



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 6.2.5: Transboundary Screening Matrix

Book 5

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1 Introduction

1.1 General

- 1.1.1 This document forms **ES Appendix 6.2.5: Transboundary Screening Matrix** (Doc Ref. 5.3) of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of Gatwick Airport's existing runways (referred to within this document as 'the Project').
- 1.1.2 This document provides the Transboundary Screening Matrix, considering the potential for effects to occur on European Economic Area (EEA) States and is based on the information and assessment contained in the ES.
- 1.1.3 In preparing this document, the Applicant has had regard to the Planning Inspectorate's Advice Note Twelve: Transboundary Impacts and Process (2020) and has carried out a screening exercise using the matrix in Annex 1 thereto.

1.2 Transboundary Screening

Table 1.2.1: Long Form Transboundary Screening Matrix

Screening Criteria	Applicant's Comments
<p>Characteristics of the Project</p>	<p>Size of the Development</p> <p>Gatwick Airport is currently served by a single main runway. The airport also has a further runway, located north of the main runway and which is only available for use when the main runway is closed. This runway is known as the northern runway or the 'standby runway'.</p> <p>The Project proposes alterations to move the centreline of the existing northern (standby) runway north by 12 metres to form a realigned northern runway which, along with the lifting of the current restrictions on its use, would enable dual runway operations in accordance with international standards.</p> <p>It is anticipated that by 2047 (the long term forecast year) this could increase Gatwick's passenger throughput to approximately 80.2 million passengers per annum (mppa), compared to a maximum potential passenger throughput based on existing facilities (with future baseline projects) of 67.2 mppa. This represents an anticipated increase in capacity of approximately 13 mppa (see ES Chapter 5: Project Description (Doc Ref. 5.1) for further details).</p> <p>Use of Natural Resources, Production of Waste</p> <p>A range of natural resources would be indirectly required for the Project as a consequence of the manufacture of the necessary materials, e.g., the constituents of concrete. However, natural resources which would be directly used by the Project during construction would be limited to those typical of construction projects, e.g., soils used during earthworks, aggregate and bentonite used in excavation and foundation works, wood and gypsum used in the construction of buildings and structures, ecological resources displaced by the Project, and hydrocarbon fuels.</p> <p>During operation, use of natural resources would be limited to those currently used by Gatwick's airport operation, e.g., fuels and water. The use of these natural resources would not directly impact other EEA states and would be limited to typical requirements and locally sourced as far as practicable. Nevertheless, during the detailed design stage, measures will be explored to design out waste where appropriate, e.g., using site won materials for earthworks and minimising construction vehicle trips.</p> <p>The Project would result in the loss of some agricultural land, but this is not of international value.</p> <p>The Project would not result in any land take from international designated nature conservation sites. The Project would not result in any land take in other EEA states. Ecological effects in the locality have been assessed throughout the EIA process and appropriate mitigation measures suggested (see ES Chapter 9: Ecology and Nature Conservation (Doc Ref. 5.1)).</p> <p>During construction measures would be implemented to minimise waste sent to landfill. Waste management during operation would also seek to minimise waste, including consumption of resources and therefore ultimately reducing exploitation of natural resources. A waste management strategy is included at ES Appendix 5.3.4: Major Accidents and Disasters (Doc Ref. 5.3) and provides information on the measures for managing waste likely to be generated and details how the waste would be managed to meet legislative and policy requirements. Changes would also be required to the foul drainage system to improve capacity and resilience to cater for the proposed operation, these are described in detail in ES Chapter 5: Project Description (Doc Ref. 5.1).</p>

Screening Criteria	Applicant's Comments
	<p>Pollution and Nuisances</p> <p>As stated above, the Project is predicted to increase passenger throughput from 67.2 mppa to 80.2 mppa by 2047, which would result in an increase in passenger air transport movements. In addition to this, the Project is predicted to increase the number of cargo movements. Overall, the number of plane movements from Gatwick Airport would increase as a result of the Project, resulting in possible air quality and noise impacts at the departure and landing airports.</p> <p>Air quality and noise impacts as a result of increased air traffic at airports in other EEA states would be minor in the context of existing air traffic at these airports. In addition, the destination airports have been consented under the relevant planning systems in the relevant EEA state, including those airports' planned maximum capacity. Therefore, the increased air traffic from Gatwick Airport would be within the destination airports planned maximum capacity and any air quality or noise impacts would have already been assessed as part of the consenting processes and considered acceptable. Therefore, the effect of these impacts will have been taken into account in the planning regimes of the relevant EEA states and would be controlled through existing limits on the consents for each airport in terms of the number of flights, timing of flights and use of flight paths. Therefore, no significant transboundary effects for air quality or noise are likely to occur. Emissions as a result of construction and operation of the Project would include greenhouse gasses, which have the potential to contribute to climate change. These have been assessed throughout the EIA process, as is the case for other UK airport proposals (see ES Chapter 15: Climate Change (Doc Ref. 5.1) and ES Chapter 16: Greenhouse Gases (Doc Ref. 5.1)). The Project does not have any characteristics that would require a different approach to that adopted for other UK airport proposals.</p> <p>Risk of Accidents and Disasters</p> <p>The potential for accidents and disasters is considered throughout the EIA process – such effects are identified within ES Appendix 5.3.4: Major Accidents and Disasters (Doc Ref. 5.3) and primarily relate to potential effects at the airport itself or associated with takeoff and landing. The Project would not introduce hazards during the construction phase which could not be effectively managed through the ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3) and existing plans and procedures currently in place at the airport. No significant transboundary effects are considered likely for this topic.</p> <p>Use of Technologies</p> <p>Technology used as a part of the construction of the Project, and for its operation, is commensurate to similar projects and unlikely to result in any transboundary effects.</p> <p>Summary</p> <p>Based on the above, significant transboundary effects can be ruled out for the above aspects. Two environmental aspects have been identified for which there could conceivably be a transboundary effect, and which are considered further below - climate change and effects on migratory species.</p>
<p>Location of development (including existing use) and geographical area</p>	<p>Existing use</p> <p>Gatwick Airport is located in the county of West Sussex between the towns of Crawley and Horley in the south east of England. The airport's two passenger terminals (North Terminal and South Terminal) are directly served by the M23 spur off the M23, which runs approximately 1.7 km to the east of the airport. The A23 (London Road) runs in a north-south direction adjacent to the eastern boundary of the airport. The airport sits on the Brighton-London mainline railway. Gatwick Airport's railway station is located at the South Terminal, and there is a direct transit link to North Terminal. Gatwick Airport is served by a single main runway. The airport also has a further runway, which is located to the north of the main runway and which is only available for use when the main runway is closed. This runway is known as the northern runway or the 'standby runway'.</p> <p>Distance to EEA states, Area of impact in EEA states</p> <p>The closest EEA state to the Project is located approximately 130 km to the south east. The maximum zone of influence for environmental effects arising from the Project identified at the ES stage is 20 km from the Project (impacts to designated sites). Therefore, impacts originating from the Project site or in relation to land take are unlikely to affect EEA states.</p> <p>No European sites or Ramsar sites lie wholly or partly within the Project site boundary, however there are several European designated sites within 20 km of the Project: Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) is located 12 km to the south west of the Project site boundary and Mole Gap to Reigate Escarpment SAC is located 9.27 km to the north west of the Project site boundary. Ashdown Forest SPA is designated for the European nightjar <i>Caprimulgus europaeus</i> and the Dartford warbler (<i>Sylvia undata</i>).</p>

Screening Criteria	Applicant's Comments
	<p>The European nightjar is a migratory species. Ashdown Forest SAC is designated for its wet and dry heath habitat (Northern Atlantic wet heaths with <i>Erica tetralix</i> and European dry heaths). No species have been identified as a primary reason for the selection of this site, although it is noted that the site does support great crested newt <i>Triturus cristatus</i>.</p> <p>Mole Gap to Reigate Escarpment SAC is designated for its grassland, scrub and wooded habitats, with great crested newts and Bechstein's bats listed as qualifying features (although not a primary reason for designation).</p> <p>Following further consultation with Natural England, the European sites Ebernoe Common SAC (located 29 km to the south west) and The Mens SAC (located 25 km to the south west) designated for their bat populations beyond 20 km from the Project site boundary were identified for consideration. Thames Basin Heaths SPA is located 24km to the north west of the Project site boundary and supports populations of European importance for Dartford Warbler <i>Sylvia undata</i>, Nightjar <i>Caprimulgus europaeus</i> and Woodlark <i>Lullula arborea</i>. The Thursley, Ash Pirbright and Chobham SAC is geographically located in a similar location to the Thames Basin Heaths SPA and is designated for the heathland habitats it supports.</p> <p>Climate change as a result of anthropomorphic release of greenhouse gases is a global phenomenon. Therefore, the receptor is the global climate</p>
Environmental importance	<p>European nightjar is a migratory species, which also use habitats in other countries – these birds migrate over EEA states to their winter ranges in southern Africa. The value of these species is high.</p> <p>Climate change as a result of anthropomorphic release of greenhouse gases is a global phenomenon. Therefore, the receptor is the global climate.</p>
Potential impacts and carrier pathways	<p>The EIA and Habitat Regulations Assessment (HRA) assessment processes consider whether there could be any potential for impacts on migratory species supported by Ashdown Forest SPA and Thames Basin Heaths SPA to be affected by air quality emissions to the supporting habitat, should any significant changes in traffic flows arise close to designated sites as a result of the Project.</p> <p>Climate change effects would be as a result of increased greenhouse gas emissions as a result of construction and operation phases exacerbating the greenhouse effect in the atmosphere.</p>
Extent	<p>Deposition of pollutants from traffic (to habitat) occurs within a limited distance from any road affected by a significant increase in traffic flow. As a result, no significant transboundary effects are considered likely for this topic.</p> <p>As stated above, climate change is a global issue and therefore has the potential to affect all EEA states.</p>
Magnitude	<p>The potential for effects on European designated sites and species supported by them is considered throughout the EIA process and a screening process has been undertaken in consultation with Natural England via the Habitat Regulation Assessment process. The requirements of the consenting process under the Habitats Regulations mean that consent cannot be granted unless it can be shown that the Project would not have an adverse effect on the integrity of European designated sites (either alone or in-combination).</p> <p>The effect of the Project on European designated sites has been considered following the method set out in the Planning Inspectorate Advice Note Ten: Habitats Regulations Assessment Relevant to Nationally Significant Infrastructure Projects (2022). The conclusions are presented in ES Appendix 9.9.1: Habitat Regulations Assessment Report (Doc Ref. 5.3). This report does not identify any significant effects on the environment in other EEA states and confirms there is no potential for transboundary effects in Section 1.3.5 of ES Appendix 9.9.1: Habitat Regulations Assessment Report (Doc Ref. 5.3).</p> <p>It is not anticipated that there would be any change in the population of migratory birds in EEA states (particularly as the European nightjar and Eurasian hobby migrate to Africa) and therefore a significant transboundary effect is not anticipated.</p> <p>Due to the global nature of climate change impacts, the receptor for impacts is the global climate. Impacts should therefore be considered in terms of the contribution to global greenhouse gas levels within the EIA process, as impacts cannot be attributed to any individual EEA states.</p>
Probability	<p>The site does not support migratory bird species that may be associated with relevant sites in other EEA states and whilst there is some evidence of bat migration to and from the UK for some species (<i>Nathusius' pipistrelle</i>, for example (PTES, 2020)), the presence of SACs in the surrounding landscape designated for bats are already in the scope of assessment. Therefore, impacts on migratory species are unlikely, given the distance of the European designated sites from the airport, the distance over which any changes in traffic would result in any effect on air quality (and therefore habitat) and the regulatory regime in place to protect European designated sites.</p>

Screening Criteria	Applicant's Comments
	<p>The conclusions of the assessment process are presented in ES Appendix 9.9.1: Habitat Regulations Assessment Report (Doc Ref. 5.3). This report does not identify any significant effects on the integrity of European designated sites either alone or in combination.</p>
<p>Duration</p>	<p>Effects on European designated sites have been considered for both the construction and operational phases. Duration and phase of occurrence has also been considered in the assessment. No significant effects on another EEA state have been identified.</p>
<p>Frequency</p>	<p>Frequency and temporal patterns have been considered within the assessments. Any effects on designated sites would be as a result of any changes in traffic flow along roads close to the designated sites, whether during peak construction or during the operational phase. No significant transboundary effects are considered likely for this topic.</p>
<p>Reversibility</p>	<p>No impacts have been identified that would significantly affect the environment in another EEA state.</p>
<p>Cumulative impacts</p>	<p>The ES identifies other developments in the locality which may cause cumulative impacts. A list of 'other developments' considered within a cumulative assessment has been identified and the combined effects of the Project with the 'other developments' are assessed in ES Chapter 20: Cumulative Effects and Inter-Relationships (Doc Ref. 5.1). No cumulative impacts are likely to result in significant environmental effects in EEA states.</p>
<p>Conclusion</p>	<p>This screening exercise following the completion of the ES has identified no significant transboundary effects. The assessment in ES Chapter 9: Ecology and Nature Conservation (Doc Ref. 5.1) and ES Appendix 9.9.1: Habitat Regulations Assessment Report (Doc Ref. 5.3) considered the potential for air quality effects on European designated sites (and any migratory species they support). No significant transboundary effects were identified on the European designated sites and on any migratory species.</p> <p>Effects on climate change have been considered within ES Chapter 15: Climate Change (Doc Ref. 5.1) and ES Chapter 16: Greenhouse Gases (Doc Ref. 5.1) as set out within this screening matrix and in accordance with the process adopted for other proposed development at UK airports. The greenhouse gas assessment takes into consideration international flights, but these are attributed to the Gatwick Airport and not the airports in EEA states. This has been explained in detail in ES Chapter 16: Greenhouse Gases (Doc Ref. 5.1). Due to the global nature of climate change and as specific Greenhouse Gas emissions cannot be apportioned to EEA states, it is unlikely that there is any potential for specific greenhouse gas emissions impacts on individual EEA states.</p> <p>Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and on the basis of the current assessment undertaken as part of the ES, no significant effects on the environment in any EEA States have been identified.</p>

2 References

Planning Inspectorate (2020) Advice Note Twelve: Transboundary Impacts and Process, (Version 6)

Planning Inspectorate (2022) Advice Note Ten: Habitats Regulations Assessment Relevant to Nationally Significant Infrastructure Projects, Version 9

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

3 Glossary

3.1 Glossary Terms

Table 3.1.1: Glossary of Terms

Term	Description
EEA	European Economic Area
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
IEMA	Institute of Environmental Assessment and Management
MPPA	Million passengers per annum
SAC	Special Area of Conservation
SPA	Special Protection Area
UK	United Kingdom