



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:	Gatwick Airport Northern Runway
Address/Location:	Gatwick Airport, West Sussex
Planning Inspectorate Ref:	TR020005
Date(s) screening undertaken:	First screening – 16 May 2023
EEA States identified for notification:	First screening – None identified

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	<i>'Our northern runway: making best use of Gatwick. Environmental Impact Assessment Scoping Report'</i> , dated September 2019 (Volumes 1-3) (the Scoping Report)
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	<p>The Proposed Development is to enable a higher overall number of flights at Gatwick Airport by 'optimising' the use of the existing runways.</p> <p>The land subject to the proposed application for development consent extends to approximately 838 hectares (inclusive of land associated with the existing airport).</p> <p>The current airport operates by using a single runway, but there is a further runway (the 'northern runway'), which is available for use when the main runway is closed.</p> <p>The Proposed Development would involve alterations to the northern runway along with the lifting of the restrictions on its use to enable a 'dual runway operation'.</p> <p>The Proposed Development could enable an increase of 13 million passengers per annum (mppa) to 74 mppa by 2038 (from the 61 mppa maximum potential passenger throughput in absence of the Proposed Development). It is noted that this growth in absence of the Proposed Development is to some extent reliant on other projects that are proposed (by GAL or others) or those that have already been consented (as set out in section 4 of the Scoping Report).</p>

	<p>Broadly, the Proposed Development itself comprises the following elements:</p> <ul style="list-style-type: none"> • Amendments to the existing northern runway and reconfiguration of taxiways. • Aircraft pier and stand alterations and reconfiguration hangars, cargo facilities, airfield maintenance and recycling facilities, internal access routes and fire training ground provisions. • Extensions to the North and South Terminal buildings and additional hotel and office spaces • Reconfigured car parking, including new surface and multi-storey car parks. • Surface access improvements (including to the North and South terminal highway junctions*, rail and 'Inter-Terminal Transit Systems'). • Landscaping and surface water / foul drainage improvements. <p><i>*The Applicant explains that such works may constitute a Highways nationally significant infrastructure project in their own right (under s.22 of the PA2008).</i></p> <p>The Applicant's description of the Proposed Development, its location and technical capacity (where relevant) is provided in sections 1.2, 1.3 and Chapter 5 of the Scoping Report. Figures 5.2.1(a-g) of the Scoping Report illustrate the broad location of the key elements of the Proposed Development.</p> <p>Section 5.3 of the Applicant's Scoping Report sets out an indicative construction phasing plan with pre-construction works commencing in 2021/22; the 'core airfield construction works' completed and dual runway operations by 2026; and remaining works (eg terminal extensions, hangers, surface access works etc) to be undertaken between 2026 – 2034.</p> <p>The Scoping Report has not identified any areas that could be affected which are under the jurisdiction of another EEA State, and the Applicant provided a transboundary screening document (Appendix 7.16.1) in accordance with the Inspectorate's Advice Note twelve.</p>
<p>Location of Development (including existing use) and Geographical area</p>	<p>Gatwick Airport is located in the county of West Sussex between the towns of Crawley and Horley.</p> <p>Areas of public open space and farmland surround the existing airport boundary, including the Riverside Garden Park immediately to the northwest of the north terminal junction). The settlements of Horley, Hookwood, Charlwood and Tinsley Green are all located within 1-2km of the existing airport.</p> <p>The airport is served by the M23 motorway spur off the M23, which runs approximately 1.5km to the east of the main airport. The airport sits on the London to Brighton mainline railway. Gatwick Airport's railway station is located at South Terminal, and there is a direct transit link to North Terminal.</p>

	<p>The majority of the works associated with the Proposed Development are located within the existing airport, although as shown of Figures 5.2.1a – 5.2.1g, some of the elements are located on the fringes and outside of the existing airport land (including, for example: highway works, car parking, construction compounds and environmental mitigation and enhancement areas).</p> <p>The closest EEA state to the Proposed Development (France) is located approximately 130km to the south east. The maximum zone of influence for environmental effects arising from the Proposed Development identified by the Applicant in their Scoping report is 20km (impacts to designated nature conservation sites, namely Ashdown Forest SAC and SPA and Mole Gap to Reigate Escarpment SAC).</p>
<p>Environmental Importance</p>	<p>As set out above, the Ashdown Forest SAC and SPA and Mole Gap to Reigate Escarpment SAC European sites (Natura 2000 sites) are located within 20km of the Proposed Development. However, the Proposed Development is not likely to result in direct effects or land take from these or any other international designated nature conservation sites (or those in other EEA states). Indirect effects on these sites (eg air quality effects or disturbance of mobile species associated with the European site designation) will be considered as part of the EIA process where relevant, noting the proximity of EEA states as set out above.</p> <p>The Applicant also identifies a number of surface waterbodies (within the Thames River Basin Management Plan) and groundwater bodies that fall within the terms of the Water Framework Directive (WFD) and that will be considered as part of the EIA process.</p> <p>The other relevant sensitive environmental receptors are all nationally, regionally or locally designated in the UK. For example, beyond the immediate surrounding area, the Proposed Development site lies within 5-8km of the South Downs and High Weald areas of outstanding natural beauty (AONB) to the northeast and south respectively. The Proposed Development would result in the loss of some agricultural land, but this is not of international value.</p> <p>Any effects on these and other UK designations are therefore not likely to have significant effects on the environment in another EEA State.</p>
<p>Potential Impacts and Carrier</p>	<p>The Applicant is of the view that the <i>“geographic location of other EEA states is somewhat irrelevant for environmental impacts derived from planes, eg air quality and noise impacts at destination airports in EEA states”</i>.</p> <p>However, air quality receptors at ‘destination airports’ in other EEA states (and in and around the Proposed Development) would be impacted by emissions released from arriving and</p>

	<p>departing planes (and increased air traffic as a result of the Proposed Development).</p> <p>The Applicant considers that climate change is a global issue and therefore has the potential to affect all EEA states and such effects would be as a result of increased greenhouse gas emissions from the construction and operation of the Proposed Development exacerbating the 'Greenhouse effect' in the atmosphere. As such, and due to the global nature of climate change impacts, transboundary impacts will be included within the climate change chapter of the Environmental Statement (ES). (</p> <p>The Inspectorate accepts the reasoning presented in the Scoping Report that impacts from specific greenhouse gas (GHG) emissions cannot be apportioned to individual EEA states and instead should be considered in terms of contribution to global GHG levels as part of the wider EIA process.</p>
Extent	<p>As set out above, the Applicant acknowledges the potential for transboundary effects in terms of wider GHG emissions but that these effects will be considered as part of the climate change assessment in the ES. GHG effects are not attributable to individual EEA states given the nature of the Proposed Development and will instead be considered in terms of a GHG contributions in a wider global context.</p> <p>. The Inspectorate understands that the maximum zone of influence for impacts to designated nature conservation sites arising from the Proposed Development is 20km and whereas the closest EEA state (France) is approximately 130km to the southeast of the Proposed Development. At the present time, there is no specific detailed information in relation to impacts on mobile species which may be associated with EEA states and which could extend the zone of influence of the Proposed Development. At this stage, the Applicant has not identified any impacts which would be likely to significantly affect the environment in another EEA State. This conclusion is reached taking into account the extent, magnitude, probability, duration, frequency and reversibility of effects associated with the Proposed Development as set out in in Appendix 7.16.1 of the Scoping Report).</p>
Magnitude	
Probability	
Duration	
Frequency	
Reversibility	
Cumulative Impacts	

	The Applicant's cumulative impact assessment has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.
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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:

Date: 16 May 2023

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/>