



12th February 2024

Dear Sir/ Madam,

Planning Act 2008 – Sections 88 and 89; and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rules 4, 6, 9, 13 and 16

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

Interested Party Reference number: 20043255.

The Southeast Communities Rail Partnership (SCRP) is a CIC which works with local communities and partners across the South East of England.

Our vision for community rail is that we work with stakeholders to improve and enhance connections to the railway, increasing sustainable, healthy, and accessible travel. Supporting social and economic development, and enhancing communities by bringing them together, through local projects and initiatives.

SCRP continues to fully support the Four Pillars of the DfT Community Rail Strategy published in 2018 and works in partnership with organisations to combine their respective expertise to help deliver this strategy and adapt to the changing environment. The four pillars of the DfT strategy are:

1. Providing a voice for the community.
2. Promoting sustainable, healthy, and accessible travel.
3. Bringing communities together and supporting diversity and inclusion.
4. Supporting social and economic development.

The SCRP manages 3 Community Rail Lines which have links to the Airport. These are The Arun Valley Line – Gatwick to Bosham, North Downs Line – Gatwick to Reading and the Tonbridge/Redhill/Reigate Line.

In respect of the application submitted by Gatwick Airport Ltd the SCRP wishes to make the following representations.

In terms of accessibility by public transport the Airport is already well connected but more could be done to improve connectivity for both working people connected to the airport and for passengers. Rail access via the North Downs Line is limited at present. This application presents an opportunity to secure improvements to the service by increasing the frequency of the trains and to tackle the environmental



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concerns arising from the current service which is restricted to using Diesel trains due the lack of electrification of the line.

The connectivity of the Airport by rail into Kent is currently challenging for both employees and passengers. There is no direct service and although work has been undertaken by Network Rail recently it appears that there are currently no confirmed plans to improve accessibility by rail from Kent to the Airport.

The SCRP considers that this application represents an opportunity to enhance railway connectivity which would be very beneficial to the local communities along both the Tonbridge/Redhill railway line and Gatwick/Reading railway line and help the Airport to improve its accessibility by public transport from both Kent, Surrey and Berkshire

The development of the northern runway will require these improvements to become more of a priority for Network Rail and the Train Operating Companies and by extension the Department for Transport.

Consequently it is the view of the SCRP that this application, if permitted, should be the catalyst for enhancing the already significant public transport access to the Airport further by way of improved services east and west of the Airport as set out in our representations above.

Yours faithfully

Fiona Morton

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SCRP Annual Review 2022 [REDACTED]