



Via email only – [GatwickAirport@planninginspectorate.gov.uk](mailto:GatwickAirport@planninginspectorate.gov.uk)

The Village Hall  
5 Honeycrock Lane  
Salfords  
Redhill, Surrey  
RH1 5DG

Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London, SW1P 4DR

Tel: (01737) 780339

6 June 2025

Dear Sirs

**Interested Party Reference number: 20044989**

**Application by Gatwick Airport Limited Seeking Development Consent for the Proposed Gatwick Airport Northern Runway Project**

**BML capacity concerns to be aggravated by Gatwick Airport Expansion**

I am writing on behalf of Salfords and Sidlow Parish Council (S&SPC). Gatwick Airport is about 3 miles south from both villages and Routes 3 and 4 fly over the Parish. We highlight that all of our parish falls within the areas that even the applicant acknowledges will be impacted.

At the Gatwick Airport DCO Planning Examination, Network Rail objected to the application citing concerns about track capacity issues from London to the Airport. This is known as the Croydon area CARS scheme on which Network Rail widely consulted and which Govia Thameslink Railways supports as currently their services are losing time through these flat junction obstructions in the Selhurst Triangle. These principally are caused by the DfT's decision to 'pause' this scheme. Currently the Selhurst Triangle junctions were re-modelled thirty five years ago when trains were typically 8 car units. Now Thameslink trains are 12 car and 8 car trains. So, if a 12 car Thameslink train stops in the junction, the rear 4 cars can overhang another junction so stopping the next train on that route and causing further late running and potentially delays on that route. It is also understood that Govia Thameslink Railways (GTR) are proposing to return to running four Gatwick Express services each hour, thus putting even more traffic through the East Croydon area on the Brighton main Line.

No doubt, the DfT followed financial guidance from HM Treasury when reaching their decision to pause the scheme. Perhaps Gatwick Airport could be requested to fund a CARS- lite scheme i.e. just upgrade the flat junctions to flying junctions in the Selhurst Triangle with perhaps new track, where a new platform is planned, to enable Gatwick Airport Express trains to run fast through East Croydon and not taking up platform capacity with the East Croydon station expansion being funded in future years.



It would be good to learn from Network Rail etc, what track capacity gains there would be, if and when the European Train Control System ETCS is used on the entire Brighton Main Line route from London Victoria and London Bridge to the coast.

Unused passenger capacity on the Gatwick Express could be filled if the 'exclusive' tickets price premium was removed from GEX fares and the service could make stops at Clapham Junction for passengers wanting to use the Airport and travelling from the South west.

Gatwick Airport wishes to achieve 54% of their passengers to access the airport by public transport. With a target of 81 million passengers a year that is around 45 million passengers arriving by public transport. Is there sufficient passenger capacity for these numbers on the current available rail rolling stock, long distance coaches and local bus services?

It is known that there are potentially three additional services planned to serve the Airport. All will require their own track paths plus platform capacity at Gatwick and even sidings capacity for services with extended layovers before commencing their return journeys - needed to prevent platform blocking.

They are,

- a. Tonbridge to Gatwick with, over time, extensions and additions to this service to serve more of Kent
- b. Additional services from the West using the North Downs line, via Redhill, to the airport
- c. A newly proposed service from Brighton to Newcastle, via Redhill, the North Downs line, Reading and Sheffield.

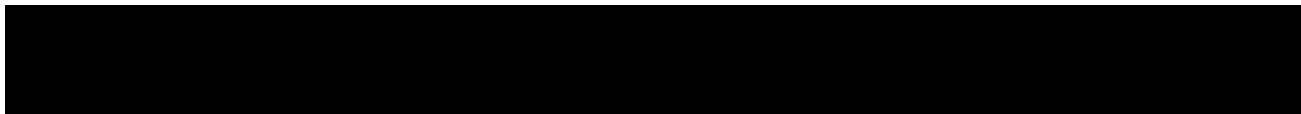
All these services would have time wasting delays at Redhill Station whilst drivers had to change ends on the trains to continue their journeys, due to the current track layout of Redhill station. If any of these are loco-hauled, electric, battery/hybrid or hydrogen, then loco run-round track paths will be required.

Additionally, extra services using the North Downs Line through Reigate to Reading, etc. will potentially cause further road traffic delays in Reigate with the level crossing being closed to road traffic for longer times than now. The A217 through Reigate is the sole local access to the M25 and is crossed by the North Downs Line.

### **Waste Water Facilities**

It is imperative that Gatwick Airport fund the works needed to ensure waste is dealt with on site. This is important as Thames Water has failed in their process to find an investor. Gatwick Airport believe that there is a statutory obligation on Thames Water to do this but there is the possibility that Thames Water may not be in existence for much longer. It is also known that Thames Water has not complied with its current maintenance obligations, particularly regarding Horley Treatment Works and there has been no remedy.

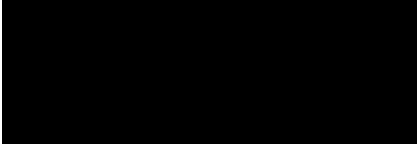
The Secretary of State should not grant approval unless there is a clear obligation on the owner of the airport to meet the costs of and undertake the works to provide waste water facilities on site.





We hope you will take our comments into consideration.

Yours faithfully



Claire Minter  
Clerks to Salfords and Sidlow Parish Council