



# The Planning Inspectorate

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The Applicant

Your Ref:

Our Ref: TR020005/ PD-029

Date: 15 August 2024

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Dear Sir/ Madam

**Planning Act 2008 - Section 89(3); and the Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 17**

**Application by Gatwick Airport Limited for an Order Granting Development Consent for the Gatwick Airport Northern Runway Project**

**Request for further information and written comments**

We are writing under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 to request further information. These questions are set out in **Annex A** and are addressed solely to the Applicant.

Responses should be submitted by **Deadline 9 (21 August 2024)**. Any Interested Party wishing to comment on such responses can do so by **Deadline 10 (27 August 2024)**.

Yours faithfully

*Kevin Gleeson*

**Lead Member of the Examining Authority**

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R17e	Question to:	Question:
R17e.1	Applicant	<p><b>Homelessness Prevention Fund [AS-162]</b></p> <p>The Applicant's response to ISH9 Action Point 36 included reference to a Homeless Prevention Fund. It is understood that the purpose of this fund is to provide a contingency to mitigate any potential homelessness impacts which unexpectedly arise as a result of the Proposed Development.</p> <p>Please provide:</p> <ol style="list-style-type: none"> <li>a) a detailed justification for the proposed funding amount of £1 million;</li> <li>b) confirmation as to whether this fund is considered mitigation or enhancement; and</li> <li>c) a detailed justification as to why this funding has only been included towards the end of the Examination and was not included as part of the submitted application.</li> </ol>
R17e.2	Applicant	<p><b>Impact of the DfT TAG November 2023 update on the National Economic Impact Assessment [AS-164]</b></p> <p>The ExA note the submission of the above document into the Examination. Paragraph 2.3.2 of this document states:</p> <p><i>“Three main changes in the guidance have been identified:</i></p> <ul style="list-style-type: none"> <li>• <i>Incremental inbound emissions need to be monetised in the assessment</i></li> <li>• <i>Traded and non-traded emissions need be assessed jointly and the carbon valuation price should be adjusted to avoid double-counting emissions</i></li> <li>• <i>Displaced emissions from activity elsewhere (i.e. from other airports in this case).”</i></li> </ul> <p>Please provide further information on the following:</p> <ol style="list-style-type: none"> <li>a) What is the extent of inbound emissions now included (i.e. to the full extent of the flight, or at national levels/ to UK borders)?</li> <li>b) Why are such emissions not included in the assessment contained within the Environmental Statement Chapter 16, Greenhouse Gases [REP4-005], and what would be the implications of this on Section 16.9, Assessment of Effects, were they to be so?</li> </ol>

R17e	Question to:	Question:
		c) Provide more information on the assessment of displaced emissions (paragraph 2.3.12) – what was the information/ data used to inform this analysis of displacement of traffic from other airports and where did it come from?