



YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

Preliminary Environmental Information Report
Appendix 15.4.2: Climate Change Resilience (CCR) Definitions
September 2021

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1 Introduction

1.1 General

1.1.1 This document forms Appendix 15.4.2 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 climate change resilience definitions for the Project.

2 Key terms for the Climate Change Resilience (CCR) and In-combination climate change impacts (ICCI) assessments

2.1.1 **Climate hazard:** a weather or climate related event which has potential to do harm to environmental or community receptors or assets, for example increased winter precipitation.

2.1.2 **Climate change impact:** an impact from a climate hazard which affects the ability of the receptor or asset to maintain its function or purpose.

2.1.3 **Consequence:** any effect on the receptor or asset as a result of the climate hazard having an impact

3 Climate Change Resilience (CCR) definitions

3.1 Definition of asset types

3.1.1 As part of the CCR assessment, an asset has been defined as each individual structure that will be constructed or re-configured as part of the development, ie Pier 7 or re-configuration of Taxiway Juliet. All the individual assets have been grouped into asset types as presented in Table 3.2.1.

3.2 Hazards considered in the CCR assessment

3.2.1 The hazards that have been considered as part of the CCR assessment include: high temperatures, low temperatures, high precipitation, low precipitation, extreme winds and lightning.

3.2.2 Table 3.2.2 below presents the asset types and which hazards are applicable to each asset type.

Table 3.2.1: Assets included in each asset group

Asset Group	List of assets included in asset type
Airport infrastructure	Northern runway, taxiways Juliet, Lima, Tango, Whiskey, Victor and Zulu, exit taxiways, end around taxiways, aircraft holding area, Pier 6 and 7, stands, motor transport facilities, airfield surface transport facilities, emergency air traffic control tower and rendezvous point north, satellite airport fire protection service, extension to North and South terminals, including baggage hall areas, forecourts and transition space, new hotels and extensions to existing hotel, new office blocks, Internal access routes, car parks (surface and multi-storey), surface access improvements, Changes to the surface water strategy, alignments and additional runoff and treatment areas.
Airport operation	CARE facilities, ground maintenance facilities, cargo, engine running areas, fire training ground.

Asset Group	List of assets included in asset type
Electronic equipment	Electronic equipment within new buildings.
Earthworks	Landscape/ ecological planting and cut/ fill strategy Details to be confirmed at a later date.

Table 3.2.2: Climate hazards applicable to each asset group

Asset group	High temperature	Low temperature	High precipitation	Low precipitation	Extreme winds	Lightning
Airport infrastructure		X	X		X	X
Airport operation	X	X				
Electronic equipment	X	X				
Earthworks			X	X		
Flights	X				X	X

4 Assets scoped into the ICCI assessment

4.1 Scope

4.1.1 The ICCI assessment considered the extent to which climate change exacerbates effects on topic receptors which have already been identified in the other discipline chapters. The scope of and receptors identified for the ICCI assessment are outlined in Table 4.1.1.

Table 4.1.1: Disciplines scoped into the ICCI assessment

Asset Group	List of assets included in asset type
Ch.7 Historic environment	Archaeology, built heritage and historic areas and the historic landscape
Ch.8 Landscape, townscape and visual	Landscape character and visual effects
Ch.9 Ecology and nature conservation	Habitats and wildlife species
Ch.10 Ground conditions	Geology and ground conditions
Ch.11 Water Environment	Geomorphology, groundwater, water quality, flood risk, surface water drainage and wastewater
Ch.12 Traffic and transport	Surface access and transport
Ch.13 Air quality	Atmosphere, people, ecology and communities
Ch.14 Noise	Residential properties and community facilities

Asset Group	List of assets included in asset type
Ch.15 Carbon and climate change	Aircraft, surface access, construction and operation
Ch.16 Socioeconomics	Existing and new residents and community assets
Ch.17 Health and wellbeing	People and communities
Ch.18 Agriculture and recreation	Agricultural land, walking, cycling and bridle routes and public open spaces

5 Glossary

5.1 Glossary of Terms

Table 5.1.1: Glossary of Terms

Term	Description
CCR	Climate Change Resilience
EIA	Environment Impact Assessment
GAL	Gatwick Airport Limited
ICCI	In-combination Climate Change Impacts
PEIR	Preliminary Environment Information Report