

Dear Ms *****

Lower Thames Crossing

Thank you for your information request dated 11 May 2022 regarding the Lower Thames Crossing. We have dealt with your request under the provisions of the Environmental Information Regulation 2004.

This is because the information requested concerns measures and activities affecting or likely to affect elements of the environment or affect factors such as noise, pollution discharges and other releases into the environment.

I would like to apologise for the time it has taken to get back to you.

You asked –

Please could you send me the spreadsheet that accompanies the 2020 GHG worksheet which shows the emissions year by year, over the 60-year appraisal period.

I can confirm that we hold the information you have requested.

Please find the appraisal of Greenhouse gas emissions (GHG) that was carried out in 2020 attached.

Since your request on 17 March 2022 (FOI reference 3398) the production of an updated AST has been started, however, this is being withheld under the Environmental Information Regulations 2004 exception 12(4)(d) - material which is still in the course of completion, unfinished documents or incomplete data.

In applying this exception, we have had to balance the public interest in withholding the information against the public interest in disclosure. The key public interest factor in favour of disclosure is that it could support openness and transparency relating to the assessment of new road development by public authorities and the environmental impacts.

The key public interest factor against disclosure was that the AST it is in the public interest that National Highways can rely on a “safe space” for the gathering, assessment, validation and assurance of project data and documentation.

Sharing the unapproved AST may cause confusion as the information within the document is subject to change as it goes through the approval process. It is also important to note that if we disclose the AST we would be providing misleading information, which would require a disproportionate amount of work to correct the impression caused, and would represent a significant and unnecessary diversion of public resources

Additionally, it would be inappropriate for National Highways to release an unapproved draft document and not share with wider stakeholders or the public generally.

I can confirm that an assured and updated version of the AST we will shared as part of the DCO 2.0 submission later this year. It is important to note that we have shared the latest complete AST externally in the past and the public can still use that table to understand the impact of the project. I can also confirm that National Highways intend to release an updated carbon forecast shortly, although this will not be in the form of an AST.

If you are not satisfied with your response you may ask for an internal review within 40 working days of receiving the response, by replying to this email. You can learn more about the internal review process [here](#).

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted [here](#) or via the address below –

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Please remember to quote reference number **FOI/3622** in any future communications about this response.

Kind regards

Matt Palmer

Lower Thames Crossing Executive Director

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