

Heathrow Strategic Planning Group
Via email and post

20 January 2020

Rt Hon Grant Shapps
Secretary of State for Transport
Great Minster House
33 Horseferry Rd
Westminster
London SW1P 4DR
(cc Paul Maynard, Aviation Minister)

Dear Grant,

Many congratulations on being returned as an MP and your continuation as Secretary of State for Transport.

We wanted to take this opportunity of a new Government to write to you as a unified group of the public bodies affected through Heathrow Expansion. The plans for expansion are moving forward quickly, with plans to submit development consent orders in Q4 2020. We feel it is therefore the right time to set out not only our concern on key matters, but positive actions we are taking as a unified group where we would like your support.

The Heathrow Strategic Planning group, of which we are all members, is a voluntary joint partnership. We represent many of the local authorities and other public organisations responsible for the land use, transport, environment, economic development and sustainable development of the sub-region surrounding Heathrow Airport. We work together, regardless of our individual policy positions on expansion, to proactively shape any proposals for expansion of the airport. Our overriding aim is to ensure any proposals are sustainably planned, maximise the benefits and minimise the impacts felt across the area.

As a partnership we have differing and opposing views on support or not for expansion. However, we are unified in wanting the best for our residents, businesses and communities. Given this, we wanted to highlight our concern on two overriding issues. These issues have been a constant theme in our engagement with Heathrow Airport Limited (HAL), yet their latest consultation heightened rather than alleviated concerns. We welcome HAL's recent announcement that they intend to carry out further consultation and delay their DCO submission to implement changes and provide further detail. We will continue to work positively with Heathrow to shape their proposals.

Firstly, the current proposals have an absence of any real legacy or ambition. The expansion will be one of the biggest infrastructure projects the UK will see in a generation. As such it is a once in a lifetime opportunity to deliver positive benefits for both local communities and the entire UK. The current proposals are lacking across the board. We fear that minimising costs rather than maximising benefits and legacy is the driving force. For example: there is no holistic green infrastructure plan for high quality connected places which could improve quality of life; no firm

commitments to invest in innovation and jobs (particularly to meet zero carbon and other sustainability targets); and no commitment to a comprehensive public transport strategy.

Secondly, HAL's surface access plans are too narrow and not fit for purpose. They ignore the significant wider effects of expansion across the sub-region, even those clearly driven by an expanded airport such as increased traffic arriving at freight consolidation centres. We are deeply concerned that the strategy is not based on correct assumptions and also puts too much emphasis on untried measures, with no sensitivity analysis. Sensitivity analysis may well show that ANPS targets on air quality or traffic levels cannot be met either at all or without significantly more mitigations.

There is no commitment to strategic public transport improvements such as Western and Southern rail links which could ensure growth is sustainable and enable all communities to access opportunities equitably. We are in danger of missing an important opportunity unless government, supported by partners including HSPG, shows leadership in progressing this vital piece of surface access mitigation. Government must immediately both finalise Western Rail commercial negotiations and also advance the Southern Rail Access proposition by defining one or two preferred heavy rail options to develop, model and cost with private sector engagement. This is something HSPG is keen to work on with you, as this critical project is long overdue.

Overall, we feel that minimising the impacts and maximising the benefits for local communities is in danger of taking a back seat to the needs of shareholders and consumers as cost issues become paramount.

However, we do recognise that the expansion plans are a commercial proposition and the business case has to stack up. As such, we are keen to work with Government to look at opportunities to use income from expansion to bring benefits to communities and to drive further growth. The case for expansion was made because of the economic benefits which it would bring to the UK as a whole. Our local communities are disproportionately impacted by the negative effects of expansion, so we must find opportunities to ensure they see significant benefits.

The ANPS highlighted the potential to look at the distribution of business rates growth to enable this to be both more equitably shared across the sub-region. We are currently drafting an outline business case setting out options for how this might work, and importantly how business rates retention could drive additional growth through investment in infrastructure, climate change mitigation, innovation, regeneration and skills and employment initiatives. Officers have been working with your officials on options, and we look forward to discussing this with you further.

Another significant source of income will be from the proposed vehicle access charge. Under current proposals this income will become part of Heathrow's single till, and in theory will be used to ensure landing charges remain at a similar level to current. We believe that any charge which is permitted via the DCO should also be hypothecated to pay for public transport improvements. This income could then be invested in strategic infrastructure and other surface access interventions to bring further growth opportunities across the sub-region. We believe it is vital to ensure such hypothecation through the DCO, and will look to work with the Government to ensure this happens.

We are very happy to meet to discuss these issues and look forward to hearing from you at your earliest convenience.

Yours sincerely,



**CLlr Steve Curran, Leader
London Borough of Hounslow**



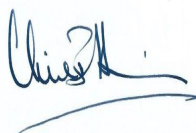
**CLlr James Swindlehurst, Leader
Slough Borough Council**



**CLlr John Read, Deputy Leader
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**CLlr Andrew Johnson, Leader
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**CLlr Clive Harriss, Member for Planning & Environment
Buckinghamshire County Council**



**CLlr Nick Prescott, Leader
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**Peter Read, Chairman
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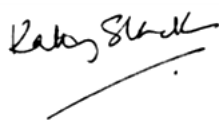
**Tony Booker, Director
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**Kathy Slack, Chief Executive
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