these components will be developed, owned and operated by HAL in line with their current proposals.” The key components of the Proposed Development described in the Scoping Report include:</p> <ul style="list-style-type: none"> <li>• New and reconfigured terminal capacity;</li> <li>• Expansion of the existing airfield, including taxiways to service the proposed new Northwest Runway and the provision of aprons and stands;</li> <li>• Changes to the existing road and rail surface access infrastructure, including local road changes and alterations to junctions 14 and 14A of the M25;</li> <li>• Public transport upgrades;</li> <li>• Changes to river alignments and flood storage;</li> <li>• Associated supporting facilities including cargo, aircraft maintenance, fuel storage, waste and water treatment facilities, public utilities, generation plant to support the energy demand of the airport and consolidation of car parking;</li> <li>• Displaced uses;</li> <li>• Other airport related development; and</li> <li>• Other associated works necessary to deliver the Proposed Development, including landscaping and ecological improvement works.</li> </ul>
<p><b>Location of Development</b></p>	<p>The Proposed Development would be located at the existing site of the Airport, between the Terminal 5 building and the M25 motorway, as</p>

<p><b>(including existing use) and Geographical area</b></p>	<p>shown in Figure 1.1 of the Scoping Report.</p> <p>The existing built development within the principal works area includes the Terminal 5 building, the Sofitel hotel and associated car parking facilities.</p> <p>Section 2.3 of the Scoping Report summarises the existing infrastructure at the wider Airport such as runway arrangements, terminal facilities, taxiways and aprons.</p> <p>This existing built development is separated from an area of green belt land to the west by the Western Perimeter Road and the A3044.</p> <p>Figure 1.3 of the Scoping Report illustrates that Heathrow Airport and the principal works area under consideration for the Proposed Development lie within the administrative area of the London Boroughs (LBs) of Hillingdon and Hounslow, which are part of the Greater London Authority (GLA). However, the entirety of the Proposed Development is located across other administrative areas including; South Bucks District Council (DC); Slough Borough Council (BC); Spelthorne BC; the Royal Borough of Windsor and Maidenhead; Buckinghamshire County Council (CC); and Surrey CC.</p> <p>The Proposed Development is located approximately 15 miles west of central London 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 within close proximity. It is surrounded by suburban housing, business premises and mixed-use open land to the north and south; suburban housing and business premises to the east; and three large reservoirs, mixed-use open land, housing and business premises to the west.</p> <p>The Proposed Development lies within the hydrological catchment of the River Thames and a number of its tributaries are in the vicinity. The Scoping Report depicts the watercourses that will require realignment as part of the Proposed Development. These are the Rivers; Colne, Wraysbury, Duke of Northumberland's, Longford and Crane and the Colne Brook.</p> <p>Other known major developments within the area include the Expansion of Heathrow Airport (Third Runway); Western Rail Link to Heathrow (WRLTH); the proposed Southern Rail Link to Heathrow; the Southampton to London pipeline and the M4 smart motorways.</p> <p>The Scoping Report has not identified any areas of land that could be affected which are under the jurisdiction of another EEA State.</p> <p>The nearest EEA State by distance from Proposed Development is identified as France.</p>
<p><b>Environmental Importance</b></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 existing Heathrow Airport.</p> <p>The Proposed Development 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 and south.</p>

	<p>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 SPA.</p>
<p><b>Potential impacts and Carrier</b></p>	<p>The Scoping Report provides limited information regarding transboundary effects.</p> <p>Table 4.6 provides “information to inform a decision regarding likely significant effects on another EEA State” and states that “all environmental resources that are identified as potentially experiencing significant environmental effects all lie within the UK”.</p> <p>The nearest EEA State is France which is approximately 160km distant from the Proposed Development. The Scoping Report concludes that the Proposed Development is not likely to have significant effects on the environment in another EEA State and proposes that transboundary effects do not need be considered within the ES.</p> <p>However, the Proposed Development is in proximity to the South West London Waterbodies SPA and Ramsar site which form a series of reservoirs and former gravel pits that support internationally important wintering bird populations. Accordingly, the Inspectorate identifies impacts on mobile species associated with the designated site as a potential impact pathway either alone or in combination with the Expansion of Heathrow Airport (Third Runway) project.</p> <p>The information submitted to the Inspectorate that is relevant to impacts on biodiversity features is at an early stage. Consequently, there is not yet a level of detail sufficient to draw conclusions regarding a specific impact pathway by which the Proposed Development could affect the environment of any EEA State(s). Once this information becomes available e.g. as part of an application for development consent, the need for consultation with EEA States in relation to this potential impact pathway will require further consideration. This is similar to the conclusion reached in the Expansion of Heathrow Airport (Third Runway) transboundary screening.</p> <p>In addition to effects on biodiversity the Expansion of Heathrow Airport (Third Runway) transboundary screening identified GHG (specifically carbon emissions) as a potential impact pathway.</p> <p>The Inspectorate has previously accepted HALs (see the Expansion of Heathrow Airport (Third Runway) transboundary screening) argument that the potential for specific GHG emissions impacts on individual EEA States cannot be attributed in this way and instead should be considered in terms of contribution to global GHG levels as part of a wider assessment process.</p> <p>The Inspectorate has not identified any other pathways at this time. The Inspectorate will review this position following submission of an application.</p>
<p><b>Extent</b></p>	<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</p>

	environment in another EEA State.
<b>Magnitude</b>	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.
<b>Probability</b>	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.
<b>Duration</b>	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.
<b>Frequency</b>	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.
<b>Reversibility</b>	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.
<b>Cumulative impacts</b>	The cumulative effects assessment (CEA) has not yet been undertaken and the Scoping Report has not identified any likely significant cumulative effects at this stage.

### **Transboundary screening undertaken by the Inspectorate on behalf of the SoS**

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.

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.

#### **Action:**

No further action required at this stage.

**Date: 2 May 2019**

**Note:** The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

#### **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/>