

Gatwick Northern Runway Project (Project Reference: TR020005)
East Sussex County Council Registration Identification Number: 20044514
Deadline 4 [REP4-] Submission

D4.C Comments on responses to Examining Authority Written Questions (ExQ1)
[REP3-083 – REP3-105]

C1. In regard to the Examining Authority actions points and questions arising from the second round of Issue Specific Hearings (ISH), the Joint Local Authorities (JLA) response to these are to be submitted by Crawley Borough Council on behalf of the Joint Legal Partnership Local Authorities (Crawley BC, Horsham DC, Mid Sussex DC, Mole Valley DC, Reigate and Banstead BC, Tandridge DC, East Sussex CC, Surrey CC and West Sussex CC) at Deadline 3. I can confirm that we support and endorse these comments.

C2. There are however some comments which are East Sussex specific that we have responded to, and we include these below:

Action Point arising from Issue Specific Hearings (ISH)

ISH6 (30 April 2024) Number 10: Agenda Item 8 (8.1)

C3. Action: Provide details of relevant carbon budgets/ targets in relevant Local Transport Plans (LTP).

C4. Response: We have included information specific to ESCC's draft LTP4 within the JLA submission as follows:

C5. The draft East Sussex Local Transport Plan 4 (LTP4) 2024 – 2050 has an emphasis on tackling climate change with a focus on policies and schemes that will support the decarbonisation of the transport system and the way in which transport can support, protect, and enhance our natural and built environment.

C.6 As part of the scenario planning undertaken in developing the draft LTP4 strategy, a high level assessment of carbon was undertaken on what is termed the 'preferred future' (i.e. what we want 2050 to look like). The 'preferred future' forecast indicated a further 19% to 30% reduction on forecasts from the Department for Transport's.

C.7 Whilst further work will be undertaken to assess the carbon impacts on specific schemes and scheme types included in the East Sussex LTP4, using the Transport for the South East's Carbon assessment tool, once available, it is not proposed to include specific targets. The East Sussex LTP4 will be in alignment with the ESCC climate change emergency declared in 2050, in response to the need to address human-induced climate change and to achieve the goals of the 2015 Paris Agreement, which is aligned with the UK's legal requirement under the Climate Act to reduce greenhouse gas (GHG) emissions by at least 100% of 1990 levels (net zero) by 2050.

Comments on responses to Examining Authority Written Questions

[REP3-103] Deadline 3 Submission - 10.16 The Applicant's Response to the ExA's Written Questions (ExQ1) - Socio-Economic Effects

C.10 SE.1.5: Who has identified that there are no risks or adverse impacts? Has this been verified by a third party? There are potential risks to local areas in that demand for construction workers could see a draw on construction talent from the wider geography leaving skills shortages elsewhere. Has this been investigated and disproved? AM – We are continuing to push back on this, including through our Deadline 4 submissions.

C.11 SE.1.6: *We have not been included in creating the Implementation Plan as yet. We were unable to make the meeting which was called at short notice and no alternative to feed in was given. If there is not to be a DCO inclusion for the Employment Skills and Business Strategy (ESBS) -we still suggest there should be - then we need assurances that we will be given the opportunity to input into and approve the detail of Implementation Plan – with due time given for consideration in the s106 Agreement.*

C.12 SE.1.7: *We would welcome greater engagement with (East Sussex) schools. Will the Implementation Plan detail how this resource will be equitably accessed across the various LAs within the geography?*

C.13 SE.1.8: *We have had very little communication and engagement in East Sussex from an employment and skills perspective. We suggest that GAL may wish to consult with our Skills Board (Skills East Sussex) which comprises all key players during the next stage of response development.*

C.14 SE.1.9: *We would welcome Gatwick adopting the Local Visitor Economy Strategy for Growth and working in collaboration with Experience Sussex to deliver this, rather than developing a separate strategy.*

C.15 SE.1.10: *We would welcome Gatwick adopting the Local Visitor Economy Strategy for Growth and working in collaboration with Experience Sussex to deliver this, rather than developing a separate strategy.*

C.16 *We would urge Gatwick to work closely with the LVEP on data capture to ensure a standard baseline approach to be adopted regionally and informed by the national VisitEngland/VisitBritain approach. This is likely to be a combination of different data sets to include:*

- *Air DNA*
- *Lighthouse*
- *Visit Britain/Visit England are working to build and improve data for LVEPs -and looking at central purchasing data such as mobile/ credit cards*
- *ONS now provide some limited data sets*

C.17 *Whilst the Gatwick Gateway Partnership is recognised as one useful vehicle for brokering a shared approach to tourism promotion, ESCC would also wish to see*

active participation in the East Sussex, Brighton & Hove and West Sussex Local Visitor Economy Partnership.

[REP3-104] Deadline 3 Submission - 10.16 The Applicant's Response to the ExA's Written Questions (ExQ1) - Traffic and Transport

C.18 In regard to TT.1.1.16 - a 2 hourly bus service from and to Uckfield via Forest Row and East Grinstead, enhanced to hourly at peak times will not be adequately attractive to encourage modal shift and would substantially compromise service users' journey planning arrangements. The service will need to be hourly, running 7 days a week, with ongoing funding from the Applicant. This future service provision will need to be planned in consultation with ESCC, given that it provides funding support for the current 261 route (Uckfield-Forest Row-East Grinstead). ESCC is open to switching its funding for 261 and contributing towards the cost of a replacement enhanced 261 service to/from Gatwick, subject to the Gatwick service also being able to provide for the needs of passengers currently using the 261.

C.19 Diagram 11.3.1 in the Transport Assessment (TA) [REP 3-058] purports to show passenger use by coach to access Gatwick from various areas. It shows low to medium levels of use (from 5-10 users per day to 10-50 users per day) from Eastbourne and surrounding areas of South Wealden. This needs clarification as there are no passenger coach services from these areas to Gatwick. Nor are there any from any part of East Sussex to Gatwick.

C20. In light of information provided in the TA, to address the potential for passengers (and the employee catchments additionally shown in Diagram 11.3.2 of [REP3-058]) then Gatwick should build on their commitment to funding a Gatwick-Uckfield bus/coach service and extend it to Eastbourne via Hailsham and Polegate.