

**From:** [REDACTED]  
**Sent:** 04 February 2025 09:17  
**To:** DFT Transfers  
**Cc:** [REDACTED]  
**Subject:** Request for Transfer - Due: 6th February, Ref: MC2025/02549

Dear Colleague,

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

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:** Sarah Sackman MP [REDACTED]  
**Sent:** 02 February 2025 15:32  
**To:** Enquiries, CEU - HMT  
**Subject:** FW: Letter from your constituent Ashley Kay (Case Ref: SS5868)

Dear Ministerial Correspondence,

I am writing further to correspondence I have received from my constituent.

I enclose a copy of the correspondence I have received and would be grateful for your thoughts on the issues my constituent raises in relation to this matter.

I look forward to receiving your response at your earliest convenience.

With kind regards,



**Office of Sarah Sackman MP**

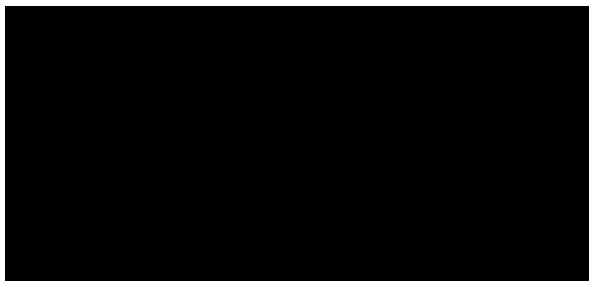
Member of Parliament for Finchley and Golders Green

[sarah.sackman.mp@parliament.uk](mailto:sarah.sackman.mp@parliament.uk)

House of Commons, London, SW1A 0AA

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**From:** "Ashley Kay "  
**Sent:** 28 January 2025 12:03  
**To:** SACKMAN, [REDACTED]  
**Subject:** Letter from your constituent Ashley Kay



Tuesday 28 January 2025

Dear Sarah Sackman,

I write with concern about the prospect of the Government green lighting the Lower Thames Crossing. I firmly believe it will not bring about the intended benefits but will instead represent development for development's sake. I list below specific objections.

It would cause 7 years of construction misery and costs

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

It would cost at least £10bn

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

If private finance is used, tolls at Dartford and LTC are likely to be higher

Even with private finance, 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)

A public transport crossing and investment in rail freight would bring better benefits at lower cost, but risk being jeopardised by the LTC. It concentrates, yet again, infrastructure investment in the South East.

Yours sincerely,

Mr Ashley Kay

[REDACTED]

[REDACTED]

[REDACTED] if this address is out of date please email us so that we can update our records. ]

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