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2025-06-08

Dear Sir / Madam,

**Planning Act 2008 and Infrastructure Planning (Examination Procedure) Rules 2010  
Application by Gatwick Airport Limited ("the Applicant") seeking Development  
Consent for the proposed Gatwick Airport Northern Runway Project ("the DCO")**

Railfuture is Britain's leading and longest-established, independent national voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities. We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We write in response to the letter dated 28 April 2025 from the Transport Infrastructure Planning Unit of the Department for Transport.

For context we have previously engaged with Gatwick Airport Ltd during the development of their proposals In January 2019, December 2021 and July 2022 as can be seen here: [https://www.railfuture.org.uk/Consultation-responses#Gatwick\\_Airport\\_Ltd](https://www.railfuture.org.uk/Consultation-responses#Gatwick_Airport_Ltd) We have also reflected on the DCO inquiry process in the three most recent quarterly newsletters of the regional branch, for December 2024 and March and June 2025, nos.166-168, each on page 2, here: <https://www.railfuture.org.uk/branches/index.php?dashboard=London+and+South+East&group=MAG> from which it can be seen that our primary interest is surface access, public transport mode share, and mode share by rail in particular.

We have deliberated upon the applicant's additional information in Annex 3 - Applicant's response on requirement 20 (Surface access) - and now, in respect of the SACs concerning Network Rail Infrastructure Ltd, concur with its concluding paragraph 5.21: *"In the event that the SoS cannot conclude that the SACs alone offer sufficient assurance, the Applicant's proposed form of requirement [Appendix 2 to Annex 3] should be adopted over the ExA's."* as a reasonable and proportionate approach.

We conclude by noting that, as a result of current plans for the reform of Britain's railways, all aspects of local rail - both infrastructure and passenger train operations - will within three years be unified in public control and integrated through Great British Railways, facilitating the contribution of the rail industry to the applicant meeting its surface access commitments.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Railfuture  
London & South East regional branch  
Director for Infrastructure & Networks, national Board

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