

From: [patriciacazes-potgieter](#) [REDACTED]
To: [Kalaugher Margaret](#); ["Darren.Richards"](#) [REDACTED]
Subject: FW: Brentford Rail Schemes Assessment - economic case
Date: 06 August 2015 20:52:27
Attachments: [image001.jpg](#)
[image002.png](#)

fyi

From: Cazes-Potgieter Patricia
Sent: 06 August 2015 20:51
To: Frost Mark
Cc: Barretta Georgina
Subject: RE: Brentford Rail Schemes Assessment - economic case

Thanks Mark – although already got it through Paola Sammarco in TfL Strategic Analysis (via WSP).

I have asked colleagues in the TfL Projects team (Chris Porter – who has also agreed to look into the financing options for our DIF meeting on Friday) to look into it so I should hopefully be able to provide you with some initial comments when we meet next week on Wed

I am also seeing Mags on Tuesday at our Growth Areas steering group meeting, so will speak to her about it and we can agree the way forward further with GLA on wed

Hope this is acceptable
Patricia

From: Mark Frost [REDACTED]
Sent: 06 August 2015 17:58
To: Barretta Georgina; Cazes-Potgieter Patricia
Subject: Brentford Rail Schemes Assessment - economic case

Georgina, Patricia –

Link to the economic case for the Brentford Rail Schemes is below.

<https://hounslow.box.com/BrentfordRailSchemesAssessment>

Southall Crossrail Link BCR is 3.0

Old Oak Common: Hounslow link (with HS2 and Old Oak development) is 4.99

Welcome any comments from you or your colleagues...The DfT have suggested a meeting with Margaret Kalaugher and Geoff Hobbs once the technical feasibility on the Southall Link is complete (end Sept). Thoughts on that? We also have a meeting next week on progressing the DIF study to explore financing options which we'd probably look to let in October.

Kind regards,

Mark Frost
Head of Traffic & Transport
Environment, Regulatory Services & Community Safety
RED^e

From: [Colin Wilson](#)
To: [Darren Richards](#); [Justin Carr](#)
Subject: FW: Heathrow Sub Regional Planning
Date: 14 August 2015 12:26:10
Attachments: [image003.png](#)

From: Heather Cheesbrough [REDACTED]
Sent: 14 August 2015 10:40
To: Stewart Murray
Cc: Colin Wilson; Lorna Ireland; Ajit Bansal
Subject: Heathrow Sub Regional Planning

Dear Stewart,

Further to our discussion in July, I have been speaking to Ian Frost at Heathrow about the co-ordination of planning sub regionally to ensure that the surrounding Local Authorities come together to plan with Heathrow to get the best solution. This is within the context of the existing 2 runway and the proposed 3rd runway. This obviously covers more than the London area, and there is no one regional body that covers this off and I am keen that the relevant local authorities take the initiative, before something is done to us!

Over the last year, we have been having some useful conversations with Heathrow through an enhanced working relationship on the following items;

- a major new mixed use development in the West of the borough that we are proposing, underpinned through a new alignment of the Southern Rail access. Called New Heathrow Garden City, it is being taken forward through our Local Plan Review
- Support for our alignment of the Southern Rail Access.
- A package of Insulation and ventilation for our schools affected most by the noise.

I have arranged a workshop with Heathrow for all the surrounding Local Authorities (LB. Hillingdon, Ealing, Spelthorne, Slough, S.Bucks, Runnymede, Windsor and Maidenhead) and would also like the GLA to attend in September 18th to discuss how best we come together to collaboratively plan the sub region and would hope that you or one of your planning team would want to attend.

I am away on leave from Friday evening for the next two weeks but Lorna will send through the details of the 18th September workshop, whilst I am away.

Kind regards Heather

Heather Cheesbrough
Assistant Director Strategic Planning, Regeneration and Economic Development
London Borough of Hounslow
Regeneration, Economic Development and Environment Department Civic Centre | Lampton Road |
Hounslow | TW3 4DN

RED^e



pic



www.hounslow.gov.uk

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From: Cazes-Potgieter Patricia [REDACTED]
Sent: 30 September 2015 14:06
To: Darren Richards; Margaret Kalaugher
Subject: FW: Southern Rail Access - Consultation.

Bot h- FYI – do you want to input into the response?

From: Mark Frost [REDACTED]
Sent: 30 September 2015 13:20
To: Cazes-Potgieter Patricia; Barretta Georgina
Subject: Southern Rail Access - Consultation.

Dear Patricia, Georgina,

Please note we have launched a consultation on our proposed route for southern rail access.

http://www.hounslow.gov.uk/index/council_and_democracy/consultations/heathrow_southern_rail_consult.htm

We would welcome a formal comment from TfL.

The consultation closes on 2 November.

Kind regards,

Mark Frost
Head of Traffic & Transport
Environment, Regulatory Services & Community Safety
REDe



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[hounslow logo jpeg](#)



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From: [Stewart Murray](#)
To: [Colin Wilson](#); [Justin Carr](#)
Cc: [Darren Richards](#)
Subject: FW: Thank you letter to Hounslow following the visit on 27 March
Date: 09 April 2015 11:30:45
Attachments: [Signed letter to Cllr Amrit Mann_080415.pdf](#)

Fyi

Stewart Murray, Assistant Director – Planning

Development, Enterprise & Environment, Greater London Authority

City Hall, The Queen's Walk, More London, London SE1 2AA [REDACTED]

Web: www.london.gov.uk;

From: [REDACTED]
Sent: 08 April 2015 15:43
To: Sam Wilson
Cc: Stewart Murray; Darren Richards; [REDACTED]; Government Relations
Subject: RE: Thank you letter to Hounslow following the visit on 27 March

Signed and sent.

From: Sam Wilson
Sent: 02 April 2015 15:37
To: [REDACTED]
Cc: Stewart Murray; Darren Richards; [REDACTED]; Government Relations
Subject: Thank you letter to Hounslow following the visit on 27 March

[REDACTED]

Please find attached a thank you letter for Ed to sign to the Deputy Leader of Hounslow. It has been amended and approved by the planning team.

Many thanks.

Sam

Sam Wilson
Senior Officer, Government Relations
Mayor's Office
GREATERLONDONAUTHORITY
City Hall
The Queen's Walk
London SE1 2AA
[REDACTED]

This email relates to [heathrow ngc1.pdf](#)

From: [Darren Richards](#)
To: [Darren Richards](#)
Subject: heathrow ngc
Date: 15 July 2015 11:17:37
Attachments: [heathrow ngc.pdf](#)

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

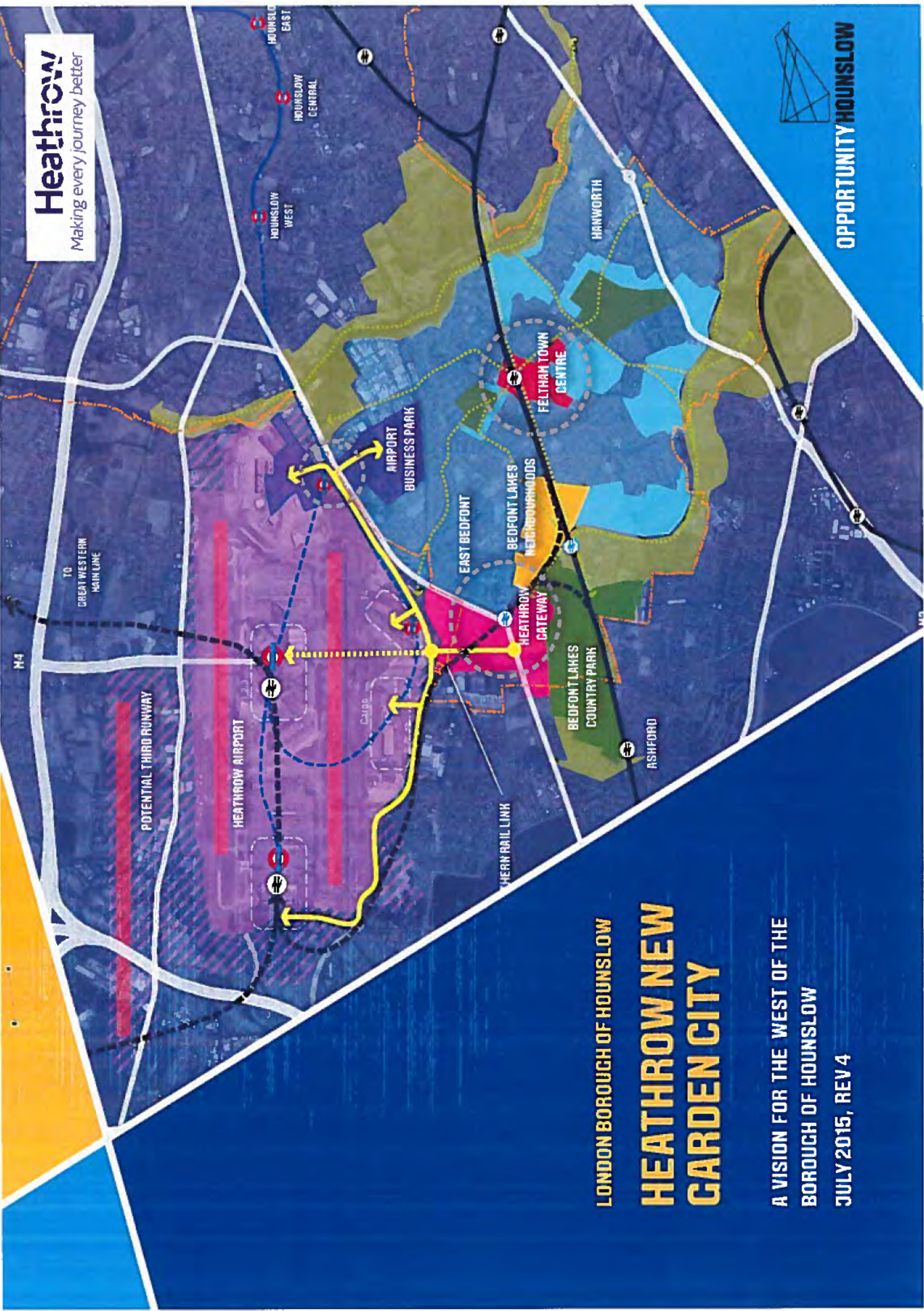
Attachment File Type: pdf, Multi-Page

Multifunction Printer Location: East Print Room
Device Name: XEROX-F4-3W

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Heathrow

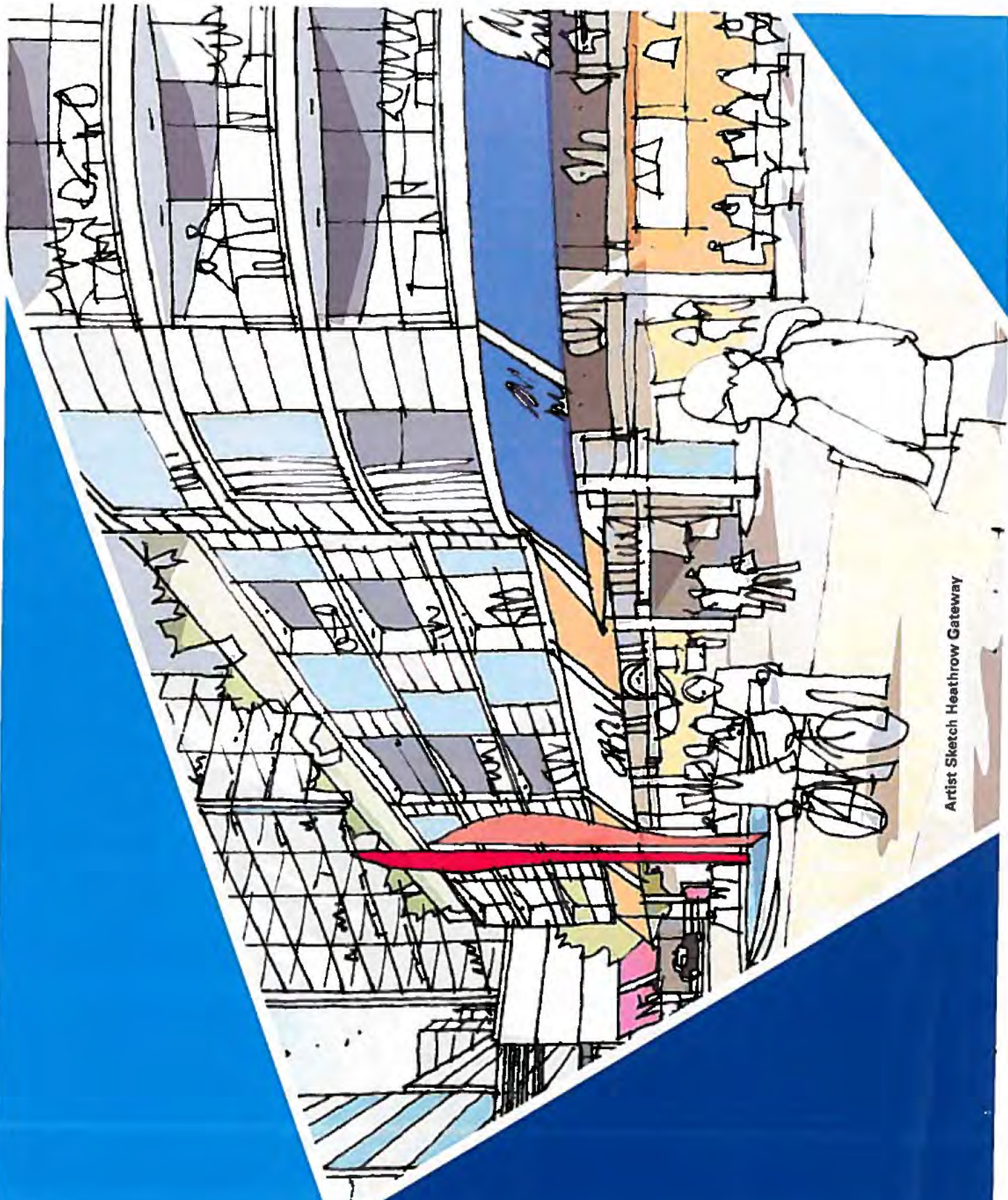
Making every journey better



OPPORTUNITY HOUNSLOW

LONDON BOROUGH OF HOUNSLOW HEATHROW NEW GARDEN CITY

A VISION FOR THE WEST OF THE
BOROUGH OF HOUNSLOW
JULY 2015, REV 4



Artist Sketch Heathrow Gateway

URBAN
INITIATIVES
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FOREWORD

Heathrow Airport is a key economic driver, locally, regionally and nationally. It contributes £6.2bn to the economy and employs locally 114,000 people with a further 100,000 jobs facilitated in the wider West London area and corridors beyond. However, the environmental, economic and social impacts of operating one of the major international airport hubs of the world mean that the airport's relationship with surrounding resident communities has been at times, confrontational and constrained by legal and regulatory processes, and Heathrow Airport's interaction with the surrounding authorities and communities lacking coordination and overall Vision. The future of Heathrow Airport is now at an important juncture and the Government is soon to respond to the recommendations of the Airports Commission. Whatever the outcome, the Airport and its interaction with the surrounding area must change and develop. This joint Visioning and many of the proposals - such as the new rail access and station - are essential regardless of the Government's decision on the location of additional runway capacity.

This brochure presents a first step towards a new Vision for the sub-region and an

enhanced working relationship for Heathrow Airport Limited and London Borough of Hounslow; it seeks to pose new bold ideas, test assumptions and possibilities and optimise investment to create new homes and jobs for West London. In the future this could help us in formulating informal and statutory Plans that will both mitigate the harmful impacts of the airport and maximise the economic opportunities that it brings. With such an economic driver as a major international hub airport and a brand as strong as Heathrow, it is plain common sense to optimise this potential to plan for environment, communities, jobs and business, through the creation of new state of the art accommodation with excellent surface level connectivity and accessibility with improved public transport links.

And, if London is to continue to grow and prosper it needs to rapidly deliver housing on a range of types and scale that cannot just be met by brownfield intensification. There needs to be a thorough review of all land through an open minded process of challenge and debate. Where public transport accessibility is good or can be created, where regeneration is needed, where intensification can help create place, it is right that we plan proactively and boldly. The

surrounding hinterland of Heathrow provides huge opportunity for a new kind of place, that is grounded in its market garden past but which looks to the future through a landscape of green routes, parks and spaces. A new Heathrow Garden City founded on Garden City principles.

We want to start the discussion and debate with our local communities, stakeholders and decision makers. We want to expand this to engage with neighbouring authorities and communities too to start a process of positive planning for the sub-regional hinterland of Heathrow Airport. Help us to shape our thinking and seize the opportunity that partnership working can bring. Together we can make places that people want to live in and where businesses want to invest.

Councillor Curran, Leader of Hounslow Council and John Holland Kaye, Chief Executive Heathrow Airport



Context Plan West of the Borough of Hounslow (Image ©2015, The Geoinformation Group, Infoterra Ltd & Bluesky, Google)

CONTEXT

LOCATION

The West of the London Borough of Hounslow is defined by the settlements of Feltham, East Bedfont and Hanworth. The River Crane to the east provides a natural border with the rest of Hounslow. Open lands to the west and south separate the area from the neighbouring settlements of Stanwell, Ashford and Sunbury on Thames. To the north the area adjoins Heathrow Airport.

1. Feltham Town Centre
2. East Bedfont
3. Hanworth
4. Hounslow
5. Ashford
6. Horton
7. Staines upon Thames
8. Twickenham
9. Brentford
10. Heathrow Terminals 1, 2 and 3
11. Heathrow Terminal 4
12. Heathrow Terminal 5
13. Hatton Cross station
14. Clockhouse roundabout
15. King George VI Reservoir
16. Staines Reservoirs
17. Bedfont Lakes Country Park
18. Bedfont Lakes
19. Crane river valley
20. Crane Park
21. Hounslow Heath
22. Feltham Parklands
23. Hanworth Park
24. River Thames
25. M25
26. North Feltham Trading Estate



ROAD ACCESS

The West of the Borough is accessed by a number of strategic roads including the east-west aligned Staines Road (A315) linking to the M25 and to Central London and Great Chertsey Road (A316) providing connection to the M3 and the north-south Harlington Road (A312) providing connection to Heathrow. Road traffic congestion constrains economic activity, causes inconvenience and contributes to air pollution.

PUBLIC TRANSPORT

Feltham benefits from a railway station with regular direct services to and from London Waterloo and Reading operated by South West Trains. Hatton Cross Tube Station to the north of the area is on the Heathrow Branch of the Piccadilly Line.

Heathrow airport is currently served by rail services that include Heathrow Express and Heathrow Connect shuttles to Paddington Station. Crossrail will serve Heathrow Airport by 2018 and there are plans for a western rail access with the Great Western Rail Line (Reading to Paddington). The feasibility of a providing a Southern Rail Access into Heathrow Airport Terminal 5 from the Feltham Line is currently being explored. This could include a new station in the East Bedfont area.

Heathrow acts as an important hub and interchange for a network of buses that serve the wider area including the bus hubs at Feltham town centre and Hatton Cross Underground Station. This together with the coach and rail services to Heathrow benefit the surrounding area with extensive and frequent public transport, albeit some is heavily used.

LAND USES

Feltham is a District Centre, serving a largely suburban hinterland that includes Feltham North, Feltham Village, East Bedfont and Hanworth. Feltham and its adjacent neighbourhoods have a combined population of 65,450. The area is served by a range of small centres and local shops that provide important facilities to the surrounding local communities of residents, workers and visitors.

Feltham and its hinterland benefit from access to a wide range of employment opportunities. Neighbouring Heathrow is a major employer providing over 76,000 jobs.

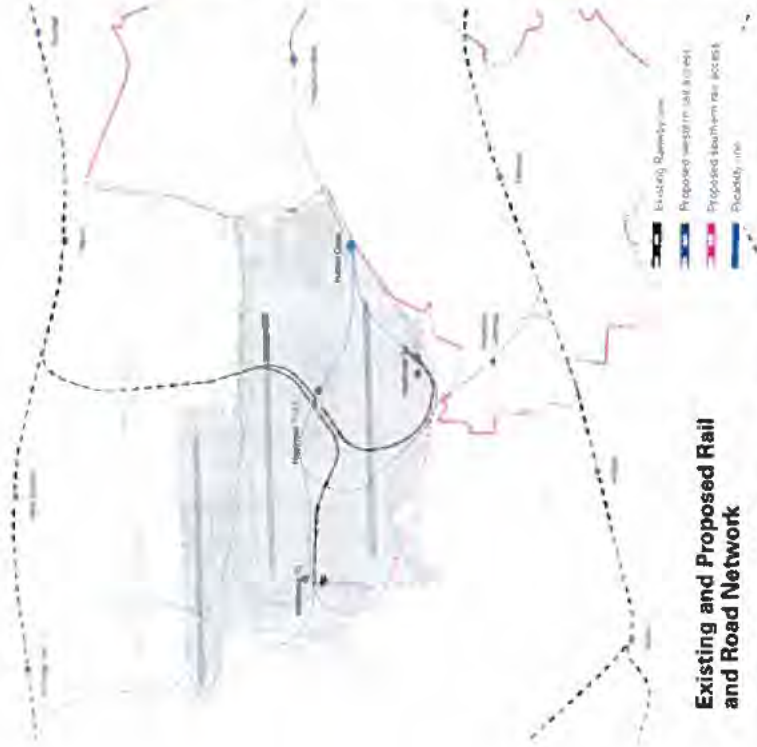
The West of the Borough, including the town centres of Feltham, Bedfont and Hanworth, provides 33,500 jobs and is an employment destination with more jobs than residents in work.

The area includes several industrial parks to the south of Feltham town centre and the North Feltham Trading Estate to the north. These provide a mix of airport related industries, logistic and distribution warehouses, smaller and medium sized enterprises and offices for technology, IT and media businesses.

A concentration of nationally and internationally renowned blue chip companies are concentrated to the west of Feltham town centre at Bedfont Lakes. Companies located here include SAP, Cisco, IBM and BP.

The Ministry of Defence operates the Intelligence Collection Group & Defence Geographic Centre from its Feltham site.

Feltham Young Offenders Institute is located approximately one mile to the west of Feltham town centre.



Existing and Proposed Rail and Road Network



HEATHROW

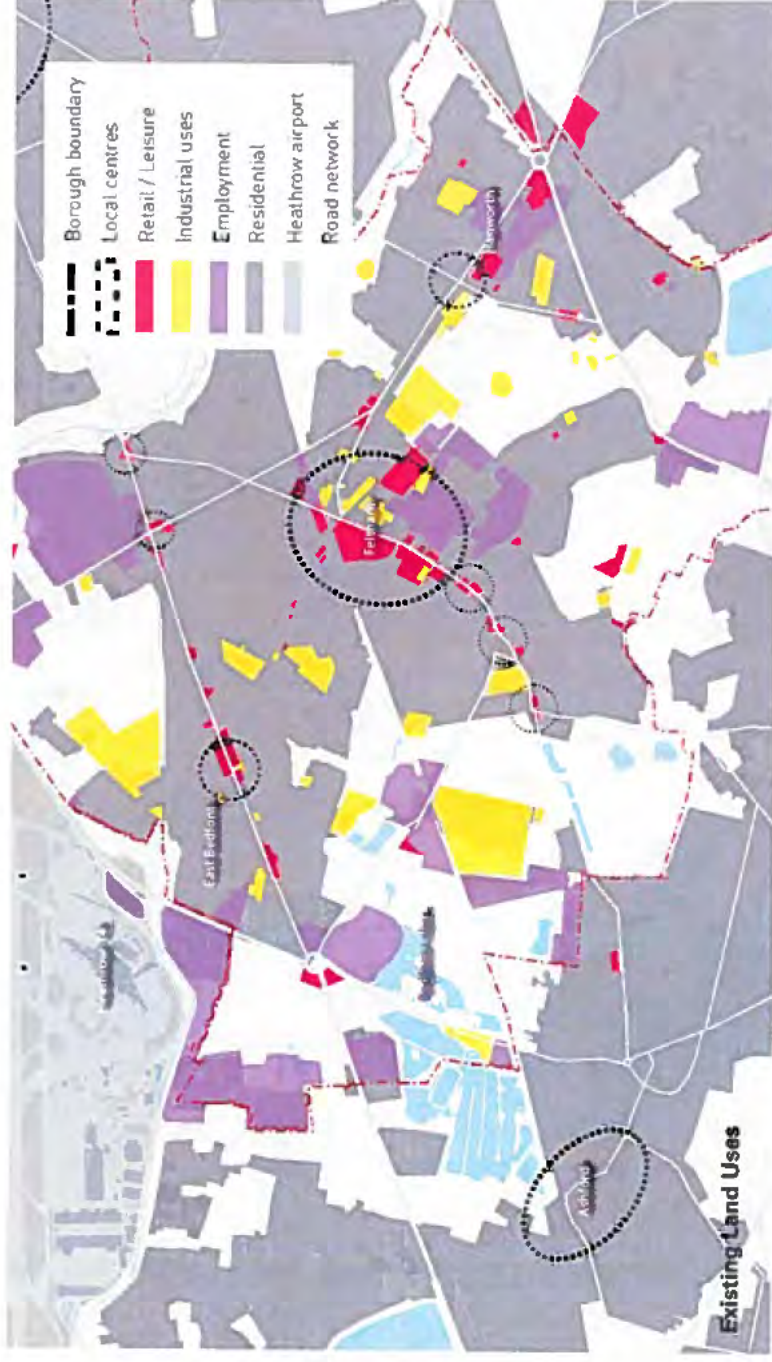
The importance of Heathrow to Hounslow's overall economy and its opportunities for Feltham cannot be underestimated. The recent decision by the Airports Commission to shortlist Heathrow's expansion as two of the three options to address a shortage in aviation capacity could cement Heathrow's position as London's primary aviation hub.

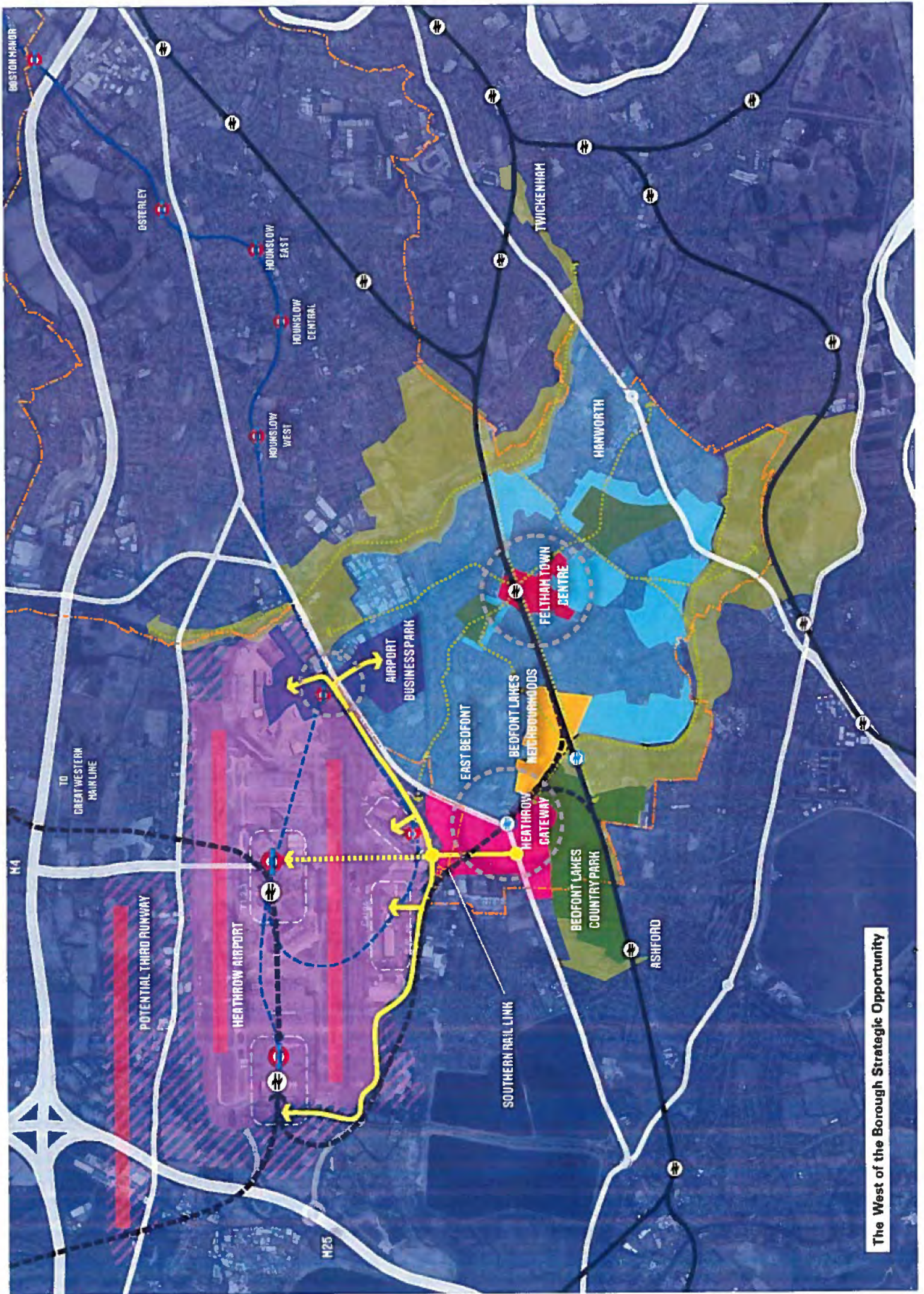
The Heathrow Economic Impact Study 2013 indicated that of Hounslow's ten thousand businesses some 10-15% operate within the Heathrow supply chain and over 10% of jobs in the borough directly depend on the airport. A further 16% of jobs are attributed under wider catalytic impacts. Building a third runway at Heathrow is forecasted to result in a net-increase of 15,000 jobs in Hounslow, many of which could be accommodated in the West of the Borough around Feltham.

OPEN SPACES

The West of the Borough benefits from large areas of open land including the Bedfont Lakes Country Park, the Crane River Valley, Hanworth Park and the Feltham Parklands (Feltham Arena).

The Longford River, the Duke of Northumberland's River and the River Crane pass through the area and provide important green corridors.





The West of the Borough Strategic Opportunity

THE STRATEGIC OPPORTUNITY

In Summer 2015 the Council will start the preparation of the West of the Borough Plan. This will establish specific local policies to direct the future of the West of the Borough of Hounslow. As part of this process the Council is reviewing its green belt designations to establish which parts are fit for purpose and which areas could be released from the green belt and assigned for different purposes.

The London Plan requires Hounslow Council to ensure delivery of at least 8,222 homes by 2025, and to 'augment' this where further opportunities can be created for sustainable growth. A Heathrow Opportunity Area (including parts of Hounslow and Hillingdon boroughs) is identified as an Opportunity Area; this Visioning responds to this opportunity. The Council will develop a West of Borough Plan using this Visioning work and other evidence, including a review of the Green Belt.

The substantial growth of Heathrow as envisaged by the airport's proposals for a third run-way present a major opportunity for improving the accessibility and attractiveness of the West of the Borough for new businesses and housing growth.

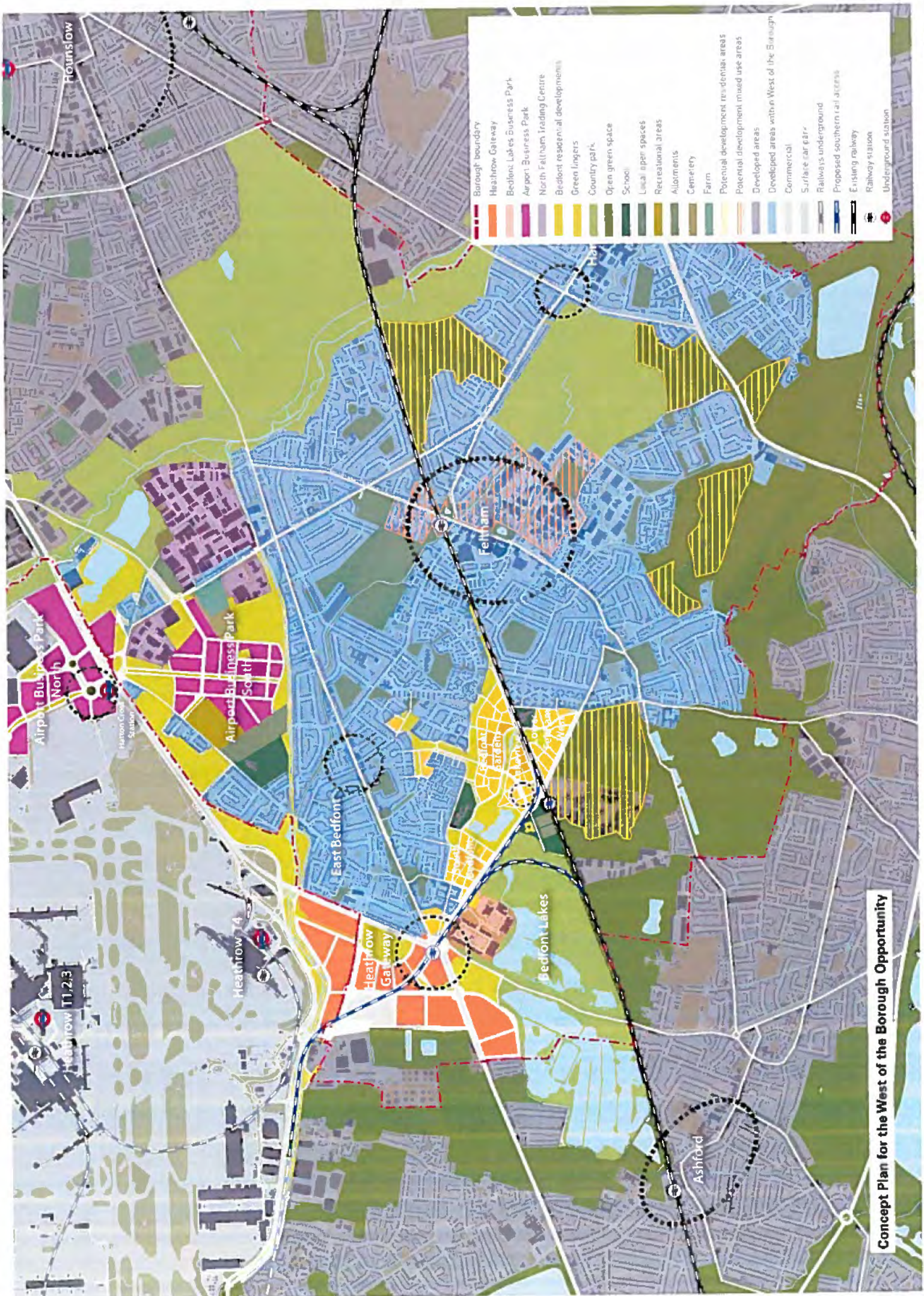
Past developments have too often been guided by market forces alone and lacked a strategic approach, frequently resulting in piecemeal, disjointed and fragmented development. Now is the right time to take a look at the bigger picture and establish how

Opportunity for new road infrastructure



Opportunity for new rail infrastructure





Concept Plan for the West of the Borough Opportunity

the West of the Borough can best respond to this growth opportunity to provide meaningful and sustainable new development.

Encapsulating a holistic vision in the West of the Borough Plan will ensure development comes forward in a considered and coherent way regardless of the decision taken about the location of additional runway capacity. This will help integrate new development with the existing context, bring an enhanced environment to both existing and new residents, and optimise the use of existing and new infrastructure, facilities and land.

The plans for the West of the Borough will be guided by established Garden City principles. These promote holistically planned new settlements which enhance the natural environment and offer high-quality affordable housing and locally accessible work opportunities in beautiful, healthy and sociable communities.

Informed by the Green Belt review, an initial scoping exercise has identified a number of green and brownfield sites with potential to support significant new development.

This study explores the potential of three of these sites. These present a major opportunity for development within the West of the Borough and can contribute to the delivery of a Garden City. The sites are:

- **HEATHROW GATEWAY**, a major new commercial hub with offices, hotels and ancillary uses, directly linked with Heathrow Airport and central London by a new rail connection;

- **BEDFONT LAKES NEIGHBOURHOODS**, an ensemble of green neighbourhoods grouped around Bedfont Lakes; and
- **AIRPORT BUSINESS PARK**, a new focus for airport related or other logistics and industrial uses, situated around a new commercial centre focused on Hatton Cross Underground Station.



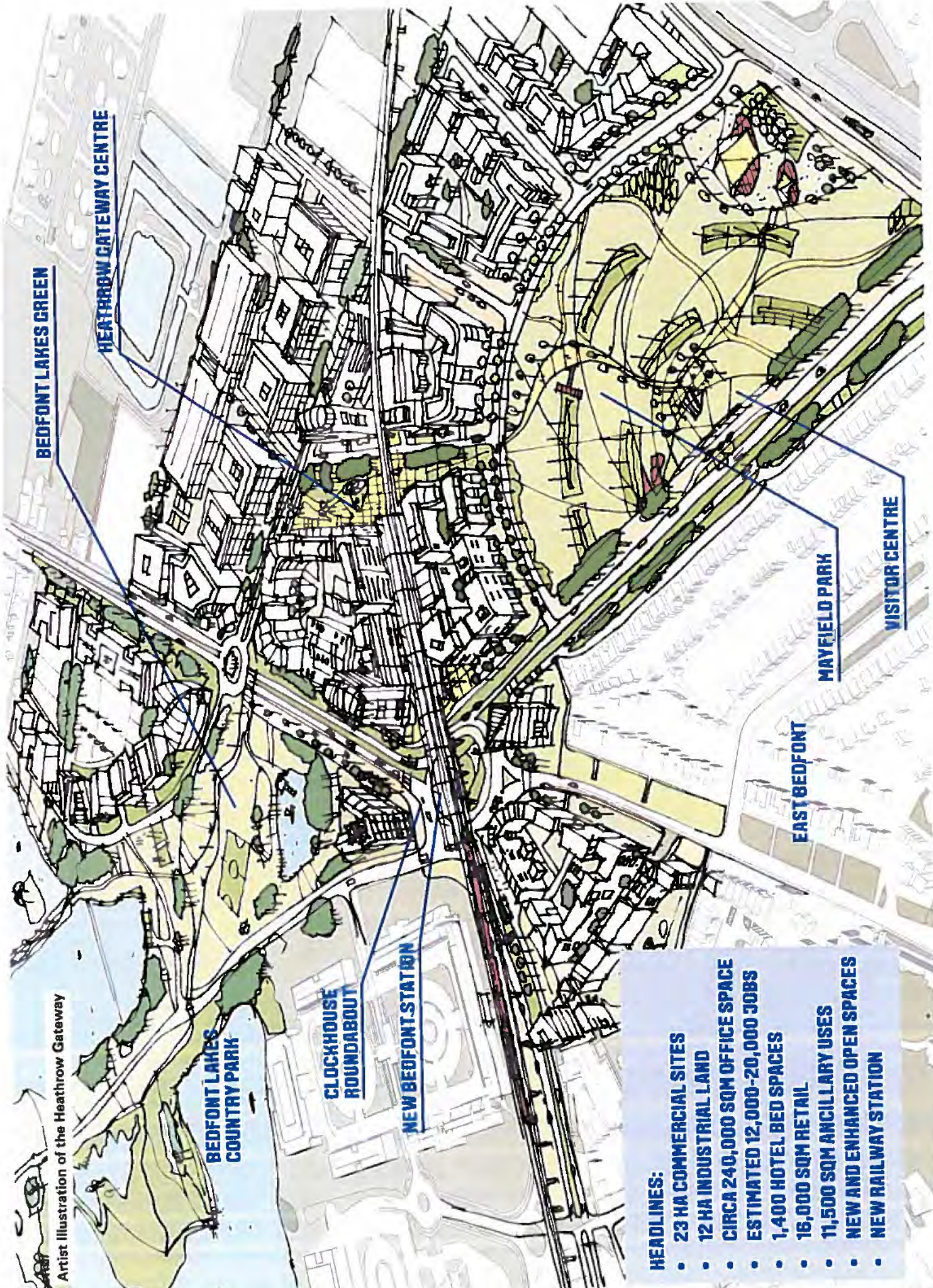
Precedent Heathrow Gateway



Precedent Bedfont Lakes Neighbourhoods



Precedent Airport Business Park



HEADLINES:

- 23 HA COMMERCIAL SITES
- 12 HA INDUSTRIAL LAND
- CIRCA 240,000 SQM OFFICE SPACE
- ESTIMATED 12,000-20,000 JOBS
- 1,400 HOTEL BED SPACES
- 16,000 SQM RETAIL
- 11,500 SQM ANCILLARY USES
- NEW AND ENHANCED OPEN SPACES
- NEW RAILWAY STATION

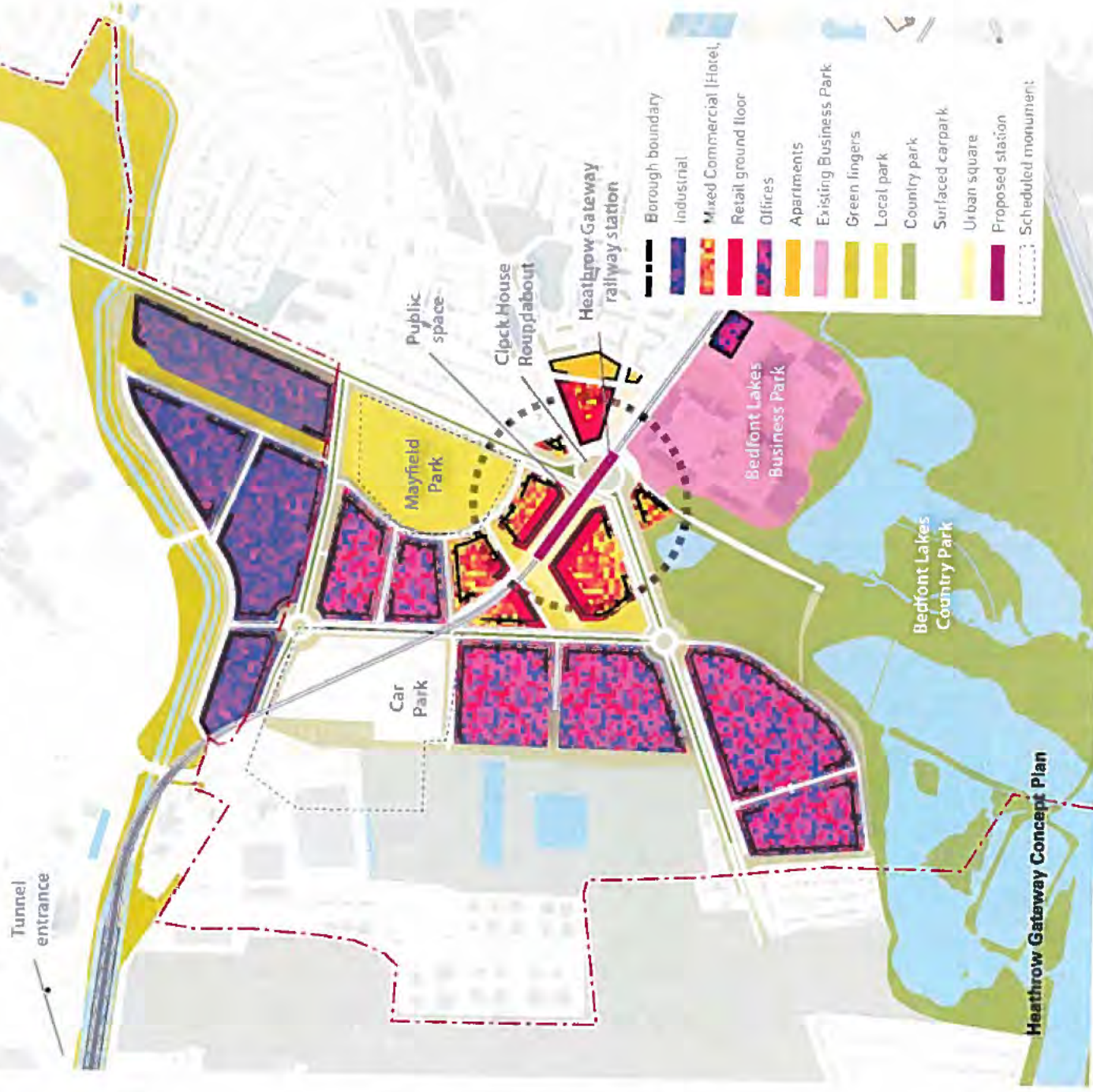
HEATHROW GATEWAY

This area offers an exciting opportunity to expand the successful Bedfont Lakes Office Park and to develop an international commercial hub, served by frequent train services into the airport via the Southern Rail Access. Heathrow Gateway will become the front door to Heathrow and offer a compelling proposition:

- Proximity to Heathrow Airport;
- Benefits from Heathrow's corporate identity;
- Overlooking the attractive Bedfont Lakes Country Park;
- Situated in the M4 Economic Corridor, described as England's 'Silicon Valley' due to the high concentration of technology companies located here;
- Easy access to the strategic road network including the M25, M3 and M4;
- Convenient rail links with Central London; and
- Attractive residential areas nearby.

Heathrow Gateway can be the home to a mix of Grade A office developments including company HQ's, offices for airport and logistics companies and serviced office space. It will also provide an ideal location for hotels and conferencing facilities. To the north it can provide sites for logistics developments.

Around the new station a new local centre can be developed, providing a range of retail, leisure and community facilities and an enhanced pedestrian and cycle friendly environment at the Clockhouse Roundabout, supporting both the new development and the existing residents of East Bedfont. The new Mayfield Park celebrates the remains of a Neolithic Causewayed Enclosure at this site, which is a Scheduled Ancient Monument.



BEDFONT LAKES COUNTRY PARK

BEDFONT LAKES WATERFRONT

POTENTIAL SCHOOL

NEW LOCAL CENTRE

POTENTIAL NEW
BEDFONT LAKES
STATION

LOWER
FELTHAM
WEST

HEATHROW GATEWAY

NEW BEDFONT STATION

SOUTH BEDFONT

LAREVIEW

BEDFONT GARDENS

GREEN FINGERS

HEADLINES:

- 23 HA WALKABLE NEIGHBOURHOODS
- 16 HA OPEN SPACES
- 2,000 HOMES
- MIX OF APARTMENTS AND HOUSES
- LOCAL CENTRE
- ENHANCED EXISTING SCHOOLS
- NEW SCHOOL
- NEW LEISURE FACILITY

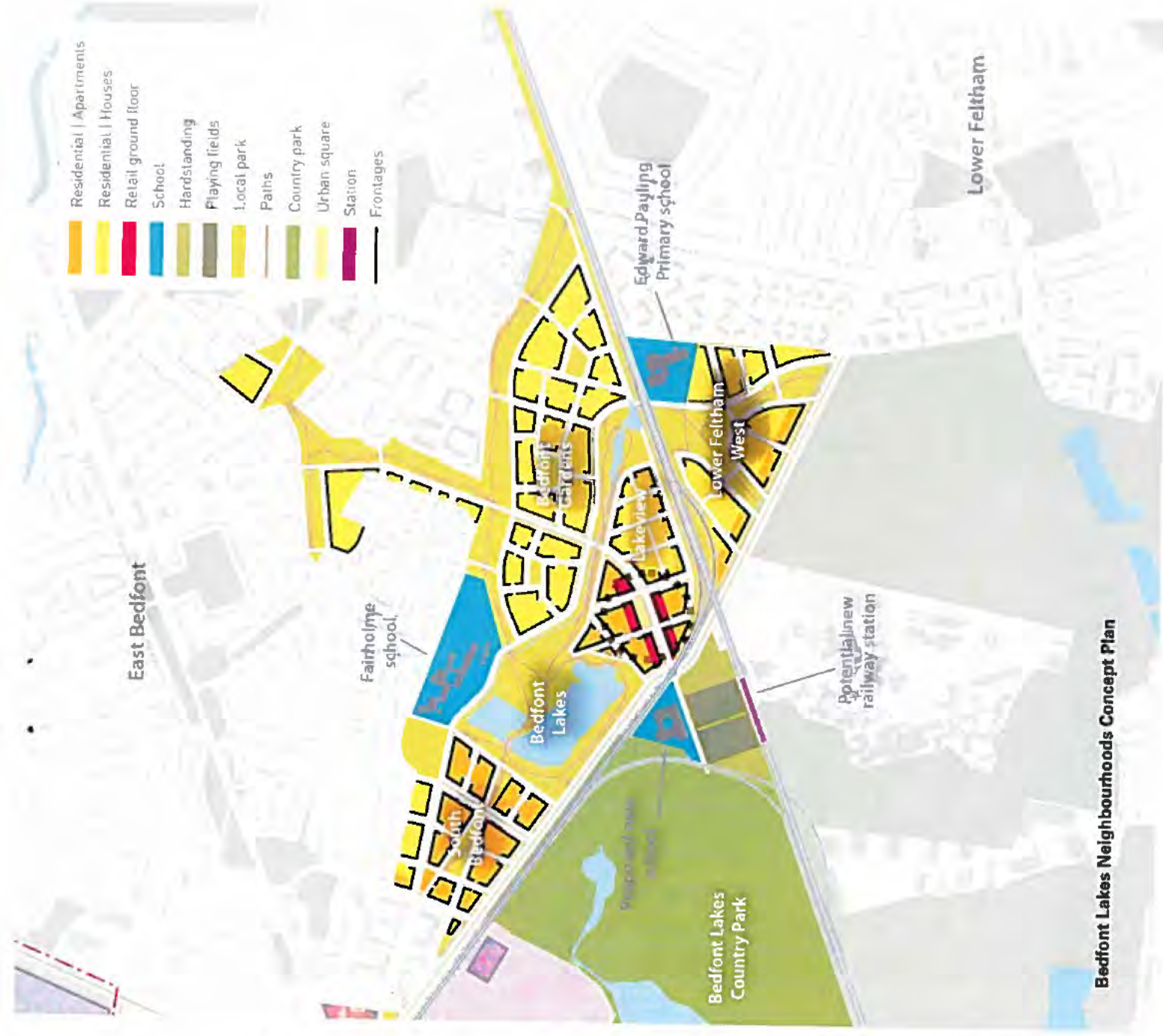
BEDFONT LAKES NEIGHBOURHOODS

The open lands to either side of Bedfont Lakes provide an opportunity for the development of new residential neighbourhoods in line with garden city principles. Four new neighbourhoods are proposed:

- **SOUTH BEDFONT**, a higher density urban quarter benefiting from close proximity to the new Bedfont Station and Heathrow Gateway local centre;
- **LAKEVIEW**, a mixed residential quarter with its own local centre and an attractive waterfront onto the lakes;
- **BEDFONT GARDENS**, a quarter with leafy streets and town houses, grouped around garden squares; and
- **LOWER FELTHAM WEST**, an extension to Lower Feltham that enhances the existing settlements relationship with the open land.

Natural green corridors between the neighbourhoods provide a network of green spaces that serve as wildlife corridors and support bio-diversity. They enhance the living environment, increase values and contribute to a sense of the countryside throughout the development. Green walking and cycling routes connect the urban fabric with Bedfont Lakes Country Park.

The neighbourhoods will benefit from access to the new Bedfont railway station and a potential new Bedfont Lakes Station and support existing bus services. They will also support the enhancement of existing schools and may provide an additional school and a leisure facility.



DUKE OF
NORTHUMBERLAND'S
RIVER

BEDEFORD RECREATION
GROUND

HEADLINES:

- 45HA SITES FOR DISTRIBUTION, LOGISTICS AND INDUSTRIAL DEVELOPMENT
- COMMERCIAL HUB AT HATTON CROSS
- ENHANCED BUS INTERCHANGE AT THE TUBE STATION
- ENHANCED OPEN SPACES ADD TO EXISTING FACILITIES
- GREEN LINKS

HATTON CROSS
STATION

AIRPORT BUSINESS
PARK SOUTH

AIRPORT BOULEVARD

FLIGHT PATH
SOUTHERN RUNWAY

A30

Artist illustration of the Airport Business Park Concept Plan



AIRPORT BUSINESS PARK

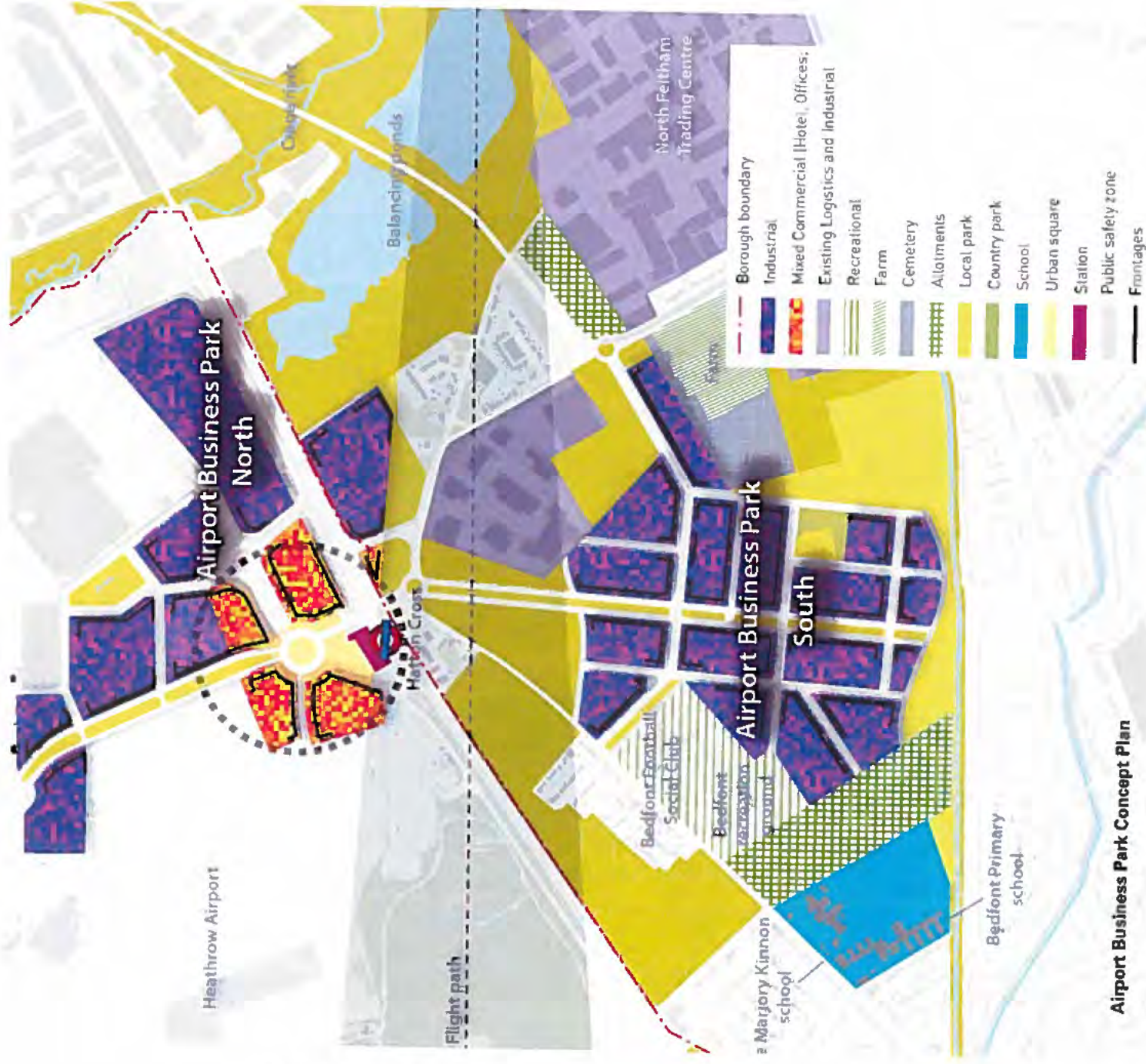
The Airport Business Park envisages the development of a major industrial, logistics and distribution hub focused around Hatton Cross Public Transport Interchange, which will form a recognisable centre and gateway to the area.

The business park builds on the success of the North Feltham Trading Estate and benefits from the direct access to the Airports Southern Perimeter Road, which connects Heathrow's Cargo and Passenger Terminals. This makes it an ideal location for airport related companies.

The business park is split into two sites to the north and south of the flight path into the southern runway:

- **AIRPORT BUSINESS PARK NORTH** provides enhanced industrial development sites for the airport. It also includes a small commercial hub around Hatton Cross Underground Station which will function as a local centre and provide food and convenience retail to workers, business support services, office space and hotel opportunities; and
- **AIRPORT BUSINESS PARK SOUTH** is structured around a new signature boulevard that connects with the Southern Perimeter Road, provides a recognisable feature and a quality walking route to Hatton Cross.

Existing open spaces and facilities, such as the recreation ground, allotments and the Hounslow Urban Farm will be enhanced and integrated within a network of walking and cycling routes that will link the existing settlements, river corridors and major open spaces.



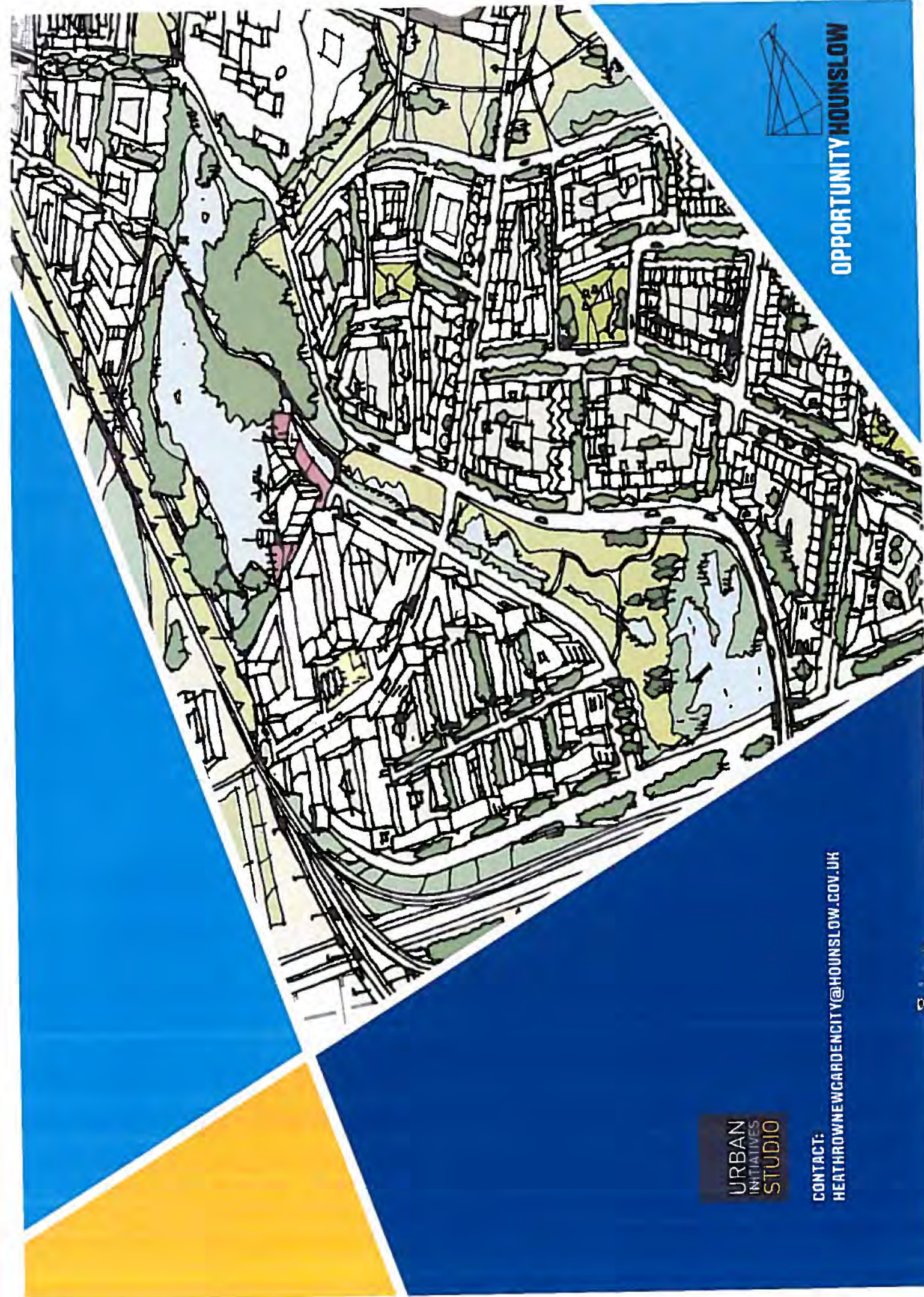
Airport Business Park Concept Plan



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CONTACT:
HEATHROWNEWCARDENITY@HOUNSLOW.CO.VK.UK



From: [Margaret Kalaugher](#)
To: [patriciacazes-potgieter](#) [REDACTED]; [Darren Richards](#)
Subject: RE: Hounslow Heathrow southern access
Date: 15 July 2015 12:23:16

Hi Patricia

I will certainly keep you in the loop. I was going to contact Dave Arquati, but will also try Andy Wallace too, good plan.

Mags

From: Cazes-Potgieter Patricia [REDACTED]
Sent: 15 July 2015 12:19
To: Darren Richards; Margaret Kalaugher
Subject: RE: Hounslow Heathrow southern access

Thanks Darren for the feedback – surprised though that the ‘southern access’ attached is shown slightly differently to the plan we were presented with at Ed’s visit to Hounslow back in March. Unsure why yet. Agree to get a steer at next TEG and looking forward to the GWC meeting

Mags – I assume Andy Wallace might be the one to speak to. Pls keep me in the loop on this though

Patricia

From: Darren Richards [REDACTED]
Sent: 15 July 2015 11:55
To: Margaret Kalaugher
Cc: Cazes-Potgieter Patricia
Subject: Hounslow Heathrow southern access

Hi Mags – as discussed I’ve attached the draft vision document, and please note that this is still confidential and has no formal endorsement. If you could make some discreet enquiries with your contact at TfL about southern access to Heathrow, I can advise Hounslow. As I mentioned, they are concerned that DfT/Network Rail may publish proposals that would not support the growth set out in the vision.

In feedback to Hounslow, Stewart and I were very cautious about this, and advised that it would be difficult to make any progress before the Government decision on Heathrow is announced, and of course the Mayor remains opposed to any new runway at Heathrow. The proposal also raises complex cross-borough issues not only within London with Hillingdon, but also outside with Spelthorne and Runnymede. Hounslow believe that the proposals are independent of Heathrow decision.

Patricia – subject to anything Mags can glean, I suggest we take this to a Transport enabling growth for a high-level steer on next steps.

In the meantime, we suggested Hounslow focus on the Great West Corridor (previously the Golden Mile). I will be arranging a meeting in the next couple of weeks to get into the detail of the capacity work and how the employment and homes numbers were arrived at. I will include

you in the invite

Thanks
Darren

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From: [Margaret Kalaugher](#)
To: [patriciacazes-potgieter](#); [Darren Richards](#)
Subject: Re: Hounslow Heathrow southern access
Date: 29 July 2015 11:38:30

Hi Patricia

Sounds like a good plan to me.

Mags

From: Cazes-Potgieter Patricia
Sent: Tuesday, July 28, 2015 01:20 PM
To: Margaret Kalaugher; Darren Richards
Subject: RE: Hounslow Heathrow southern access

Thanks Mag for the useful update however will it be worth trying to find out what Hounslow has been doing so far on their side first before bringing this up to the next TEG meeting as it is very much within the wider airport debate and don't want to start opening new worms for now...Darren and I are meeting Hounslow soon so could fish out Thoughts?

From: Margaret Kalaugher
Sent: 27 July 2015 14:47
To: Cazes-Potgieter Patricia; Darren Richards
Subject: RE: Hounslow Heathrow southern access

Hi Darren and Patricia

I've just spoken to Stephen Miles in the TfL London Rail & Underground Transport Planning team and Shamal Ratnayaka in TfL's Planning directorate who is more closely involved with the scheme from an aviation perspective.

Stephen advises that the Southern Rail Access to Heathrow scheme has been mooted as a scheme for decades, and a study to look into it further was announced at the end of 2013 (terms of reference here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325722/heathrow-southern-rail-tor.pdf). The DfT is due to report on this study sometime in 2015. There is also mention of the scheme in the draft Wessex Route Study but only that it is being considered in the separate study. Jaime Rockhill at Network Rail who is producing the Wessex Route Study could provide a contact name at the DfT for the separate study if we were interested.

Shamal advises that the DfT have not yet published the study findings and won't be doing so soon as it is caught up in the wider aviation debate. The scheme solves some of the problems of the previous Airtrack scheme that was ditched (to provide rail access from the South and West to Heathrow) but not all of them – level crossings still stay an issue and a tunnel could be required to get access to Heathrow itself which would be more expensive than Airtrack. Shamal suggested that there were issues with green belt land in Hounslow and that there could be some disconnect in Hounslow towards the scheme – some officers being keen but possibly not buy in at a higher level?

I won't contact anybody in the DfT or Network Rail given the sensitivities around the airport. This

could be a useful topic to raise at a Transport Enabling Growth meeting – Andy Brown

[REDACTED] can help to get it on the agenda for the next meeting on 5th August when Deputy Mayors will be attending. I'm on leave from Thursday this week until 17th August so won't be going to the meeting on 5th August.

I hope that helps.

Mags

From: Cazes-Potgieter Patricia [REDACTED]
Sent: 15 July 2015 12:19
To: Darren Richards; Margaret Kalaugher
Subject: RE: Hounslow Heathrow southern access

Thanks Darren for the feedback – surprised though that the 'southern access' attached is shown slightly differently to the plan we were presented with at Ed's visit to Hounslow back in March. Unsure why yet. Agree to get a steer at next TEG and looking forward to the GWC meeting

Mags – I assume Andy Wallace might be the one to speak to. Pls keep me in the loop on this though

Patricia

From: Darren Richards [REDACTED]
Sent: 15 July 2015 11:55
To: Margaret Kalaugher
Cc: Cazes-Potgieter Patricia
Subject: Hounslow Heathrow southern access

Hi Mags – as discussed I've attached the draft vision document, and please note that this is still confidential and has no formal endorsement. If you could make some discreet enquiries with your contact at TfL about southern access to Heathrow, I can advise Hounslow. As I mentioned, they are concerned that DfT/Network Rail may publish proposals that would not support the growth set out in the vision.

In feedback to Hounslow, Stewart and I were very cautious about this, and advised that it would be difficult to make any progress before the Government decision on Heathrow is announced, and of course the Mayor remains opposed to any new runway at Heathrow. The proposal also raises complex cross-borough issues not only within London with Hillingdon, but also outside with Spelthorne and Runnymede. Hounslow believe that the proposals are independent of Heathrow decision.

Patricia – subject to anything Mags can glean, I suggest we take this to a Transport enabling growth for a high-level steer on next steps.

In the meantime, we suggested Hounslow focus on the Great West Corridor (previously the Golden Mile). I will be arranging a meeting in the next couple of weeks to get into the detail of the capacity work and how the employment and homes numbers were arrived at. I will include you in the invite

Thanks
Darren

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From: [patriciacazes-potgieter](#) [REDACTED]
To: [Darren Richards](#)
Subject: Re: Hounslow
Date: 14 July 2015 11:05:57

Darren

It is indeed very short notice!who are you meeting? [REDACTED]

Pls feedback afterwards

Thanks

Sent from my BlackBerry Wireless Handheld

Transport for London
Patricia Cazes-Potgieter
[REDACTED]

----- Original Message -----

From: Darren Richards [REDACTED]
Sent: Tuesday, July 14, 2015 10:07 AM
To: Cazes-Potgieter Patricia
Subject: Hounslow

Hi Patricia

Stewart and me are meeting Hounslow this afternoon 1-2. City Hall CR7.

Are you able to attend.

Sorry for late notice, its been difficult to set up

Thanks

Darren

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From: [Heather Cheesbrough](#)
To: [Stewart Murray](#)
Cc: [Colin Wilson](#); [Darren Richards](#); [John Lett](#); [REDACTED]; [Michael Thornton](#)
Subject: RE: New Heathrow Garden City
Date: 26 June 2015 15:12:38
Attachments: [image001.png](#)

Stewart, I am delighted, many thanks Heather

Heather Cheesbrough
Assistant Director Strategic Planning, Regeneration and Economic Development
London Borough of Hounslow
Regeneration, Economic Development and Environment Department Civic Centre | Lampton Road |
Hounslow | TW3 4DN

RED^e



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From: [REDACTED] **On Behalf Of** Stewart Murray
Sent: 26 June 2015 15:05
To: Heather Cheesbrough
Cc: Stewart Murray; Colin Wilson; Darren Richards; John Lett
Subject: RE: New Heathrow Garden City

Heather

I have decided to give some leadership to this project. My PA, [REDACTED] will organise a meeting here at City Hall with all attendees that you suggest, tfl and GLA planning as appropriate as soon as can be arranged in July.

Please coordinate all future communication through myself and [REDACTED] and we will ensure this is set up rapidly.

Stewart

From: Colin Wilson
Sent: 26 June 2015 09:25
To: 'Heather Cheesbrough'; John Lett; Stewart Murray; Darren Richards
Cc: Michael Thornton; [REDACTED]; [REDACTED]
Subject: RE: New Heathrow Garden City

Lets give James a go.

From: Heather Cheesbrough [REDACTED]
Sent: 25 June 2015 16:16
To: Colin Wilson; John Lett; Stewart Murray; Darren Richards
Cc: Michael Thornton; [REDACTED]
Subject: RE: New Heathrow Garden City

Hello

Many thanks Colin,

In respect of contacts at Hillingdon, I think there is a bit of a vacuum at senior level at the moment, We have had contact through our Green Beet work with Brianne Stolper who is a principal planner, James Gleave is Head of Planning Policy and Janice Tipple was the Director but I understand she has now left, although she may be doing some consultancy work for them still. I think we would want to meet at a senior level.

We will make ourselves available to ensure an early meeting.

Kind regards heather

Heather Cheesbrough
Assistant Director Strategic Planning, Regeneration and Economic Development
London Borough of Hounslow
Regeneration, Economic Development and Environment Department Civic Centre | Lampton Road |
Hounslow | TW3 4DN

REDe



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From: Colin Wilson [REDACTED]
Sent: 25 June 2015 16:07
To: Heather Cheesbrough; John Lett; Stewart Murray; Darren Richards
Cc: Michael Thornton; [REDACTED]; [REDACTED]
Subject: RE: New Heathrow Garden City

Apologies Heather.

I will ask [REDACTED] to organise.

Do you have the contacts at Hillingdon you had intended to invite?

regards

Colin

From: Heather Cheesbrough [REDACTED]
Sent: 25 June 2015 13:41
To: John Lett; Colin Wilson
Cc: Michael Thornton; [REDACTED]
Subject: New Heathrow Garden City

Dear John and Colin,

I really need to set up a meeting with Hillingdon to discuss the above, which I was hoping that you could facilitate. I appreciate that you guys are busy but we have not moved forward on this for weeks. The situation around the Airports Commission is relevant but the New Garden City idea is not predicated on the third runway (or not) coming to Heathrow. I would much prefer it if you were at the table when we have our first meeting with Hillingdon, so have been keen for you to organise, but if I don't hear from you by tomorrow, I will have to move ahead and separately engage with Hillingdon. I will of course include you on the invite.

I look forward to hearing from you.

Kind regards Heather

Heather Cheesbrough
Assistant Director Strategic Planning, Regeneration and Economic Development
London Borough of Hounslow
Regeneration, Economic Development and Environment Department Civic Centre | Lampton Road |
Hounslow | TW3 4DN

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From: [patriciacazes-potgieter](#) [REDACTED]
To: [Ratnayaka Shamal](#); [Miles Stephen](#)
Cc: [Darren Richards](#); [Margaret Kalaugher](#); [Adams Marcus](#)
Subject: RE: Southern Rail Access to Heathrow - LB Hounslow Proposal
Date: 07 August 2015 20:11:33
Attachments: [image001.jpg](#)
[image002.png](#)

Many thanks Shamal – v useful

Steve/Marcus – let me know before wed when we meet Hounslow id you have any comments

Patricia

From: Ratnayaka Shamal
Sent: 07 August 2015 15:58
To: Miles Stephen; Cazes-Potgieter Patricia
Cc: Darren.Richards [REDACTED]; [margaret.kalaugher](#) [REDACTED]; Adams Marcus
Subject: RE: Southern Rail Access to Heathrow - LB Hounslow Proposal

Hello all,

Thanks - it's also the first time I've seen it; Marcus Adams (who I've copied in) has been liaising with Network Rail on their own work and I don't think he's aware either. Steve, I've forwarded a copy to you as requested.

I've had a very quick look now, and some quick thoughts are:

- It seeks to deal with the level crossings issue by replacing direct London service from other destinations, not without its own challenges
- It avoids the difficulties of tunnelling under the airport with a tunnel around the airport (so it still approaches T5 from the west); this results in a much longer route than the original Airtrack - including a tunnel running most of the length of the airport - which will have cost implications
- The route could result in a marginal journey time saving for service to London - but it means a notable detour for any services running to the west - with increased journey time

It is difficult to see why one would do this except to serve Bedfont Lakes - and it seems a very expensive way of providing a station at a location only a few hundred metres from the existing railway line.

In any case, it's really an issue for Network Rail at this stage - LB Hounslow should feed their work into NR's ongoing process so NR can properly assess it against the other options they are considering.

Shamal

From: Miles Stephen
Sent: 07 August 2015 15:21
To: Cazes-Potgieter Patricia; Ratnayaka Shamal
Cc: [Darren.Richards](#) [REDACTED]; [margaret.kalaugher](#) [REDACTED]
Subject: RE: Southern Rail Access to Heathrow - LB Hounslow Proposal

Hi all,

I'm personally not aware of this report, and also can't open it as the link is blocked by TfL's filters! Can anyone send me (and Shamal, I guess) a copy so I can take a look?

Regards

Steve

From: Cazes-Potgieter Patricia
Sent: 07 August 2015 09:37
To: Miles Stephen; Ratnayaka Shamal
Cc: [Darren.Richards](#); [margaret.kalaugher](#)
Subject: FW: Southern Rail Access to Heathrow - LB Hounslow Proposal

Morning Both

Aware of this report? GLA and I are meeting Hounslow next wed so any chance you can have a quick look into it beforehand?
Many thanks

Patricia

From: Mark Frost
Sent: 05 August 2015 17:52
To: 'james.conway';
Cc: 'Jill.Stone'; Kieran Taylor; Heather Cheesbrough; Alan Hesketh; Michael Thornton; Aled Richards
Subject: Southern Rail Access to Heathrow - LB Hounslow Proposal

Dear James –

Thanks for taking the time to speak to me a couple of weeks back about our proposal for southern rail access to Heathrow Airport via Bedfont. I am pleased to provide a link to the final report for you to review here:

<https://hounslow.box.com/LBHounslowsouthernrailaccess>.

As you may recall our proposal includes a new station in the vicinity of Clockhouse Roundabout on the A30 that we feel is essential to unlock thousands of new jobs and homes within London's borders. It is our view that this is the only alignment for southern rail access that would deliver significant regeneration benefits on top of journey time savings/modal shift amongst airport passengers. An outline Economic Business Case suggests a BCR of up to 4.4 for a basic station in the proposed location suggests it is excellent value for money.

Our initial discussions with Heathrow have been extremely supportive, and we have also secured in principle support from Runnymede and Spelthorne. I would welcome the opportunity to meet with the DfT and Network Rail to discuss the detailed findings of this report and to explore how this scheme can be included in the next GRIP feasibility stage for southern rail access.

Kind regards,

Mark Frost
Head of Traffic & Transport
Environment, Regulatory Services & Community Safety
REDe