



YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

Preliminary Environmental Information Report
Appendix 6.2.3: Transboundary Screening Matrix
September 2021

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1 Introduction

1.1 General

1.1.1 This document forms Appendix 6.2.3 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.

1.1.2 This document provides the Transboundary Screening Matrix, considering the potential for effects to occur on other European Economic Area (EEA) States.

1.2 Transboundary Screening

Table 1.2.1: Transboundary Screening Matrix

Screening Criteria	Comments
<p>Characteristics of the Project. Size. Use of natural resources. Production of waste. Pollution and nuisances. Risk of accidents. Use of technologies.</p>	<p>Gatwick Airport is served by a single main runway. The airport also has a further runway, which is 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.</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 2038 this could increase airport capacity up to approximately 75.6 million passengers per annum (mppa), compared to a maximum potential capacity based on existing (and consented/committed future facilities) facilities of 62.4 mppa within the same timescale. This represents an increase of approximately 13.2 mppa.</p> <p>A range of natural resources would be indirectly required for the Project as a consequence of the manufacture of the necessary materials, eg 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, eg 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>Use of Natural Resources, Production of Waste</p> <p>During operation, use of natural resources would be limited to those currently used by Gatwicks' airport operation, eg fuels and water. The use of these natural resources would not directly impact other EEA states. Nevertheless, during the detailed design stage, measures will be explored to design out waste where appropriate, eg 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 are being assessed specifically throughout the EIA process and mitigation will be implemented, where practicable and appropriate (see Chapter 9: Ecology and Nature Conservation).</p> <p>Construction measures would be implemented to minimise wastes 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 Appendix 5.3.2.</p> <p>Pollution and Nuisances</p> <p>As stated above, the Project is predicted to increase passenger throughput from 62.4 mppa to 75.6 mppa by 2038, 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 the airports' planned maximum capacity. Therefore, the increased air traffic from</p>

Screening Criteria	Comments
	<p>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 be 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/timing of flights and use of flight paths. Therefore, no significant transboundary effects for air quality or noise are likely.</p> <p>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 are being assessed throughout the EIA process, as is the case for other UK airport proposals (see Chapter 15: Climate Change and Carbon). The Project does not have any characteristics that would require a different approach to that adopted for other UK airport proposals.</p> <p>Accidents and Disasters</p> <p>The potential for accidents and disasters is being considered throughout the EIA process – such effects are identified within Appendix 5.3.3 and primarily relate to potential effects at the airport itself, or associated with takeoff and landing. 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 majority of 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>Distance to another EEA state.</p> <p>Area of impact in EEA state.</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 South Terminal, and there is a direct transit link to North Terminal.</p> <p>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.</p> <p>The closest EEA state to the Project located approximately 130 km to the south east. The maximum zone of influence for environmental effects arising from the Project identified at the PEIR 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>There are several European designated sites within 20 km of the Project: Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) and Mole Gap to Reigate Escarpment SAC. Ashdown Forest SPA is designated for the European nightjar <i>Caprimulgus europaeus</i> and the Dartford warbler (<i>Sylvia undata</i>). The European nightjar is a migratory species.</p> <p>Ashdown Forest SAC is designated for its wet and dry heath habitat. No species have been identified as a primary reason for the selection of this site, although it is noted that the site does support assemblages of European nightjar and Eurasian hobby <i>Falco subbuteo</i>, both of which are migratory birds. These birds migrate over EEA states to their winter ranges in southern Africa.</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>The area of impact for climate change is the wider climate.</p>
<p>Environmental importance.</p> <p>Environmental value of areas affected.</p> <p>Capacity of natural environment.</p>	<p>European nightjar and Eurasian hobby are 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>
<p>Potential impacts and carrier pathways.</p>	<p>The EIA and HRA assessment processes consider whether there could be any potential for impacts on migratory species supported by Ashdown Forest SPA and SAC to be affected by air quality emissions to 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</p>

Screening Criteria	Comments
	atmosphere.
Extent. Geographical area/affected population.	Deposition of pollutants from traffic (to habitat) occurs within a limited distance from any road affected by a significant increase in traffic flow. As stated above, climate change is a global issue and therefore has the potential to affect all EEA states.
Magnitude. Likely magnitude of the change.	The potential for effects on European designated sites and species supported by them is under consideration throughout the EIA process and a screening process is being undertaken in consultation with Natural England to determine whether an appropriate assessment under the Habitats Regulations is required. 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. The conclusions to date are presented in Appendix 9.9.1, the Habitat Regulations Assessment - Non-Significant Effects Report. This report does not identify any significant effects. The consenting process under the Habitats Regulations means that consent cannot be granted if the Project were to result in any significant effect at Ashdown Forest SAC/SPA. 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. 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. The assessment of impacts (and effects) on the global climate is provided in Chapter 15: Climate Change and Carbon. Therefore, the remainder of this transboundary screening matrix focuses on potential biodiversity effects (migratory species).
Probability. Likelihood under normal circumstances or exceptional circumstance (accidents and disasters).	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. The conclusions of the assessment process to date are presented in Appendix 9.9.1, the Habitat Regulations Assessment - Non-Significant Effects Report. This report does not identify any significant effects.
Duration. Temporary, short-term or long-term. Phase of occurrence.	Effects on ecological designated sites have been considered for both the construction and operational phases.
Frequency. Temporal pattern.	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.
Reversibility. Reversible or irreversible.	If the Project was to go ahead, a reduction in the number of flights/passengers (and therefore also traffic impacts) would reverse the impact.
Cumulative impacts. Other major developments.	The PEIR identifies other developments in the locality which may cause cumulative impacts. A list of 'other developments' to be considered within a cumulative assessment has been identified and the combined effects of the Project with the 'other developments' are assessed in Chapter 19: Cumulative Effects and Inter-relationships. No cumulative impacts are likely to result in significant effects in EEA states.
Conclusion.	This screening exercise has identified no significant transboundary effects. Assessment in Chapter 9: Ecology and Nature Conservation and Appendix 9.9.1 considers the potential for air quality effects on European designated sites (and any migratory species they support). Effects on climate change have been considered within Chapter 15: Climate Change and Carbon as set out within this screening matrix and in accordance with the process adopted for other proposed development at UK airports. Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations, as amended) and on the basis of the current information available, no significant effects on the environment in any other EEA State have been identified.

2 References

The Infrastructure Planning (Environmental Impact Assessment) Regulations, 2017. 2017 No. 572.

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
PEIR	Preliminary Environmental Information Report
SAC	Special Area of Conservation
SPA	Special Protection Area
UK	United Kingdom