

OFFICIAL

**From:** Transfer, Ministerial - HMT

**Sent:** 11 March 2025 14:12

**To:** DFT Transfers

**Cc:** [REDACTED]

**Subject:** Request for Transfer - Due: 13th March, Ref: MC2025/05865

Dear Colleagues,

Please find attached correspondence that does not fall within the remit of HM Treasury.

*'I'm contacting you to express my concerns about the government cutting red tape, and approving Heathrow, Gatwick and Luton airports, and the Lower Thames Crossing (LTC).'*

In line with Cabinet Office Guidance, I would appreciate confirmation, ideally within three working days, whether you will be accepting this case. When replying, please use 'Reply All' to ensure your response is uploaded onto our correspondence management system and copy in [Ministerial.Transfer@hmtreasury.gov.uk](mailto:Ministerial.Transfer@hmtreasury.gov.uk).

Yours faithfully,

HM Treasury

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**From:** Kate Sandham [REDACTED]  
**Sent:** 07 March 2025 16:26  
**To:** Enquiries, CEU - HMT  
**Subject:** Carl Busby - concerns about approval of LTC (Case Ref: MC03026)

Dear Rt Hon Rachel Reeves MP  
Chancellor of the Exchequer

Mary has been contacted by her constituent [REDACTED]  
regarding the approval of Heathrow, Gatwick and Luton airports, and the Lower Thames Crossing (LTC).

I have copied Mr Busby's email below for clarity and context:

*'I'm contacting you to express my concerns about the government cutting red tape, and approving Heathrow, Gatwick and Luton airports, and the Lower Thames Crossing (LTC). Tomorrow Rachel Reeves is making a speech about this.*

*The LTC would:*

*cause 7 years of construction misery and costs.*

*only provide 5 years of relief at Dartford (when it opens in 2032 or later)*

*cost at least £10bn*

*only bring £3bn of benefits - effectively a £7bn loss to the economy*

*raise tolls at Dartford and LTC if private finance is used*

*mean the public will still have to pay for all the additional roads and road widenings needed to make the LTC function (that National Highways stripped out of the original application), even with private finance*

*concentrate, yet again, infrastructure investment in the South East*

*Emissions are also bad for the LTC (6.6 million tonnes of carbon), but the fact is it makes no sense from an economic or transport point of view.*

*A public transport crossing and investment in rail freight would bring better benefits at lower cost, but risk being jeopardised by the LTC.'*

Mary would be grateful if you could look into this and provide a response that can be shared with her constituent.

Best wishes

Kate Sandham  
Senior Caseworker to Mary Creagh CBE  
**Labour Member of Parliament for Coventry East**  
**Minister for Nature**

[REDACTED]  
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