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Dear Sirs

### **Consultation on Gatwick Airport Draft Master Plan 2018**

I am writing to you as Chair of Transport for the South East (TfSE), an emerging Sub-national Transport Body (STB) which is being established in line with the Cities and Local Government Devolution Act 2016. TfSE intends to apply for statutory status in 2019. As a STB, its principal role is to facilitate economic growth through the development of its Transport Strategy.

TfSE provides a single voice across its geography on the transport interventions needed to support growth. The South East is crucial to the UK economy and is the nation's major international gateway for people and business. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents. It is not for TfSE to comment on national planning policy statements or the environmental impacts of aviation. We are aware that noise and other environmental aspects are of interest to a number of bodies and GAL will need to adequately address this issue.

Gatwick Airport sits at the centre of our geography. It is an important economic asset for the South East facilitating the movement of goods and services across the region and the UK, as well as supporting access to international markets. It is a key employer and it also generates employment through a significant local and national supply chain that supports its operations. Therefore, Gatwick Airport is an important consideration for TfSE as it develops its Transport Strategy.

We welcome the consultation by GAL on a new draft master plan that sets out three possible scenarios for future growth at Gatwick which could be taken forward separately or in combination. The scenarios are; (1) to increase throughput using the existing main runway; (2) to bring the existing standby runway into routine use for departing flights only alongside the main runway; and (3) to continue to safeguard land for an additional runway to the south (while not actively pursuing one at this stage).

As Gatwick grows in the future, the impacts of additional air passengers, cargo and employees on surface access networks need to be understood and mitigated to a satisfactory level. Further to this, consideration should be given to the surface access improvements required to better accommodate current demand, particularly those necessary to encourage greater use of sustainable forms of transport. It will be vital to ensure that these surface access improvements are introduced prior to potential Gatwick expansion. Our view is that the new master plan should be based on a detailed evidence base setting out the impacts of the growth scenarios on surface access networks. As this evidence base has not yet been provided, it is not possible to say at this time whether or not the impacts are

acceptable or that they can be made acceptable through the delivery of specific transport infrastructure improvements (fully or part-funded by GAL).

In setting out detailed evidence, our expectation is that GAL will need to consider the impacts on other non-airport users (e.g. commuters) using the surface access networks. Accordingly, we welcome GAL's commitment to take account of background growth in developing a new Airport Surface Access Strategy (ASAS).

The ASAS for future growth scenarios 2 and 3 will be dependent on strategic transport improvements that are not yet committed (e.g. BML upgrade, North Downs line improvements between Reading and Gatwick Airport, and the M23/A23 corridor improvements) and cannot be relied upon unless there are clear funding sources for their development and implementation.

As each growth scenario could result in different wider economic impacts, we would wish to understand the impacts on housing, commercial development and associated infrastructure and how these wider economic impacts would be mitigated.

There is uncertainty about future growth forecasts which are based on a series of assumptions about passenger numbers, so our view is that GAL should consider and present a range of potential future forecasts to inform strategic transport planning. These forecasts will provide an important input to the evidence base for the wider TfSE transport strategy.

TfSE would expect to work closely with GAL as it develops the evidence base to support the delivery of its new master plan.

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,

Cllr Keith Glazier  
Chair of TfSE Shadow Partnership Board and Leader of East Sussex County Council

CC: Members of the TfSE Shadow Partnership Board