

Lower Thames Crossing

5.1 Consultation Report

Appendix Q

Supplementary Consultation Material

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:
Prescribed Forms and Procedure)
Regulations 2009

Volume 5

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Lower Thames Crossing

5.1 Consultation Report

Appendix Q Supplementary Consultation Material

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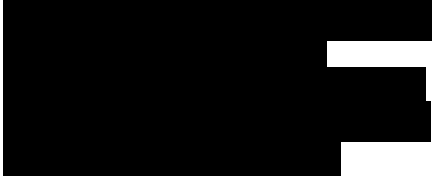
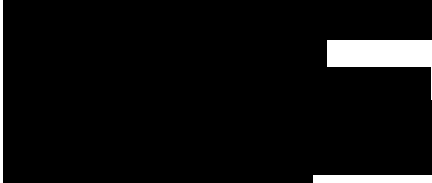
Appendix Q Supplementary Consultation material






Q.1 Supplementary Consultation material

- Q.1.1 Table Q.1 presents all materials published by the Applicant for the 2020 Lower Thames Crossing Supplementary Consultation. It provides a brief description and a link to where each document can be viewed on the Applicant's consultation hub.
- Q.1.2 Plate Q.1 to Plate Q.3 provide copies of three core consultation documents: the Supplementary Consultation response form, the Supplementary Consultation leaflet that was posted to all properties within 2km of the proposed route, and the Guide to Supplementary Consultation.
- Q.1.3 Plate Q.4 to Plate Q.25 provide evidence of other activities undertaken during the Supplementary Consultation.

Table Q.1 Supplementary Consultation material

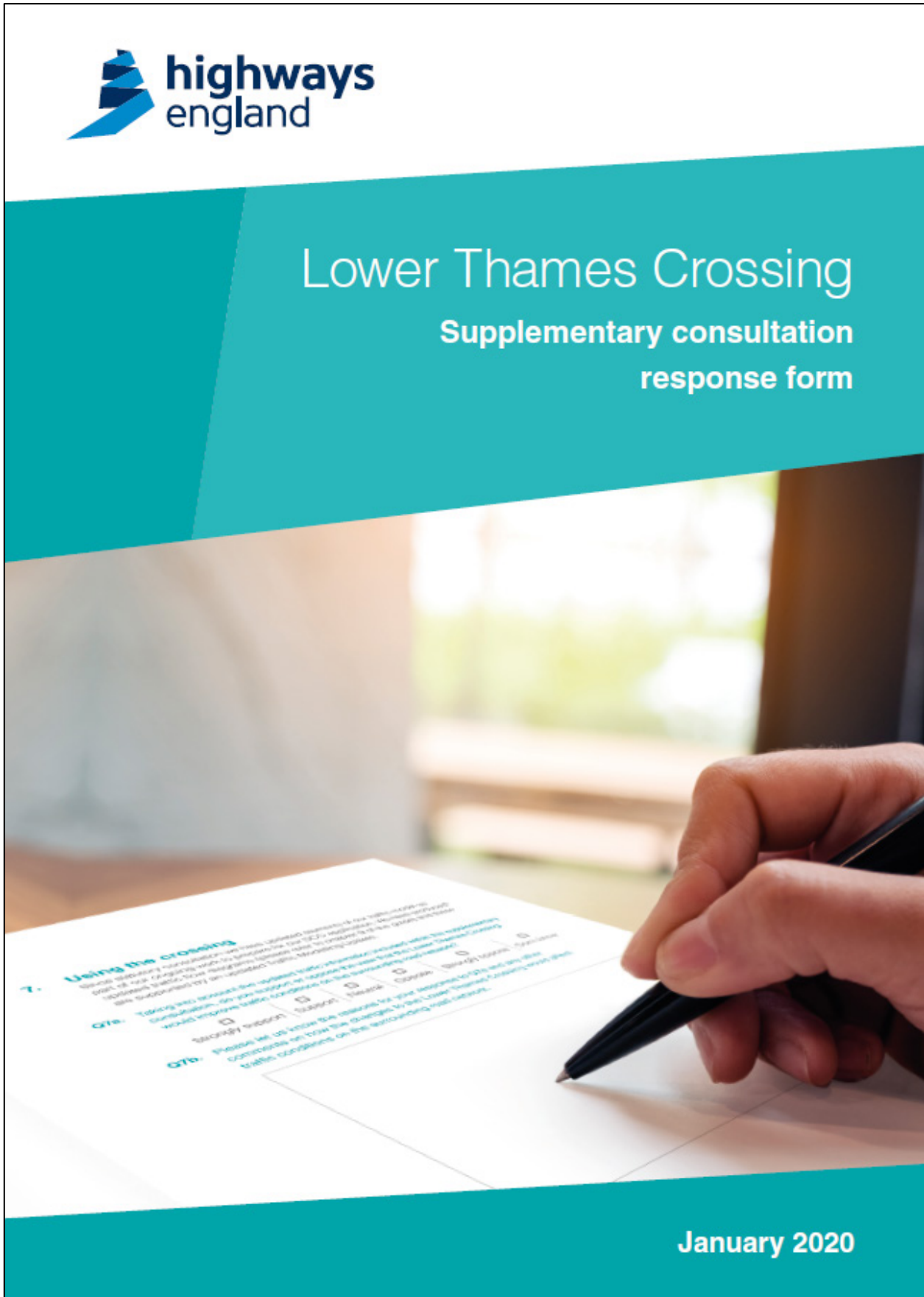
Document title	Description	Link
Environmental Impacts Update	This document explains the environmental effects associated with the changes proposed in the Supplementary Consultation materials, compared with those considered in the 2018 Preliminary Environmental Information Report (PEIR).	[Redacted]
Map - Environmental Constraints	Large map of nearby environmental constraints to the Lower Thames Crossing project.	[Redacted]
Traffic Modelling Update	This document provides some of the key results from the updated traffic model, which was produced after the Statutory Consultation in preparation for the submission of the Development Consent Order application.	[Redacted]
Utilities Update	This document outlines proposals for utility diversions and installation, both above and below ground. It includes the proposed positioning of overhead electricity cables (including the relocation of pylons), as well as work to install utilities for the construction and operation of the Lower Thames Crossing.	[Redacted]
Changes to our plans for the Lower Thames Crossing What do you think?	This document provides an Easy Read version of the guide to Supplementary Consultation and conveys information in a style that, by making use of infographics and short statements, is more easily understood by people who have difficulty reading.	[Redacted]

Document title	Description	Link
Map Book 1: General Arrangements	<p>A map book containing plans of general arrangements including:</p> <ul style="list-style-type: none"> • Engineering & construction • Environment mitigation • Utilities diversions • Development boundary (Order Limits) • Open space and replacement land 	
Map Book 2: land use plans	<p>A map book containing land use plans including:</p> <ul style="list-style-type: none"> • Permanent works • Temporary works • Compensation land • Replacement land 	
Map Book 3: engineering plans	<p>A map book containing engineering drawings in the following order:</p> <ul style="list-style-type: none"> • The plan and profile drawings which detail the vertical and horizontal road alignment • The junction arrangements showing the proposed layout • The cross sections throughout the route showing the lanes and earthworks 	
Map – General Arrangement of Whole Scheme	<p>Map showing a General Arrangement of the Lower Thames Crossing whole scheme (A1).</p>	

Document title	Description	Link
Map – General Arrangement maps – book of six	Maps showing a set of six General Arrangements of the Lower Thames Crossing (1:10,000 scale), including a selection of computer-generated images of the proposed route at selected viewpoints.	
Map – Land Use	Maps of land use for the Lower Thames Crossing (1:5,000 scale).	
Map – Land use maps – book of six	Maps showing a set of six land use plans for the Lower Thames Crossing (1:10,000 scale).	
Your Property and Blight	This document provides information about blight caused by major new road proposals or improvements.	
Your Property and Compulsory Purchase	This document provides information about the process the Applicant follows to purchase land and property needed for schemes using compulsory powers and the compensation that may be available to people with an interest in that land or property.	

Document title	Description	Link
Your Property and Discretionary Purchase	This document provides information about the circumstances in which the Applicant may offer to purchase property either in advance of requirements for a road scheme or where the construction works or the road in use will seriously affect a person's enjoyment of the property.	[Redacted]
Supplementary Consultation notice	A non-statutory consultation notice publicising the Supplementary Consultation.	[Redacted]
Supplementary Consultation A3 poster	An A3 poster advertising the Supplementary Consultation, signposting to the consultation website.	[Redacted]
Supplementary Consultation A4 poster	An A4 poster advertising the Supplementary Consultation, signposting to the consultation website.	[Redacted]

Plate Q.1 Supplementary Consultation response form



Introduction

In 2018 we consulted on our proposals for the Lower Thames Crossing, which will connect Kent, Thurrock and Essex through a tunnel beneath the River Thames. Since the close of that statutory consultation, we have been carefully analysing the feedback received and carrying out further technical assessments, which have helped us to develop the project.

The information being presented during this supplementary consultation includes changes to the proposals presented during our statutory consultation and updates to the project where further information has become available. We consider our proposed changes along the route to be an appropriate response to the feedback received and the results of our assessments.

We would value your views on the changes to our proposals since statutory consultation. You are welcome to answer all or some of the questions in this response form, depending on the issues that are most important to you.

If you provided feedback during the statutory consultation your comments will be anonymously summarised in our Consultation Report, including an explanation of how we have considered each point raised by respondents. If you wish to refer to points made in response to our last consultation, please copy them into this response form rather than referring to them. Any further feedback we receive during supplementary consultation will also be included and responded to within the report. This will be included in our Development Consent Order (DCO) application, which we intend to submit in summer 2020.

We have produced a set of consultation documents to explain the updates to the project and the changes we are proposing to make. These include a Guide to Supplementary Consultation (the guide), Map Books, Traffic Modelling Update, Environmental Impacts Update and Utilities Update. All of these documents, and an online version of this response form, are available on the supplementary consultation website: www.lowerthamescrossing.co.uk/consultation-2020

Full details of how you can respond to this supplementary consultation can be found at the back of this form.

**Consultation on the proposed changes runs
until 23:59 on 25 March 2020.**

Data privacy notice

We are committed to protecting your personal information. Whenever you provide such information we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

How will Highways England use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including:

- To analyse your feedback to the consultation
- To produce a consultation report, based on our analysis of responses (individuals will not be identified in the report)
- To write to you with updates about the results of the consultation and other developments
- To keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Highways England
- Traverse (which has been contracted by us to analyse feedback to the consultation)
- The Planning Inspectorate (which will consider our application for permission to build the Lower Thames Crossing)
- The Secretary of State (who will take the decision on our application)
- Our legal advisers
- Consultants working on the Lower Thames Crossing project

It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you.

What rights do I have over my personal data?

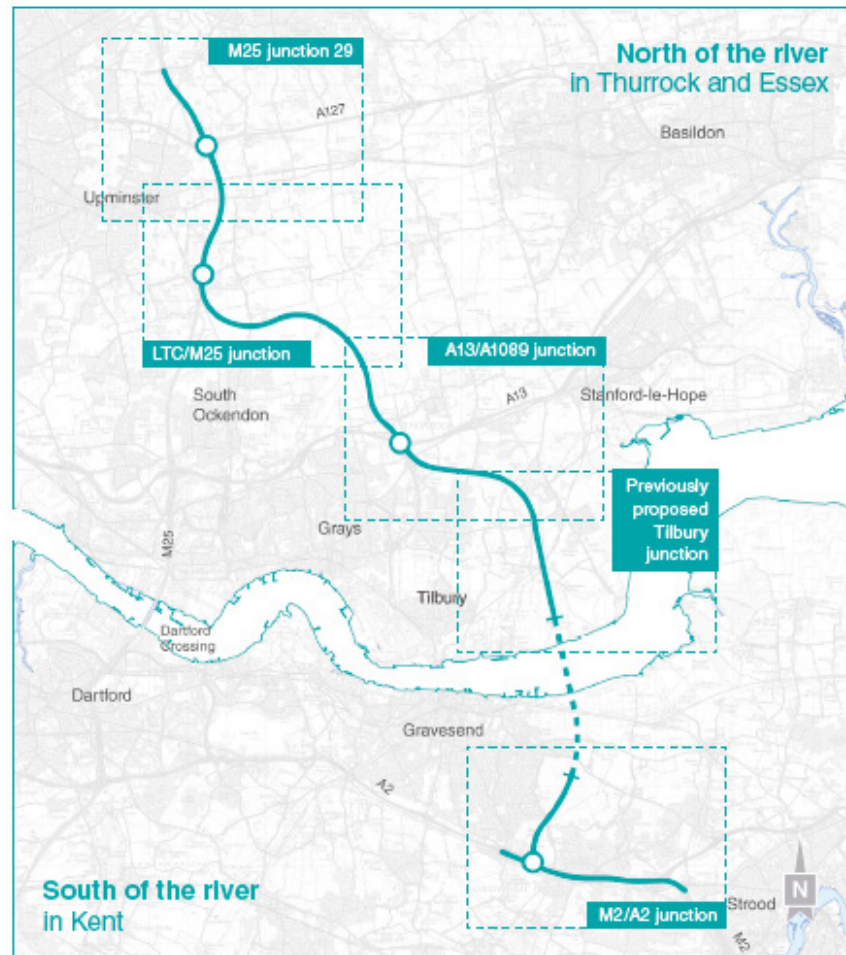
Under the terms of the GDPR you have certain rights over how your personal data is retained and used by Highways England. For more information, see our full data privacy statement:

www.highwaysengland.co.uk/privacy

1 Changes to the route

For the purposes of this supplementary consultation, we have divided our proposed route for the Lower Thames Crossing into two sections, starting with the section south of the river in Kent, then the section to the north of the river in Thurrock and Essex.

A detailed description of our proposed route for the Lower Thames Crossing is in chapter 3 of the guide and is presented in the Map Books.



South of the river in Kent

This refers to the section of the proposed route starting at the M2/A2 and ending at the southern tunnel entrance.

The guide describes the proposed changes to sections of the M2/A2 around the junction with the Lower Thames Crossing. Changes include removing the M2/A2 link at M2 junction 1, which is replaced with a new link road connecting Valley Drive to the A2 eastbound; M2/A2 narrowing; changes to the M2/A2 junction; A2 local connections and the southern tunnel entrance move and redesign.

Q1a. Do you support or oppose the proposed changes south of the river?
Please refer to chapter 3 of the guide.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1b. Please let us know the reasons for your response to Q1a and any other comments you have on the proposed changes south of the river.

North of the river in Thurrock and Essex

This refers to the section of the proposed route starting at the northern tunnel entrance and ending at the connection with the M25 at junction 29.

As presented in the guide, we have split this into four sub-sections:

- The area around the previously proposed Tilbury junction (changes include: the northern tunnel entrance redesign, removal of the rest and service area and maintenance depot, and reducing the length of the Tilbury viaduct).
- The area around the A13/A1089 junction (changes include: moving slip roads and connecting roads away from properties, moving the Lower Thames Crossing route 60 metres closer to Linford, retaining the existing Rectory Road and closing part of Hornsby Lane).
- The area around the Lower Thames Crossing junction with the M25 (changes include: removal of one lane southbound between the M25 to A13, the routing and structures through the Mardyke and reducing the height of the LTC where it crosses North Road).
- The area around the A127 with the M25 junction 29 (changes include: moving and shortening some lanes around the junction and raising Franks Farm bridge).

Previously proposed Tilbury junction

Q1c. Do you support or oppose the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and changes that result from this? Please refer to chapter 3 of the guide.

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Q1d. Please let us know the reasons for your response to Q1c and any other comments you have on the removal of a dedicated rest and service area and maintenance depot for the Lower Thames Crossing, the junction at Tilbury and the changes that result from this.

A13/A1089 junction

Q1e. Do you support or oppose the proposed changes in the area around the A13/A1089 junction? Please refer to chapter 3 of the guide.

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Q1f. Please let us know the reasons for your response to Q1e and any other comments you have on the proposed changes in the area around the A13/A1089 junction.

Lower Thames Crossing and its junction with the M25

Q1g. Do you support or oppose the proposed changes in the area around the Lower Thames Crossing and its junction with the M25? Please refer to chapter 3 of the guide.

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Q1h. Please let us know the reasons for your response to Q1g and any other comments on the proposed changes in the area around the Lower Thames Crossing and its junction with the M25.

M25 junction 29

Q1i. Do you support or oppose the proposed changes in the area around the M25 junction 29? Please refer to chapter 3 of the guide.

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Q1j. Please let us know the reasons for your response to Q1i and any other comments on the proposed changes in the area around the M25 junction 29.

2. Revised development boundary

Since statutory consultation we have continued to develop our proposals and modify the area of land that may be required to enable construction of the Lower Thames Crossing, and to provide mitigation for some of the impacts of building it. This is called the revised development boundary. Some of this land would be required permanently, while other areas would only be required on a temporary basis. Please refer to chapter 4 of the guide.

Q2a. Do you support or oppose the changes to the proposed area of land that would be required to build the Lower Thames Crossing?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q2b. Please let us know the reasons for your response to Q2a and any other comments you have on the proposed changes to land that would be required to build the Lower Thames Crossing. This includes feedback on the impact the project would have on any land that you own or have another legal interest in.

3. Walkers, cyclists and horse riders

Since statutory consultation we have carried out further analysis on how we can maintain, improve and upgrade the walking, cycling and horse-riding network in the area affected by the Lower Thames Crossing. We have also been looking at improving access routes for pedestrians and cyclists to public transport. Please refer to chapter 5 of the guide and the Map Book1: General Arrangement.

Q3a. Do you support or oppose our proposals for walkers, cyclists and horse riders?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q3b. Please let us know the reasons for your response to Q3a and any other comments you have on our proposals for walkers, cyclists and horse riders.

4. Environmental impacts and how we plan to reduce them

In the guide we have provided an overview of how the proposed changes affect the preliminary environmental information that was presented in our statutory consultation. Please refer to chapter 6 of the guide and our Environmental Impacts Update document.

Q4a. Do you support or oppose the change to the environmental impacts of the Lower Thames Crossing

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Q4b. Please let us know the reasons for your response to Q4a and any other comments you have on the environmental impacts of the changes to the Lower Thames Crossing.

5. Building the Lower Thames Crossing

Following feedback from our statutory consultation and as our project design has developed, we have been updating our plans for how to build the Lower Thames Crossing. This includes our proposed working hours, plans for temporary road closures and traffic management, the proposed location of our construction sites and impacts on the roads leading to our construction sites. Please refer to chapter 7 of the guide.

Q5a. Do you support or oppose our revised proposals for how we plan to build the Lower Thames Crossing?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q5b. Please let us know the reasons for your response to Q5a and any other comments you have on our revised plans for how to build the Lower Thames Crossing.

6. Utilities

Since statutory consultation, we have been progressing our discussions with utilities companies and other stakeholders. We now have a more detailed understanding of the potential land requirements and utilities works that would need to be undertaken to ensure the Lower Thames Crossing can be built safely. Please refer to chapter 8 of the guide and our Utilities Update document.

Q6a. Do you support or oppose our revised proposals for the utility works required to build the Lower Thames Crossing?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q6b. Please let us know the reasons for your response to Q6a and any other comments you have on changes to the utility works proposed for the Lower Thames Crossing. When responding to this question, please identify the section of utility works you are referring to.

7. Using the crossing

Since statutory consultation we have updated elements of our traffic model as part of our ongoing work to prepare for our DCO application. We have produced updated traffic flow diagrams (please refer to chapter 9 of the guide) and these are supported by a Traffic Modelling Update.

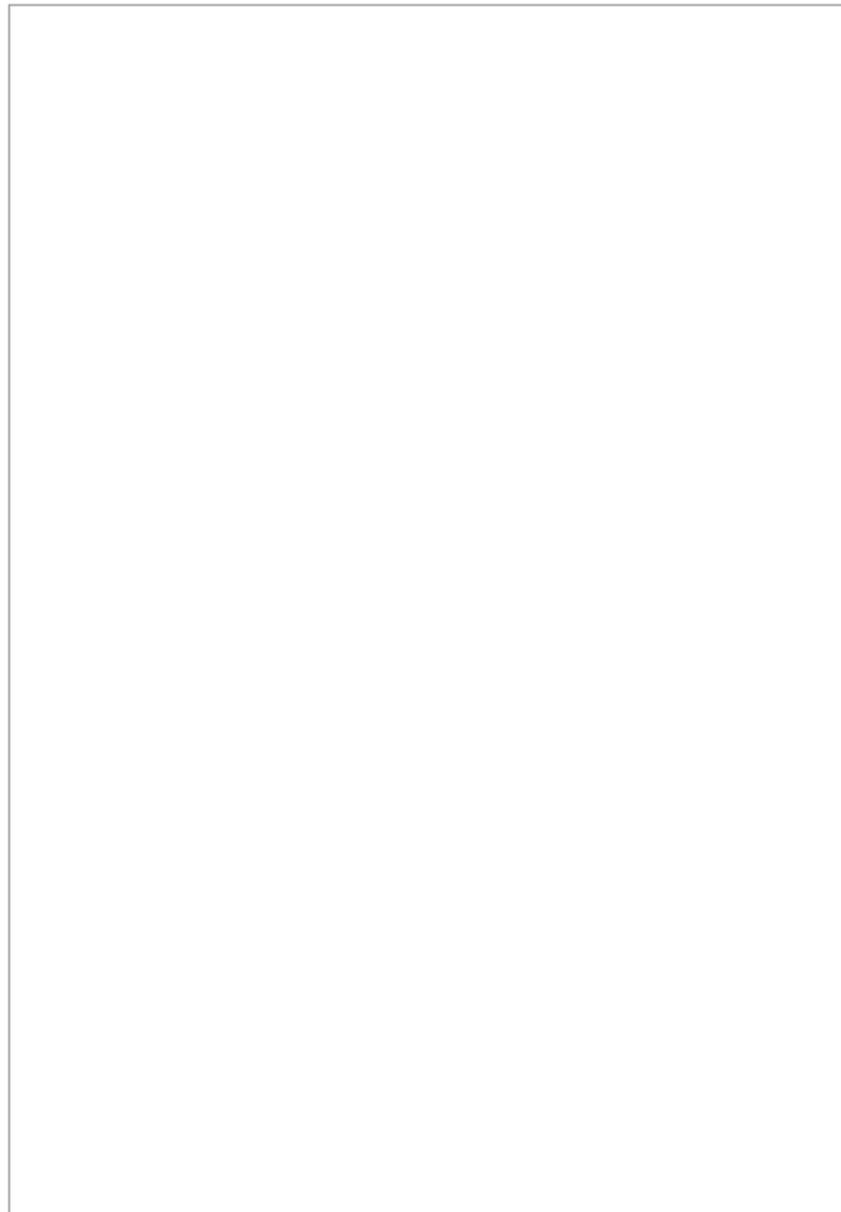
Q7a. Taking into account the updated traffic information included within the supplementary consultation, do you support or oppose the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q7b. Please let us know the reasons for your response to Q7a and any other comments on how the changes to the Lower Thames Crossing would affect traffic conditions on the surrounding road network.

8. Other comments

We would welcome any other comments you would like to make about the Lower Thames Crossing.



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9. The consultation

Please let us know your views on the quality of our supplementary consultation materials, our events, the way in which we have notified people about our plans, and anything else related to this consultation.

	Very good	Good	Average	Poor	Very poor	Not applicable
Q9a. Was the information presented clearly and easy to understand?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q9b. Were the events of good quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q9c. Were the events suitably located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q9d. Was the consultation promoted well and to the right people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9e. Please let us know the reasons for your responses to Q9a – Q9d and any other comments you have on the delivery of this consultation.

Identification questions

We would be grateful if you could answer the following identification questions, which will help us to categorise responses and organise our Consultation Report. Details and views of individuals will not be made public. You do not have to provide any personal information if you do not want to. However, postcode data can help us to better understand the views of different communities in relation to the proposals. You can read our privacy statement on page 3 of this response form.

1. Name:

2. Address:

<input type="text"/>
Postcode: <input type="text"/>

3. Email address:

(If you provide an email address we may use it to let you know about important developments in our proposals.)

4. If you are responding on behalf of an organisation, business or campaign group, **please include the name below.** (This helps us to understand whether respondents can be categorised as 'prescribed consultees', as defined by the Planning Act 2008.)

Name of organisation:

Type of organisation, business or campaign group:

- Academic
- Campaign group
- Business
- Elected representative
- Environment, heritage, amenity or community group
- Local government
- Transport, infrastructure or utility organisation
- Statutory agency
- Other (please state)

5. Do you own land or hold any interests or rights, such as private rights of way or sporting rights, within or close to the revised red line boundary?

Yes No

If you have ticked yes, have you received a letter to notify you of the consultation?

Yes No

6. If you use the transport network in the area that may be affected by the Lower Thames Crossing, please tell us how you travel by ticking one or more of the following boxes:

As a pedestrian

Bus

Car

Cycle

Goods vehicle

Train

Motorcycle

Other (please state)

7. Please let us know how you heard about this consultation::

Received a letter from Highways England

Received a leaflet from Highways England

Received an email from Highways England

Received an email as a Dart Charge account holder

Saw a Public Notice in local or national newspapers

Saw advertisements in local media

Saw social media coverage

Saw coverage in local and national media

Saw information at a deposit or information point

Received information from a local authority

Word of mouth

Other (please state)

Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@highwaysengland.co.uk

- I consent to Highways England processing my special category data for the purposes of understanding the accessibility of the Lower Thames Crossing consultation. I have read Highways England's privacy notice and understood how it will be processing this data.

1. What is your gender?

- Male Female Transgender Prefer not to say

2. Do you consider yourself as a person with a disability?

- Yes No Prefer not to say

3. Please describe your ethnic background:

- | | |
|--|---|
| <input type="checkbox"/> Asian/Asian British | <input type="checkbox"/> Mixed ethnic background |
| <input type="checkbox"/> White | <input type="checkbox"/> Gypsy or Irish Traveller |
| <input type="checkbox"/> Black/black British | <input type="checkbox"/> Other ethnic group |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Prefer not to say |

4. Age:

- | | |
|-----------------------------------|--------------------------------|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 45-54 |
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65+ |
| <input type="checkbox"/> 35-44 | |

How to submit your response form

Please only use the following official response channels.
We cannot guarantee that responses sent to any other address will be included in our analysis.



Online response form

Fill in the online survey at:

www.lowerthamescrossing.co.uk/consultation-2020



Or scan this QR code and go straight to the consultation



Freepost

Post your response form or comments to:

FREEPOST LTC CONSULTATION

The Freepost address is the only text needed on the envelope, and no stamp is required.



Email

Email your comments to:

LTC.CONULTATION@TRAVERSE.LTD



Public information events

Fill in and submit a paper response form at one of our public information events. Please note that this may not be possible at other types of event. You can find the dates and locations of our events on our website, or you can contact us by phone or email.

How your response will be used

We will carefully consider all the responses we receive, before producing a report that explains how they have been taken into account in the development of our project.

Please send your response before
23:59 on 25 March 2020



Have your say

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.

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Plate Q.2 Supplementary Consultation leaflet

**highways
england**

**Lower Thames Crossing
Supplementary consultation**

At the end of 2018 almost 29,000 people shared their views on our proposals for the Lower Thames Crossing, a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

We are now proposing a number of design changes based on your feedback and where further information has become available. This is your opportunity to view and comment on these changes.

January 2020

Summary of changes

Key changes to the design of the road:

- **M2/A2, including the junction with the Lower Thames Crossing:**
Following feedback from our statutory consultation, we have looked at the junction configuration. We have provided more direct connectivity between Gravesend and the M2/A2 eastbound, and redesigned the Gravesend East junction and link roads to improve journey times.
- **Southern tunnel entrance:** We have moved the entrance 350 metres to the south to reduce the impact on the Thames Estuary and Marshes Ramsar site.
- **Removal of the rest and service area and Tilbury junction:**
After further investigation and consideration of the feedback from statutory consultation, we have decided not to progress with the rest and service area. We have relocated the maintenance depot to existing Highways England facilities, which means the junction at Tilbury is no longer required.
- **Route between Tilbury and A13 junction:** We have moved the route approximately 60 metres north-east to avoid the need for major overhead cable diversion works.
- **A13/A1089 junction:** We have redesigned some slip roads at the junction between the Lower Thames Crossing, A13, A1089 and A1013 to reduce the visual impact, move roads away from properties, and improve safety and connectivity at the junctions.
- **Number of lanes:** We have removed one lane southbound between the M25 and A13 junction to reduce the route's impact, while still providing sufficient long-term vehicle capacity.
- **Route through the Mardyke:** We have changed the structures over the Mardyke River, Golden Bridge Sewer and the Orsett Fen Sewer to reduce the visual impact and the volume of flood compensation needed. The route has moved approximately 200 metres south-west to reduce the work required to move an existing gas main. It also reduces the impact on a nearby landfill site.

- **M25 junction:** We have redesigned the southbound link from the M25 to the Lower Thames Crossing to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25.
- **M25 junction 29:** We have changed the layout of junction 29 to reduce the amount of overhead cable diversion works.

Property and landowners

We have revised the development boundary as a result of the design changes, proposed utility diversions and additional land required for environmental mitigation.

Facilities for walking, cycling and horse riding

We have developed a detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network in the vicinity of the project.

Environmental impact

As a result of our proposed design changes to the route, revised development boundary and utility diversions, we have set out our current understanding of how these affect the information that was presented in our 2018 Preliminary Environmental Information Report.

Building the Lower Thames Crossing

We have progressed our plans for how we will build the scheme.

Utilities (gas, electricity, water, sewers and communications)

The volume of utility diversions we are planning has increased. Therefore, we have progressed our plans to divert utilities in a way that is necessary to build the Lower Thames Crossing safely, protect existing supplies and enable future maintenance.

Using the Lower Thames Crossing

We have updated elements of our traffic model as part of our ongoing work to prepare for our Development Consent Order application.

Our consultation events

You can find out more and have your say online, or we've listed our events that give you the opportunity to meet the team and ask them questions.

This information is correct at the time of going to print but may change. For the latest updates, please check www.lowerthamescrossing.co.uk/consultation-2020

Public information events

Locations south of the River Thames

Date and time

Cascades Leisure Centre, Thong Lane, Gravesend, DA12 4LG	Thursday 27 February 2pm-8pm
Gravesham Civic Centre, Windmill Street, Gravesend, DA12 1AU	Saturday 14 March midday-6pm

Locations north of the River Thames

Date and time

Thurrock Civic Centre, Blackshots Lane, Grays, RM16 2JU	Friday 21 February 2pm-8pm
New Windmill Hall, St Mary's Lane, Upminster, RM14 2QH	Saturday 22 February midday-6pm
East Tilbury Village Hall, Princess Margaret Road, East Tilbury, Essex, RM18 8RB	Tuesday 3 March 2pm-8pm
Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS	Monday 9 March 2pm-8pm
Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS	Wednesday 11 March 2pm-8pm
Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon, RM15 6TD	Tuesday 17 March 2pm-8pm

Mobile information events

Locations south of the River Thames	Date and time
Chalk Parish Hall, Pirrip Close, Gravesend, DA12 2ND	Wednesday 4 March 10am-7pm
Higham Library Car Park, Villa Road, Higham, ME3 7BS	Friday 6 March 10am-3pm
Higham Train Station Car Park, ME3 7JQ	Friday 6 March 4pm-7pm
Gravesend Town Centre, King Street, DA12 2XX	Saturday 7 March 10am-5pm
Shorne Woods Country Park, Brewers Road, Shorne, Gravesend, DA12 3HX	Sunday 8 March 11am-4pm
Meadow Rooms, The Street, Cobham, DA12 3BZ	Thursday 12 March 10am-3pm
Sole Street Station Car Park, Cobham, DA13 0XY	Thursday 12 March 4pm-7pm
Shorne Village Hall Car Park, 16 The Street, Shorne, DA12 3EA	Wednesday 18 March 10am-7pm
Locations north of the River Thames	Date and time
Defoe Parade, Grays, RM16 4QR	Wednesday 26 February 10am-7pm
Thames Chase Forest Centre, Broadfields, Pike Lane, Upminster, RM14 3NS	Friday 28 February 12pm-5pm
Homesteads Village Hall Car Park, Dunstable Road, Stanford-Le-Hope, Essex, SS17 8QT	Tuesday 10 March 11am-7pm
Upminster Library, 26 Corbets Tey Road, Upminster, RM14 2BB	Thursday 19 March 10am-7pm
Grays Town Centre, High St, RM17 6NP	Saturday 21 March 10am-5pm

Information points and deposit locations

Our Guide to Supplementary Consultation contains further information about the proposed changes to the Lower Thames Crossing.

You can pick up copies of the Guide to Supplementary Consultation and the response form from one of our information points:

- Belhus Library, South Ockendon, RM15 5DX
- Blackshots Library, Grays, RM16 2JU
- Chadwell Library, Chadwell St Mary, RM16 4JP
- East Tilbury Library, East Tilbury, RM18 8ST
- Marling Cross Library, Gravesend, DA12 5TY
- Meopham Library, Meopham, DA13 0AH
- Riverview Park Library, Gravesend, DA12 4NG
- Shorne Woods Country Park Visitor Centre, Shorne, DA12 3HX
- Thurrock Council Civic Offices, Grays, RM17 6SL
- Upminster Library, Upminster, RM14 2BB

You can pick up a copy of the guide and response form, as well as view other consultation documents including Map Books, the Traffic Modelling Update, the Utilities Update, and the Environmental Impacts Update, plus an Easy Read version of the guide at our deposit locations:

- Brentwood Library, Brentwood, CM14 4BP
- Dartford Central Library, Dartford, DA1 1EU
- Gravesend Library, Gravesend, DA12 1BE
- Grays Library, Grays, RM17 5DX
- Maidstone Library, Maidstone, ME14 1LQ
- Rochester Library, Rochester, ME1 1EW
- Romford Central Library, Romford, RM1 3AR
- Tilbury Hub, Tilbury, RM18 8AD

How to have your say

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.



Online response form

Fill in the online survey at:

www.lowerthamescrossing.co.uk/consultation-2020

Or scan this QR code and go straight to the consultation



Freepost

Post your response form or comments to:

FREEPOST LTC CONSULTATION

The Freepost address is the only text needed on the envelope, and no stamp is required.



Email

Email your comments to:

LTC.CONULTATION@TRAVERSE.LTD

For more information on how your personal data is retained and used by Highways England, see our full data privacy statement:

www.highwaysengland.co.uk/terms-and-conditions



Have your say

Please submit your response by
23:59 on 25 March 2020.

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.

Find out more

You can find out more at the events listed in this leaflet.

Alternatively, visit www.lowerthamescrossing.co.uk/consultation-2020

All of the documents from our 2018 statutory consultation are still available online at www.lowerthamescrossing.co.uk/haveyoursay

Please contact us if you have any questions:



0300 123 5000



info@lowerthamescrossing.co.uk



www.lowerthamescrossing.co.uk



Twitter – @lowerthames



www.facebook.com/lowerthames

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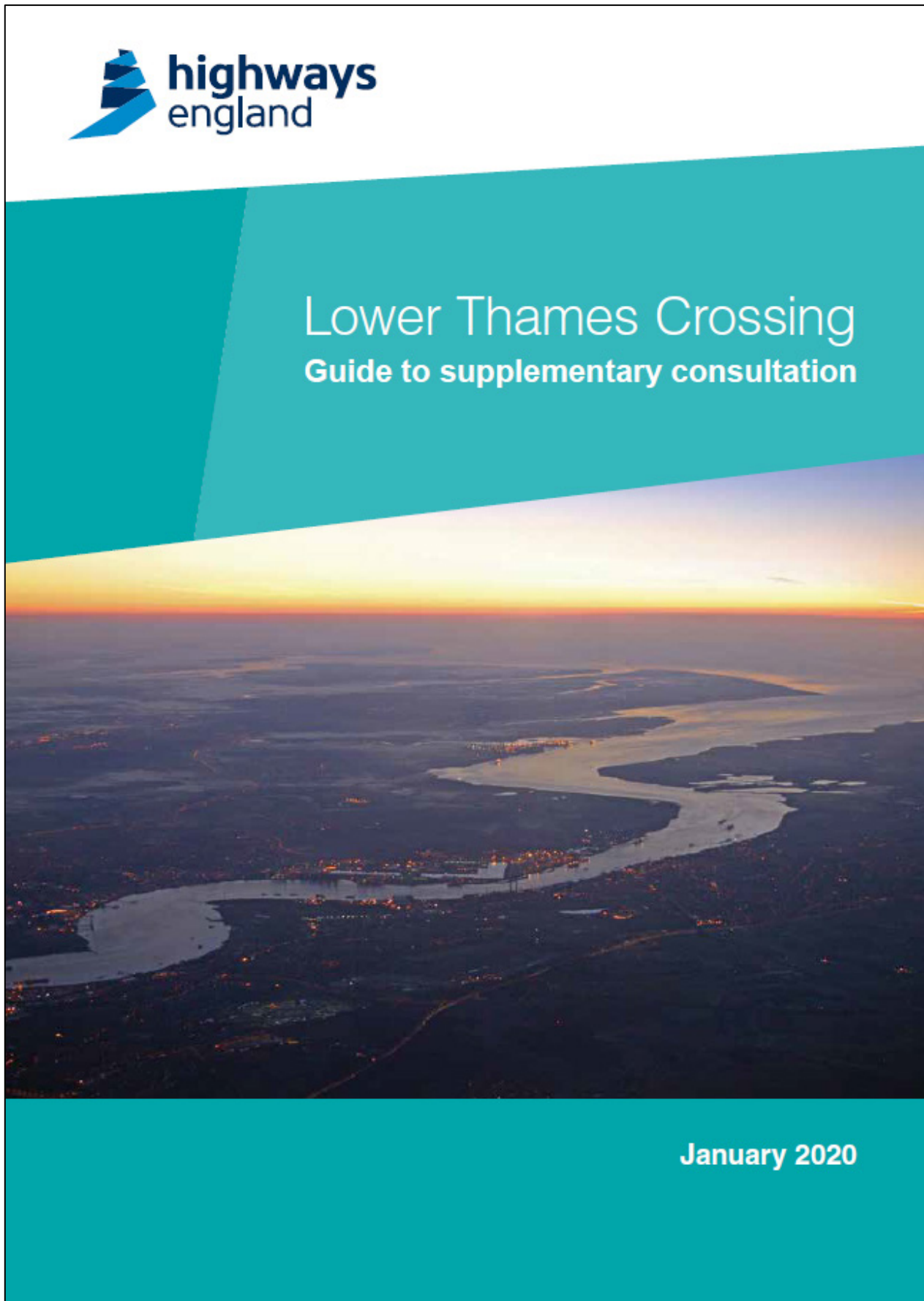
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Plate Q.3 Guide to Supplementary Consultation



About this guide

At the end of 2018, we held the most comprehensive consultation Highways England has ever undertaken. Almost 29,000 people shared their views on our proposals for the Lower Thames Crossing, a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

We've reviewed the feedback received through our previous consultation and have continued to progress our designs ahead of submitting a Development Consent Order application later this year.

It is vital we get all aspects of the design, construction and operation of the crossing right to ensure we can minimise its impacts and maximise its benefits. We would now like to hear your views on our proposed changes to the route.

This is the latest stage in the planning process and is an opportunity for you to have your say. This guide outlines the changes to the route, provides project updates, explains how to give your feedback and details the planning process we will go through before the final decision is made by the Secretary of State for Transport.

Highways England

Highways England is a government-owned company that works with the Department for Transport.

We operate, maintain and improve England's motorways and major A-roads, also known as the strategic road network.

Our aim is to ensure that road users have safer and more reliable journeys, and that businesses have the high-quality, effective road links they need to prosper.

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Throughout this guide we have highlighted the other documents that give more detail about our consultation, which are available on our website. Images used throughout this guide are illustrative for this consultation and may change in the future.

1

Foreword



Chris Taylor, Director, Complex Infrastructure Programme

28,493 responses were received in our statutory consultation

Welcome to the Lower Thames Crossing supplementary consultation. Following our statutory consultation in 2018 we are now proposing a number of design changes which are detailed in this document. This is your opportunity to view and comment on the proposed changes.

The Lower Thames Crossing is part of the biggest investment in the country's road network for a generation and an essential component in the UK's future transport infrastructure. It will boost local, regional and national economies, while offering new connections, better journeys and fewer delays.

This supplementary consultation is the next step in progressing our proposals before we submit our Development Consent Order (DCO) application later this year.

Valuable feedback

Our statutory consultation in 2018 received a record-breaking response. Almost 29,000 people commented, 89% via our consultation website. Feedback indicated significant support for our proposals with more than 80% of respondents recognising the need for a new crossing and 70% supporting the location.

Using this valuable feedback, along with ongoing design development, we have refined our proposals with a strong focus on maximising benefits and delivering value for money. We also remain determined to minimise the impact on communities, the environment and the local landscape.

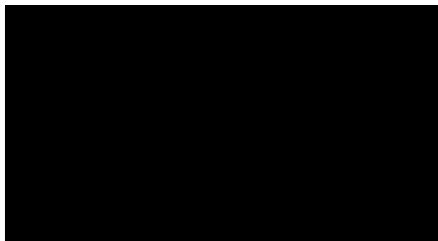
We will produce a Consultation Report that explains whether, and how, we have changed the proposals in response to feedback received from the statutory consultation and this supplementary consultation. The report will form part of our application for development consent.

Share your views

It is important that we get all aspects of the Lower Thames Crossing right, so we are holding this non-statutory consultation to ask for your views on the changes to the project since statutory consultation. You can get all the information you need from this guide, the additional documents on our website, or by attending one of our local consultation events.


Please take the opportunity to let us know what you think. Working together, we can shape the best solution.


Many thanks,



Chris Taylor

Director, Complex Infrastructure Programme,
Highways England

 www.lowerthamescrossing.co.uk/consultation-2020

 Twitter – @lowerthames

 www.facebook.com/lowerthames

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Project updates

From 10 October to 20 December 2018, Highways England carried out our most comprehensive consultation, receiving nearly 29,000 responses from individuals and stakeholders. After carefully considering the issues raised in these responses, and carrying out further design development, we have refined our proposals and are now consulting on our proposed changes to the Lower Thames Crossing.

What is the Lower Thames Crossing?

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

On the south side of the River Thames, the new road would link to the A2 and M2 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Havering.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals will include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions
- technology providing lane control and variable speed limits up to 70mph
- upgrades to the M25, A2 and A13 where it connects to those roads

- new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons
- two 2.6 mile (4.3km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles
- provision of environment mitigation and replacement of open space and common land

Aims of the Lower Thames Crossing

We worked with the Department for Transport (DfT) to agree the following objectives that we want the Lower Thames Crossing to achieve:

- to support sustainable local development and regional economic growth in the medium to long term
- to be affordable to government and users
- to achieve value for money
- to minimise adverse impacts on health and the environment
- to relieve the congested Dartford Crossing and approach roads, and improve their performance by providing free-flowing, north-south capacity
- to improve resilience of the Thames crossings and the major road network
- to improve safety

As well as following the scheme objectives, we are obliged to develop the Lower Thames Crossing so it meets the standards outlined by the National Policy Statement for National Networks, which sets out government policies for nationally significant infrastructure road projects for England.

Why have we made changes to the project?

The changes described in detail in this guide were informed by our consideration of the issues raised through the nearly 29,000 responses submitted to our statutory consultation, as well as detailed technical assessments and other considerations. They have been designed to improve the Lower Thames Crossing, while being practicable and fair.

We have tried to be sensitive to the needs of interested parties, especially those living in the vicinity of the project, while always being aware that we must deliver a viable scheme that satisfies national policy and the scheme objectives agreed with the DfT.

Outside of the proposals highlighted in this guide and our associated consultation material, we are not currently considering further changes to the elements of the project presented during statutory consultation. We consider the justifications we made for these elements at that time to still be valid.

As part of our DCO application, we will submit a Consultation Report, which will explain how we considered the issues raised during statutory consultation and this supplementary consultation. This report will highlight those elements of the project that we have changed as a result of the feedback received during consultation and those that have stayed the same.

This supplementary consultation is the latest stage in the planning process and is an opportunity for you to have your say on the proposals outlined in this guide and associated consultation material. Please see chapter 11 for information about how you can give your feedback on the proposed changes. If you would like to comment on areas of the project that are not covered by a specific question on our supplementary consultation response form, please use question 8 'Other comments'.

Summary of our updated proposals

The information we are presenting during this supplementary consultation includes changes to what was outlined during our statutory consultation in 2018, and updates to the project where further information has become available. The main updates are highlighted below.

Key changes to our proposals:

- **M2/A2, including the junction with the Lower Thames Crossing:** Following feedback from our statutory consultation, we have looked at junction configuration. We have provided more direct connectivity between Gravesend and the M2/A2 eastbound, and redesigned the Gravesend East junction and link roads to improve journey times.
- **Southern tunnel entrance:** We have moved the entrance 350 metres to the south to reduce the impact on the Thames Estuary and Marshes Ramsar site. An informal public space, Chalk Park, would be created around the southern tunnel entrance to improve local biodiversity and ecological connectivity.
- **Removal of the rest and service area and Tilbury junction:** After further investigation and consideration of the feedback from statutory consultation and environmental considerations, we have decided not to progress with the rest and service area or the maintenance depot. Resources will be provided from other local maintenance depots to serve LTC. This means the junction at Tilbury is no longer required.
- **Route between Tilbury and A13 junction:** We have moved the route approximately 60 metres north-east to avoid the need for major overhead cable diversion works.
- **A13/A1089 junction:** We have redesigned some slip roads at the junction between the Lower Thames Crossing, A13, A1089 and A1013 to reduce the visual impact, move roads away from properties, and improve safety and connectivity at the junctions.
- **Number of lanes:** We have removed one lane southbound between the M25 and A13/A1089 junction to reduce the route's impact, while still providing sufficient vehicle capacity.
- **Route through the Mardyke:** We have changed the structures over the Mardyke River, Golden Bridge Sewer and the Orsett Fen Sewer to reduce the visual impact and the volume of flood compensation needed. The route has moved approximately 200 metres south-west to reduce the work required to move an existing gas main. It also reduces the impact on a nearby landfill site.

- **M25 junction:** We have redesigned the southbound link from the M25 to the Lower Thames Crossing to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25.
- **M25 junction 29:** We have changed the layout of junction 29 to reduce the amount of overhead cable diversion works. See chapter 3 for more details on these proposed changes.

Property and landowners: We have revised the development boundary as a result of the design changes, proposed utility diversions and additional land required for environmental mitigation. See chapter 4 for further information on the development boundary.

Facilities for walking, cycling and horse riding: We have developed a detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network in the vicinity of the project. See chapter 5 for more details.

Environmental impact: As a result of our proposed design changes to the route, revised development boundary and utility diversions, we have set out our current understanding of how these affect the information that was presented in our 2018 Preliminary Environmental Information Report (PEIR). Further details are set out in chapter 6 and our Environmental Impacts Update.

Building the Lower Thames Crossing: We have progressed our plans for how we will build the scheme, and further details can be found in chapter 7.

Utilities (gas, electricity, water, sewers and communications): We have progressed our plans to divert utilities in a way that is necessary to build the Lower Thames Crossing safely, protect existing supplies and enable future maintenance. See chapter 8 for further details.

Using the Lower Thames Crossing: We have updated elements of our traffic model as part of our ongoing work to prepare for our DCO application, details of which can be found in chapter 9.

Other updates to the Lower Thames Crossing:

As well as the changes summarised above and presented in detail in this guide, we have also made progress in the following areas:

Funding

Following the Chancellor of the Exchequer's announcement in October 2018 to end the use of private finance, the project is now being developed as a fully publicly-funded scheme. Now the project is not being delivered through a single private finance supplier, which could have brought commercial constraints, we are able to revise our procurement strategy. This includes improving the packaging of works, which can be divided into southern and northern packages, each with different challenges and required skills.

As the construction and maintenance of the approach roads and the junctions are no longer combined, the maintenance can be absorbed into Highways England's existing strategy for the Strategic Road Network in the South East. As a result, there is no need for a dedicated maintenance depot along the Lower Thames Crossing route.

Equal charging at Dartford and the Lower Thames Crossing

Our proposal at statutory consultation was to seek flexibility for a range of charging scenarios. In recent months, we have reviewed a number of charging options to fully inform our proposals ahead of our DCO submission.

The most recent modelling and assessments have shown that making the charge for the Lower Thames Crossing the same as the Dartford Crossing would be the most beneficial option.

Our DCO application will therefore include an equal charging scenario for the following reasons:

- It simplifies decision making for the driver as the choice of crossing will be informed by the easiest route.
- It relieves congestion at the Dartford Crossing while balancing use of the Lower Thames Crossing.
- It minimises operational complexity, enabling the combined operation of the Dartford Crossing and Lower Thames Crossing charging schemes.

Local Residents Discount Scheme

Our continued engagement with stakeholders and the feedback we received during statutory consultation shows there is a high expectation that the Lower Thames Crossing project will include a local residents' discount scheme (LRDS). It is our intention that a local resident discount scheme shall apply to residents of both Thurrock and Gravesham, and will be implemented on a similar basis, with the same level as applies to Dartford.

To find out more about the Dart Charge LRDS, visit
www.gov.uk/pay-dartford-crossing-charge/charges-fines

In our 2018 statutory consultation there were:



60

events



14,868

event attendees



2,500,000

emails sent



132

Tweets sent by
[@lowerthames](#)



300,000

people reached
via Twitter



212,000

visitors to our
consultation website



2,000,000

views of our
consultation web pages

For more information

Please see our 2019 Project Update to read about how people responded to our 2018 statutory consultation. This can be found online at www.lowerthamescrossing.co.uk

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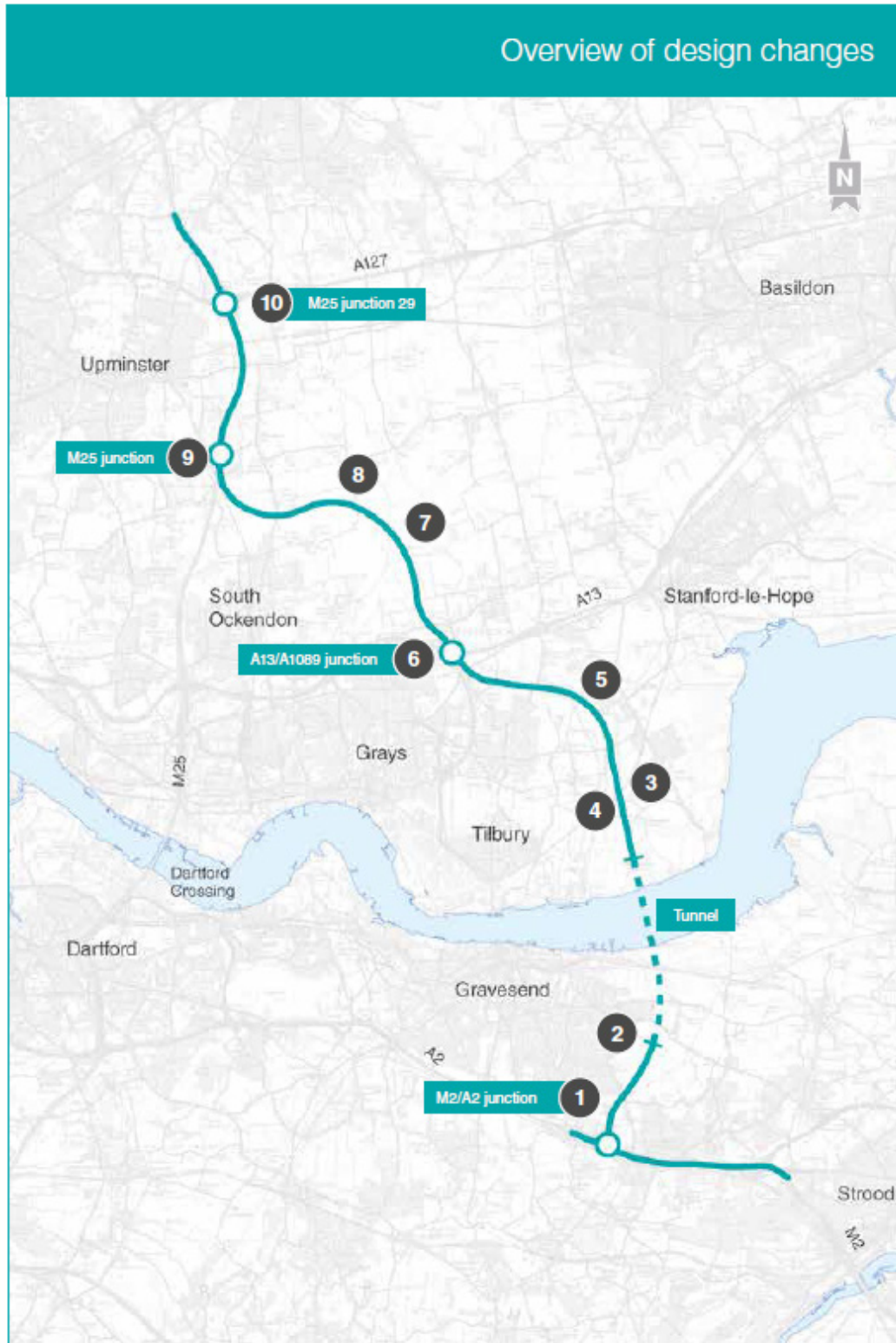
Changes to the route

Our proposals have been shaped following multiple phases of stakeholder engagement and public consultation. We have listened carefully to all feedback we've received and have continued our own investigations. This will make sure we are developing a long-term solution that considers the environment and the communities it passes, while delivering the project objectives including value for money.

It is important that we consult on changes to the project and listen to your views to shape our proposals, ahead of us submitting our DCO application to the Planning Inspectorate in summer 2020.

Our approach to design has been guided by standards and best practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, sustainable and will create a positive legacy for future generations.

NOTE: Throughout this section, we will refer to the Lower Thames Crossing as 'LTC'. Any distances provided are approximate and subject to change. The images used are illustrative for this consultation and may change as a result of our ongoing assessments and the feedback we receive. The pictures of our supplementary consultation proposals illustrate how locations might look 15 years after the opening of the LTC.



Overview of design changes

South of the river in Kent

- 1 **M2/A2 junction:** we have made significant changes to the M2/A2 junction and local link roads, including:

- Where possible, reducing the width of lane four on both M2 carriageways, from 3.65 metres to 3.3 metres, as well as reducing the central reservation, to minimise its impact on the Kent Downs Area of Outstanding Natural Beauty (AONB).
- Replacing the hard shoulder on the eastbound link road along the A2 with a hard strip.
- Adding a new connection to the junction to provide improved local access from Valley Drive in Gravesend on to the A2 eastbound where the LTC joins.
- Realigning the slip roads to reduce the overall footprint of the A2/LTC junction and to reduce the impact on nearby residents.
- Modifying the Gravesend East junction, Henhurst Road roundabout and local link roads to reduce congestion.

Did you know?

A link road moves traffic from local streets to arterial roads. They are primarily designed to provide access to homes.

Did you know?

An Area of Outstanding Natural Beauty is an area of countryside that has been designated for conservation due to its significant landscape value.

- 2 **Southern tunnel entrance:** we have relocated the southern entrance 350 metres to the south to significantly reduce any adverse impact on the Thames Estuary and Marshes Ramsar site, a wetland of international importance. Changes to the M2/A2 junction have enabled this.

North of the river in Thurrock and Essex

- 3 **Removal of the rest and service area:** after further investigation and consideration of the issues raised during statutory consultation and environmental considerations, we have decided not to progress with the rest and service area. Highways England is looking at future rest and service provision in the South East.
- 4 **Tilbury junction:** removing the rest and service area and depot means a junction at Tilbury is no longer required but we have retained our operational facilities and the tunnel service building.
- 5 **Routing between Tilbury and the A13 junction:** to reduce disruption and environmental impacts, we have moved the route approximately 60 metres north-east. This will avoid moving some pylons and overhead cables.

Road terms explained

6 A13/A1089 junction: we have modified a number of slip roads at the junction between the LTC, A13, A1089 and A1013, for various reasons. These include reducing the visual impact, moving roads away from nearby properties and improving safety at the junctions.

7 Number of lanes: we have removed one lane southbound between the M25 and A13 junction, taking it from three to two. Reducing the number of lanes has lessened the project's physical environmental and carbon footprint. Furthermore, our traffic modelling, which includes the recently published DfT freight forecast, has shown that this provides sufficient capacity for vehicles travelling southbound on the LTC, along this stretch.

8 Routing through the Mardyke: we have further developed the design in this area and we are proposing changes to the structures over the Mardyke River, Golden Bridge Sewer and the Orsett Fen Sewer. This change reduces the visual impact and the volume of flood compensation required in this area.

The route has moved approximately 200 metres south-west to reduce the work required to move an existing gas main. It also minimises the impact on a nearby landfill site.

9 M25 junction: we have altered the southbound link from the M25 to the LTC to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25.

10 M25 junction 29: we have made some minor alterations to the layout of junction 29 of the M25 to reduce the amount of overhead cable diversion works.



Viaduct:
 an elevated road bridge supported by pillars.



Embankment:
 a wall of earth or stones to support a road, or to stop water from flooding an area.



Cutting:
 when a road is to go below existing ground, the soil or rock is removed, either altogether or to form landscape embankments on each side.

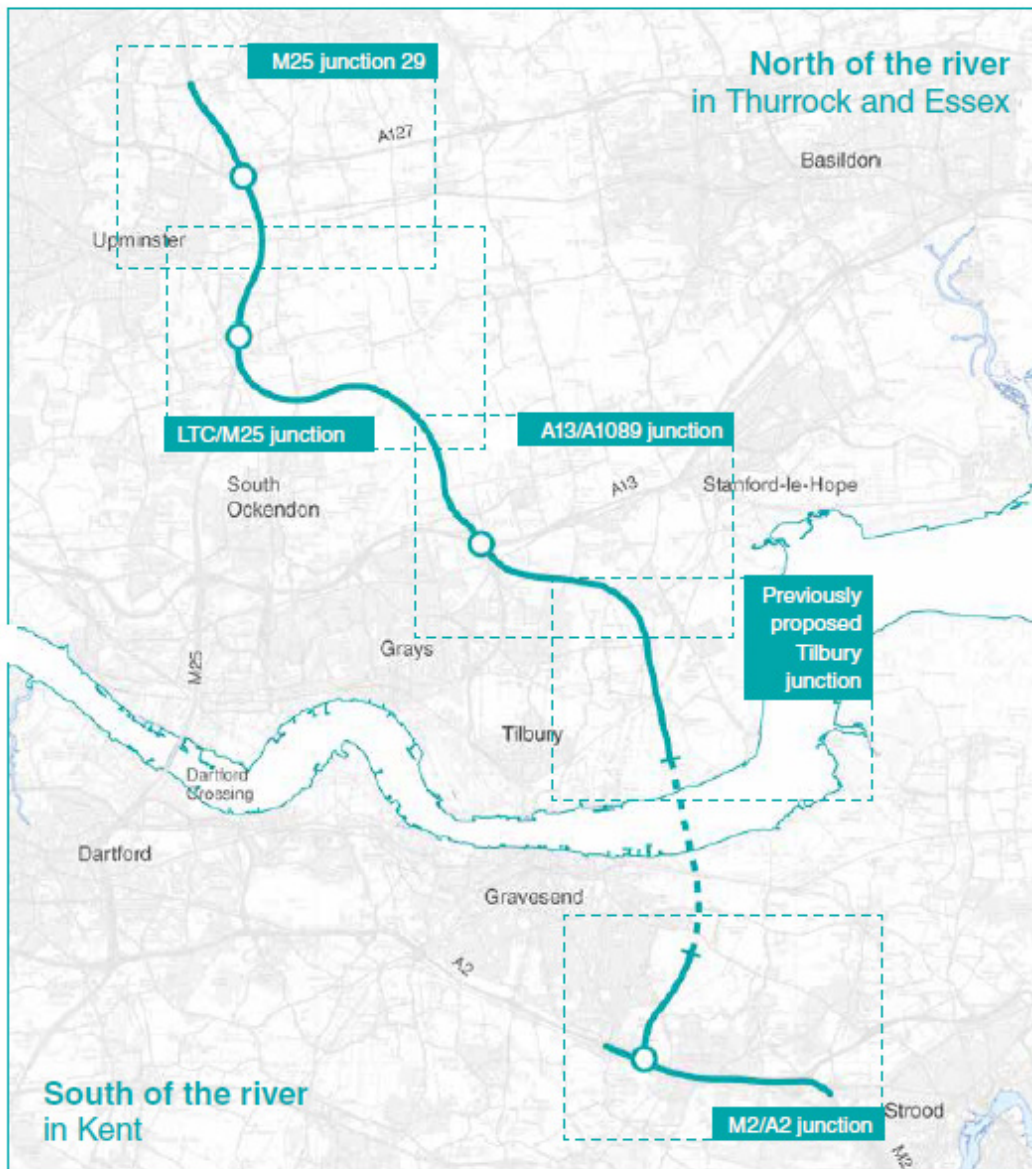
Lower Thames Crossing supplementary consultation 2020

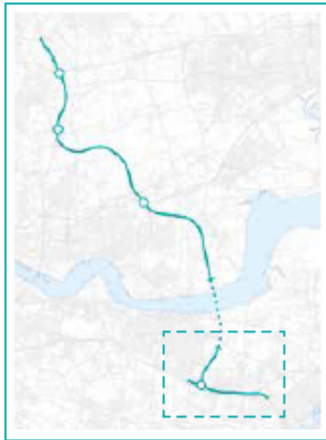
The route explained

For the purpose of describing the changes to the route in more detail, we have divided it into two sections:

- South of the river in Kent: M2/A2 junction and southern tunnel entrance.
- North of the river in Thurrock and Essex: northern tunnel entrance, previously proposed Tilbury junction, A13/A1089 junction, LTC/M25 junction and M25 junction 29.

First, we will describe our proposals south of the river, then work our way north of the river.





South of the river in Kent

M2/A2 junction

Feedback from our statutory consultation and further engagement with stakeholders prompted us to investigate the overall junction configuration.

Some of the significant changes we've made in this section of the route are shown below:

Removal of the M2/A2 link at M2 junction 1

The link between the A2 eastbound link road and the M2 eastbound has been removed. This has been replaced by the new link road connecting Valley Drive in Gravesend to the M2 eastbound.

M2/A2 narrowing

We have made alterations to minimise the footprint of the road through the AONB and Shorne Woods Country Park.

On both M2 carriageways, the fourth lane has been reverted to standard width, where possible, through the AONB. The central reservation between the Brewers Road bridge and the Park Pale bridge has been reduced in width. The hard shoulder has also been removed from the eastbound link road along the A2. To mitigate this it has been replaced with a hard strip and if an incident occurs we will use technology to control the traffic to prevent the link road backing up into the tunnel. A hard shoulder has been retained on the Brewers Road eastbound slip to accommodate broken-down vehicles at this junction.



Have your say

To comment on the changes to the route south of the river, answer question 1a and 1b in the response form.

The M2/A2 junction

This has been altered significantly to provide a more compact layout. Now, the north-facing slip roads do not extend as far northward up the route which allows the southern tunnel entrance to be moved 350 metres south. The main changes are:

- A new junction now partially encroaches into the Claylane Ancient Woodland as a result of the southern tunnel entrance move and the new connection from Valley Drive (see below).
- The main route of the LTC is located further away from Thong, Thong Lane and the Shorne Woods Country Park.

A new connection has been added to the junction between the Valley Drive roundabout and the M2 in the eastbound direction to make journeys for motorists travelling from Gravesend more direct. This connection will also provide access to the LTC northbound.

A2 local connections

We have modified the Gravesend East junction, roundabouts and local link roads to reduce congestion and provide better connections with the existing Marling Cross bridge and Henhurst Road.

We have moved the A2 westbound slip road to Brewers Road slip road further west, from the Halfpence Lane roundabout to the new roundabout west of Thong Lane off the A2, to avoid HS1 land.

Changes have been made to the walkers, cyclists and horse-riding network around the A2 junction. Please see chapter 5 for more information.

Southern tunnel entrance redesign

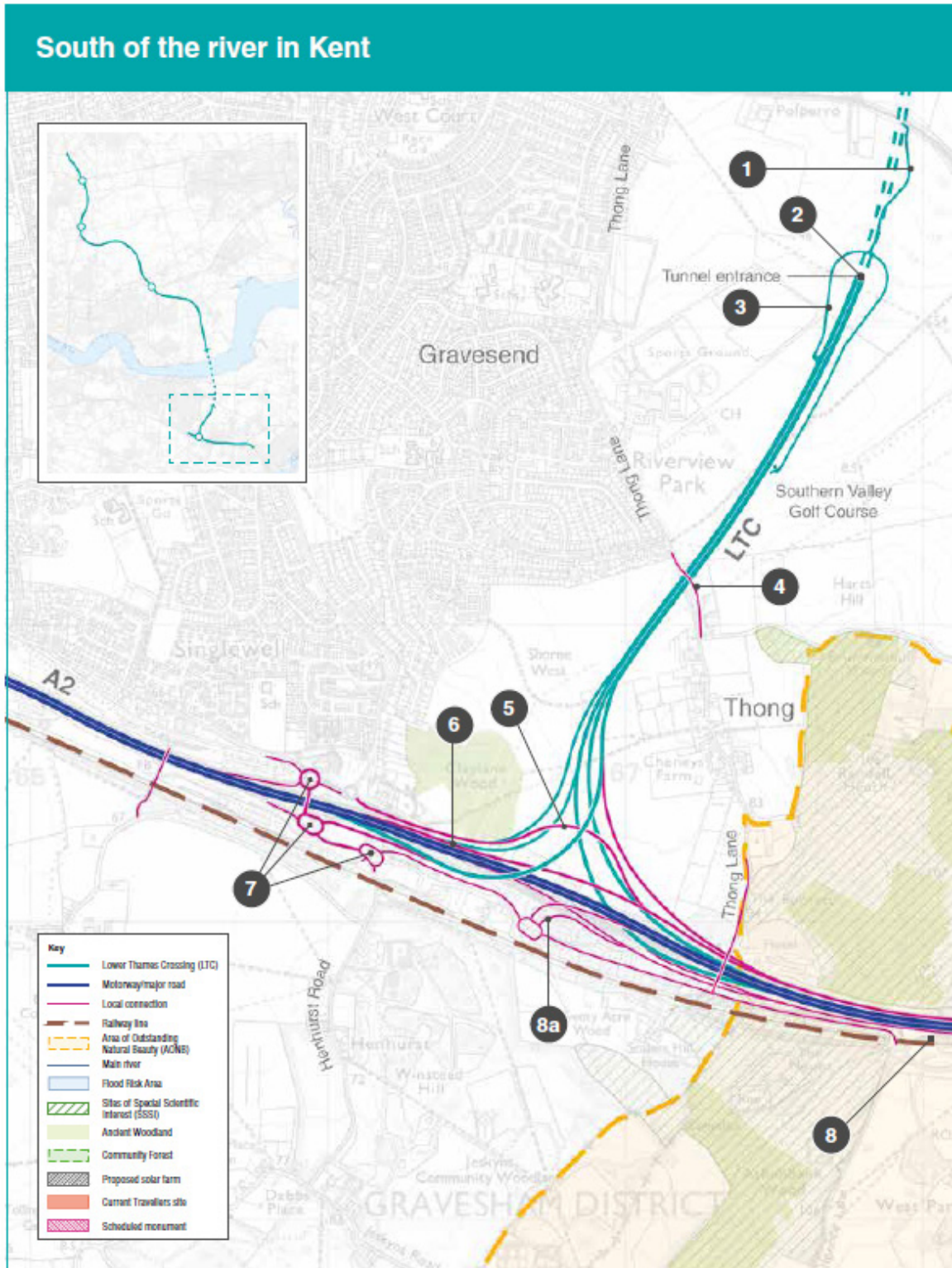
We have extended the tunnel southwards, which has moved the entrance 350 metres to the south. This has also required the tunnel to move approximately 50 metres to the west. This change should lessen any potential impacts on the Thames Estuary and Marshes Ramsar site and Special Protection Area. However, as a result of reducing the impact on the Thames Estuary and Marshes Ramsar site, the junction now encroaches into the Claylane Ancient Woodlands. Moving the entrance south

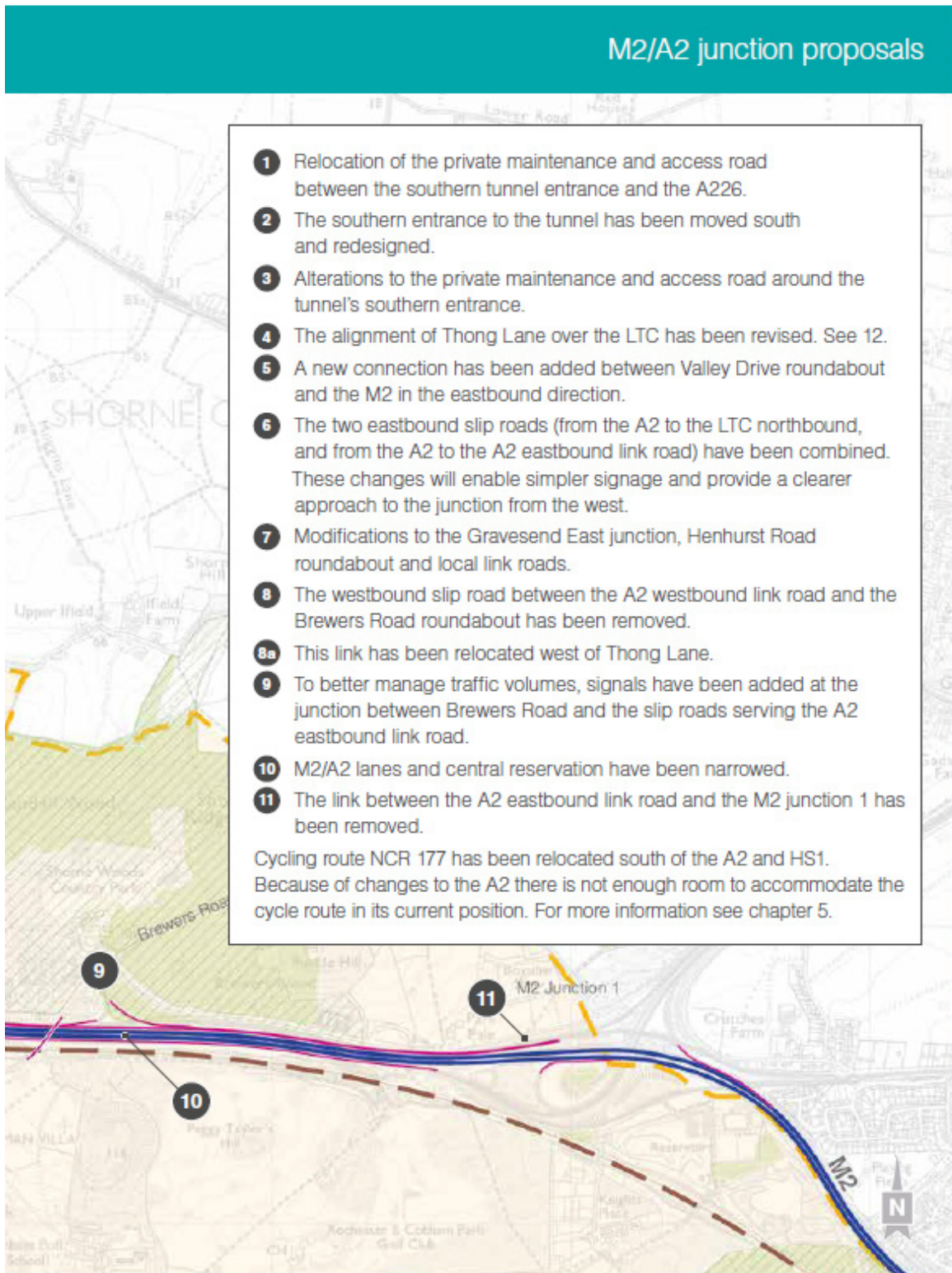
will move the road away from properties in Chalk. In addition, this change will enable a dry evacuation above water level and reduce the permanent land needed in this area.

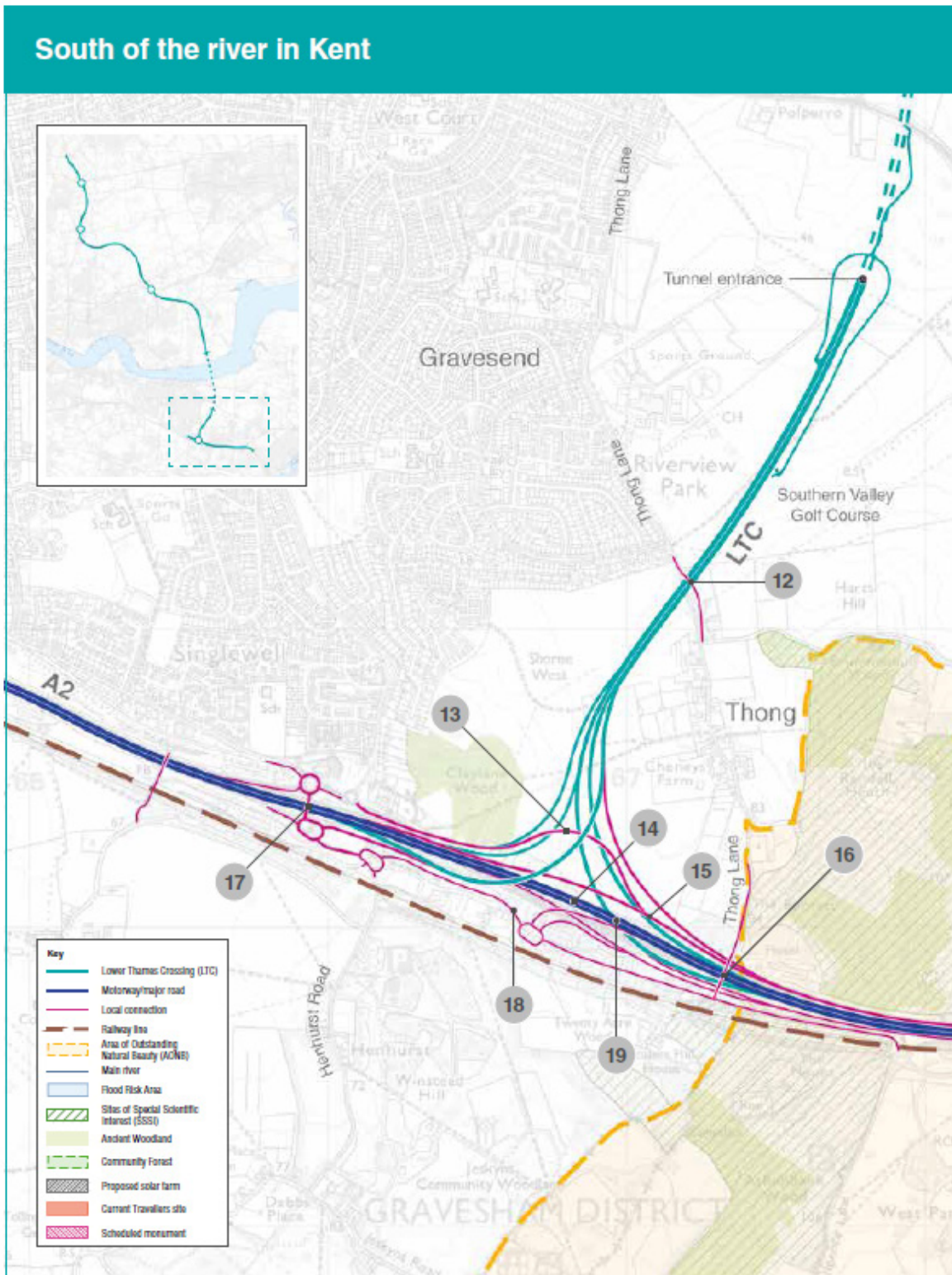
Southern tunnel entrance maintenance and access road

The width of the private maintenance and access road corridor around the southern tunnel entrance has been increased from eight metres to 12 metres. This provides enough space for drainage, lighting, a safety barrier and a road that can cater for two-way traffic.

The private maintenance and access road to the A226 has been moved to the west, away from the Church Lane junction that provides access to St Mary's Church, Chalk. The new location for the access road also moves it away from the church, which some consultation respondents told us they were concerned about.



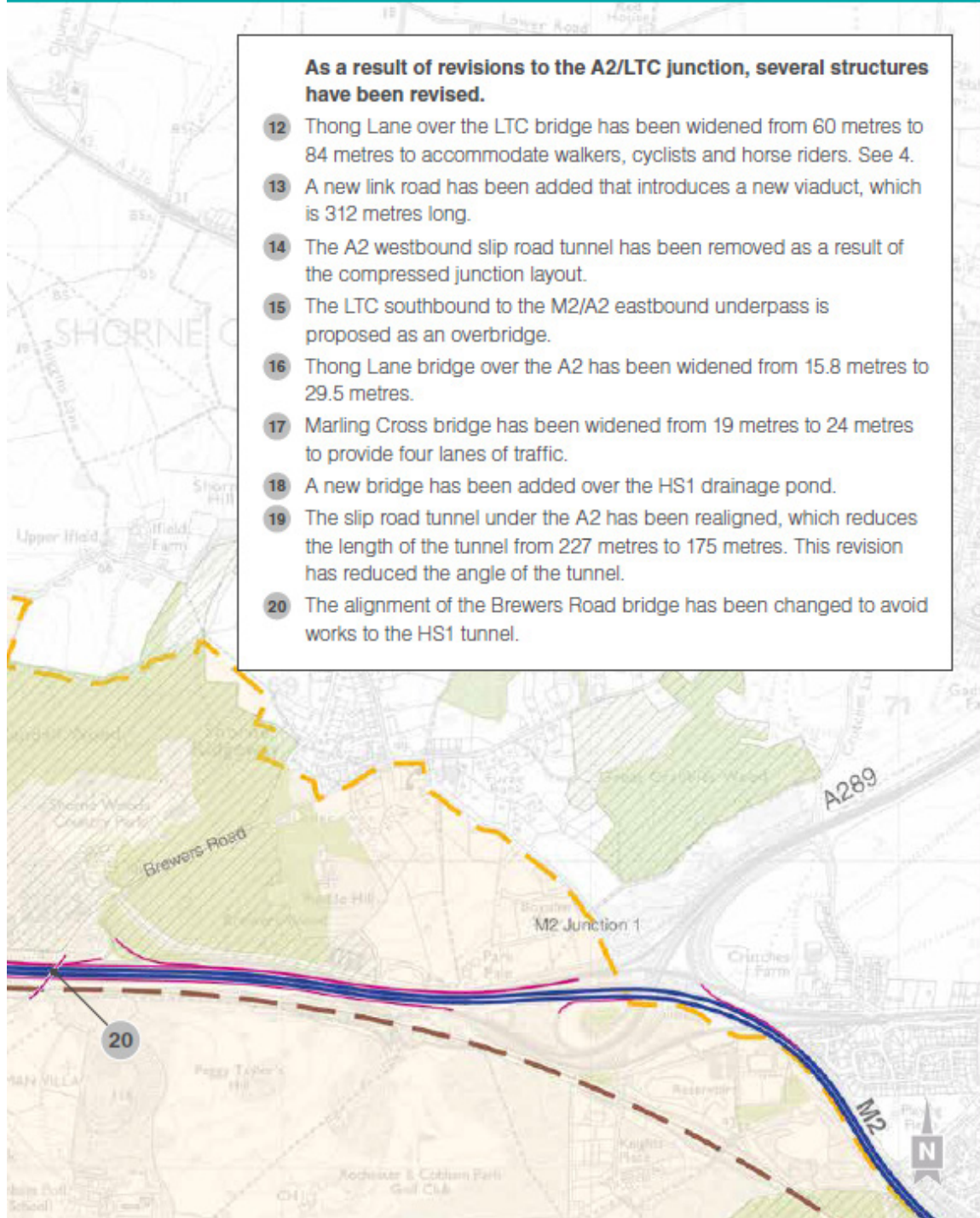




M2/A2 junction proposals

As a result of revisions to the A2/LTC junction, several structures have been revised.

- 12 Thong Lane over the LTC bridge has been widened from 60 metres to 84 metres to accommodate walkers, cyclists and horse riders. See 4.
- 13 A new link road has been added that introduces a new viaduct, which is 312 metres long.
- 14 The A2 westbound slip road tunnel has been removed as a result of the compressed junction layout.
- 15 The LTC southbound to the M2/A2 eastbound underpass is proposed as an overbridge.
- 16 Thong Lane bridge over the A2 has been widened from 15.8 metres to 29.5 metres.
- 17 Marling Cross bridge has been widened from 19 metres to 24 metres to provide four lanes of traffic.
- 18 A new bridge has been added over the HS1 drainage pond.
- 19 The slip road tunnel under the A2 has been realigned, which reduces the length of the tunnel from 227 metres to 175 metres. This revision has reduced the angle of the tunnel.
- 20 The alignment of the Brewers Road bridge has been changed to avoid works to the HS1 tunnel.



M2/A2 junction connections – to and from the LTC

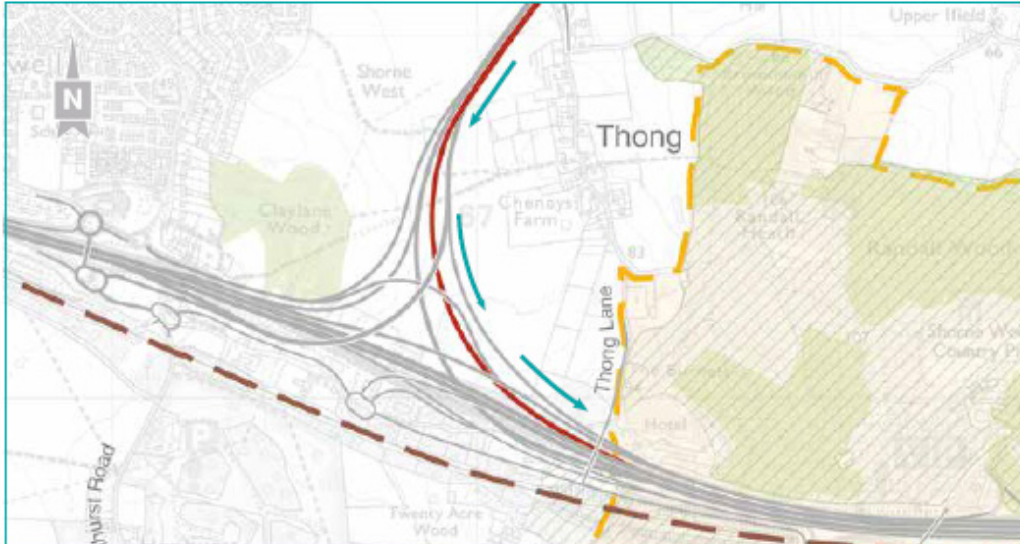


Figure 5-1. LTC southbound to join the M2/A2 eastbound. Follow the LTC southbound passing the exit that leads to the A2 eastbound parallel link road and A2 westbound carriageway. Continue to follow the road, passing the entry slip where traffic joins from Gravesend East and join the M2 eastbound.

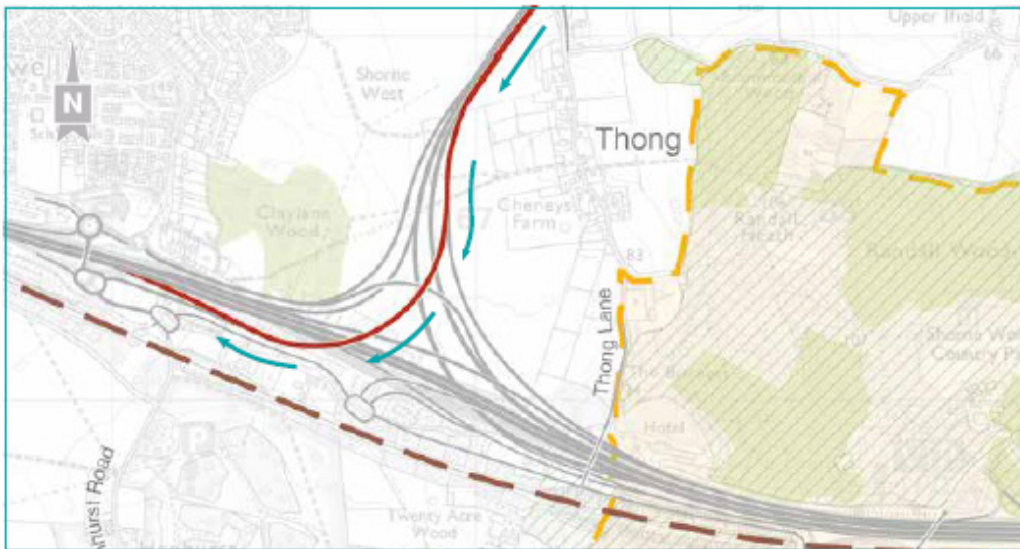


Figure 5-2. Leaving the LTC to join the A2 westbound. Follow the LTC southbound, leaving at the exit slip for the A2 eastbound parallel link road and A2 westbound carriageway. Follow the road, passing the exit for the A2 eastbound parallel link road, continue south over the A2/M2, follow the road passing the exit for the Gravesend East junction and join the A2 westbound.



Figure 5-3. Joining LTC from the A2 eastbound and Gravesend East junction. Travel east along the M2/A2 taking the exit that leads to the LTC northbound. The new connection that has been added to the Gravesend East junction will also provide access from the Valley Drive roundabout to the LTC northbound.



Figure 5-4. Joining the LTC from the M2/A2 westbound. Leave the M2 westbound at the exit for the LTC northbound, follow the road passing an entry slip where traffic joins from the A2 westbound parallel link road, through an underpass beneath the M2/A2, past a second entry slip road where traffic joins from the A2 eastbound and past a third entry slip road where traffic joins from Gravesend East.

M2/A2 junction connections – from London and Kent



Figure 5-5. A2 eastbound to eastbound parallel link road. Travelling east along the M2/A2, follow the road passing the LTC northbound exit slip road. Leave the A2 at the point where the road becomes the M2 on to the A2 eastbound parallel link road.

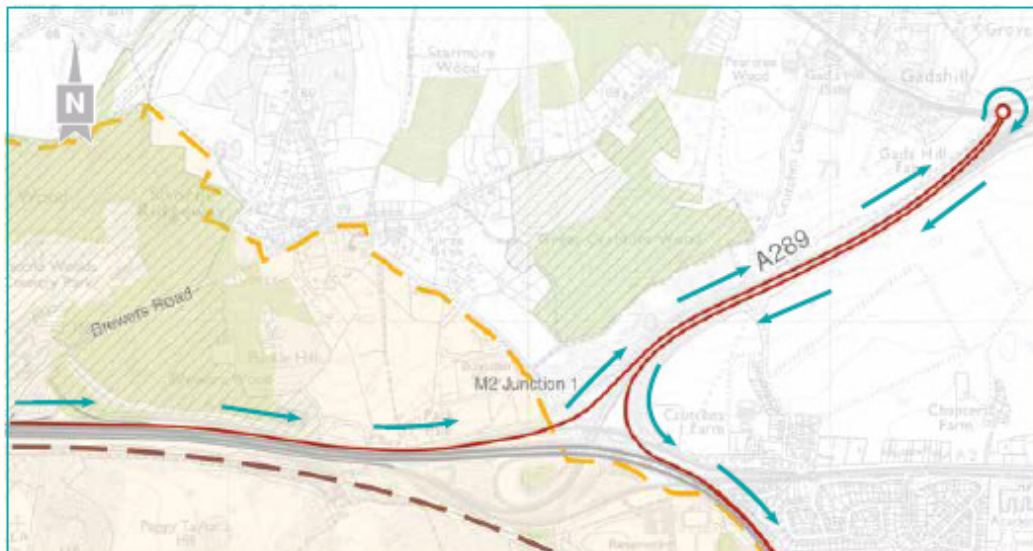


Figure 5-6. Brewers Road to M2 eastbound. This connection has been removed. From the A2 eastbound parallel link road, follow the road to the A289 eastbound. Travel approximately 1km along the A289 and then perform a 'U-turn' at the A226 junction. Head back west along the A289 before taking the existing exit to join the M2 eastbound.



Figure 5-7. A2 eastbound to Brewers Road. Travelling east along the M2/A2 follow the road passing the LTC northbound exit. Leave the A2 at the point where the road becomes the M2 on to the A2 eastbound parallel link road. Continue along the A2 eastbound parallel link road and leave at the Brewers Road exit.



Figure 5-8. A2 eastbound to A289. Travelling east along the M2/A2 follow the road, passing the LTC northbound exit. Leave the A2 at the point where the road becomes the M2, on to the A2 eastbound parallel link road. Follow the A2 eastbound parallel link road, passing the slip roads at the Brewers Road junction, and then follow the road left to join the A289 eastbound.



Figure 5-9. M2 westbound to Brewers Road. Leave the M2 westbound using a slip road that connects with the local network via a new roundabout at the site of the existing A2 service station. From the roundabout head east along the new two-way local link road towards the roundabout on Halfpence Lane and Brewers Road.



Figure 5-10. Gravesend East/Valley Drive Roundabout to M2 eastbound. A new connection has been added to the Gravesend East junction to provide a direct connection between the Valley Drive roundabout and M2 in the eastbound direction.

M2/A2 junction connections

The table below shows the connections to and from the M2/A2 junction.

How to read this table: Find your starting point or location in the left hand column then look along the columns to see which direct connections you can make.

Your direct connections	Starting location												
	LTC northbound	LTC southbound	M2 eastbound	M2 westbound	A2 eastbound	A2 westbound	Gravesend East eastbound	Gravesend East westbound	A289 eastbound	A289 westbound	Brewers Road eastbound	Brewers Road westbound	
LTC northbound			X	X	X	X	X	X	X	X	X	X	
LTC southbound			✓	X	✓	✓	X	✓	✓	X	X	✓	
M2 eastbound	X	X			X	X	X	X	X	X	X	X	
M2 westbound	✓	X			X	✓	X	✓	✓	X	✓	X	
A2 eastbound	✓	X	✓	X			✓	X	✓	X	✓	X	
A2 westbound	✓	X	X	X			X	✓	X	X	✓	X	
Gravesend East eastbound	✓	X	✓	X	✓	X			✓	X	✓	X	
Gravesend East westbound	X	X	X	X	X	✓			X	X	X	X	
A289 eastbound	X	X	X	X	X	X	X	X			X	X	
A289 westbound	✓	X	✓	X	X	✓	X	✓			X	✓	
Brewers Road eastbound	X	X	✓	X	✓	X	X	X	✓	X			
Brewers Road westbound	✓	X	X	X	X	✓	X	✓	X	X			

M2/A2 junction images

Existing view



Figure 5-11. Existing M2/A2 along the A2 near Park Pale bridge, looking west

Proposed In 2018 public consultation



Figure 5-12. Statutory consultation – proposed M2/A2 along the A2 near Park Pale bridge, looking west



Figure 5-13. Supplementary consultation – proposed M2/A2 along the A2 near Park Pale bridge, looking west

M2/A2 junction images

Existing view



Figure 5-14. Existing A2, looking north

Proposed In 2018 public consultation



Figure 5-15. Statutory consultation – proposed M2/A2/LTC junction, looking north



Figure 5-16. Supplementary consultation – proposed M2/A2/LTC junction, looking north

M2/A2 junction images

Existing view



Figure 5-17. Existing Thong Lane and A2, looking north

Proposed in new 2020 supplementary consultation



Figure 5-18. Supplementary consultation – proposed Thong Lane and M2/A2/LTC junction, looking north



Figure 5-19. Existing footpath from Gravesend East, looking north-east towards Thong



Figure 5-20. Supplementary consultation – proposed footpath from Gravesend East, looking north east towards Thong

M2/A2 junction images

Existing view



Figure 5-21. Existing Thong Lane linking Gravesend and Thong, looking north

Proposed In 2018 public consultation



Figure 5-22. Statutory consultation – proposed Thong Lane bridge linking Gravesend and Thong, and the approach to the south tunnel entrance, looking north



Figure 5-23. Supplementary consultation – proposed Thong Lane bridge linking Gravesend and Thong, and the approach to the south tunnel entrance, looking north

M2/A2 junction images

Existing view



Figure 5-24. Existing landscape, looking north towards Chalk

Proposed In 2018 public consultation



Figure 5-25. Statutory consultation – proposed south tunnel entrance approach, looking north



Figure 5-26. Supplementary consultation – proposed south tunnel entrance approach, looking north

Our landscaping proposals have been developed to mitigate the visual impact of the crossing's permanent above-ground infrastructure. The tunnel entrances are a relatively short distance away from each other but the environment and landscape at each site is quite different.

In the south there is the wooded high ground of the North Downs. At the southern entrance, the landscaping proposals would reflect the existing character of the local environment, which has undulating chalk landforms, dry valleys and tree cover on higher areas of terrain. An informal public space, Chalk Park would be created around the southern tunnel entrance, using a mixture of chalk grassland, woodland and other suitable habitats to improve local biodiversity and ecological connectivity. A new landform, with woodland planting to the top, would create vantage points to the wider Thames Estuary.

Construction of the chalk cutting, and creation of this landform require the relocation of the existing pitch and putt facility. We are proposing that this is moved to adjacent land immediately south-east of Cascades leisure centre.

Please see the Environmental Impacts Update for more information on Chalk Park.



North of the river in Thurrock and Essex

Previously proposed Tilbury junction

The significant changes we've made in this section of the route are shown below:

Northern tunnel entrance redesign – the northern tunnel entrance will remain in the same position, but the distance between the northbound and southbound tunnels has been narrowed, reducing the footprint of the project. We are proposing two private maintenance and access roads, both of which connect the LTC and Station Road in East Tilbury, and provide access to the tunnel control building.

Removal of the rest and service area and maintenance depot – having considered the benefits, the environmental impact and the views of consultees, we have concluded that it is not necessary to include the rest and service area in our proposals, but it would be beneficial for one to be located in the vicinity of the LTC.

Highways England will be working with service area operators, the haulage industry and road user groups to consider the most appropriate location for any further service area provision on the Strategic Road Network. Any facility proposed in the future would need planning consent from the local planning authority.

Removal of the previously proposed Tilbury junction – as we are no longer including a rest and service area or maintenance depot in our proposals, there is now no requirement to have a junction at Tilbury. For this reason, the junction has been removed from our proposals, allowing the route here to be redesigned to reduce costs and impacts. As the junction is no longer required, there is no need for the connecting slip roads.

Access to the tunnel control building has been retained. We have also made sure there is access to the LTC via Station Road for maintenance, operations and emergency vehicles, and maintenance vehicles can turn around if there is an incident in the tunnel.

Tilbury viaduct length reduced – removing the Tilbury junction also means that we can reduce the length and height of the viaduct over the Tilbury Loop railway and Station Road. Removal of the junction has enabled us to reduce the length from 1,100 metres to 660 metres, and the height from a maximum of 12.5 metres to 6.8 metres. Changes to the viaduct will reduce both the cost and visual impact. The viaduct design also allows Station Road to remain as it is, with construction taking place overhead.

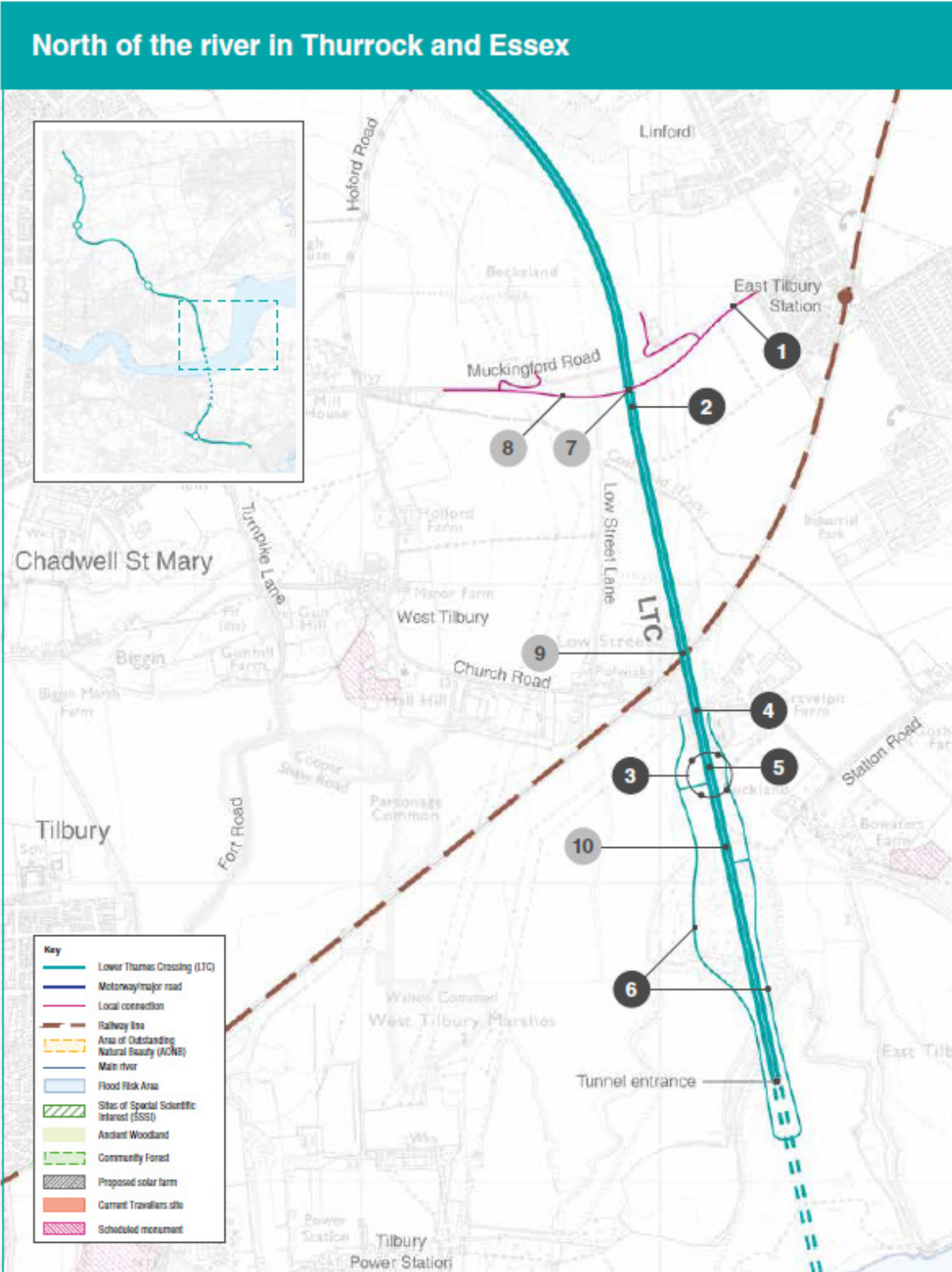
Due to the design changes in this section, we have modified our proposals for the provision of compensatory flood storage areas:

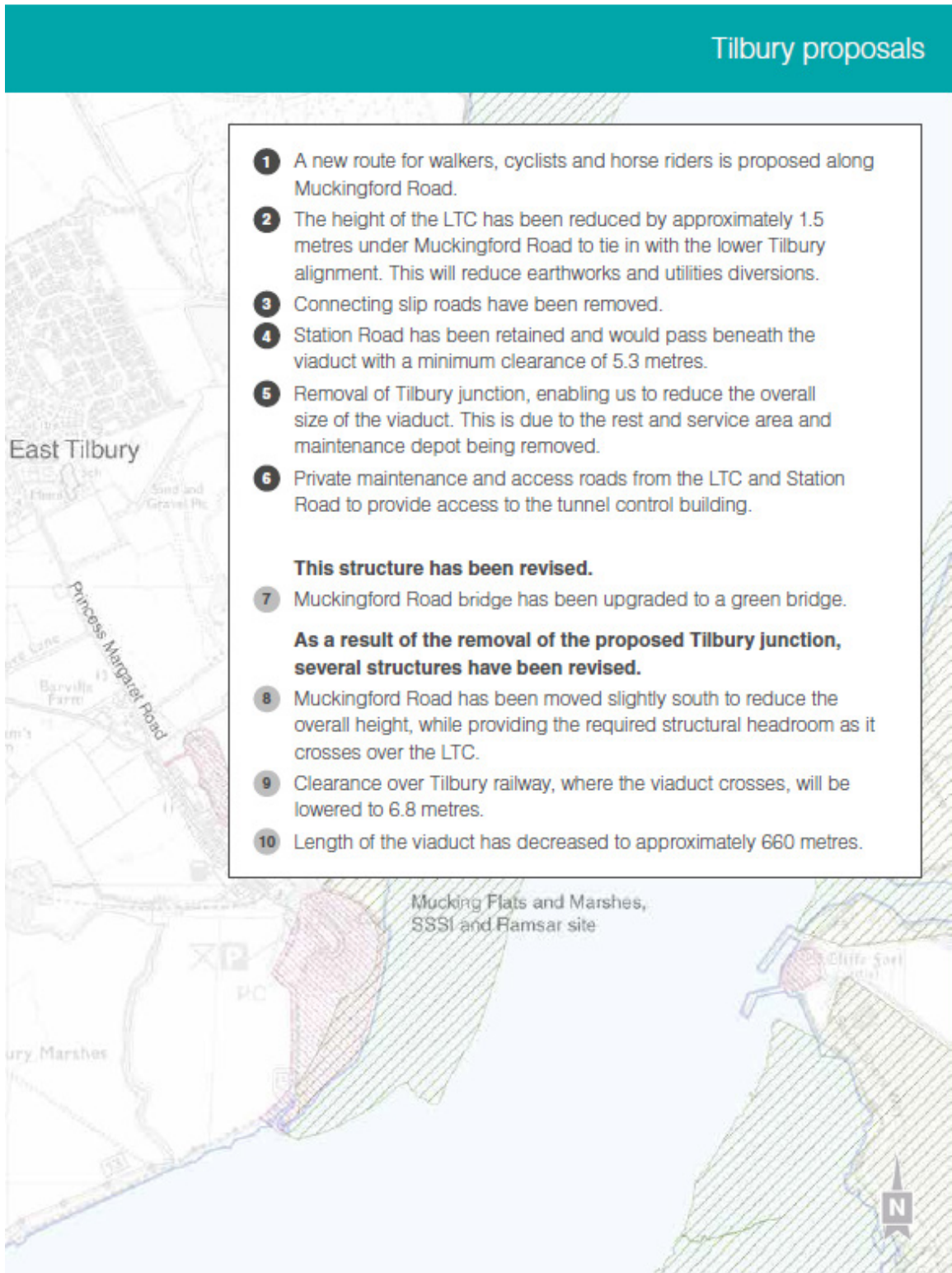
- Two further areas have been added south of the railway line. These would allow a reduction in the amount of excavation required to the north of the railway line, and would reduce the work required to build the flood compensation areas in this location.
- The area identified during statutory consultation, north of the Tilbury Loop railway, has not changed.



Have your say

To comment on the changes to the route around the previously proposed Tilbury junction answer questions 1c and 1d in the response form.





Tilbury images

Existing view



Figure 5-27. Existing landscape near East Tilbury, looking south

Proposed in 2018 public consultation



Figure 5-28. Statutory consultation – proposed north tunnel entrance approach, looking south



Figure 5-29. Supplementary consultation – proposed north tunnel entrance approach, looking south

Our landscaping proposals have been developed to mitigate the visual impact of the crossing's permanent above-ground infrastructure. The tunnel entrances are a relatively short distance away from each other but the environment and landscape at each site is quite different.

In the north there is flat, open marshland close to the river.

At the northern entrance, we would reflect the existing flat, open landscape by creating new earthwork landforms along the River Thames. The earthworks would provide wide-ranging views out towards the Thames Estuary and be reminiscent of the historic coastal defences found within this stretch of the river. The landforms will use the excavated material from the tunnel, and will be restored for grazing agricultural use, in keeping with the existing land use.

Tilbury images

Existing view



Figure 5-30. Existing landscape near to East Tilbury, looking west

Proposed in 2018 public consultation



Figure 5-31. Previously proposed Tilbury junction and the rest and service area, looking west



Figure 5-32. Existing landscape near Tilbury Power Station, looking north east



Figure 5-33. Supplementary consultation – previously proposed Tilbury junction looking north east from Tilbury Power Station

Tilbury images

Existing view



Figure 5-34. Existing Muckingford Road, looking south-west

Proposed in new 2020 supplementary consultation



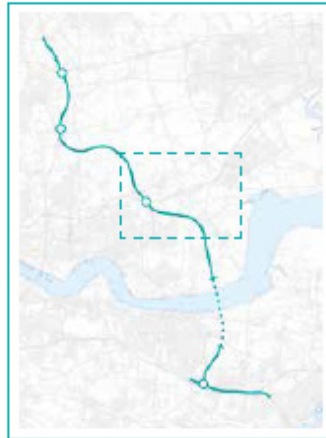
Figure 5-35. Supplementary consultation – proposed Muckingford Road over the LTC, looking south-west



Figure 5-36. Existing view from properties on Station Road, looking north-east



Figure 5-37. Supplementary consultation – proposed Tilbury viaduct from properties on Station Road, looking north-east



A13/A1089 junction

As a result of feedback received during statutory consultation, and further design investigations, we have made changes to the layout of the A13/A1089 junction. The changes we are proposing move roads away from properties and from the area to the south-west side of the junction. They are also designed to improve the safety of motorists passing through the junction and to reduce the impact of construction.

In line with feedback received from some consultees, the changes also help accommodate new routes for walkers, cyclists and horse riders (which is covered in detail in chapter 5) and improve connectivity for emergency vehicles.

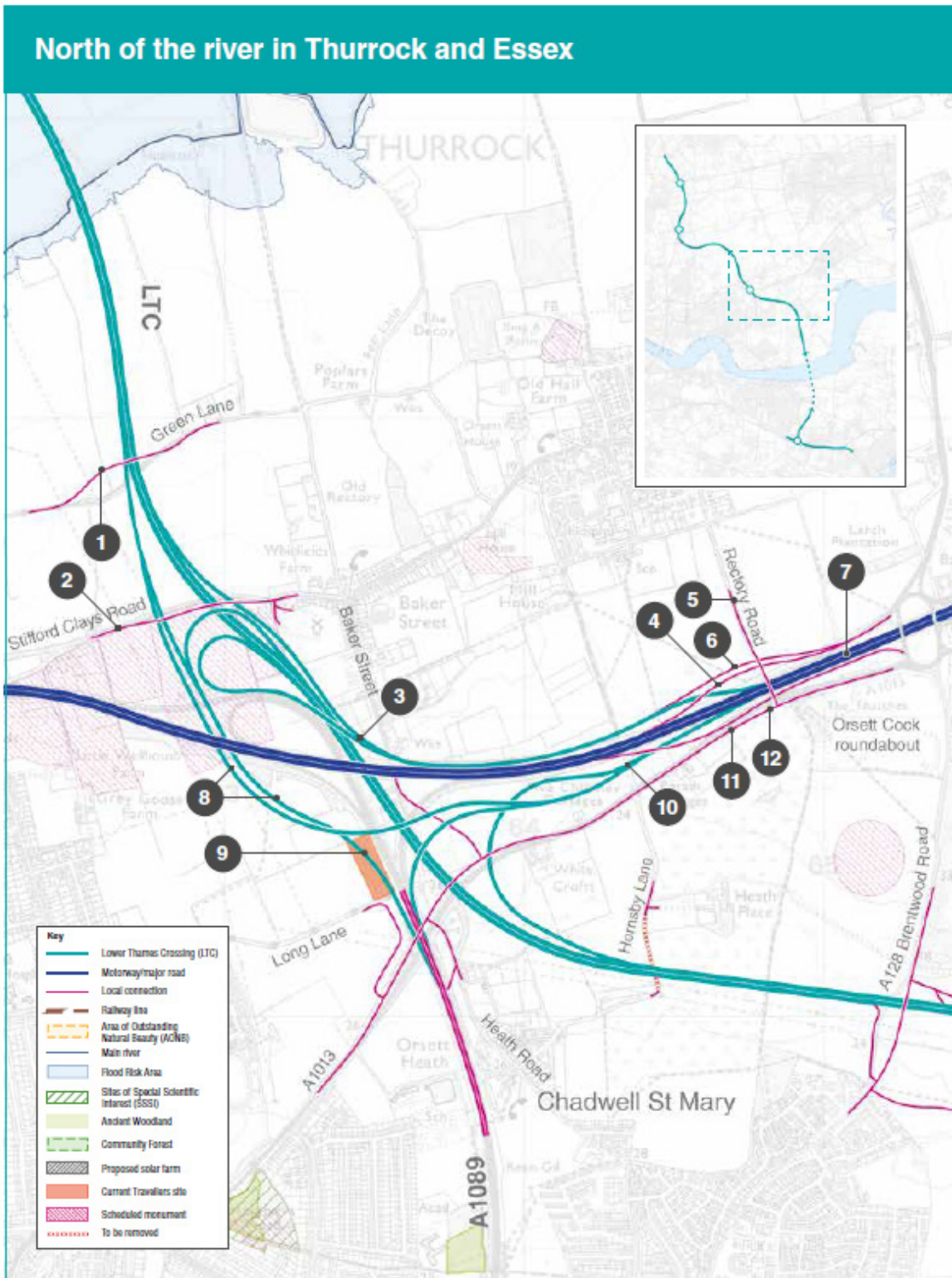
Some of the main changes include:

- Adding a local link road north of the A13 for a connection from the LTC to the Orsett Cock junction, to reduce traffic and the number of lanes on the A13 within this section.
- Modifying the location of the connection roads from the A13 westbound to the A1089 southbound, reducing the visual impact and moving the route away from local properties.
- Separating the connection roads from the A13 and A1089 to the LTC to make it easier for drivers to join the route.
- Changing the alignment of the A1013 so it is closer to its existing position.
- Moving the A1089 northbound to LTC northbound slip road further north to reduce the impact on Treetops School.
- Moving the A1013 on the west side of the A1089 to allow the new bridge over the A1089 to be built off the local road network.
- Moving the route to the south of the A13 and east of Chadwell St. Mary approximately 60 metres closer to Linford. This would avoid having to move some overhead cables and pylons.
- Closing part of Hornsby Lane permanently, with areas provided for turning either side of the LTC. Alternative access would be via Heath Road or the A1013. This closure would avoid having to move some overhead lines closer to Chadwell St Mary.
- Removing the Rectory Road diversion shown during statutory consultation so the alignment follows the existing Rectory Road.
- We have identified two potential locations for the relocation of the travellers site. One is adjacent to its current location with access off Long Lane, the other is further to the west along Long Lane opposite the junction with Kerry Road. These locations are shown in the Map Book 1: General Arrangements.

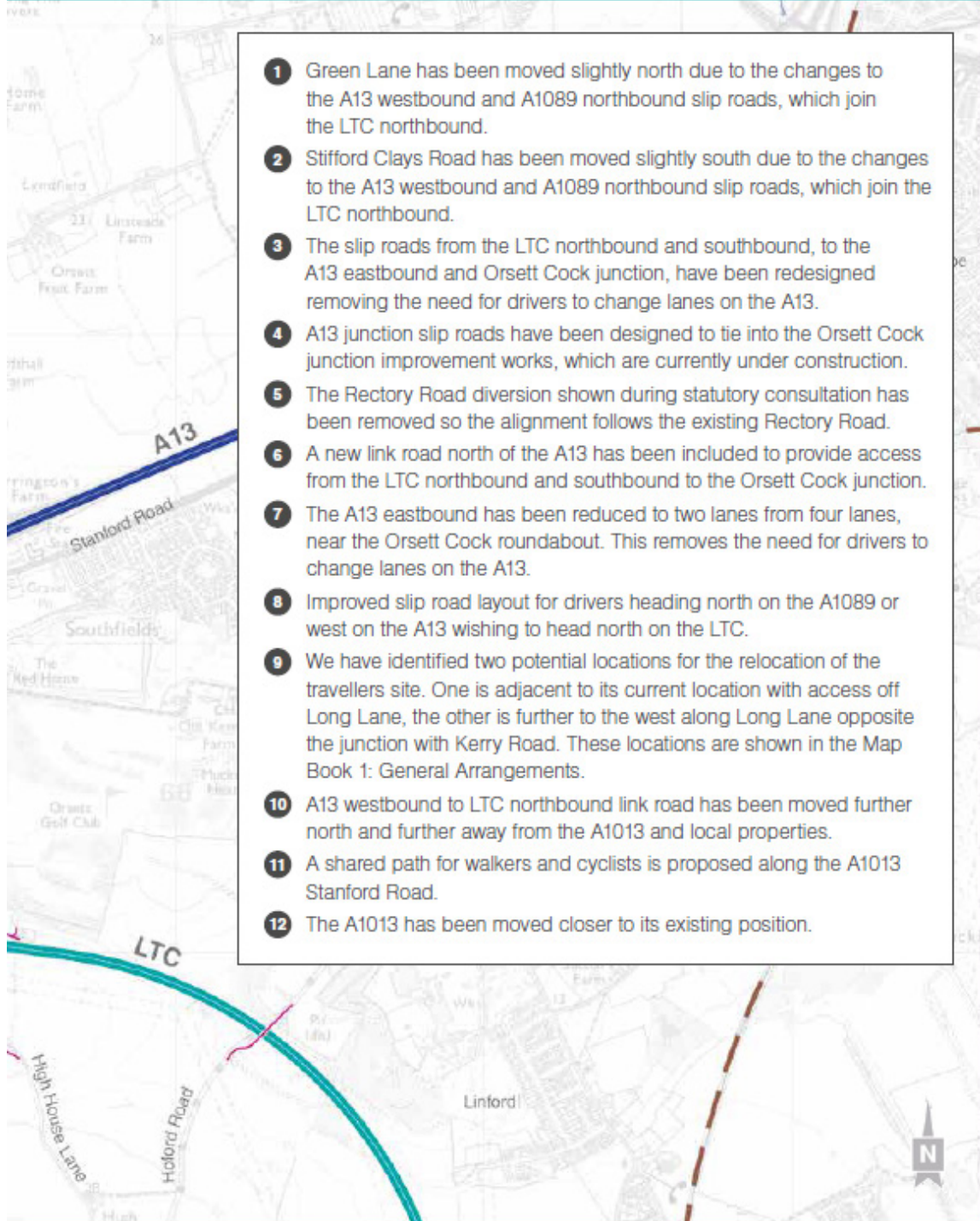


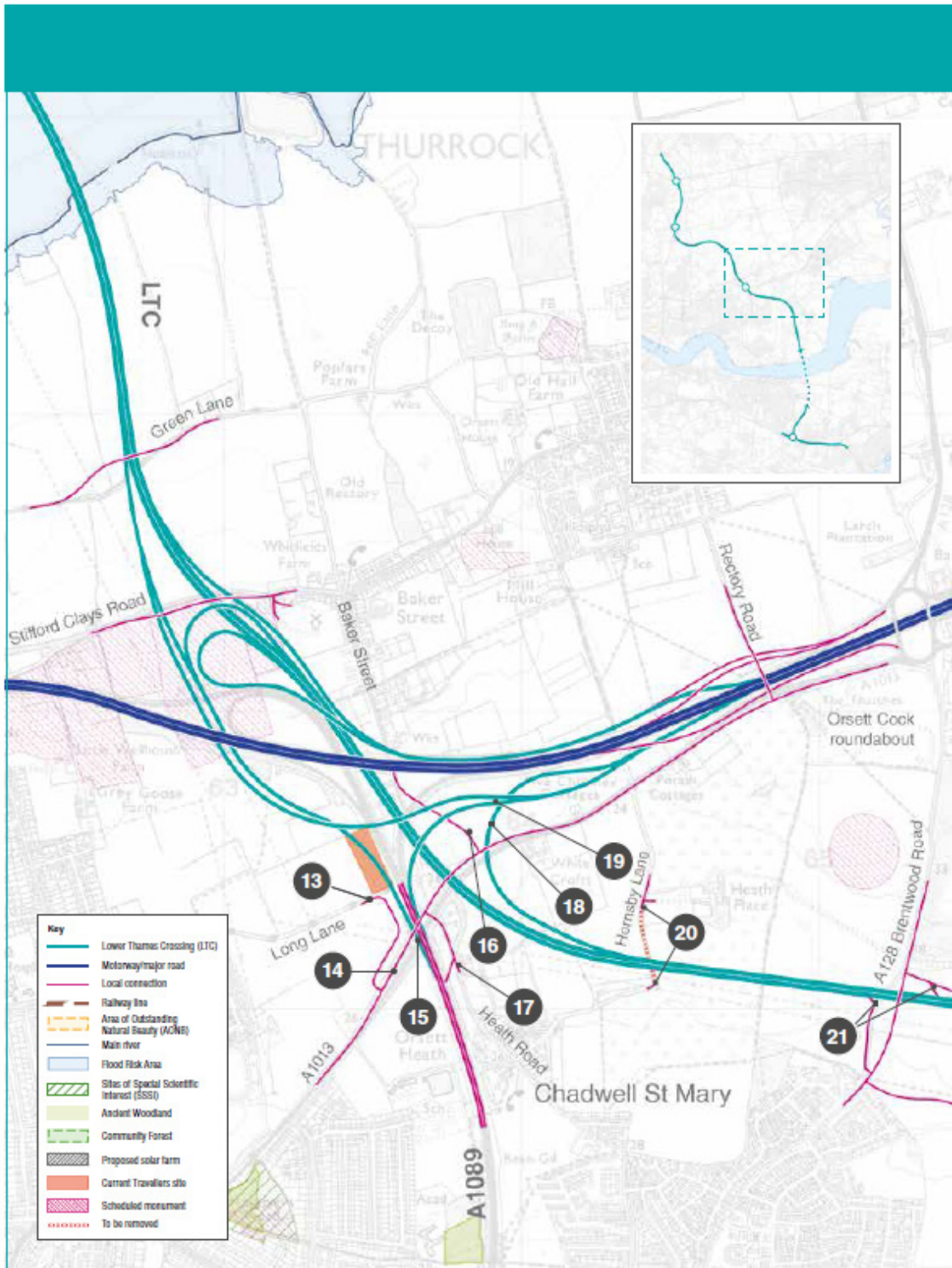
Have your say

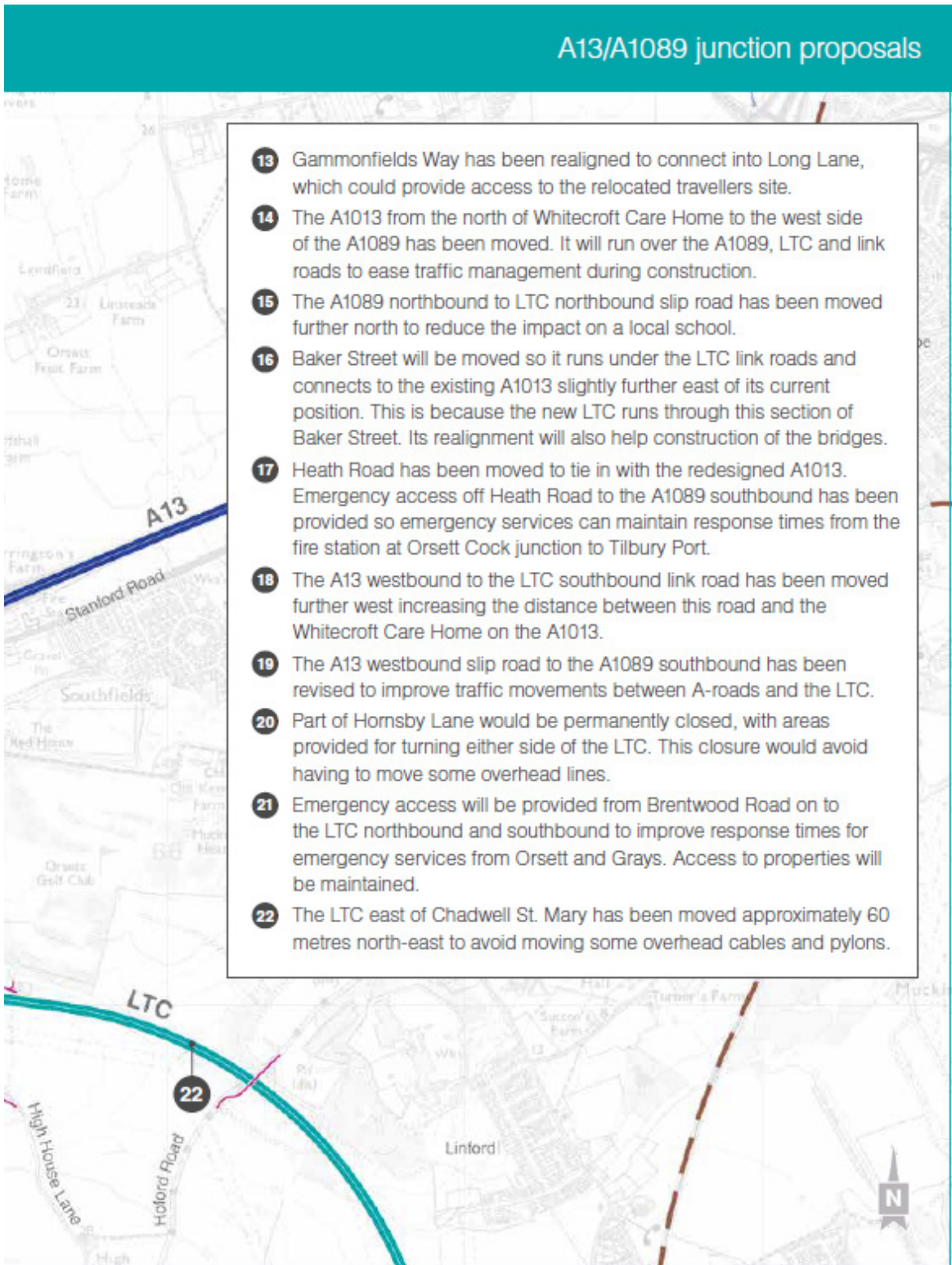
To comment on the changes to the route around the A13/A1089 junction answer questions 1e and 1f in the response form.

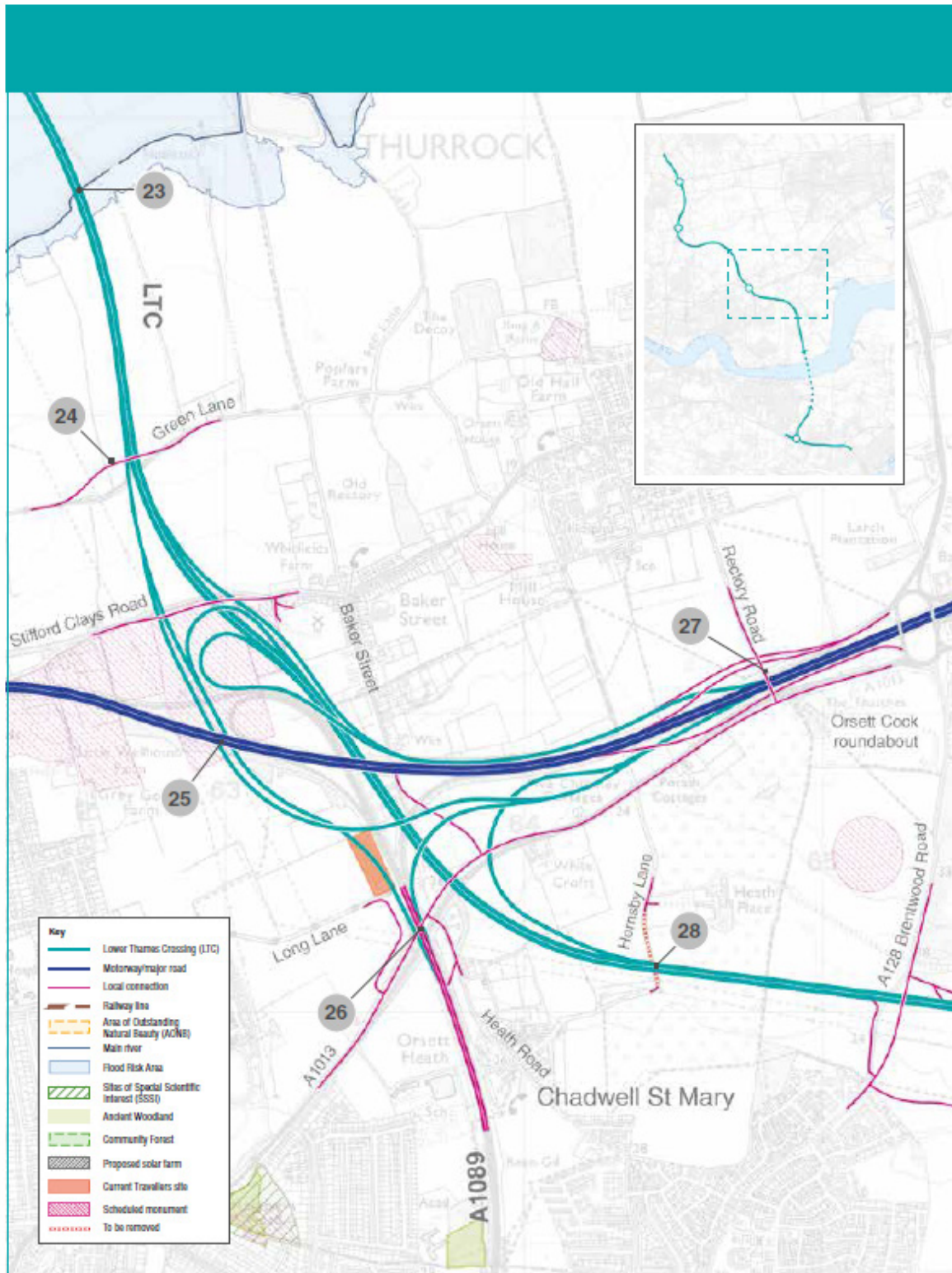


A13/A1089 junction proposals

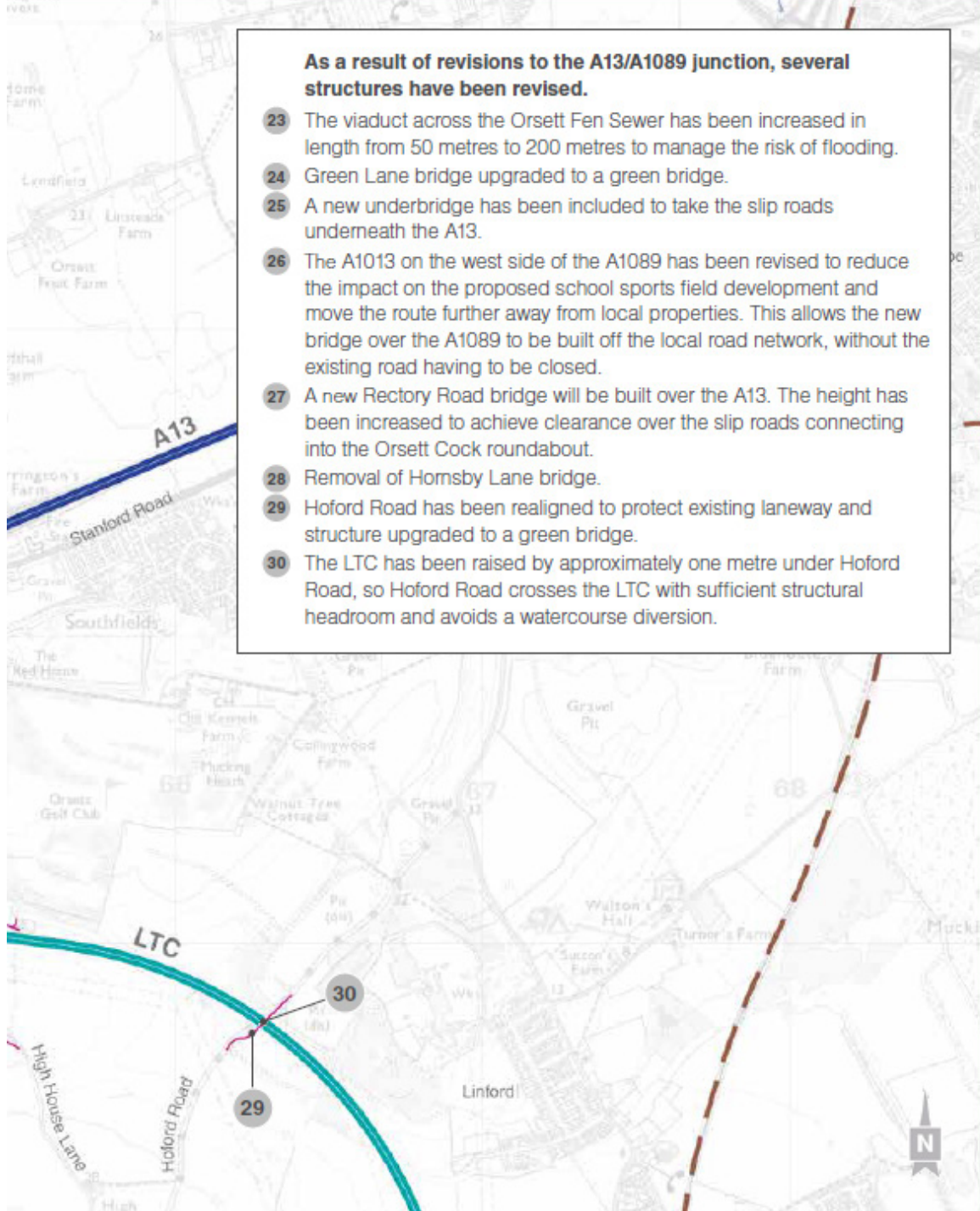








A13/A1089 junction proposals



A13/A1089 junction connections

The maps below show connections that can be made from the A13/A1089 junction shown previously.

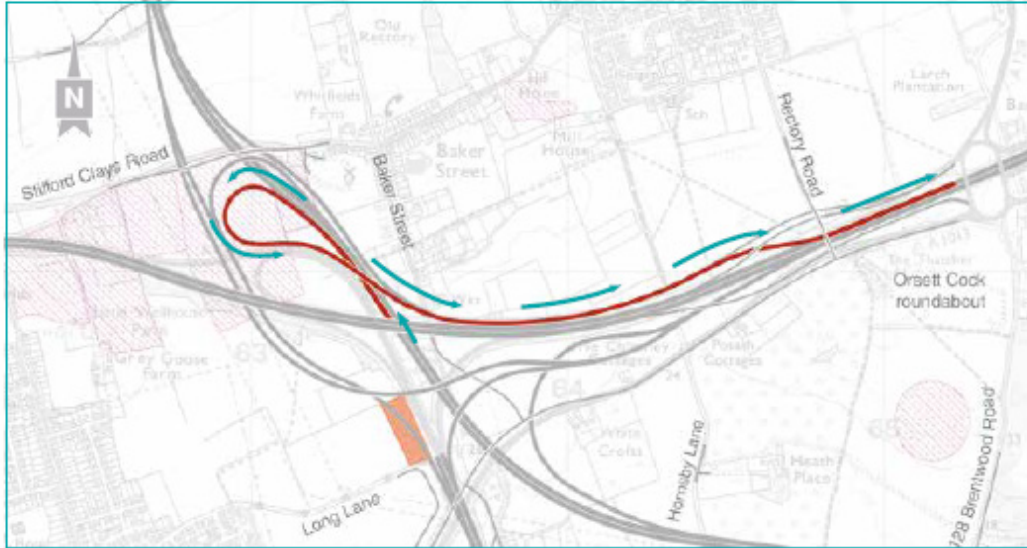


Figure 5-38. **LTC northbound to A13 eastbound.** Leave the LTC northbound and follow the road, looping back to cross over the LTC. Continue on the road, merging with the connection from the LTC southbound, and join the A13 as you approach the Orsett Cock roundabout.

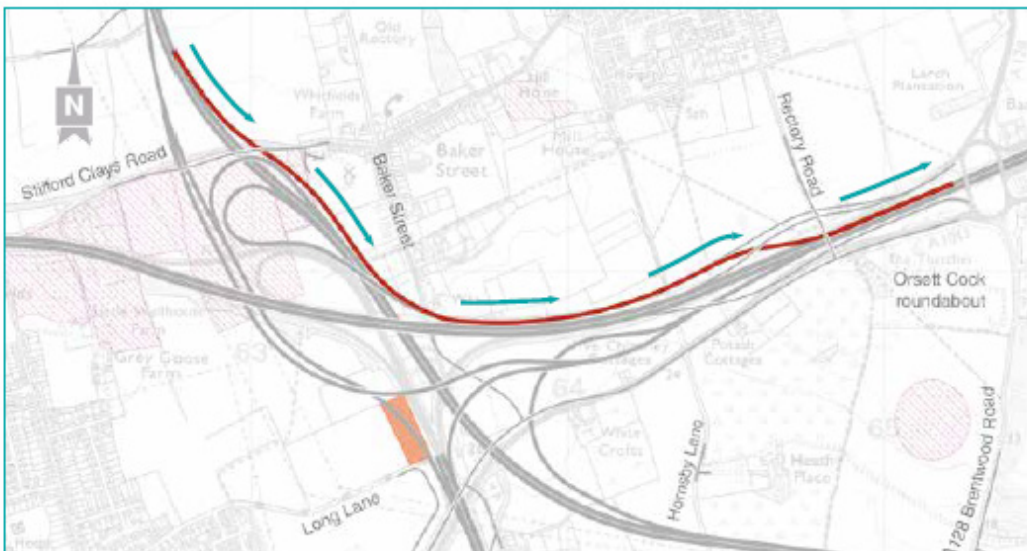


Figure 5-39. **LTC southbound to A13 eastbound.** Leave the LTC southbound and follow the road, travelling under Stifford Clays Road. Merge with the connection from the LTC northbound and join the A13 as you approach the Orsett Cock roundabout.

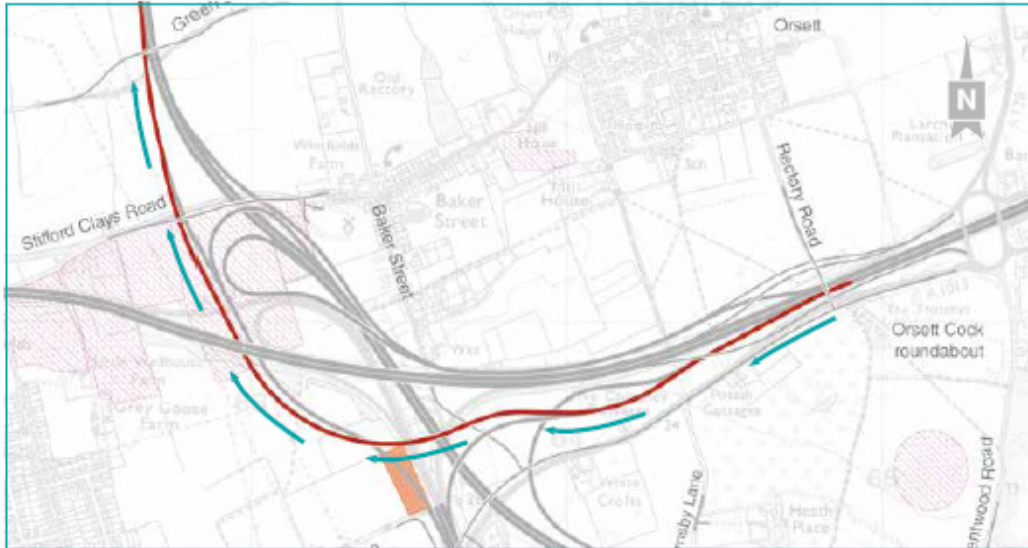


Figure 5-40. **A13 westbound to LTC northbound.** Leave the A13 westbound and follow the road, travelling over the connection between the A13 westbound and LTC southbound. Continue on the road to the west side of the A1089 and merge with the road connecting the A1089 northbound to the LTC northbound. Join the LTC northbound north of Green Lane.

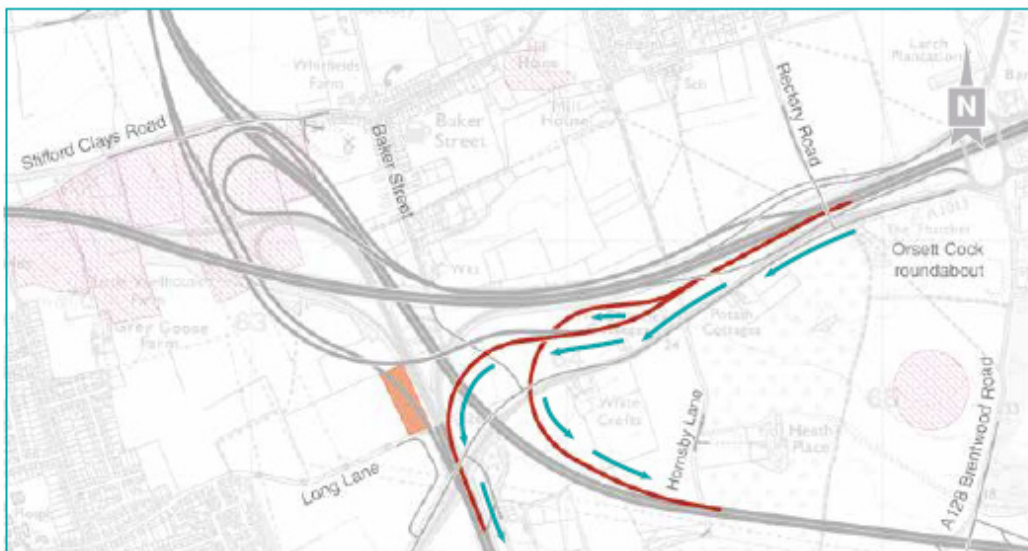


Figure 5-41. **A13 westbound to LTC southbound.** Leave the A13 westbound and follow the road, travelling under the connection between the A13 westbound and LTC northbound. Continue on the road, passing under the A1013, and join the LTC southbound.

A13 westbound to A1089 southbound. Leave the A13 westbound and follow the road, travelling over the connection between the A13 westbound and LTC southbound. Continue on the road, passing over the realigned Baker Street and the LTC, and join the A1089 southbound.

A13/A1089 junction connections



Figure 5-42. **A1089 northbound to LTC southbound.** Leave the A1089 northbound and follow the road, passing under the connection between the A13 westbound to the LTC northbound, the A13 and the connection between the A13 eastbound to the A1089 southbound. Follow the road, looping to the east over the LTC, and join the LTC southbound.

A1089 northbound to LTC northbound. Leave the A1089 northbound and follow the road, passing under the connection between the A13 westbound to the LTC northbound, the A13 and the connection between the A13 eastbound to the A1089 southbound. Follow the road north and merge with the road connecting the A13 westbound to the LTC northbound. Join the LTC northbound north of Green Lane.

A13/A1089 junction connections

The table below shows the connections to and from the A13/A1089 junction.

How to read this table: Find your starting point or location in the left hand column then look along the columns to see which direct connections you can make.

Your direct connections	LTC northbound	LTC southbound	A1089 southbound	A13 eastbound	A13 westbound
Starting location					
LTC northbound			✗	✓	✗
LTC southbound			✗	✓	✗
A1089 northbound	✓	✓		✓	✓
A13 eastbound	✗	✗	✓		
A13 westbound	✓*	✓*	✓*		

* Not from Orsett Cock roundabout

A13/A1089 junction images

Existing view



Figure 5-43. Existing A13/A1089 junction, looking south

Proposed in 2018 public consultation



Figure 5-44. Statutory consultation – proposed LTC and A13/A1089 junction, looking south



Figure 5-45. Supplementary consultation – proposed LTC and A13/A1089 junction, looking south

A13/A1089 junction images

Existing view



Figure 5-46. Existing A13/A1089 junction at the Orsett Cock roundabout, looking west

Proposed In new 2020 supplementary consultation



Figure 5-47. Supplementary consultation – proposed A13/A1089 junction at the Orsett Cock roundabout, looking west

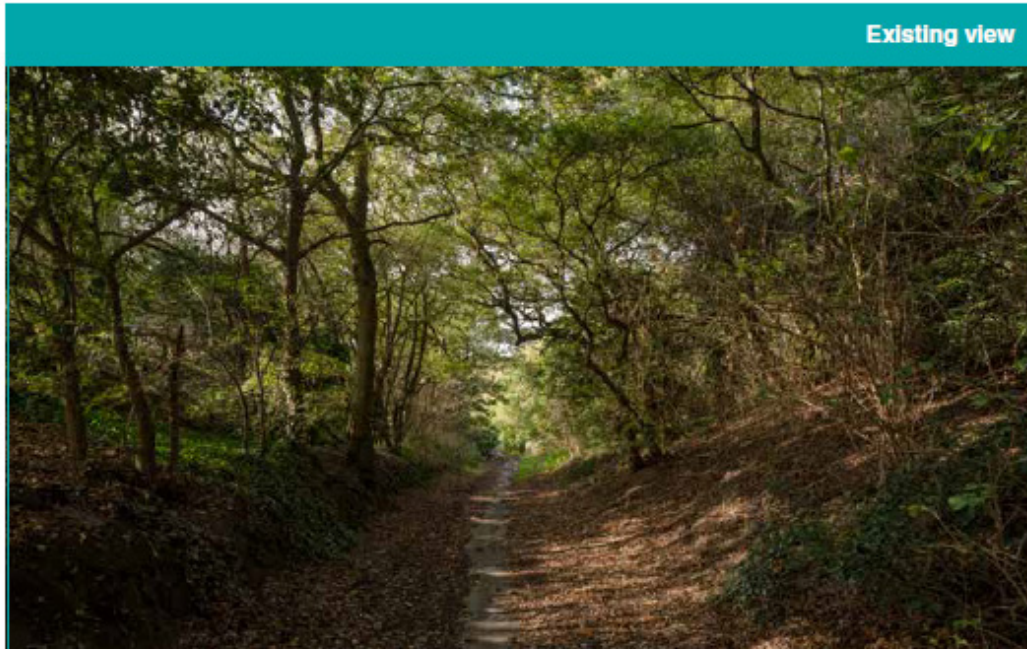
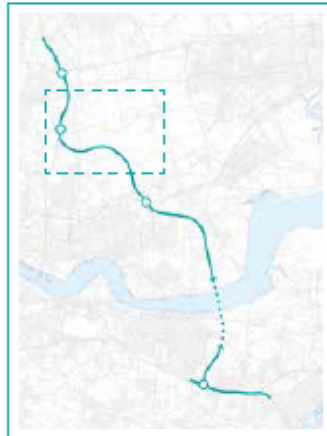


Figure 5-48. Existing Hoford Road, looking south-west



Figure 5-49. Supplementary consultation – proposed Hoford Road green bridge over the LTC, looking south-west



LTC/M25 junction

Revisiting the LTC design between the M25 and the A13 junction has ensured that, in line with issues raised during statutory consultation, the project provides improved value for money and can accommodate enhancements to the walkers, cyclists and horse-riding network. Reducing the number of lanes from the M25 to the A13 junction lessens the overall impact on land and the environment while providing the right level of road capacity for the forecasted traffic demand. Similarly, by realigning the route near Ockendon, we can avoid diverting a major gas main. Developing the design of structures used for the Mardyke crossing reduces the visual impact and volume of flood compensation required in this area.

The main changes we've made in this section of the route are shown below.

M25 to A13 southbound

One lane has been removed southbound between the M25 and A13 junctions. Our traffic modelling predicts that a significant proportion of traffic travelling southbound on the LTC will join from the A13 junction, so fewer vehicles will use the route between the M25 and A13. We have therefore reviewed our plans and reverted to our previous design featuring two lanes southbound between the M25 and A13 junctions.

By making this change, we can reduce the amount of land required for the LTC on this section, lessen our environmental impact and offer better value for money by only providing the capacity required.

A further benefit is that we no longer need to realign Ockendon Road or make changes to the bridge where the road passes over the M25.

Routing through the Mardyke

As the road is in a flood plain it needs to be elevated. We have further developed the design in this area and are proposing changes to the structures crossing the Mardyke River and Golden Bridge Sewer, and the Orsett Fen Sewer. Overall, we have increased the total length of the viaducts in the area by approximately 50 metres. This change will increase the open aspect and it will also reduce the volume of flood compensation required in this area.

The route has also been moved approximately 200 metres south-west to reduce the impact on the environment and gas main/landfill works in the area.

The height of the LTC and North Road

The LTC has been lowered by two metres and, as a result, North Road has also been lowered by two metres. This will reduce the visual impact and help with drainage.

We have also added various improvements for walkers, cyclists and horse riders to enhance connectivity to the wider network. Some detail is provided on the maps here and more information can be found in chapter 5 of this guide.

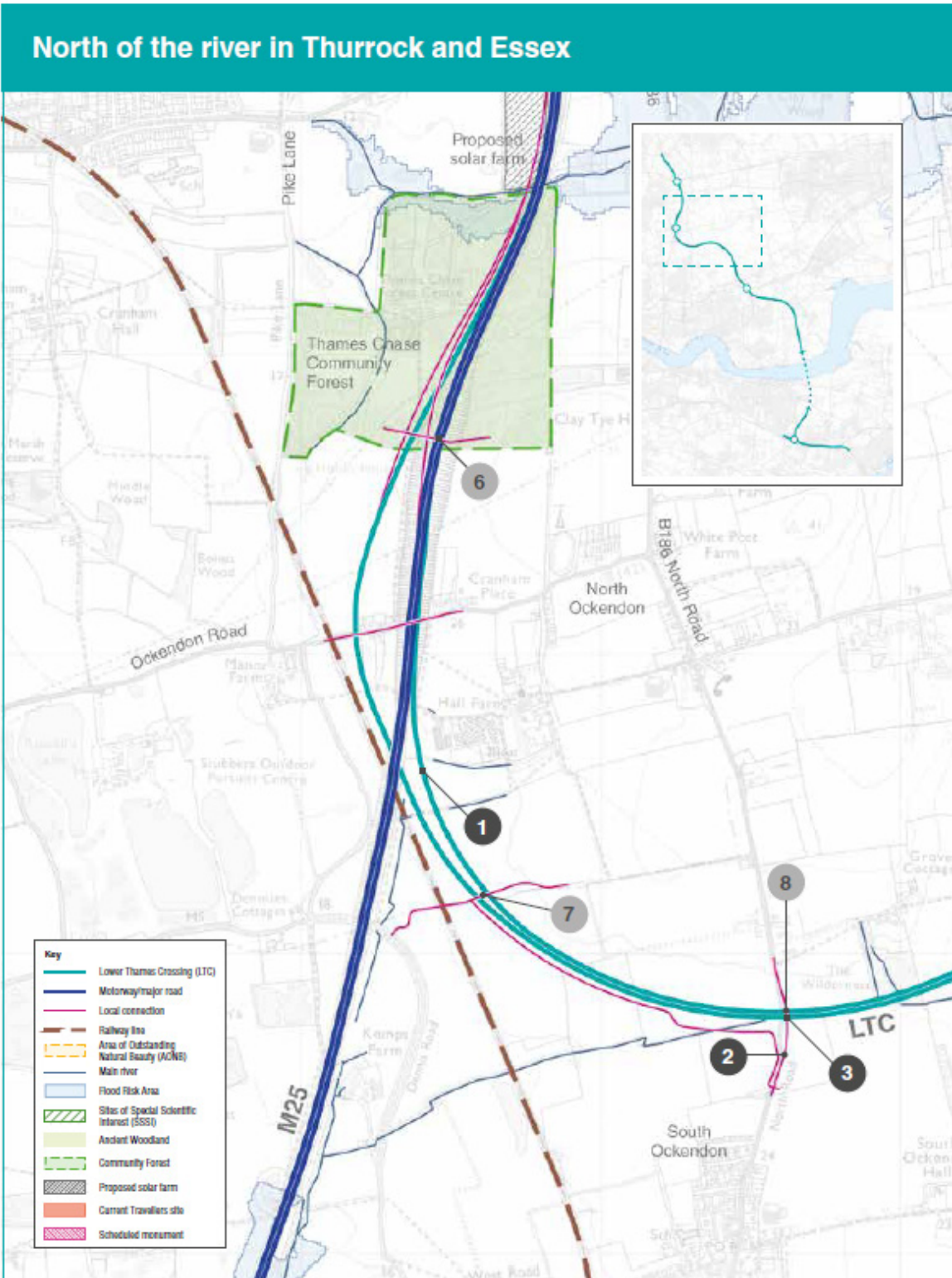
Due to the design changes in this section, we have modified our proposals for the provision of flood compensation areas:

- We have reduced the overall amount of flood compensation areas proposed alongside the Mardyke, close to the M25.
- The two areas identified during statutory consultation near to the Orsett Fen have not changed.



Have your say

To comment on the changes to the route around the LTC and its junction with the M25 answer questions 1g and 1h in the response form.



LTC/M25 junction proposals

- 1 One lane has been removed from the M25 to A13 southbound.
- 2 Added a shared path along North Road to provide better access to the wider network of public rights of way.
- 3 Changes to the height of the LTC and North Road to reduce impact on properties.
- 4 Road moved approximately 200 metres south-west.
- 5 The viaduct across the Mardyke River and Golden Bridge Sewer river has been shortened from approximately 450 metres to 350 metres.

As a result of revisions to the LTC/M25 junction, several structures have been revised.

- 6 A new bridge suitable for horse riders to connect the east and west side of Thames Chase Forest over the M25.
- 7 Footpath 252 has been moved south and now consists of two bridges, one to cross the railway line and another to cross over the LTC. The new location ties in more effectively with existing routes for walkers, cyclists and horse riders.
- 8 North Road upgraded to a green bridge and includes shared cycle and footpath facilities.
- 9 Footpath 136 over the LTC has been realigned because the LTC route has moved south-west.



LTC/M25 junction images

Existing view



Figure 5-50. Existing Mardyke Valley, looking north-east

Proposed In 2018 public consultation



Figure 5-51. Statutory consultation– proposed LTC viaduct over Mardyke Valley, looking north-east



Figure 5-52. Supplementary consultation – proposed LTC viaduct over Mardyke Valley, looking north-east

LTC/M25 junction images

Existing view



Figure 5-53. Existing landscape, from the Mardyke trail, looking north

Proposed in new 2020 supplementary consultation



Figure 5-54. Supplementary consultation – proposed Mardyke viaduct and wetland creation, from the Mardyke trail, looking north



Figure 5-55. Existing North Road, looking west



Figure 5-56. Supplementary consultation – proposed North Road green bridge over the LTC, looking west

LTC/M25 junction images

Existing view

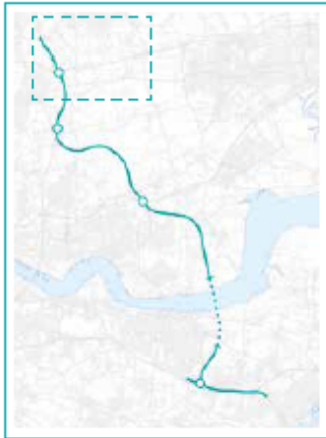


Figure 5-57. Existing M25 and Ockendon Road, looking north

Proposed in new 2020 supplementary consultation



Figure 5-58. Supplementary consultation – proposed LTC/M25 junction, with new Ockendon Road bridge, looking north



M25 junction 29

Some minor changes have been made to the layout at junction 29 of the M25 to reduce the amount of overhead cable diversions in the area.

The junction

The M25 southbound slip roads have been shortened to approximately 580 metres, which means we no longer need to make changes to the bridge over the M25 near Folkes Lane.

The segregated turning lanes at the junction have been moved closer to the roundabout to reduce the footprint of the project and the impact on utilities.

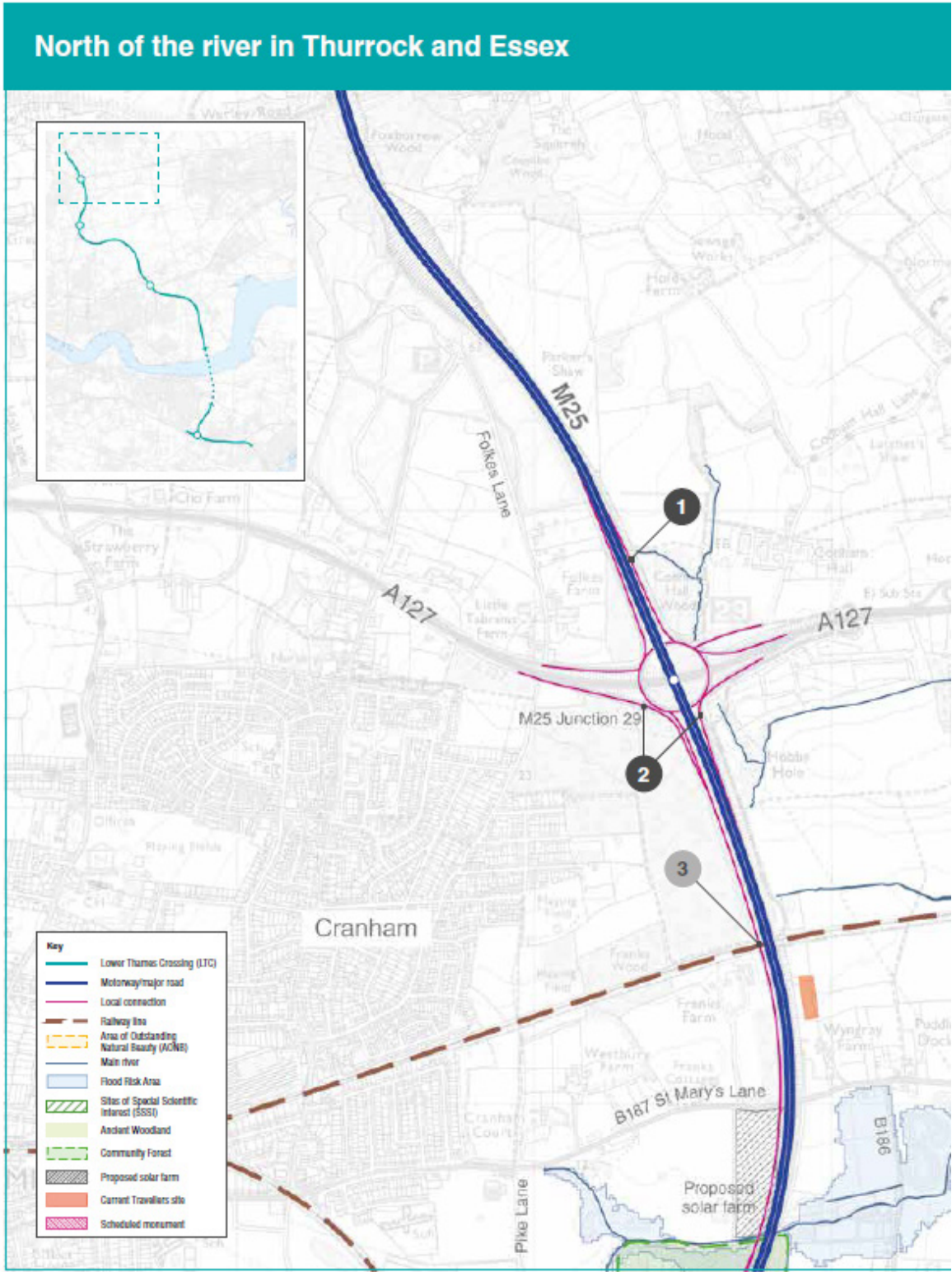
Rail underbridge

The bridge for the junction 29 link road has been raised by approximately 1.6 metres to match the height of the existing bridge over the Upminster to Shoeburyness railway, which carries M25 traffic. This has created the necessary clearance above the railway line.



Have your say

To comment on the changes to the route around the M25 junction 29 answer questions 1i and 1j in the response form.

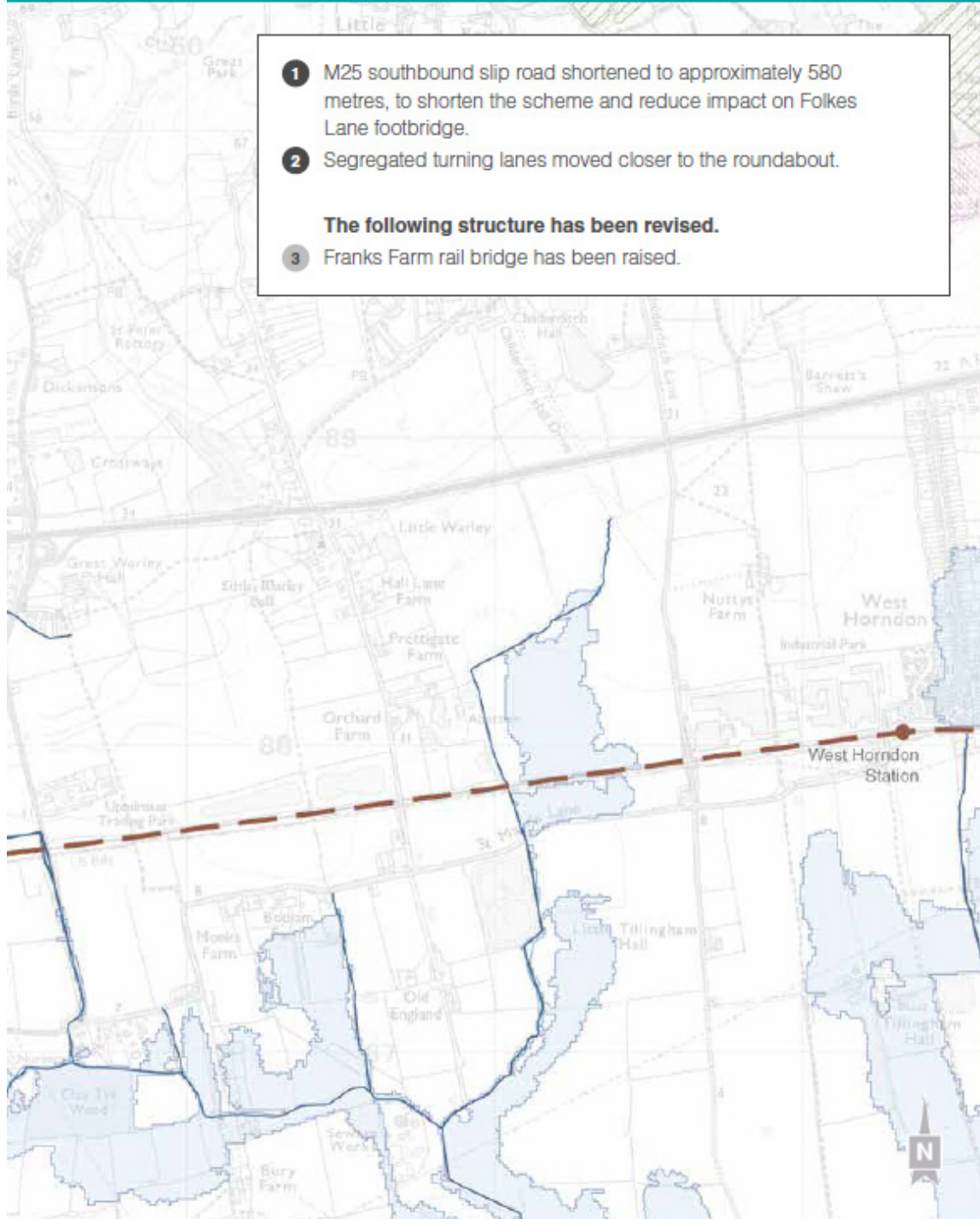


M25 junction 29 proposals

- 1 M25 southbound slip road shortened to approximately 580 metres, to shorten the scheme and reduce impact on Folkes Lane footbridge.
- 2 Segregated turning lanes moved closer to the roundabout.

The following structure has been revised.

- 3 Franks Farm rail bridge has been raised.



M25 junction 29 images

Existing view



Figure 5-59. Existing view of M25 between junction 29 and 30, looking north

Proposed In 2018 public consultation



Figure 5-60. Statutory consultation – proposed M25 between junction 29 and 30, looking north



Figure 5-61. Supplementary consultation – proposed M25 between junction 29 and 30, looking north

4

Property and landowners

We have revised our development boundary to reflect the design changes and to include the additional land we will require to divert utilities and establish new natural habitat areas, including planting trees and vegetation. The development boundary is illustrated on the following pages and outlines the land we currently consider would be required to deliver the project.

At statutory consultation the development boundary comprised 20.08km² and it's now 26.21km². There are approximately 270 residential and business properties within the revised development boundary. Around 190 of these are only affected by works to adjust the existing electricity wires above the properties, so will not need to be purchased for the project. Of the other 80 properties around 40 will require demolition and others will be impacted by construction works or would need changes to how they are accessed.

A comparison of the development boundary presented at statutory consultation and the revised boundary is shown on the following pages. Within this revised development boundary, some of the land along the route of the new road will be required permanently.

Where we are diverting utilities, such as power lines or gas pipelines, we will use the land temporarily and then retain permanent rights over the land for those diversions. Other areas, for example construction sites, will also only be needed temporarily. When work is complete, any land will be reinstated as before and returned to its owner wherever possible.

Find out more

For more information on utilities, please see chapter 8.

The revised development boundary includes replacement land for open space, common and other special category land. The purpose of the replacement land is to replace such special category land that is proposed to be compulsorily acquired or in which permanent rights are sought as part of the proposals. The replacement land can be seen in Map Book 1: General Arrangements.

We have a duty to contact everyone who lives in, or owns, land or property in the revised development boundary. We have a dedicated land and property team who are active in the community and are happy to discuss with any landowner their concerns and explain any rights they may have.

Information about the Statutory Blight process and when compensation may be available can be found in the Highways England publications listed below. To access them, go to www.lowerthamescrossing.co.uk and select 'In my area'. If you are not able to view them online, get in touch using the contact details at the back of this guide and we will send you the information.

Your Property and Blight

Information for property owners within the development boundary.

Your Property and Discretionary Purchase

Information for those who live outside the development boundary but may need to sell their property.

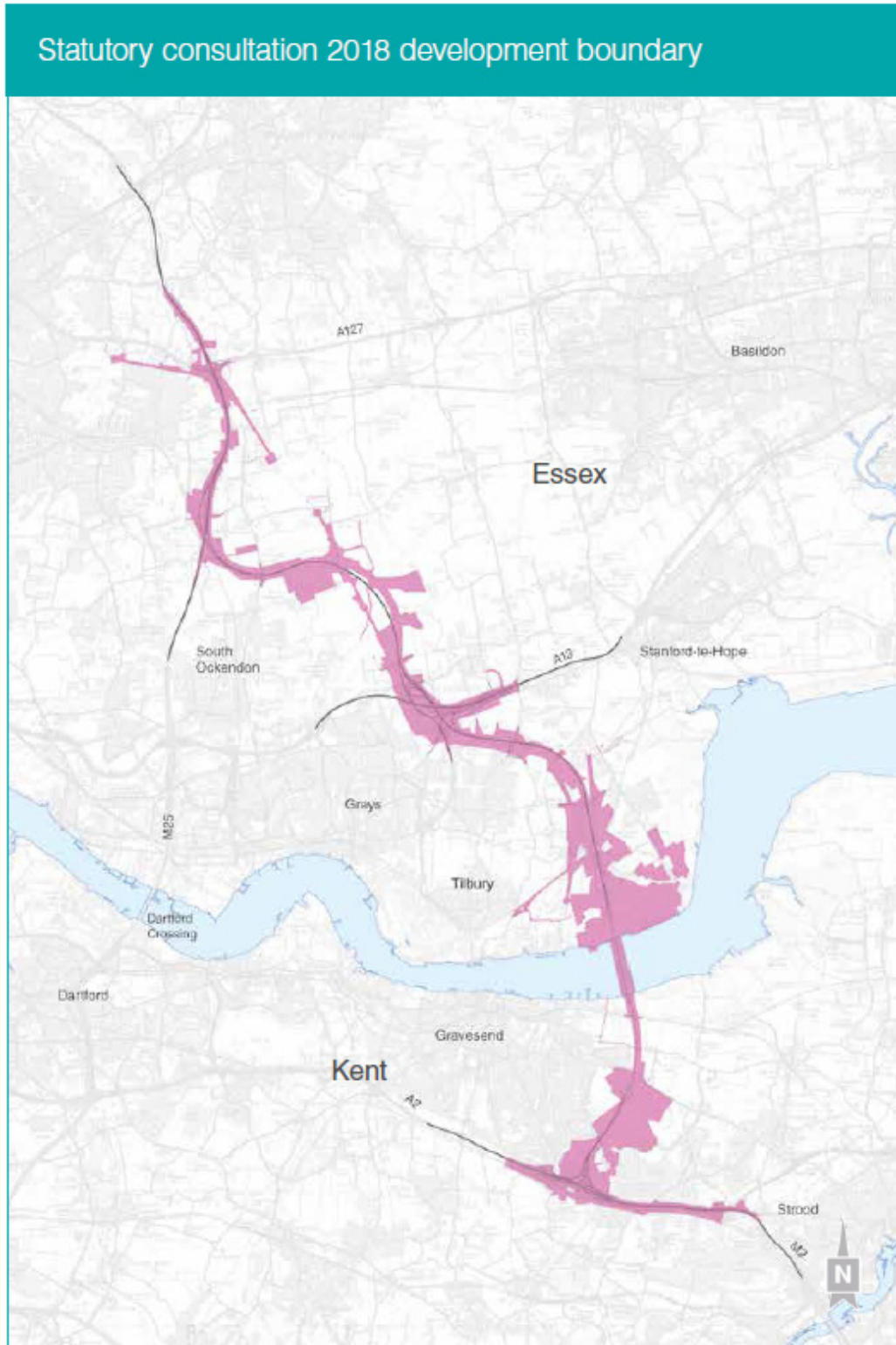
Your Property and Compulsory Purchase

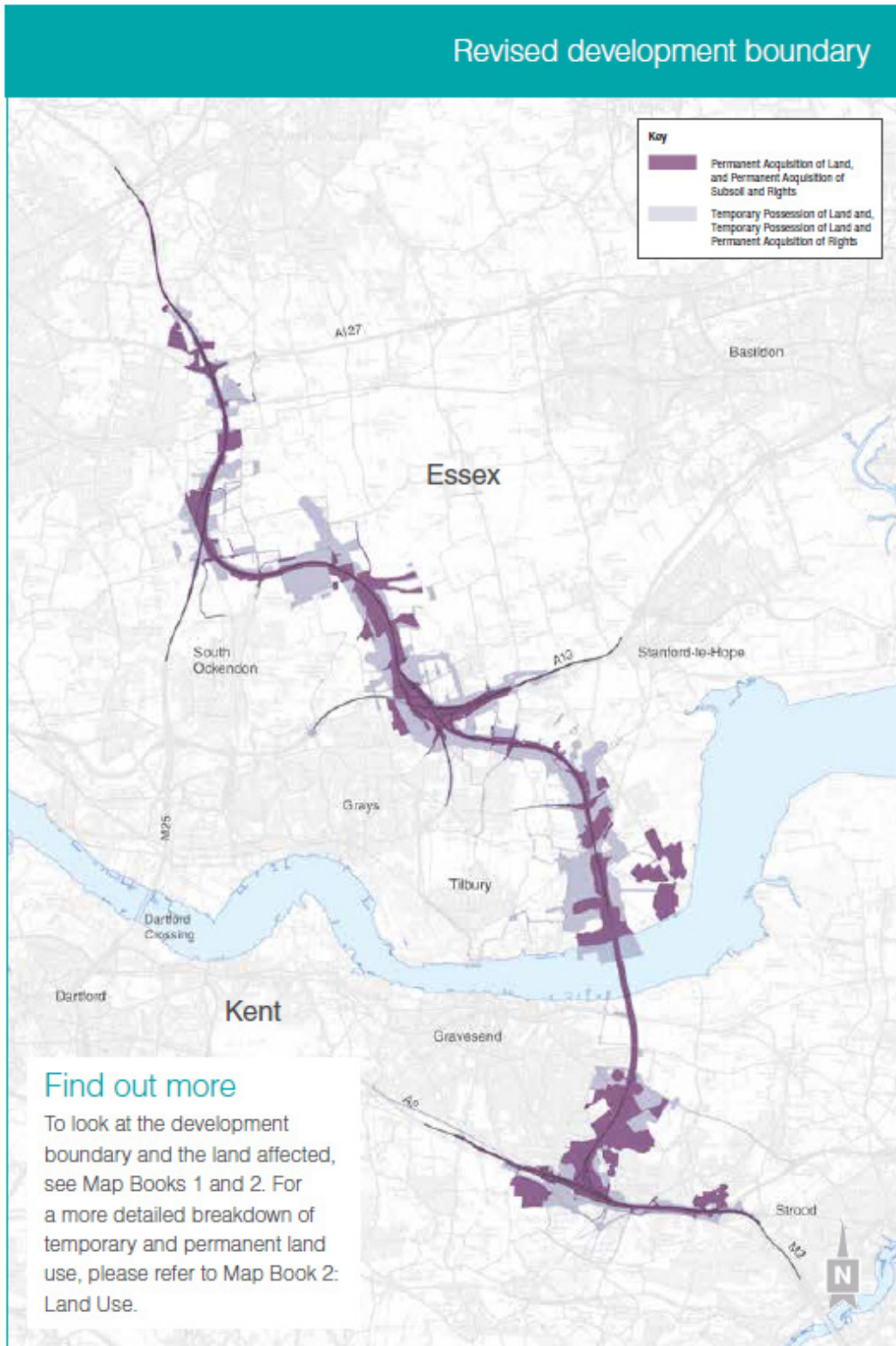
How compulsory purchase works.



Have your say

To comment on the revised development boundary, answer question 2a and 2b in the response form.





5

Walkers, cyclists and horse riders

At statutory consultation, we explained our intention to, where possible, maintain and improve the walking, cycling and horse-riding network in the area affected by the Lower Thames Crossing. Since then, we have carefully considered the feedback received, and have engaged further with local authorities and other stakeholders.

We have also carried out additional analysis, looking at potential improvements to routes for walkers, cyclists and horse riders, as well as access to public transport.

This has helped us to develop a detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network in the vicinity of the project.

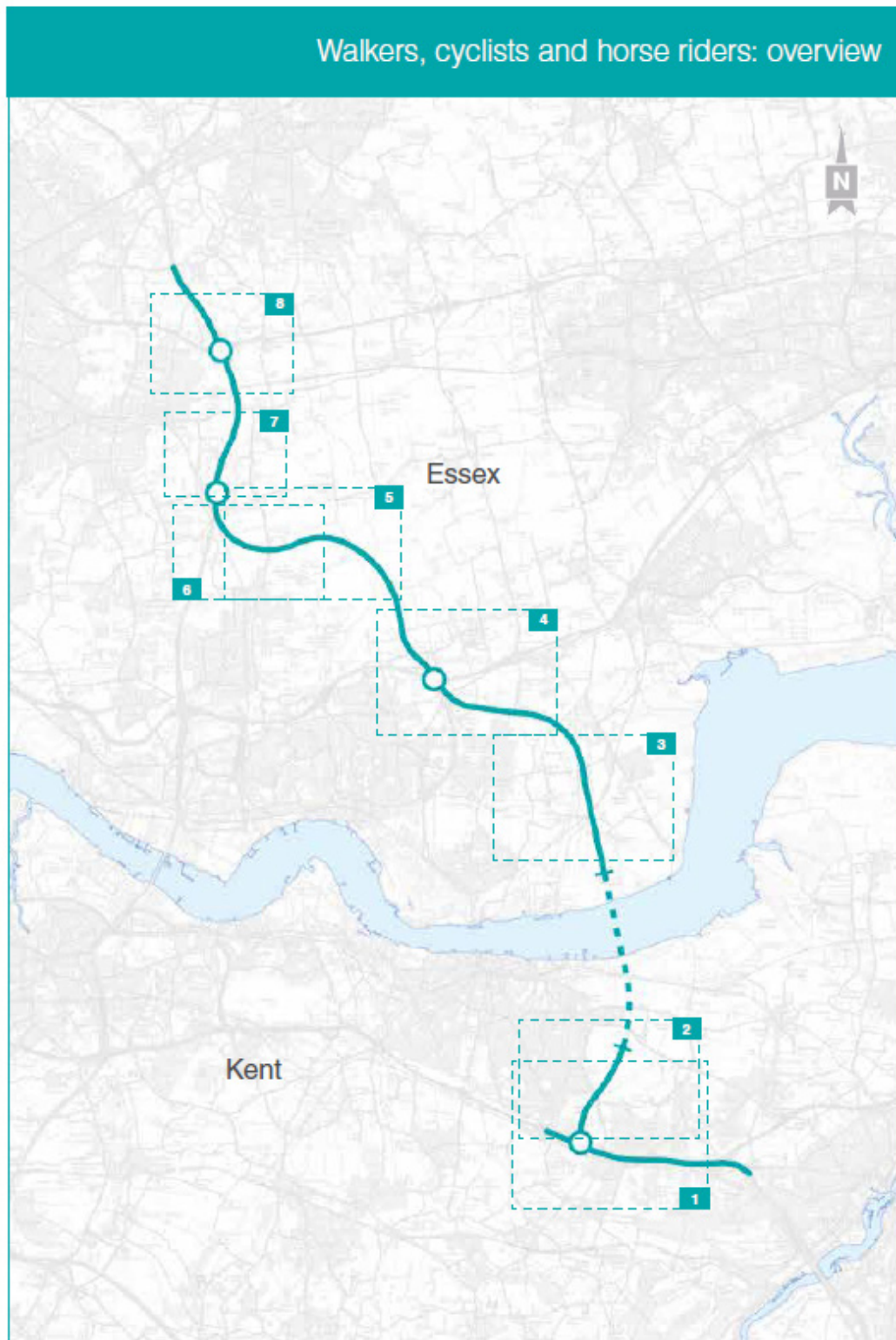
This chapter includes maps showing our proposals and how they link with the existing network to provide opportunities to access other areas.

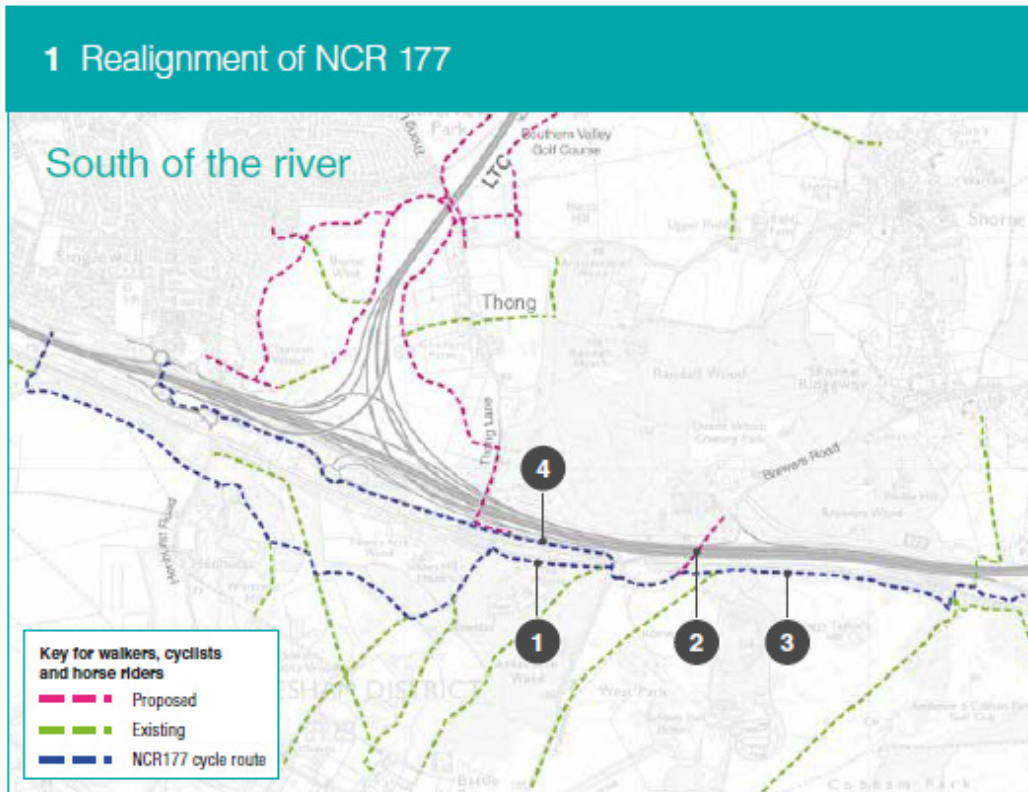
For the purpose of describing our updated proposals, we have split the route into eight sections:

1. Realignment of National Cycling Route (NCR) 177.
2. Recreational routes around the southern tunnel entrance.
3. Improvements to Muckingford Road.
4. Improvements around the A13/A1089 junction.
5. Improvements around Orsett Fen and Ockendon.
6. Improvements to North Road crossing.
7. Thames Chase Community Forest proposals.
8. M25 junction 29.

NOTE: Throughout this chapter, we will refer to the Lower Thames Crossing as 'LTC'.

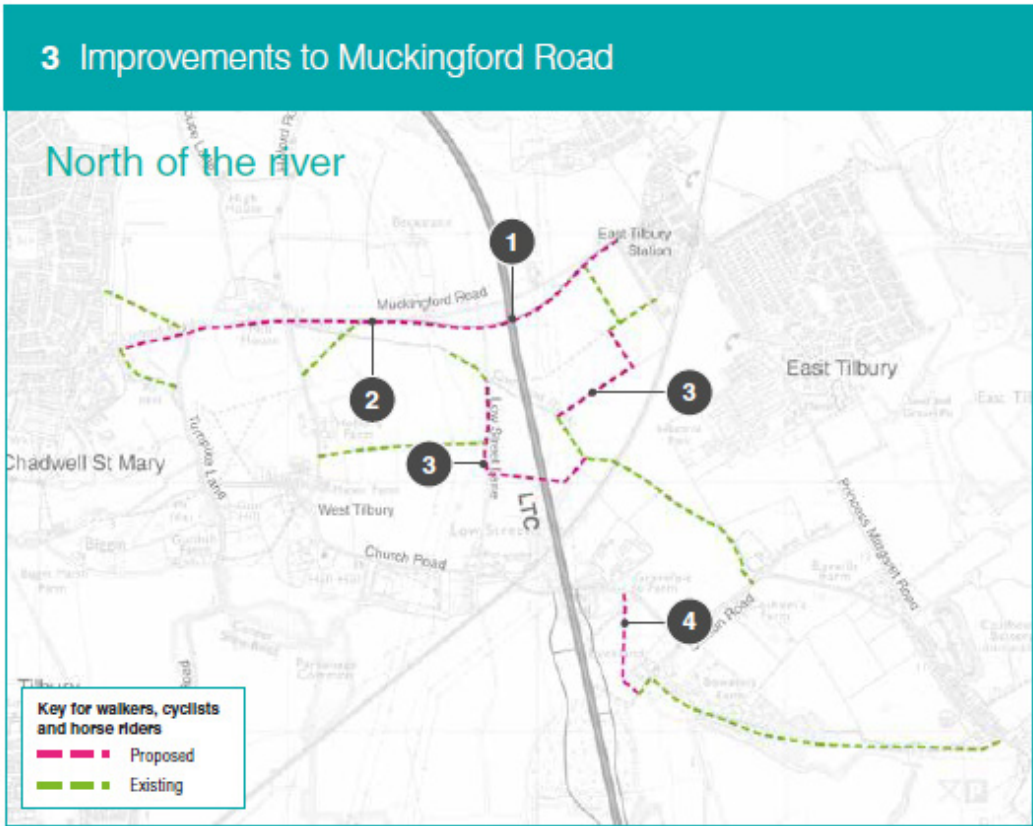
We've developed a detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network





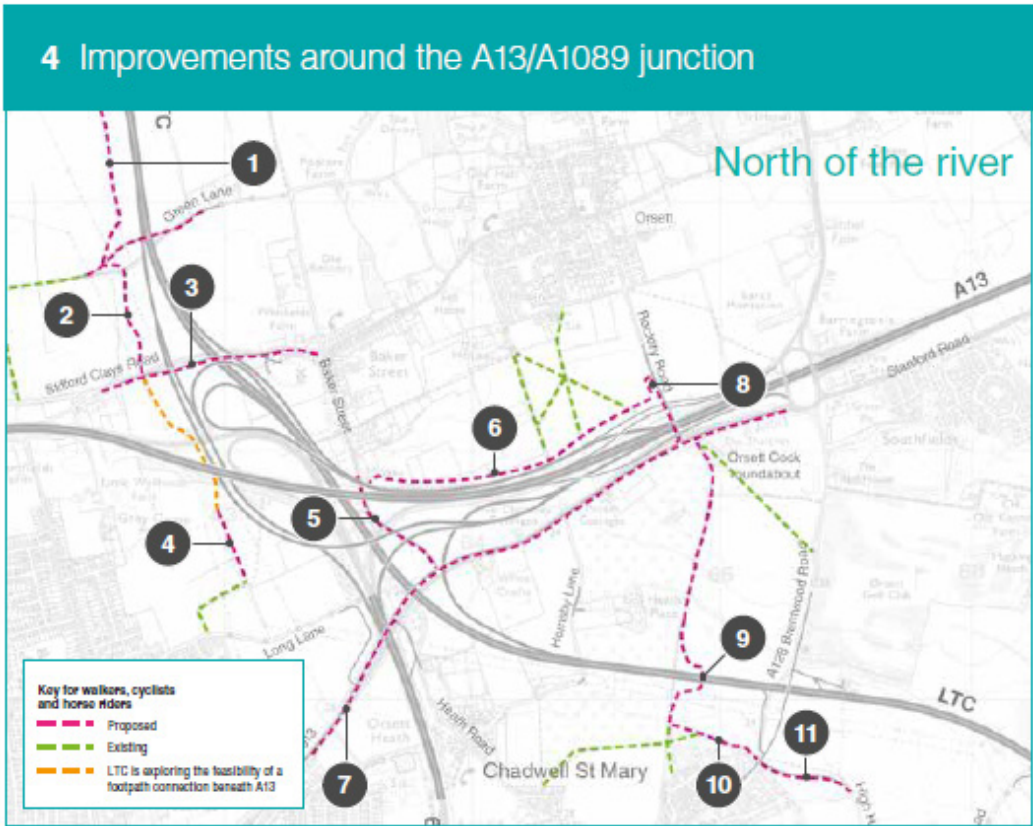
We are proposing changes to the NCR 177 and in the surrounding area south of the A2 and Thong. This will improve the routes for people walking, cycling or horse riding.

- 1** Recreational route from Brewers roundabout, through Jeskyns to Hares bridge.
- 2** New shared path for pedestrians, cyclists and equestrians on Brewers Road bridge.
- 3** Upgrade to existing footpaths and upgraded to shared paths, south of HS1.
- 4** Once we've built the M2/A2 junction, an additional cycle route next to the A2 link road from Brewers roundabout to Gravesend East would be added.



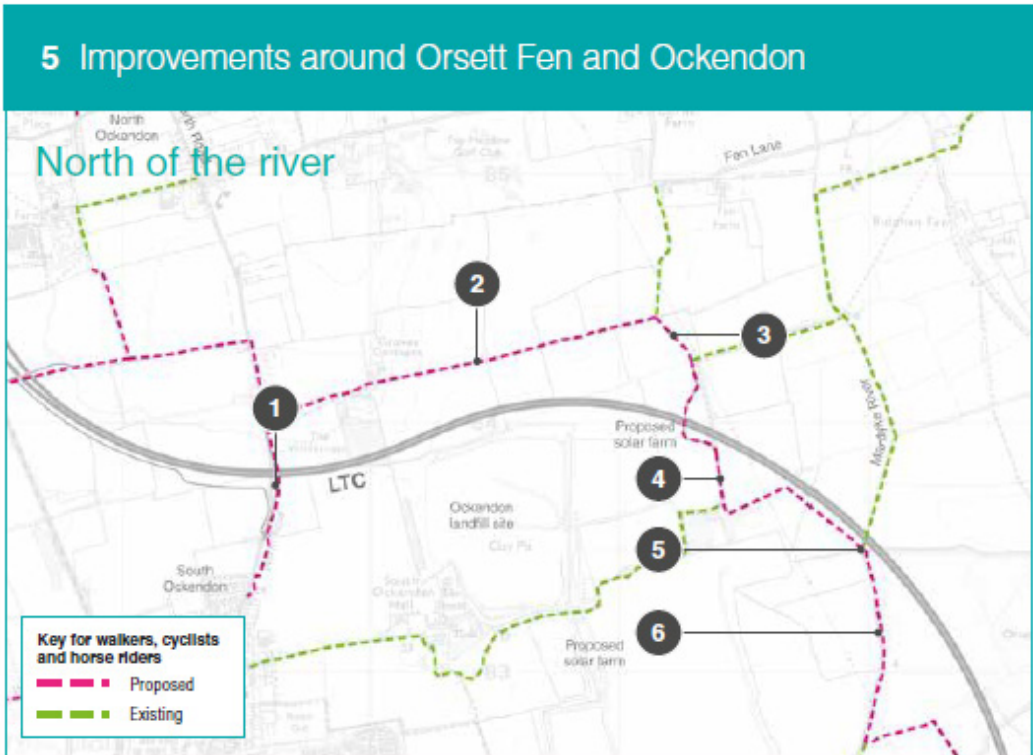
We are proposing a shared path that offers a route for walkers and cyclists. It would improve connections to Chadwell St Mary from Linford and East Tilbury.

- 1 Widened proposed green bridge to provide a new shared path.
- 2 Shared path adjacent to Muckingford Road and Linford Road.
- 3 Existing paths impacted by the LTC and diverted to maintain a connection passing under the viaduct.
- 4 FP200 diverted due to a new embankment on the LTC route.



We are proposing various changes around the junction, such as widening proposed bridges to provide shared paths and creating additional shared paths to connect areas around the junction.

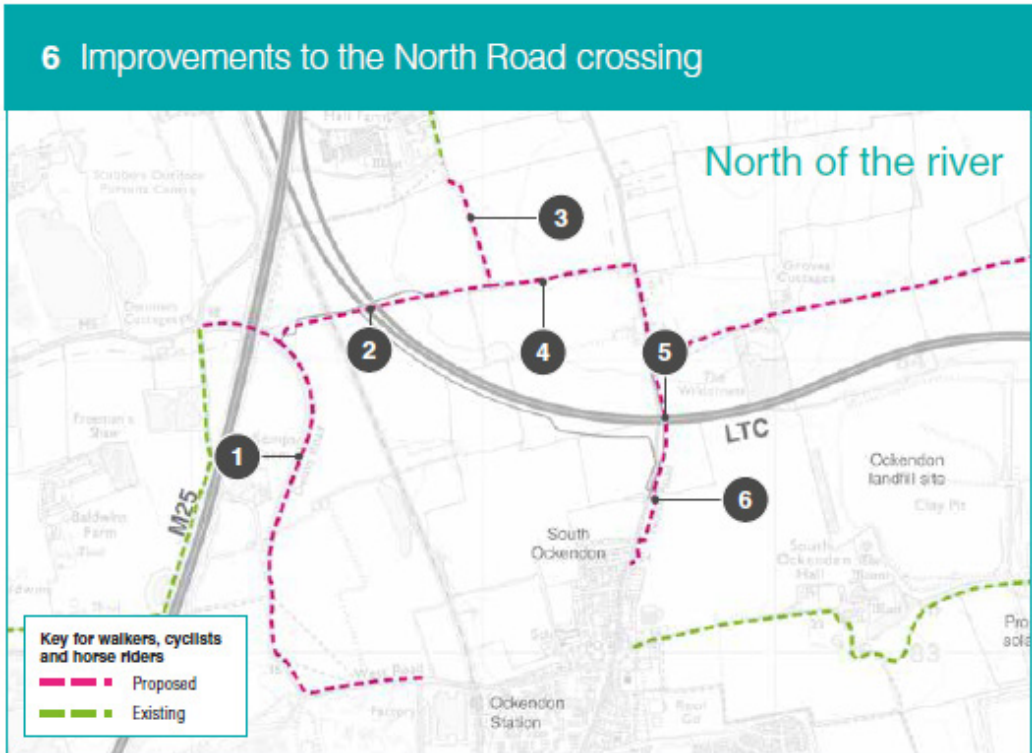
- 1 Shared path from bridleway (BR219) to Green Lane.
- 2 Shared path provided from Green Lane to Stifford Clays Road.
- 3 New shared path along Stifford Clays Road, ending before Whitfield Farmhouse, that connects to the Baker Street area and an existing cycle track on Stifford Clays Road.
- 4 FP97 diverted due to new junction layout.
- 5 New cycle path along Baker Street (N.71).
- 6 Existing bridleways, diverted away from A13 and extended to Rectory Road
- 7 Existing shared path on the A1013 would be widened to improve the connection between Orsett Cock roundabout with Little Thurrock.
- 8 Rectory Road bridge would be widened to provide a separate bridleway and shared cycle/pedestrian path with a new Pegasus crossing.
- 9 Bridge upgraded to equestrian standard providing a link from Rectory Road to High House Lane.
- 10 Upgraded to bridleway.
- 11 Section of FP78 realigned and upgraded to bridleway.



We are proposing various improvements and upgrades to existing paths for walkers, cyclists and horse riders.

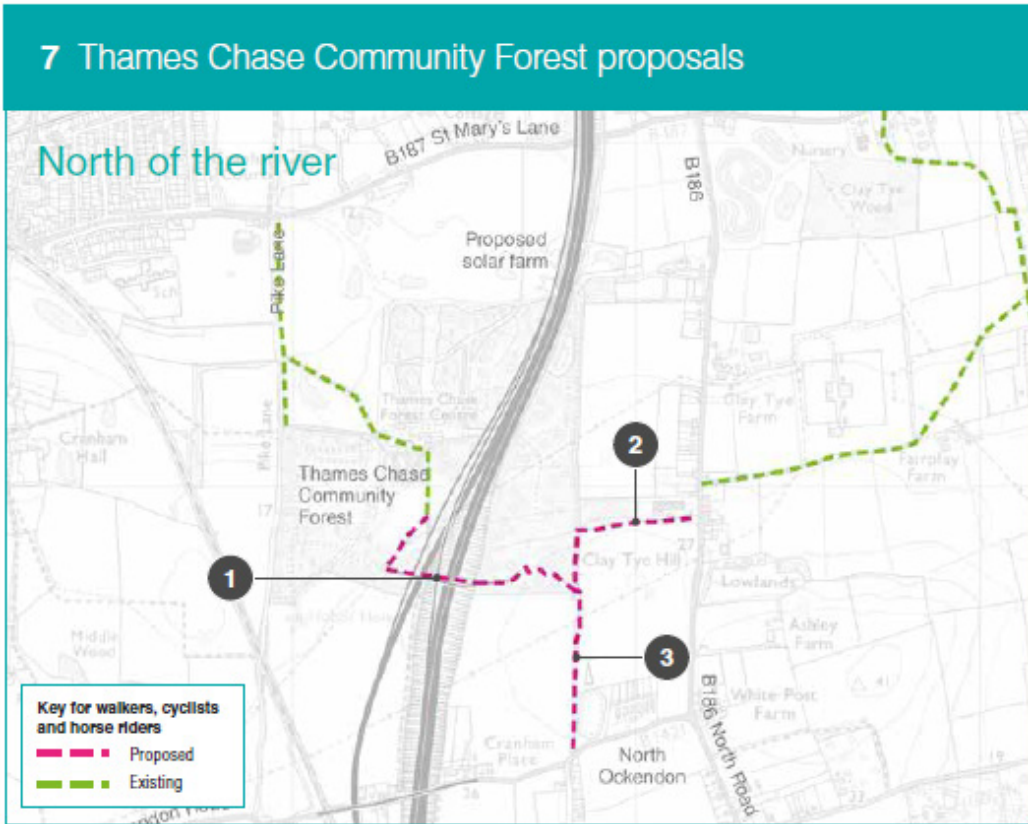
Our changes also provide new connections between the Baker Street area and the Mardyke, and through to Thames Chase Forest Centre and Little Belhus Park.

- 1** North Road bridge over the LTC has been widened to provide a shared path.
- 2** FP135 – some sections have been resurfaced and designated as a bridleway connecting to North Road.
- 3** Farm track between FP135 and FP136 changed to a bridleway.
- 4** FP136 – improved surface and redesignated as a bridleway.
- 5** New bridge would provide links to a shared path connecting to BR219.
- 6** Section of BR219 – surface improved.



We have proposed a new shared path for pedestrians and cyclists (N.35) along North Road to provide a connection between North and South Ockendon. This also connects to FP135 in the east, allowing links across the Mardyke. The proposals in this section provide better connections and improved recreational facilities for those living west of the M25 into Fenn land.

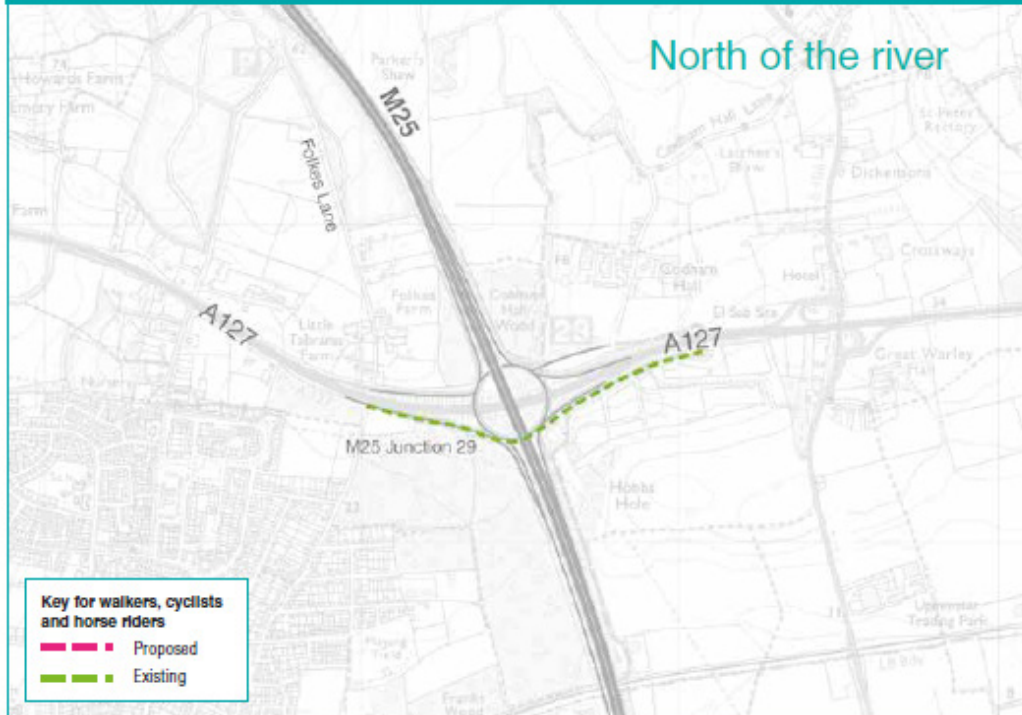
- 1** New shared path adjacent to Dennis Road and Dennises Lane:
 - a. Provides a connection from FP252, to Little Belhus Country Park (an area recently restored for public recreational use) and South Ockendon. This provides a route for walkers, cyclists and horse riders.
 - b. Provides a connection to FP259, which leads to Belhus Park.
- 2** FP252 – the bridge has been moved south to provide an east-west connection and the footpath has been converted to a shared path, which spans across two bridges. This links into Dennis Road.
- 3** FP254 – resurfaced and re-designated to a bridleway.
- 4** FP151 – resurfaced and re-designated to a bridleway (connecting St. Mary Magdalene Church).
- 5** Proposed new green bridge over the LTC will be widened to provide facilities for cyclists and horse riders between North and South Ockendon.
- 6** New shared path along North Road connecting South Ockendon with FP151.



Improvements in the vicinity of Thames Chase Community Forest Centre including a new connection across this community open space.

- 1 New equestrian-standard bridge across the M25 links the east and west of the forest centre site.
- 2 New shared path that links East Thames Chase to Clay Tye Road. This provides a connection to the existing FP232.
- 3 Existing maintenance track from Ockendon Road north into Thames Chase has been upgraded to a bridleway. This has been provided because the existing path south of Thames Chase, connecting to Ockendon Road, is impacted because of the LTC.

8 M25 junction 29



An existing path next to the south side of the A127 is impacted due to the addition of left-turn slip lanes. The existing crossing points to the south of the junction cannot be maintained due to the slip lanes. We are currently exploring solutions to maintain this connection as part of Highways England's regional strategy for this area.



Have your say

To comment on our proposals for walkers, cyclists and horse riders, answer question 3a and 3b in the response form.

6

Environmental impacts

As part of our statutory consultation in 2018, we produced a Preliminary Environmental Information Report (PEIR). This provided the public, statutory consultees and other stakeholders with preliminary information about the project's likely significant environmental effects, and the measures being considered to avoid or minimise them.

Environmental impacts associated with the project changes

We are now proposing a number of changes to the project, which are outlined in chapter 3 and in the Utilities Update. This includes proposed alterations to the design of the route and its junctions, as well as diversion of utilities. We are also proposing related changes to the development boundary.

The Environmental Impacts Update document, which can be found in the locations listed below, explains the environmental effects associated with the proposed changes, compared with those considered in the 2018 PEIR.

In the Environmental Impacts Update document, the expected effects on the following aspects of the environment are considered for the proposed changes (where applicable), during both construction and operation:

- Air quality
- Biodiversity (terrestrial and marine)
- Climate
- Cultural heritage
- Geology and soils
- Landscape
- Materials
- Noise and vibration
- People and communities
- Road drainage and water environment

The Environmental Impacts Update document explains what we are doing to reduce impacts (mitigation measures) and why.

Air quality, noise and vibration

The Environmental Impacts Update document also provides more information on air quality, noise and vibration in relation to the specific changes to the scheme, during construction and operation, and how we are looking to mitigate these impacts.

In addition to the changes relating to route design and utility diversions, the updated traffic modelling has revealed some changes to the traffic flows on roads across the study area, the details of which can be found in the Traffic Modelling Update. Furthermore, the air quality modelling inputs, including scheme monitoring data and the vehicle emission factors and pollution background maps provided by the Department for Environment, Food and Rural Affairs, have been updated since the PEIR was undertaken. We are working to understand the effects of these changes and ensure the project complies with the National Policy Statement for National Networks.

Green bridges

At statutory consultation we were proposing to provide five green bridges (Brewers Road over A2, Thong Lane over A2, reinstate the route for walkers, cyclists and horse riders over/under LTC/A2 junction, Thong Lane over LTC, and Green Lane over LTC). As a result of changes to the route, as well as further information from ecological surveys, an additional three green bridges are now proposed for the scheme in the north (Muckingford Road over LTC, Holford Road over LTC, North Road over LTC) these additional green bridges also incorporate pedestrian/equestrian and cycle routes.



Have your say

To comment on the environmental impacts and how we plan to reduce them, answer question 4a and 4b in the response form.

Due to changes in the design of the LTC/M2/A2 junction and the movement of the southern tunnel entrance, the proposed route for walkers, cyclists and horse riders over/under LTC/A2 junction has been removed. As a consequence, the Thong Lane bridge over LTC has been further improved and widened to 84 meters to accommodate the realigned public rights of way. This would also improve the link between areas of woodland and replacement tree planting as part of the wider landscape design, as well as providing access to the areas of replacement open space. As with other changes where a difference in the environmental effects have been identified these are described in the Environmental Impacts Update document.

Next steps

Further assessments and the development of detailed measures to reduce environmental effects are ongoing as part of our Environmental Impact Assessment (EIA). These will be reported in the Environmental Statement (ES), which will also be informed by the Project's consideration of consultation responses, and further survey and design work. The ES will be submitted as part of the DCO application later this year.

We are continuing to work with stakeholders and statutory consultees to develop our design, so we can maximise the benefits and minimise environmental impacts.

The Environmental Impacts Update and Utilities Update documents can be found:

- Online at www.lowerthamescrossing.co.uk/consultation-2020
- At deposit locations*
- At our consultation events*

* A list of these can be found at www.lowerthamescrossing.co.uk/consultation-2020

7

Building the Lower Thames Crossing

This chapter provides an update on how we are proposing to build the Lower Thames Crossing. The predicted impacts of our construction activity and how we propose to mitigate these are based on the information we currently have available.

To set out how we would manage construction of the project, we will develop a Code of Construction Practice (CoCP), in conjunction with statutory consultees and local authorities. This will include provisions aimed at minimising disruption to communities, mitigating impacts on the wider environment, and our approach to managing construction traffic.

The provisions of the CoCP will be based on the findings of the Environmental Impact Assessment, which will be documented in our Environmental Statement (ES). Both the CoCP and ES will be submitted as part of our DCO application.

If the project is approved and progresses to construction, the contractors we appoint will need to prepare and submit for approval their own Construction Environmental Management Plans (CEMPs). These will ensure the contractors' work is delivered in line with the CoCP.

During construction, we will give affected residents, businesses and road users advance notice of planned works and provide regular updates on project progress. We will also keep disruption to a minimum on public rights of way used by walkers, cyclists and horse riders. We will do this by limiting full route closures and providing alternative routes. Wherever a right of way is affected, we will provide a nearby alternative.

Wherever possible we will protect – and look for opportunities to enhance – the local environment and improve biodiversity.

For a summary of the environmental impacts of building the Lower Thames Crossing, please see chapter 6 and our Environmental Impacts Update document.

Construction hours

Once we start on site, the new roads and tunnel would be constructed concurrently.

To maximise the amount of daylight hours during construction, we are increasing our assumed core working hours from those presented during statutory consultation. We are planning to carry out most of the work between 7am and 7pm on weekdays (excluding bank holidays), and between 7am and 4pm on Saturdays. During the summer, to take advantage of the extended daylight hours and good weather conditions, we would undertake earthworks between 7am and 10pm. Our crews may work for up to an hour before and after to prepare and close the site.

From time to time we may have to carry out maintenance work on Sundays. We will liaise closely with highways teams from the local authorities in each affected area to identify the best working times for each site, so these may vary.

As with any project of this scale, some work would have to take place at night and on weekends. For example, where possible we would work on existing roads overnight to reduce disruption to drivers during the day.

Operation of the tunnel boring machines and associated activities for tunnel construction will take place 24-hours-a-day throughout. This would be confined to the tunnel entrances and within the tunnel, and we would put in place noise and light mitigation.

During construction
we would aim to
keep road closures
to a minimum.

Tunnelling work

It is likely to take around six years to build the tunnel and the road within the tunnel. We are not changing the plans presented in the statutory consultation for how we propose to construct the tunnel under the River Thames.

Ground preparation works

The local ground conditions mean we expect a number of ground treatment measures would be required as part of the Lower Thames Crossing tunnel works. These will strengthen specific areas of the ground or help control groundwater flows.

To treat the ground beneath the Thames Estuary and Marshes Ramsar site and Special Protection Area, we are proposing to build a ground preparation tunnel that is 5.8 metres in diameter (see diagram opposite). It would be located above and in between the northbound and southbound tunnels. This is subject to the contractor's proposals.

This construction activity would take place south of the river. It would start from a shaft located south of Lower Higham Road, and travel to a shaft located north of the North Kent Railway Line. Once the works are completed, both the shafts and ground preparation tunnel would be backfilled, and the ground reinstated to its original condition. The potential environmental effects of the new tunnel have been noted in our Environmental Impacts Update.

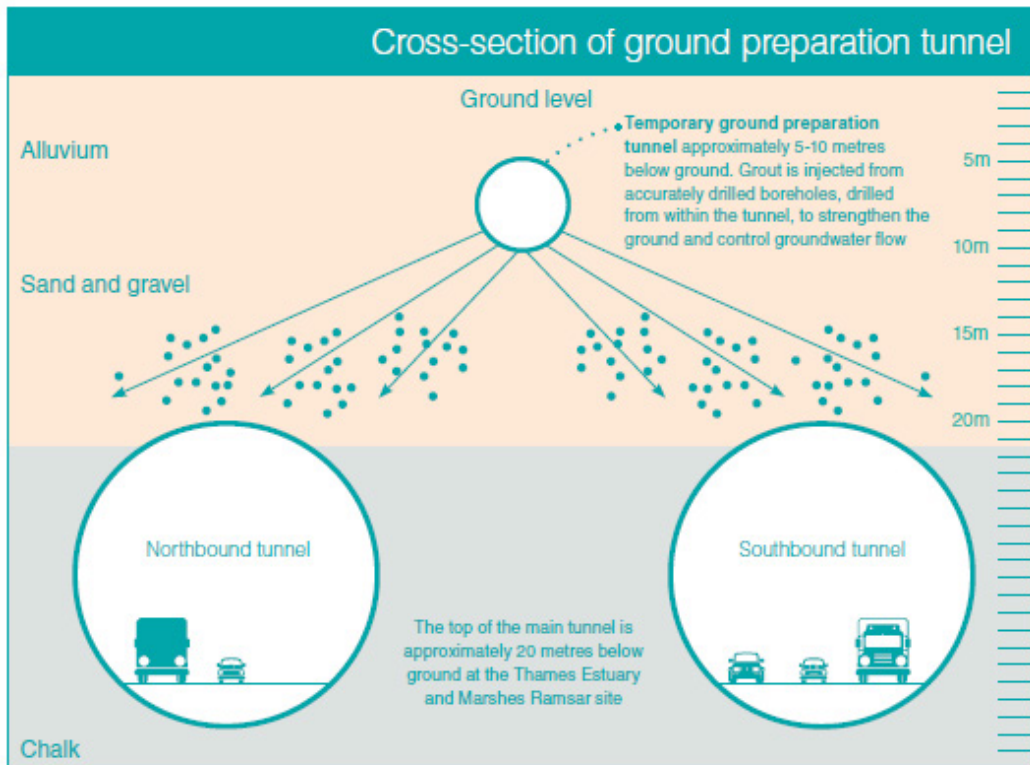
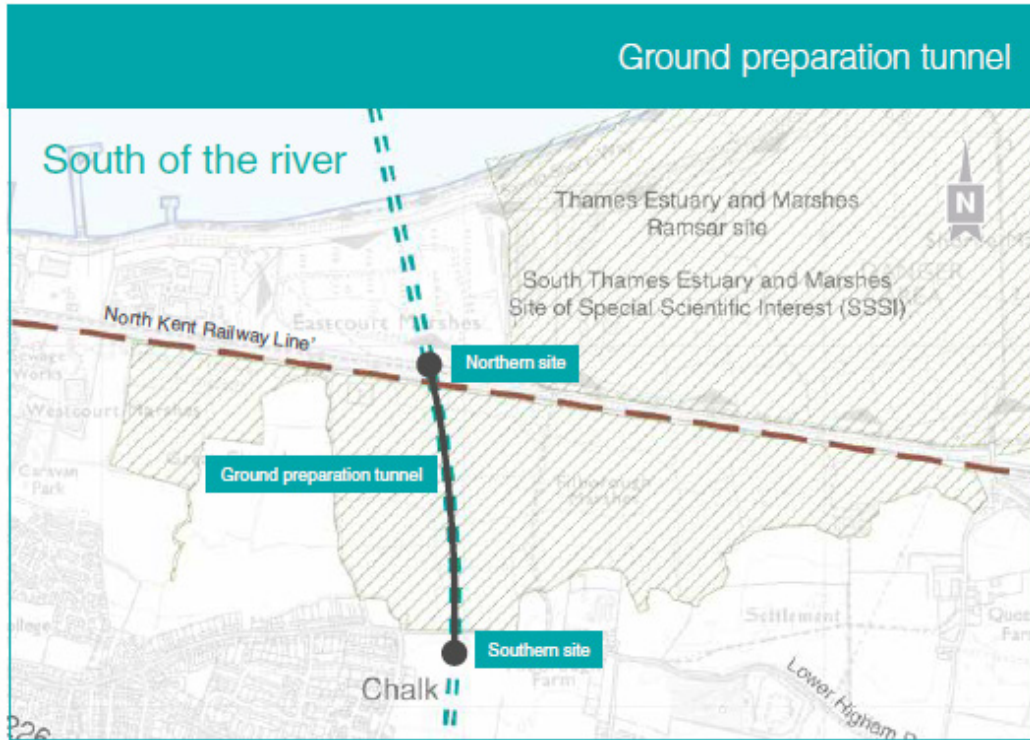


Diagram not to scale

Building the roads

As described during statutory consultation, we plan to build the new roads, junctions, bridges and underpasses at the same time as the tunnelling work.

The new road would connect the M2/A2 in Kent with the M25 south of junction 29 in Essex, crossing the A13 north of Chadwell St Mary. To connect the existing roads, as well as the A1089, we would construct new junctions and would have to carry out some work on these roads as well.

To facilitate the construction of the Lower Thames Crossing, where required, we would modify some of the existing side roads and infrastructure along the route.

How we would use other public roads

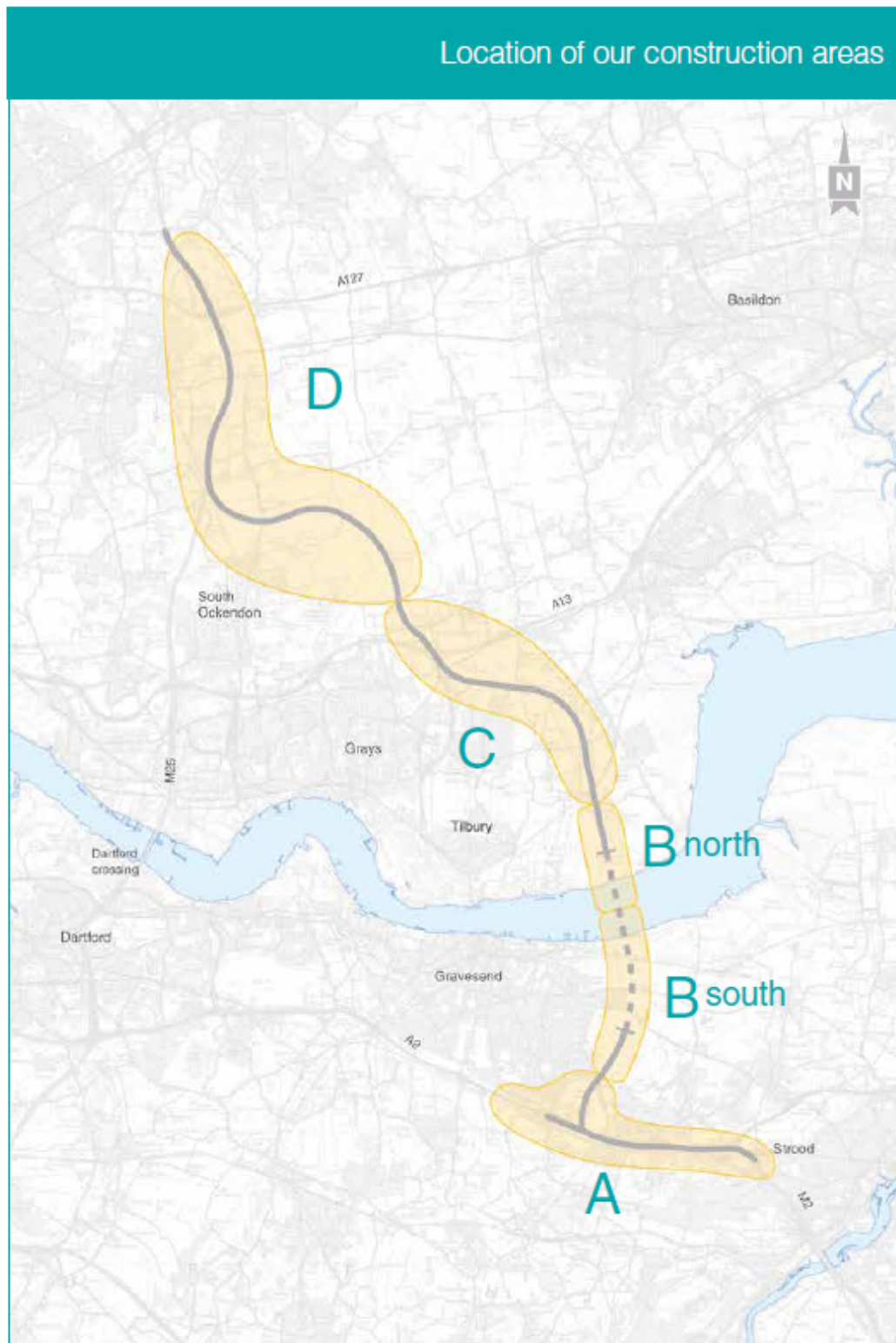
During construction, we would aim to keep road closures to a minimum. Where roads are affected by closures and diversions, temporary traffic lights or lane restrictions, we would ensure road users know in advance, so they can plan their journeys accordingly. Later in this chapter, we have outlined the routes our heavy goods vehicles (HGVs) are likely to take to transport material to and from our construction sites. Below we have detailed the average number of HGV journeys per month for each of our five construction areas, with each HGV journey comprising one trip to the site and another away from it.

Following engagement with local highway authorities and our ongoing assessments, we have amended the routes that construction traffic would use to travel to the sites. We have aimed to identify those that are most practicable and that minimise the impact on local roads and communities. Where there are no roads to the construction site, we would build temporary access roads that connect to the existing network.

Roads to the construction sites

The Lower Thames Crossing is split into five construction areas labelled A-D. As we now have a greater understanding of our construction requirements and the potential routes construction vehicles will use to access the sites, we have been able to update the information available during our statutory consultation.

We also have more information on how we can use and reuse material on our construction sites more efficiently, which will



reduce the need for material deliveries and vehicle movements. Where material has to be transported from elsewhere, we better understand the capabilities of the local supply chain and expect most of this to be supplied from nearby locations. We are also continuing to explore opportunities for alternative modes of transport, such as river barges, to transport materials and waste to and from our construction sites.

We have provided revised figures for the potential number of HGV movements in the table below, with a brief description of why this information has changed on the following pages.

Construction area	Average number of HGV journeys/month displayed during statutory consultation 2018	Average number of HGV journeys/month – based on updated information
Area A	4,700	2,900
Area B south	1,100	800
Area B north	4,500	5,300
Area C	5,200	2,100
Area D	2,000	2,200
Total	17,500	13,300

Area A: We have been able to significantly cut the number of potential HGV journeys by assessing how material can be reused on our construction site to create embankments and landscaping that would help mitigate the impacts of the road.

Area B South: Moving the tunnel entrance further south has enabled us to reduce the number of HGV journeys. The maps on the following pages show the routes that construction vehicles are likely to use. The map for Areas A and B South shows a construction area over the tunnel route; no part of this is an above ground structure and would not impact on the sensitive ecological area between the southern tunnel entrance and the river.

Area B North: The potential number of HGV journeys has increased as the design of the project in this area has been updated and more information has become available. We are exploring opportunities to reduce the number by transporting material via the river.

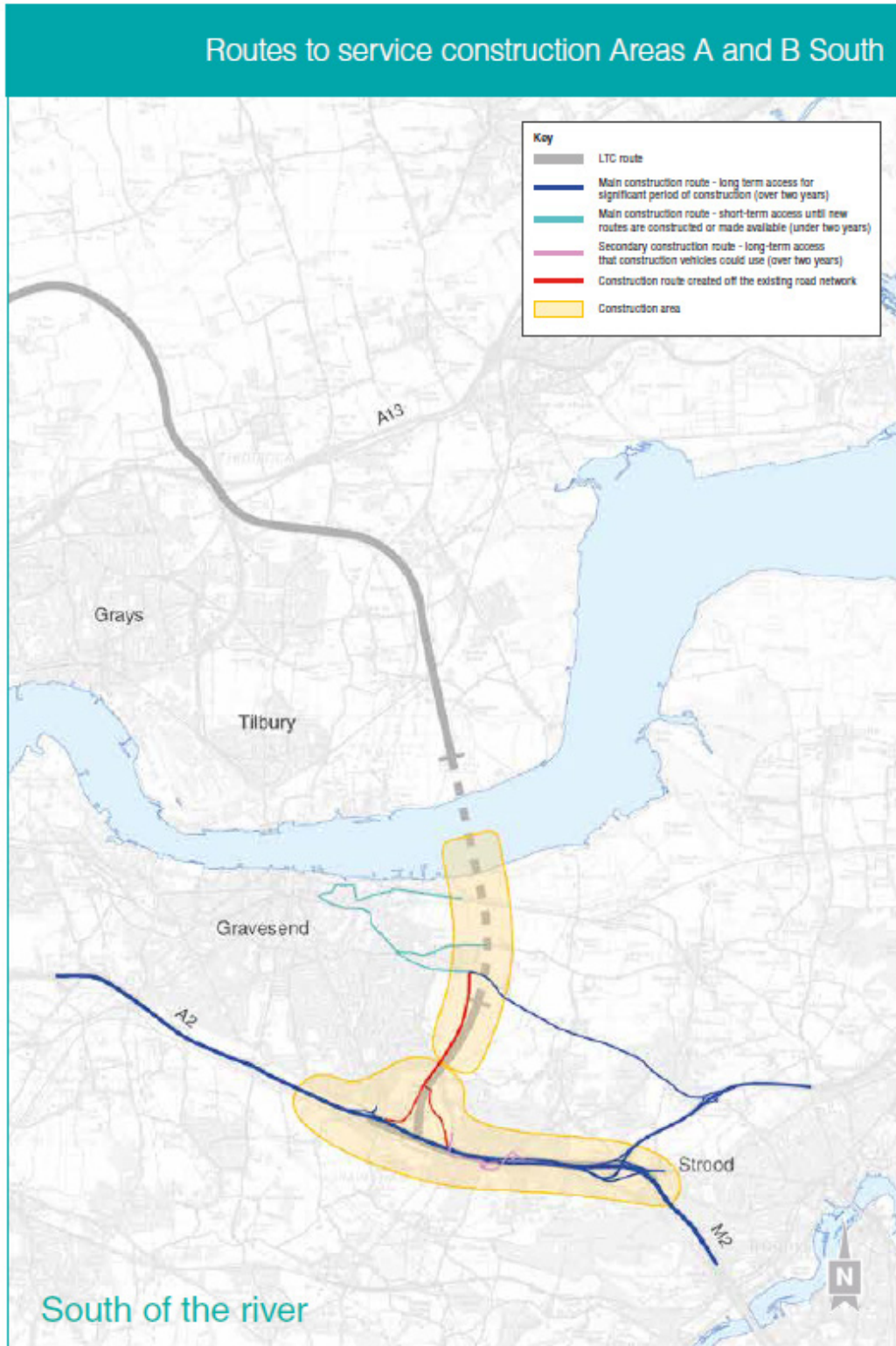


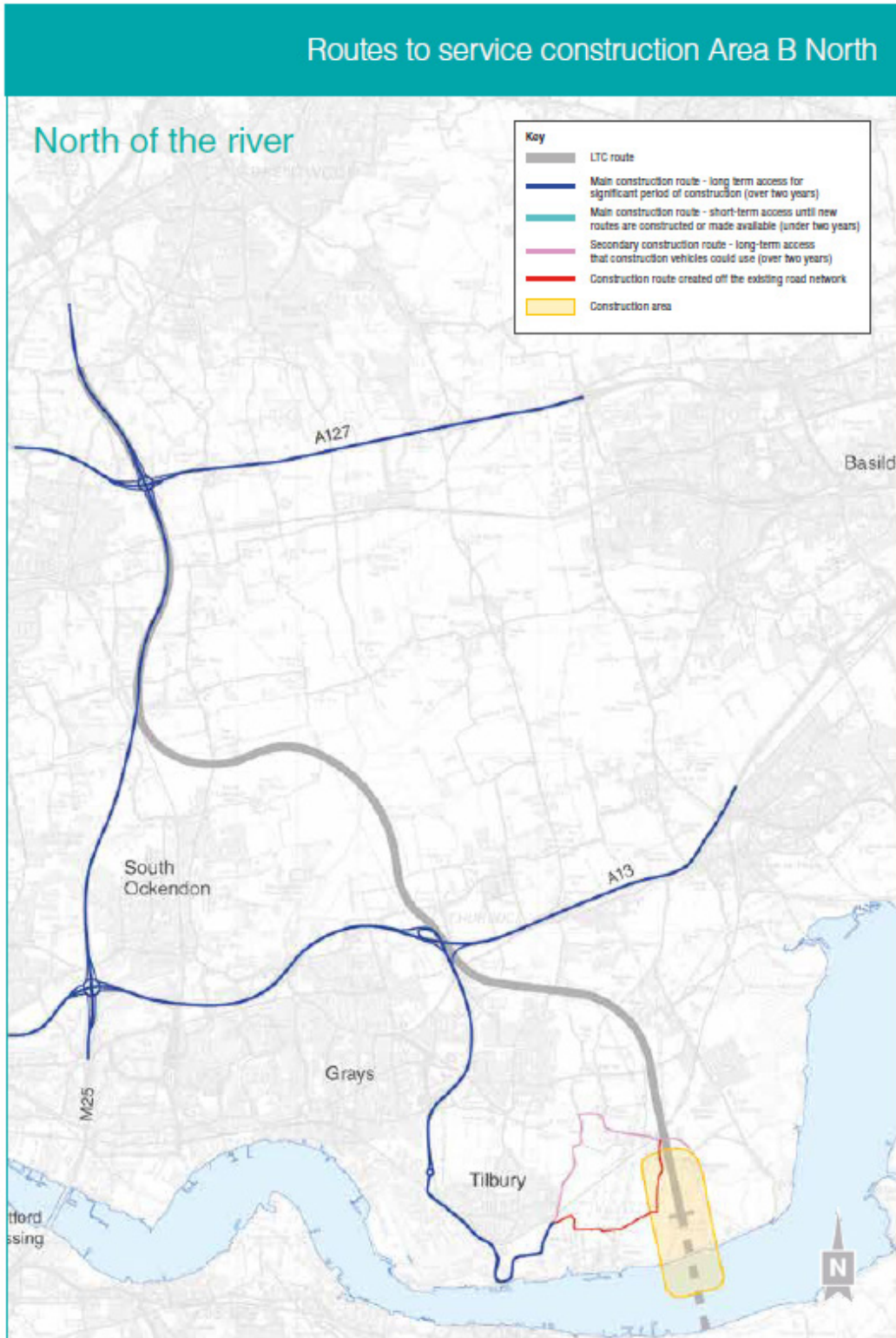
Area C: Following further design developments in this area, we have been able to make a better assessment on how material will be reused. This has enabled us to significantly reduce the number of HGV journeys on the road network.

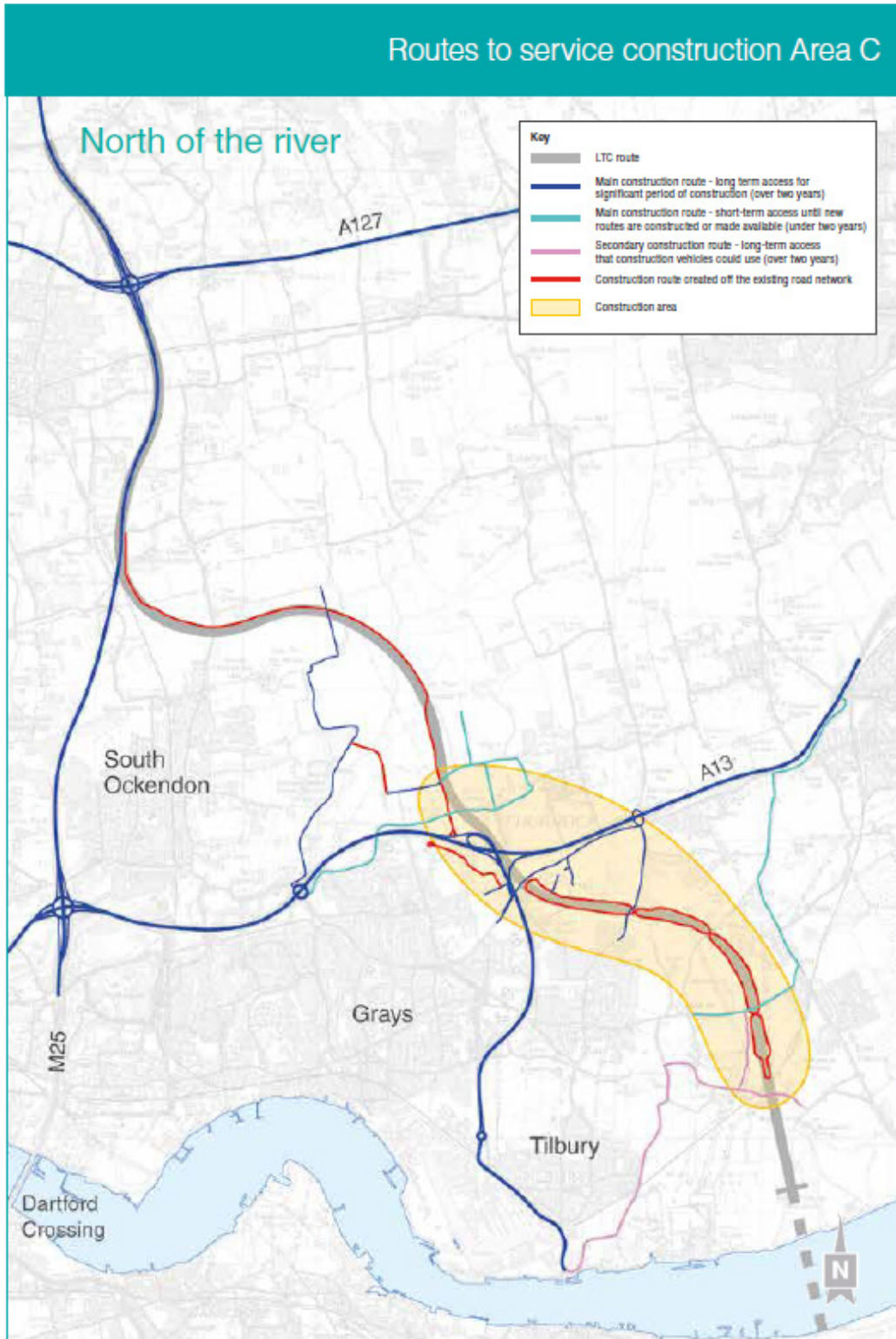
Area D: Following further design developments in this area, we now have a better understanding of how material is required to be used for construction. There is an increase in material needed for this construction area, which has caused a slight increase in the potential number of HGV journeys on the road network.

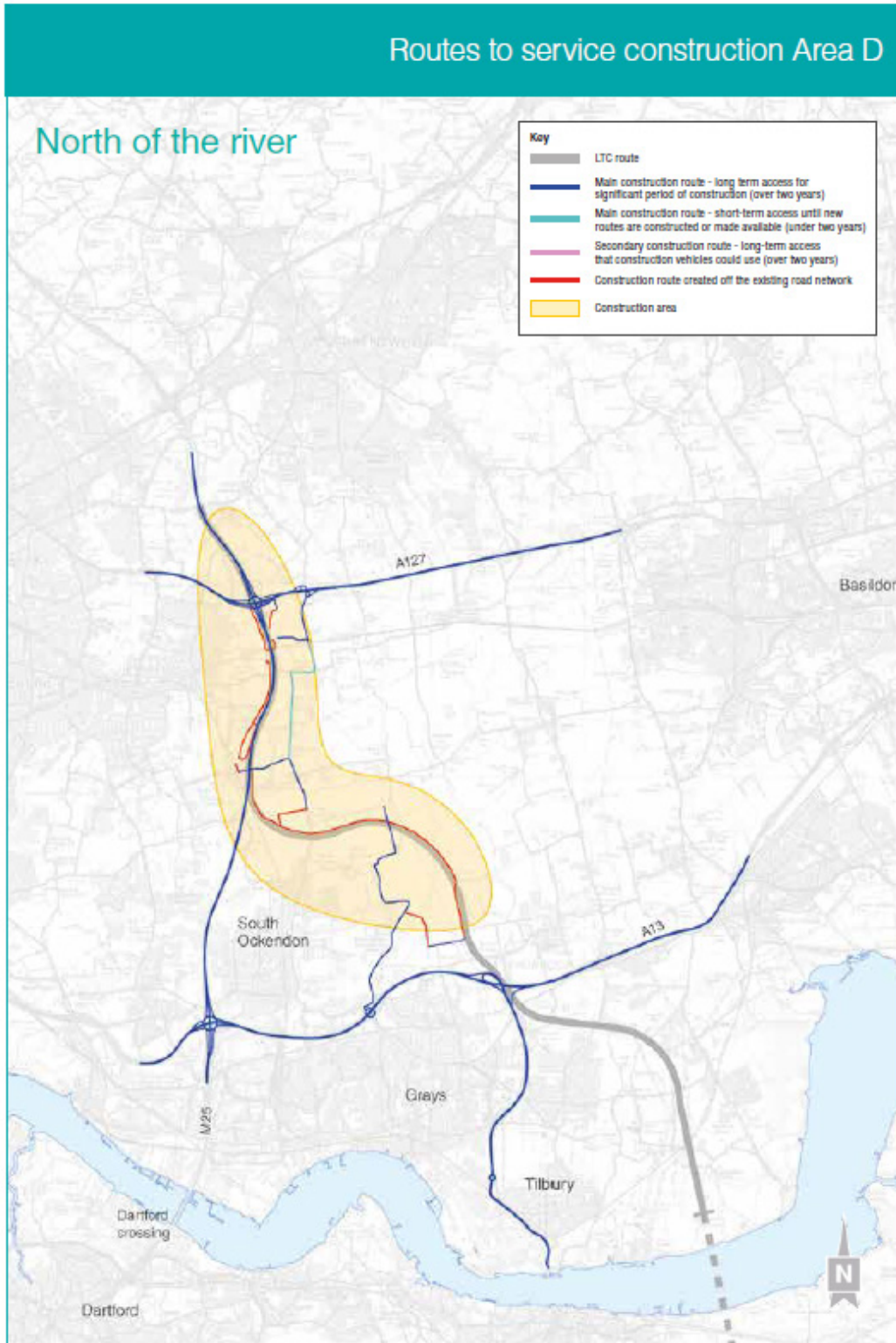
The maps on the following pages show the construction areas and the routes that construction vehicles are likely to use.

Each road has been marked in a different colour, depending on whether it is a main or secondary route, and the long or short-term access requirements. These are based on our current plans and are subject to change as a result of our ongoing dialogue with local highway authorities.









Construction impacts on local roads

As described at statutory consultation, most of the construction materials would be transported to the construction sites by road, which would have some impact on the road network and its users. Since then, we have refined our routes to the construction sites, continued our assessments and made further design changes. This has given us a greater understanding of how we are likely to use the local and Strategic Road Network.

Construction could affect local roads through temporary closures, diversions, traffic lights and/or lane restrictions. Should the project receive consent and progress to construction, we will provide advance notice of disruption, so people can look for alternative routes or travel arrangements.

At this stage, we can provide high-level information about the planned construction on specific roads, and have outlined this in the table on the following pages. On all roads we would ensure access is maintained to properties through the use of traffic management and/or by providing diversion routes.

We previously assessed the impacts of construction on local roads and presented this during statutory consultation. The information in the table on the next page is an amended evaluation that incorporates the traffic impacts of construction. The predicted possible impacts have been classified as follows:

High: Disruption associated with construction activities, which could include a high volume of construction vehicles, and/or possible long-term closures (months to years) with diversion routes provided.

Medium: Potential for some disruption associated with construction activities, which could include increased use by construction vehicles, and/or medium-term closures (weeks to months) with diversion routes provided.

Low: Minimal disruption associated with construction activities, with a low number of construction vehicles relative to road capacity, and/or roads to remain open with potential for short-term weekend/night-time closures or lane restrictions.

Note: During construction, where the Lower Thames Crossing crosses a local road, there may be some traffic management required, for instance traffic lights, to enable construction vehicles to cross safely.

Please note:

Roads impacted by the utilities works are not included in the table on the following pages. There is however the possibility that there will also be road diversions, closures and restrictions associated with the utility works. The full extent of this information would be submitted as part of our DCO application.



In its first year of operation, more than 30 million vehicles are forecast to use the Lower Thames Crossing

Road affected	Planned construction	Possible impact predicted at statutory consultation 2018	Possible impact of current proposals
Brewers Road	Replacement of the bridge carrying Brewers Road over the M2. This is a long-term closure with considerable construction activity on the bridge crossing the M2.	High	High
Thong Lane	Replacement of the bridge carrying Thong Lane over the A2, plus a new bridge carrying Thong Lane over the LTC. This is not a main construction route but there is potential for weekend/night closures.	Low	Low
A2 (near the LTC junction)	New bridge and underpass at the LTC junction with the A2. There will be considerable work on and around the A2. There will be weekend/night closures, mainly with narrow lane traffic management and reduced speed limits. There will be no long-term or full closures.	Medium	Medium
Station Road	New viaduct to carry the LTC over Station Road. There will be limited construction vehicles using Station Road.	Low	Low
Muckingford Road	New bridge to carry Muckingford Road over the LTC. Short-term weekend/night closures and a requirement for short-term construction route access.	Low	Low
Hoford Road	New bridge to carry Hoford Road over the LTC. Short-term weekend/night closures.	Low	Low
Brentwood Road	New bridge to carry Brentwood Road over the LTC. The road will be used for construction access, mainly between the LTC and the Orsett Cock roundabout. There will be very limited HGV journeys south of the LTC, beyond High House Lane.	Low	Low
Hornsby Lane	We have removed the bridge to carry Hornsby Lane over the LTC, which was displayed during statutory consultation. We will permanently close the road and there will be no access over the LTC. During construction there will be a low number of construction vehicles using the road.	Low	High
Heath Road	Closure of Heath Road owing to A1013 works and creating emergency access. Closures limited to weekend/nights.	Low	Low
A1013	New bridges to carry the A1013 over the LTC, A13 and A1089. Short-term weekend/night closures and the road will be used for access to construction working areas.	Medium	Medium
A1089	New viaduct and bridges at the LTC junction with the A13 and A1089. Weekend closures are likely to be required. The A1089 would be used as a main construction route.	Medium	Medium
Baker Street	New viaduct and bridges at the LTC junction with the A13 and A1089. The realignment of the road will require a long-term closure.	Low	High

Road affected	Planned construction	Possible impact predicted at statutory consultation 2018	Possible impact of current proposals
A13	New bridges at the LTC junction with the A13 and A1089. There will be considerable work around the A13 and short-term weekend/night closures. The A13 will be used by a number of construction vehicles.	Medium	Medium
Rectory Road	Replacement of the bridge carrying Rectory Road over the A13 in the same location. A long-term closure is therefore required, but access to the hospital will be maintained at all times via Prince Charles Avenue.	Low	High
Stifford Clays Road	New bridges to carry Stifford Clays Road over the LTC and slip roads. The road will be used as a route to access our construction sites just north of the A13 on a short-term basis, until temporary construction routes are created. Design changes at the A13 junction meant we could no longer access these directly off the A13. There is potential for weekend/night closures.	Low	Medium
Green Lane	New bridge to carry Green Lane over the LTC. Our access routes to construction sites have changed due to design development around the A13. Green Lane is now being used as a main access to our construction sites, and there is potential for a long-term closure.	Low	High
B186 Warley Street, Clay Tye & North Road	New bridge to carry the B186 North Road over the LTC. Roads will be used for short-term access to the construction site.	Medium	Medium
M25 (at the LTC junction)	New structure to take the LTC under the M25. There will be considerable construction activity in the area but no planned closures.	High	Medium
Ockendon Road	New bridge to carry Ockendon Road over the LTC and M25. Long-term closure will be required to facilitate the bridge over the M25 and slip road.	Medium	High
St. Mary's Lane	Replacement of the structure taking St. Mary's Lane under the M25. There will be construction activity associated with building the new underbridge. The road is a short-term access route to the construction site, and there is potential for short term closures.	Low	Low
M25 junction 29	Widening of the Codham Hall viaduct carrying the M25 over the A127. The road will be used by a large number of construction vehicles and we expect to narrow the lanes to reduce road user speed during construction.	High	Medium
A127	Widening of the Codham Hall viaduct carrying the M25 over the A127. We expect to use lane closures/narrow the road to facilitate widening the viaduct.	Low	Medium

Construction sites

A number of construction sites are needed to build the Lower Thames Crossing. They have been positioned along the route based on our construction requirements and provide access for our workforce and material deliveries.

At our five main sites, you would be likely to see temporary buildings and storage areas, including offices, space for equipment and materials, parking and staff welfare facilities. Our secondary sites are smaller sites, which will typically include welfare facilities, materials and equipment. Some sites would have a bespoke set-up depending on the work involved, such as the tunnel construction area at the northern and southern entrance sites, our two largest construction sites.

At the northern entrance site, we would construct a temporary substation to provide power for the tunnel boring machines. It would also power a water treatment facility, a separation facility to process the excavated material and other facilities to support tunnel construction. A new permanent substation would also be located in the service area next to the northern tunnel entrance to provide permanent power to the northern side of the tunnel.

There would be fewer facilities to support tunnel construction at the southern entrance site. As we expect to begin our tunnelling north of the river, most of the infrastructure would be located at the northern entrance site. South of the river, there would be some office and welfare facilities for our construction workers visible. Construction work associated with the earthworks operation around the tunnel entrance would also be visible. We are currently working with the utility companies to assess locations for an electricity substation within the temporary construction site in this area.

The majority of our construction sites will be reinstated and returned to their original use after construction is completed. However, some permanent above-ground infrastructure would remain at the northern and southern entrance to the tunnel.

A tunnel service building would be constructed at each entrance site to service the tunnel through its life cycle, and to ensure that it can be operated and maintained safely. These buildings would accommodate technical, operational and welfare facilities for our construction workers.



New job opportunities would be created during construction, which would boost the local and regional economies.

New job opportunities would be created during construction, which would boost both the local and regional economies. For our construction workers, we are currently assessing housing availability in the surrounding areas and reviewing how much temporary accommodation we would need. We expect to house some of the workforce within our construction sites and are looking to provide some of this accommodation at the northern entrance site.

The details of workforce accommodation will be agreed between Highways England and the construction contractor.

Due to the volumes of material that will be excavated near the southern tunnel entrance, we will be creating temporary stock piles within the construction sites to store some of the material. These will be transported off site once construction is finished to reduce the impact on the road network.

The five main construction sites are in yellow on this map, while our smaller, secondary sites are displayed in pink. In some cases, the location of these has changed or been reshaped as a result of statutory consultation feedback.

The information below outlines how the main construction sites differ from those displayed during statutory consultation:

- 1 Has not changed from statutory consultation
- 2 Reshaped to avoid an archaeological site
- 3 More efficient design requiring less land
- 4 Moved further south with the south tunnel entrance, and extended west to provide additional space for temporary material stockpiling

- 5 Has not changed from statutory consultation

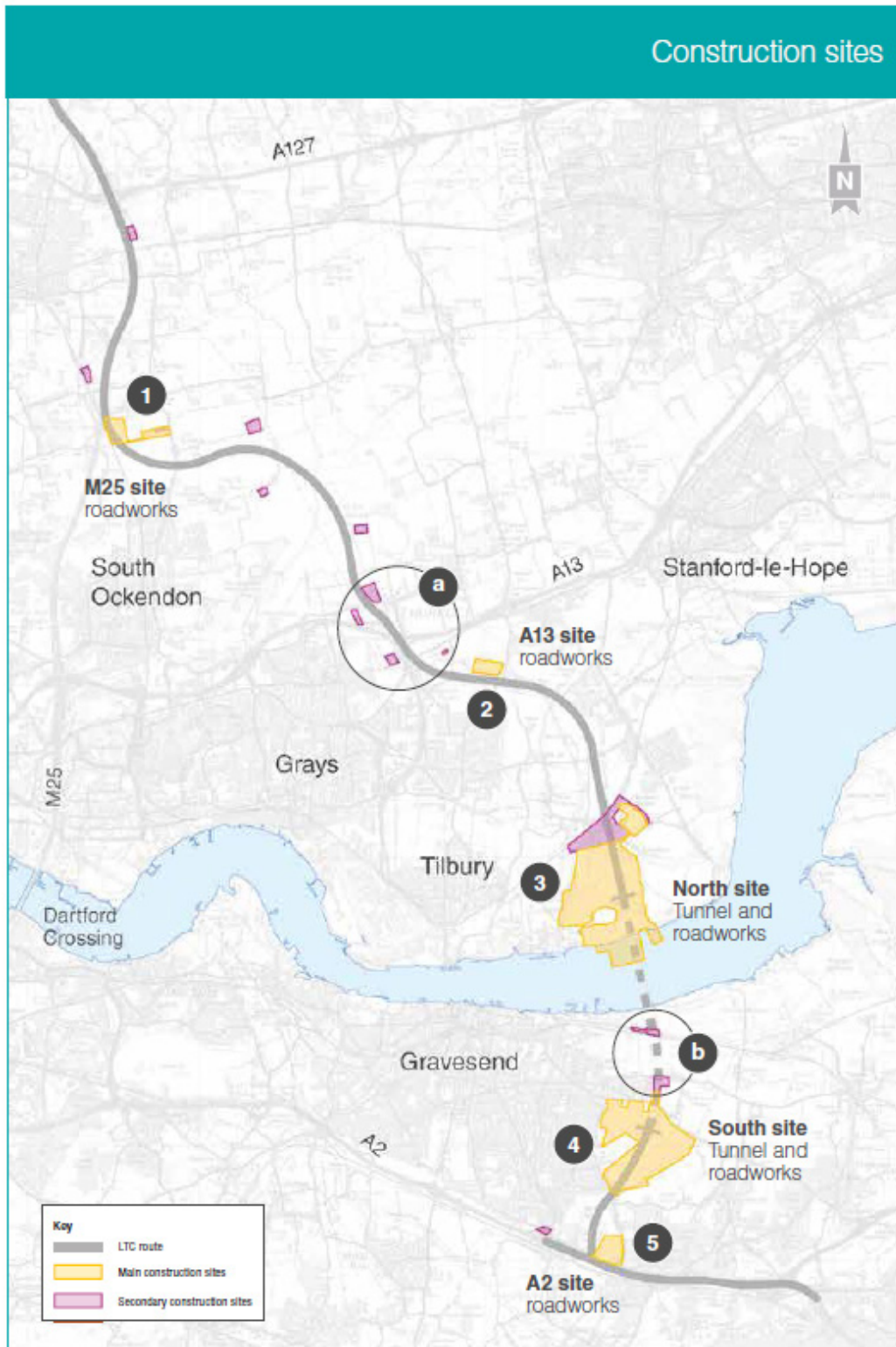
Other sites of note:

- a These sites close to the A13 have been refined following feedback from statutory consultation to reduce the impact on nearby properties
- b These are extensions of the south entrance site, which will be used to mitigate works associated with the ground preparation tunnel



Have your say

To comment on our updated proposals for building the Lower Thames Crossing, please answer question 5a and 5b in the response form.



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Utilities

Along the proposed Lower Thames Crossing there are a number of existing utilities including overhead electricity cables, gas pipes, water pipes, sewers, fibre-optic and telecoms cables/overhead cables. To build the Lower Thames Crossing safely, protect existing supplies and enable future maintenance, utility diversions would be required.

Works would also be required to connect utilities such as communications, water, electricity and waste water to construction sites along the route, as well as to the service buildings located at the southern and northern tunnel entrances.

Our current proposals

Since our statutory consultation in 2018, we have continued to work with the utility companies and other stakeholders to progress our plans and to ensure the Lower Thames Crossing can be built safely and with minimum disruption.

Our current proposals for utility diversions and installation, both above and below ground, are outlined in the Utilities Update document. This document can be found in the locations listed under Next steps.

In the Utilities Update we explain our current proposals for each of the following areas:

- A2 junction and corridor
- Southern tunnel entrance
- Tilbury
- A13 junction (east)
- A13 junction (west)
- Ockendon
- LTC/M25 junction
- M25 junction 29

The Update also includes diagrams showing the proposed utility diversions and proposed positioning of overhead electricity cables (including relocation of pylons) and where we would look to install utilities for the construction and operation of the Lower Thames Crossing.

As we continue to develop our proposals we are also focusing on:

- reducing working areas
- minimising the environmental impact
- minimising the amount and duration of traffic management
- using the same corridors to combine multiple utilities
- minimising separation between pipes and cables
- improving use of stockpiling and storage areas

Mitigating the impacts of works

Where local residents and businesses may be affected by works, we would liaise closely with them to minimise any potential disruption. We are already talking with landowners and occupiers who may be significantly affected and will continue to work with them as plans progress.

To reduce disruption for road users and the local community, we would look to use trenchless technology to install utilities beneath railways, watercourses and major roads. Trenchless techniques are often used for utility works that need to cross beneath railway lines, roads and watercourses. These methods require few trenches or none as they involve either drilling or pulling pipes and cables below the road, railway line or watercourse. For more information please see the Utilities Update document.

Where this is not possible, and we need to work alongside roads, we would aim to keep any closures to a minimum. Where roads are affected by short-term closures and diversions, temporary traffic lights or lane restrictions, we would ensure people know in advance so they can plan their travel accordingly.

Some local footpaths may be affected and we are working with the relevant local authorities to assess potential diversions. We aim to keep disruption to a minimum and limit full route closures and provide alternative routes. Wherever a right of way is affected, we would provide a nearby alternative.

While we have tried to minimise the impacts on sensitive areas, some of the proposals for utilities include works in woodland,

some of which is ancient woodland, local parks and open spaces, the Kent Downs Area of Outstanding Natural Beauty (AONB) and the Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI). This is to avoid residential areas and ensure customer supply is maintained. It does mean however that some woodland may need to be removed in certain areas and we are looking at ways to maximise replanting opportunities at these locations as much as possible.

The utilities diversions we are currently proposing around the A2 have increased the impacts on woodland and environmentally protected areas. We are seeking to address this as we continue to develop our designs. We will continue to work closely with the utilities companies to refine diversion routes where we can, with the aim of avoiding or significantly reducing these impacts ahead of our DCO submission.

Details regarding the potential environmental impacts of the utility diversions, and our mitigation proposals, can be found in our Environmental Impacts Update. See Next steps for the locations of where this document can be found.

Next steps

As well as taking into account responses to this consultation, we will continue to engage with the utility companies, key stakeholders and landowners regarding our proposals. Any refinements to the proposed utility works, the land required and utility alignments will be reflected in our DCO application.



Have your say

To comment on our utilities proposal, answer question 6a and 6b in the response form.

The Utilities Update and Environmental Impacts Update documents can be found at:

- our deposit locations*
- our consultation events*

* A list of these can be found at

www.lowerthamescrossing.co.uk/consultation-2020



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Using the Lower Thames Crossing

Once open, the Lower Thames Crossing would provide more reliable journeys across the river between Kent, Thurrock and Essex. It would improve connections to the busy ports in the South East and better manage high volumes of HGV traffic across the river.

We use traffic modelling to predict how many vehicles will use each part of the road network and the time it will take people to complete their journey, both with and without the crossing. Our traffic model takes into account information such as population, fuel pricing and changes to income.

The crossing will provide more reliable journeys across the river.

Since our statutory consultation, we have updated elements of our traffic model as part of our ongoing work to prepare for our DCO application. This has included:

- Updating the list of other road schemes that are likely to be built on the road network, whether the Lower Thames Crossing is built or not.
- Revising the number of HGVs likely to be on the road network, using more recently published data.
- Updating the size and location of proposed housing and other developments (these are set out in more detail in the Traffic Modelling Update).
- Making alterations to reflect the design changes made to the project (these are set out in more detail in chapter 3).
- Updating the modelled years.



These updates mean our traffic model can predict future traffic conditions using better information and in line with the latest government guidance. The following information uses data from our updated traffic model.

Reliable journeys

In its first year of operation, more than 30 million vehicles are forecast to use the Lower Thames Crossing. This would relieve congestion at the Dartford Crossing by reducing the number of vehicles there by 22 per cent.

The Lower Thames Crossing would have enough capacity to allow fast, reliable journey times well into the future. By 2042, we predict the new route would carry more than 36 million vehicles a year (around 100,000 vehicles a day).

It would reduce journey times across the Thames. For example, when the road opens, morning peak time journeys over the Dartford Crossing between M25 junctions 2 and 31 would be cut from 12 minutes on average to just seven minutes.

Traffic forecasts

The maps on the following pages show the forecast change in traffic in the year of opening as a result of the new crossing. A decrease in traffic is shown as light blue to purple and an increase in traffic is shown as yellow to red. The new crossing is shown as red as it does not currently exist.

In our traffic modelling we examine three time periods; the am peak (7-8am), the pm peak (5-6pm) and inter-peak, which is a typical hour in the middle of the day.

Overall, the impact on traffic is similar during these three modelling periods, with the changes more pronounced and covering a wider area during the morning and evening peaks. However, as with any major new road scheme, traffic flows are forecast to be affected over a wide area.

On some roads, such as the A2 west of its junction with the new crossing, the A13 west of its junction with the new crossing, the Dartford Crossing and the M25 in Thurrock, fewer vehicles will use these routes when the new crossing opens.



Have your say

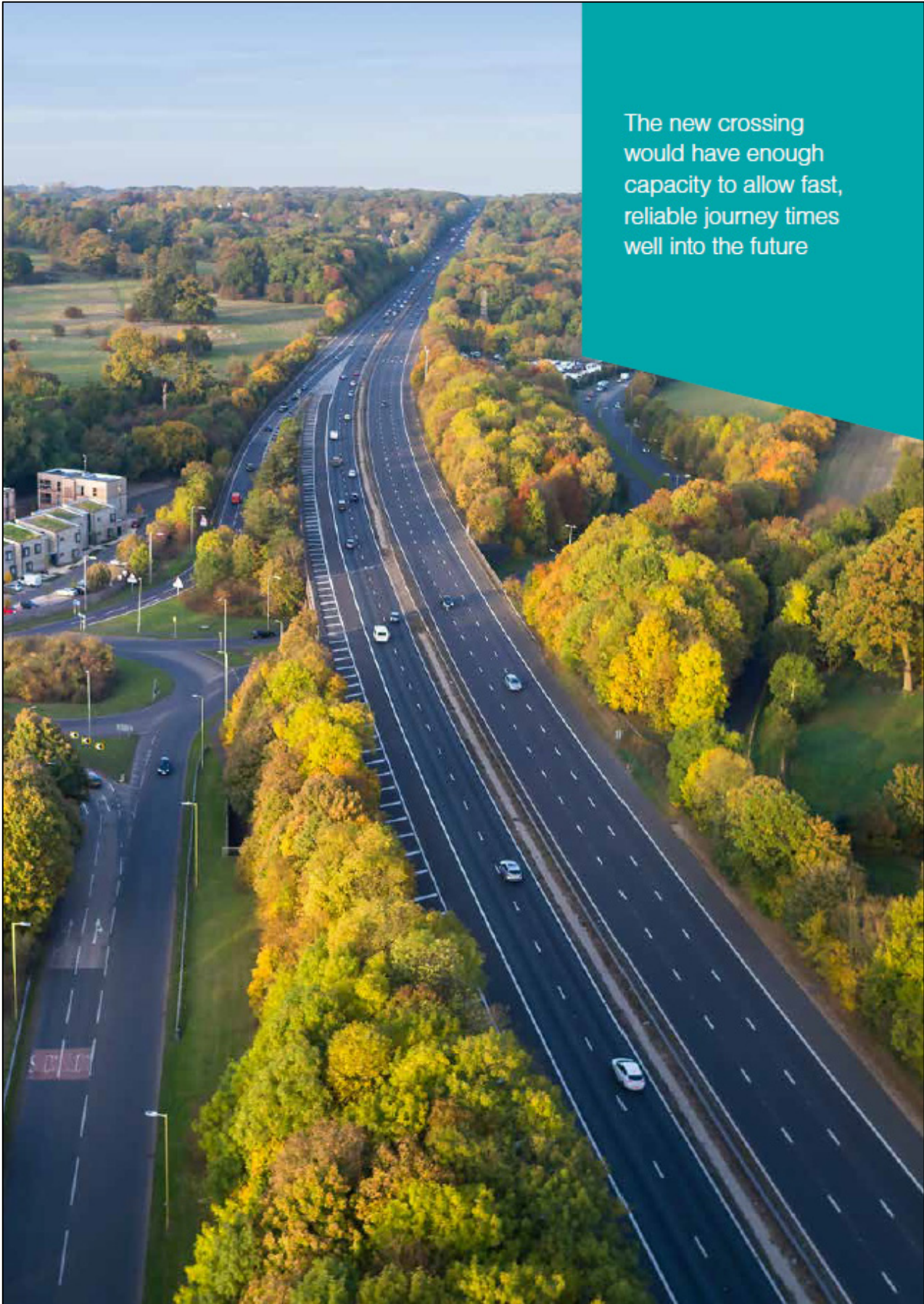
To comment on the affect of the Lower Thames Crossing on traffic conditions in the surrounding road network, please answer questions 7a and 7b in the response form.

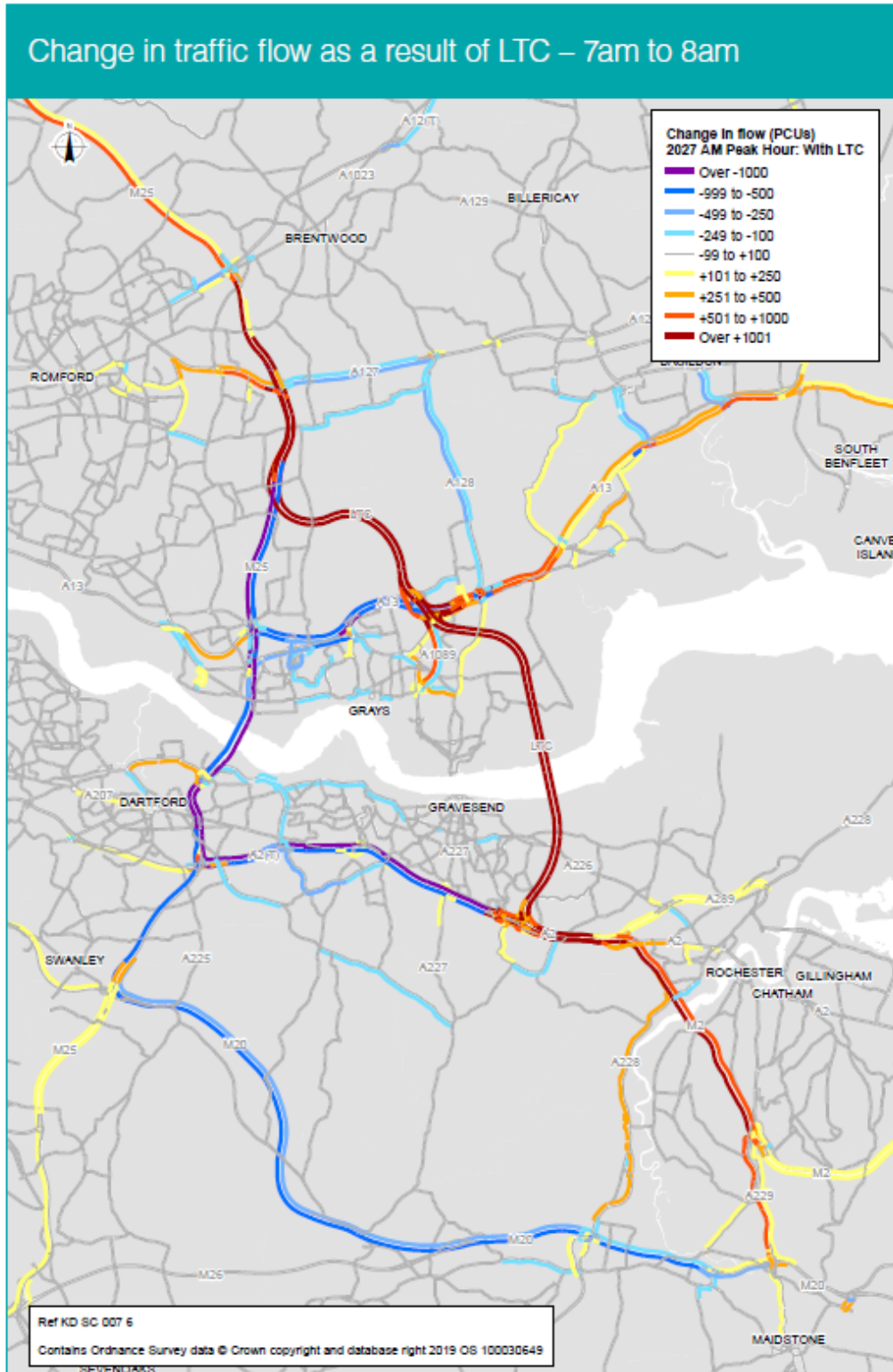
Roads on the approach to the new crossing, including the M2, A228, A229, the A13 east of its junction with the new crossing, the A2 east of Gravesend and some sections of the M25, will experience an increase in traffic as travel across the River Thames becomes easier and more reliable.

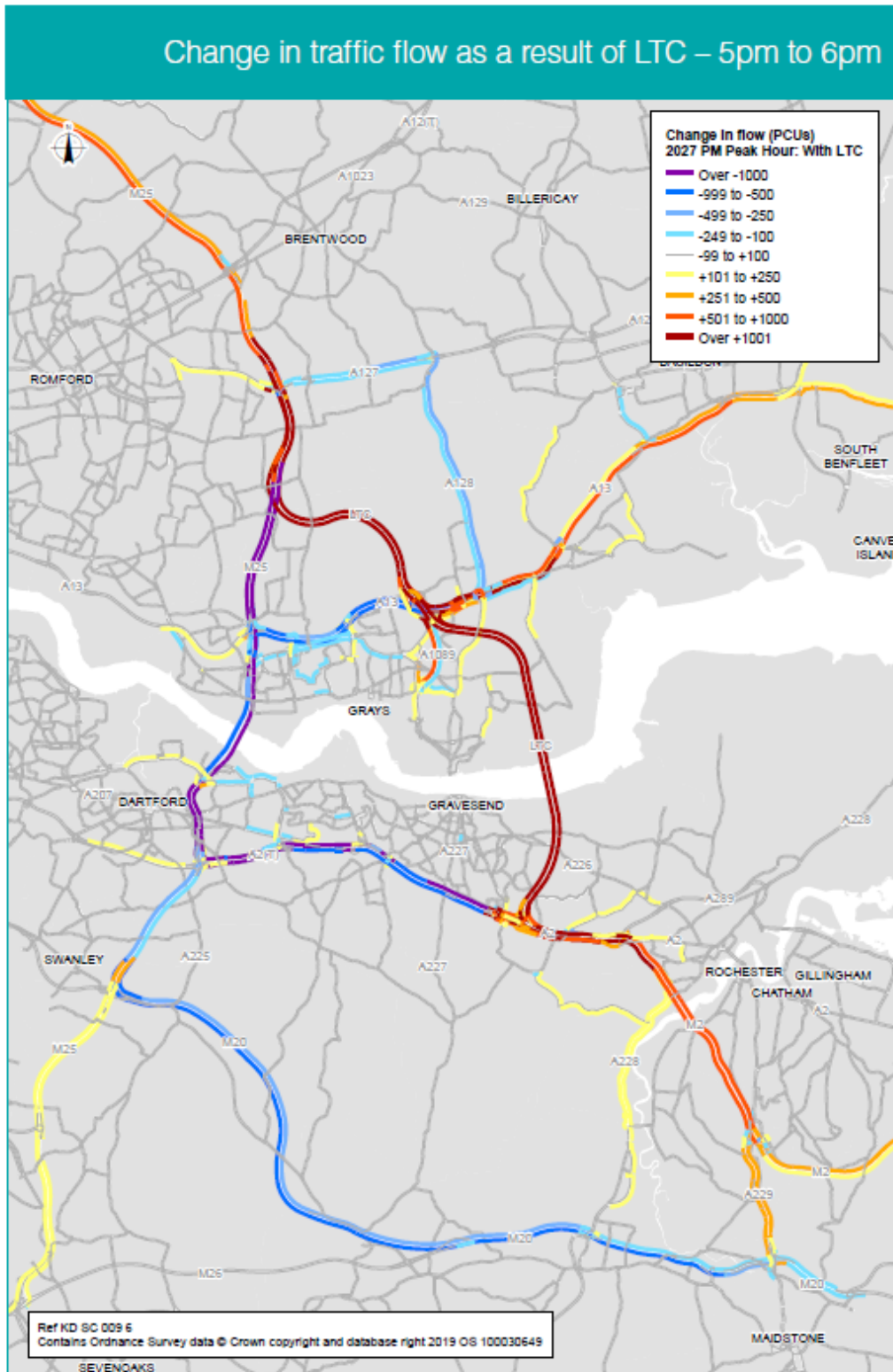
Congested areas of the Strategic Road Network will be monitored and assessed to determine whether further interventions are required as part of Highways England's route-based strategies. On the local road network, we are working closely with the relevant local highway authorities to help them better understand the effect of the Lower Thames Crossing.

Find out more

To find out more about how these forecasts are made, and more detail about our traffic modelling, see the Traffic Modelling Update.







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The Lower Thames Crossing timeline



The DCO process

The Lower Thames Crossing proposal is classified as a Nationally Significant Infrastructure Project. This means that the Planning Inspectorate, on behalf of the Secretary of State for Transport, will consider our application to build and operate the Lower Thames Crossing.

The Planning Inspectorate will make a recommendation to the Secretary of State. If our application is approved, we will be awarded a DCO. This gives us permission to build. Since presenting our proposals for statutory consultation, we have made considerable progress in developing the Lower Thames Crossing

project. We have been refining the design, updating our traffic model and carrying out extensive environmental and geotechnical surveys, all while continuing to engage with our stakeholders.

Our original target of submitting the DCO application in 2019 has been rescheduled because of the volume and

The Planning Inspectorate is responsible for examining the application for development consent. For more information on its role, the process and how to get involved, visit: www.infrastructure.planninginspectorate.gov.uk

DCO examination

The Planning Inspectorate has six months to examine our application. This is called the DCO examination period. During examination, representatives of relevant organisations and members of the public can make representation including the presentation of supporting evidence. Careful consideration is given by the Examining Authority to all the representations of all interested parties during the examination process. Registered parties can send written comments to the Planning Inspectorate and can ask to speak at a public hearing.

Recommendation

The Planning Inspectorate will make a recommendation to the Secretary of State for Transport within three months of the end of the examination period.

Decision (late 2021)

The Secretary of State then has three months to issue a decision. If approved, construction could begin soon after.

Opening

The Lower Thames Crossing opens to traffic.



quality of responses we received to our statutory consultation in 2018. We have considered these in detail and, as a result of the feedback, have made a number of design changes that we are seeking views on during this supplementary consultation.

Following supplementary consultation, we will consider the feedback received before finalising our design, and our environmental and traffic assessments. We will prepare the suite of DCO application documents for a new submission target date of summer 2020. This timeline provides an estimate of how long the process may take.

* We are using a date range of 2027 to 2028 to account for the natural uncertainty in developing a project of this size and scale. As we gather more information from consultation, our ground investigations and engagement with the supply chain, we will gain more certainty.

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How to have your say

Please take this opportunity to give us your views on the changes we have made to our proposals for the crossing.

You can find all the information about the consultation and events, and download a response form, at

www.lowerthamescrossing.co.uk/consultation-2020.

Alternatively, you can pick one up from:

- Consultation events
- Information points
- Deposit locations

You can also ask us to send you a form by:

- Emailing us at info@lowerthamescrossing.co.uk
- Calling us on 0300 123 5000

Send your completed response form using one of the communication channels below. These are all free to use.

We cannot guarantee that responses sent by any other means will be included in our analysis and reporting.



Online

Fill in the online survey at

www.lowerthamescrossing.co.uk/consultation-2020



Post

Send your response form or comments to:

FREEPOST LTC CONSULTATION

The Freepost address is the only text needed on the envelope and no stamp is required.



Email

Comments or electronic copies of the response form should be emailed to **LTC.CONSULTATION@TRAVERSE.LTD**



Public information events

Fill in and submit the response form at our public information events.



Scan me

Use your phone to scan this QR code to go straight to the consultation.

Data privacy notice

We are committed to protecting your personal information. Whenever you provide such information we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

How will Highways England use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including:

- to analyse your feedback to the consultation
- to produce a summary report, based on our analysis of responses (individuals will not be identified in our consultation report)
- to write to you with updates about the results of the consultation and other developments
- to keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Highways England
- Traverse (which has been contracted by us to analyse feedback to the consultation)
- The Planning Inspectorate (which will consider our application for permission to build the Lower Thames Crossing)
- The Secretary of State (who will take the decision on our application)
- Our legal advisers
- Consultants working on the Lower Thames Crossing project

It is also possible that trusted third party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you.

Find out more

Under the terms of the GDPR you have certain rights over how your personal data is retained and used by Highways England. For more information, see our full data privacy statement: **www.highwaysengland.co.uk/privacy**

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Find out more

To have your say, find out more and access our Map Books the latest Traffic Modelling Update, the Environmental Impacts Update and the Utilities Update, go to www.lowerthamescrossing.co.uk/consultation-2020

You can also stay in touch via
Twitter and Facebook – @lowerthames

All of the documents from our 2018 statutory consultation are available online at www.lowerthamescrossing.co.uk/haveyoursay



Have your say

Please submit your response by
23:59 on 25 March 2020.

Lower Thames Crossing supplementary consultation 2020

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.

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This document is also available on our website at www.highwaysengland.co.uk

For an accessible version of this publication please call 0300 123 5000 and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call 0300 123 5000*. Please quote the Highways England publications code **PR19/20**

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*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

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Highways England Company Limited registered in England and Wales number 09346363

Letters

Plate Q.4 Letter to prescribed section 42 consultees on 27 January 2020



Highways England
1st Floor
Woodlands
Manton Lane
Bedford
MK41 7LW

Our ref: S42

0300 123 5000 (local rate call)
info@lowerthamescrossing.co.uk
27 January 2020

Dear [Salutation]

Lower Thames Crossing: Supplementary consultation between 29 January and 25 March 2020

In October 2018 I wrote to inform you that Highways England was about to launch a statutory consultation on our plans for the Lower Thames Crossing – a new road scheme that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames – and that under Section 42 of the Planning Act 2008 we were formally consulting your organisation.

The statutory consultation took place between 10 October and 20 December 2018 and I am pleased to report that we received a very high number of responses, representing a broad spectrum of interests. Since that time we have been carefully considering the feedback in those responses and developing a series of updates to our plans.

The updates, which will be described in full in the consultation material referred to below, include the following:

- improvements to key junction proposals, including the A2/M2 junction in Kent and the A13 junction in Thurrock
- updated information on the environmental impacts of our proposals and how they will be reduced
- new information on the ways in which utilities such as overhead pylons and underground pipelines would be changed to accommodate our proposals


We are now preparing to launch a non-statutory supplementary consultation on our revised plans, before submitting an application for Development Consent to the Secretary of State. The consultation will run from 29 January 2020 until 23:59 on 25 March 2020 and the consultation materials will be made available online at <https://highwaysengland.citizenspace.com/ltc/consultation-2020>.

The consultation materials will include the following:

- 'Your Guide to Supplementary Consultation'
- The supplementary consultation response form
- A public notice, which will be published in local and national newspapers

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HE540039-CJV-GEN-GEN-TEM-LAP-00019





- A Traffic Forecast Non-Technical Summary
- Revised map books

Reference copies of the material will be available in hardcopy at a series of deposit locations within community venues across the area where the Lower Thames Crossing would be situated. Highways England will hold a series of public information events and mobile information centres throughout the consultation period, where it will be possible to collect consultation documents and to speak with members of our project team.

Details of these deposit locations and events are listed on our consultation website, and on the promotional leaflet enclosed with this letter.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. A charge of £110 (including P&P and VAT) will be made for each set of documents.

How to respond


We are encouraging everyone who may be affected by these changes to respond to the consultation. It is possible to respond at any point up to 23:59 on 25 March 2020 but only by using the following dedicated response channels:

- by completing an online response form at:
<https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- posting a response form or letter to 'FREEPOST LTC CONSULTATION' (you do not need to use a stamp when posting to this address)
- sending an email to LTC.CONULTATION@TRAVERSE.LTD

We cannot guarantee that responses sent to any other address will be included in the consultation.

Please note that Highways England may be required to make copies of representations available to the Secretary of State. We refer you to the response form hosted on our consultation website for more information on how Highways England handles personal data.

Yours sincerely



Development Director
Lower Thames Crossing

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Highways England Company Limited registered in England and Wales number 09346363
HE540039-CJV-GEN-GEN-TEM-LAP-00019



Plate Q.5 Letter to consultees identified as section 42(1)(d) on 27 January 2020. The content of the letters was modified to reflect the nature of the potential impacts of the Project on each specified land interest.



Our ref: Unique CRM
SPA-1-20

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Land and Property Lead
Lower Thames Crossing 1st Floor
Woodlands
Manton Lane
Bedford MK41 7LW

0300 123 5000 (local rate call)
info@lowerthamescrossing.co.uk

27 January 2020

Dear [Salutation],

Lower Thames Crossing: Supplementary consultation between 29 January and 25 March 2020

We have previously written to inform you that your property or interest you hold has been identified as being potentially impacted by the Lower Thames Crossing – the Highways England scheme that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

Your property, as described in the table below, is within the development boundary.

Title Number	Land description	Status

The inclusion of your property within the development boundary means you may be eligible to serve a blight notice on Highways England to apply for us to purchase your property if you meet certain criteria. This is explained in further detail on our website below or please contact us using the details above for more information.
www.highwaysengland.co.uk/lower-thames-crossing-in-my-area

The project may also affect you if you hold one or more of the following interests within or adjacent to the boundary: wayleaves, restrictions on title, covenants, easements, rights to mines, minerals or subsoil, options, cautions, notices or other form of legal interest. A Land Use plan has been enclosed with this letter which identifies why we need areas of land that are within the boundary.

Supplementary consultation – 29 January to 25 March 2020

Under Section 42 of the Planning Act 2008 we invited you to view and comment on our proposals during our statutory consultation that ran between October and December 2018.

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Since then our plans have developed and we are now proposing a number of design changes based on feedback and where further information has become available. We are writing to you to inform you of our supplementary consultation on these changes. This consultation is being undertaken on a non-statutory basis.

How to view the design changes

All of the materials describing our proposed changes to the Lower Thames Crossing project can be viewed on our consultation webpage:

<https://highwaysengland.citizenspace.com/ltc/consultation-2020>

Reference copies of the consultation materials will be available in hardcopy at a series of deposit locations within community venues across the area where the Lower Thames Crossing would be situated.

We are also holding a series of public information events and mobile information centres throughout the consultation period, where it will be possible to collect consultation documents and to speak with members of our project team.

The details of these locations and events are listed on our website and the leaflet enclosed with this letter.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. A charge of £110 (including P&P and VAT) will be made for each set of documents.

How to respond to the consultation

We are encouraging everyone who may be affected by these changes to respond to the consultation. It is possible to respond at any point between 00:01 on 29 January and 23:59 on 25 March 2020, but please use the following dedicated response channels as we cannot guarantee that responses sent to any other address will be included in the consultation.

- **ONLINE:** Use the online response form at:
<https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- **FREEPOST:** Posting a response form or letter to 'FREEPOST LTC CONSULTATION' (you do not need to use a stamp when posting to this address)
- **EMAIL:** Sending an email to LTC.CONSULTATION@TRAVERSE.LTD
- **EVENT:** Drop a paper copy of the response form into any event listed on the website and the enclosed leaflet

Page 2 of 3

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HE540039-CJV-GEN - GEN-TEM-LAP-00001





We will ensure that any comments submitted to the above response channels are carefully considered, and the Consultation Report we submit as part of our application for Development Consent Order will explain whether and how we have changed our plans because of the feedback we received.

Please note that Highways England may be required to make copies of representations available to the Secretary of State. We refer you to the response form hosted on our consultation website for more information on how Highways England handles personal data.

If you have any further questions, please do not hesitate to contact us.

Yours sincerely



Land and Property Lead
Lower Thames Crossing

Page 3 of 3

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363
HE540039-C/JV-Q/EN-Q/EN-TEM/LAP-00001





D lines 1-7 ONLY Address

Our ref: AUnique CRM
SPB-1-20

██████████
Land and Property Lead
Lower Thames Crossing 1st Floor
Woodlands
Manton Lane
Bedford MK41 7LW

0300 123 5000 (local rate call)
info@lowerthamescrossing.co.uk

27 January 2020

Dear C Name,

Lower Thames Crossing: Section 42 – Duty to consult on a proposed application

You may be aware that there is a proposal to build the Lower Thames Crossing, a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

As our plans for the project have evolved, the development boundary – the area we will need to construct, operate or mitigate the effects of the new road – has been updated.

I am writing today to let you know that your property, as described in the table below, has been identified as being within, or partially within, the development boundary. I would also like to invite you to view and comment on our proposals, in line with Section 42 of the Planning Act 2008.

Title Number	Land description	Status

Your property and the Development Boundary

The inclusion of your property within the development means we may need to take possession of it temporarily, or acquire it permanently to build the road. The new areas of land we need are required for the following:

- **Utility diversions** – there are various utilities that we may need to divert, such as overhead electricity cables and underground gas pipelines. We have included land for diverting these within the development boundary.
- **Environmental mitigation land** – to help mitigate the impacts of the proposed road. This could include replanting areas of woodland or creating new wildlife habitats.





Our proposals may also affect you if you hold one or more of the following interests within or adjacent to the boundary: wayleaves, restrictions on title, covenants, easements, rights to mines, minerals or subsoil, options, cautions, notices or other form of legal interest. A Land Use plan has been enclosed with this letter which identifies why we need areas of land that are within the boundary along with a drawing identifying the boundary of your property.

Statutory consultation – October to December 2018

You may already be aware that Highways England held a statutory consultation on an earlier version of our plans, between October and December 2018. That consultation included our explanation of why we consider a new river crossing east of London to be necessary, how the route for the Lower Thames Crossing had been selected, as well as a detailed explanation of the predicted environmental impacts of the scheme, our approach to user charging and other specific proposals.

You can see a summary of the proposals presented in the 2018 statutory consultation in the document '*Your Guide to Consultation 2018*', along with the feedback form for that consultation, detailed maps and technical information at:

<https://highwaysengland.citizenspace.com/ltc/consultation>

If you need a printed version of the Guide, please contact us via the Highways England contact centre on 0300 123 5000 or via info@lowerthamescrossing.co.uk

Supplementary consultation – 29 January to 25 March 2020

Since the statutory consultation, we have continued to develop our proposals in response to consultation responses and further information and investigations. As a result, Highways England is now launching a supplementary consultation on the latest version of our proposals for the Lower Thames Crossing. It includes information on changes we have made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated. This follows from the earlier phase of statutory consultation which we refer to above.

You can find our supplementary consultation documents by visiting the webpage:

<https://highwaysengland.citizenspace.com/ltc/consultation-2020>

Reference copies of the supplementary consultation materials will be available in hardcopy at a series of deposit locations within community venues across the area where the Lower Thames Crossing would be situated.

We are also holding a series of public information events and mobile information centres throughout the supplementary consultation period, where it will be possible to collect consultation documents and to speak with members of our project team.

The details of these locations and events are listed on our website and the leaflet enclosed with this letter

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford,

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09345363
HE540039-CJN-GEN-GEN-TEM-LAP-00002





MK41 7LW. A charge of £110 (including P&P and VAT) will be made for each set of documents. You can request a set of the statutory consultation material in the same way, but because the pack of material is larger the cost is £175 (plus P&P and VAT).

Responding to the consultation

As you have now been identified as a Section 42 statutory consultee we are offering you this opportunity to provide feedback on any aspect of the proposals that was included at the 2018 statutory consultation as well as those aspects of the proposals which have been supplemented or amended as set out in the supplementary consultation materials. You should therefore consider both sets of consultation documents together.

Those aspects on which you are welcome to comment on include:

- the need for the project;
- the route and alignment of the project;
- the proposed junctions;
- the construction programme and methods; and
- the environmental impacts of the project;

The deadline for submitting your views is the same as for the supplementary consultation: 23:59 on 25 March 2020.

The following are the dedicated response channels:

- **ONLINE RESPONSE FORM:** Use the online response form at: <https://highwaysengland.citizenspace.com/ltc/consultation-2020>. If you also wish to use the form to comment on aspects of the proposals from the 2018 statutory consultation proposals, we suggest you use question 8: 'Other comments'.
- **FREEPOST RESPONSE FORM:** Posting a paper copy of the supplementary consultation response form to 'FREEPOST LTC CONSULTATION' (you do not need to use a stamp when posting to this address). Alternatively, the material on our statutory consultation website includes a response form that was created in 2018 to generate feedback on our proposals. If you wish to download and submit that form you are welcome to do so, but please be aware that some of the topics it covers – for example a proposal for a Rest and Service Area – have now been removed from our proposals.
- **EMAIL OR LETTER:** Sending an email to LTC.CONSULTATION@TRAVERSE.LTD or a letter to 'FREEPOST LTC CONSULTATION' (you do not need to use a stamp when posting to this address). Where your comments relate to aspects of the statutory consultation proposals, we would be grateful if you could identify that in your response.
- **EVENT:** Drop a paper copy of either the supplementary or statutory consultation response form into any event listed on the website and the enclosed leaflet.

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HES40039-CJV-GEN-GEN-TEM-LAP-00002






We cannot guarantee that responses sent to any other address will be included in the consultation.

We will ensure that any comments submitted to the response channels are carefully considered, and the Consultation Report we submit as part of our application for Development Consent Order will explain whether we have changed our plans because of the feedback we received.

Please note that Highways England may be required to make copies of representations available to the Secretary of State. We refer you to the response form hosted on our consultation website for more information on how Highways England handles personal data.

If you have any further questions, please do not hesitate to contact us.

Y




Land and Property Lead
Lower Thames Crossing

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HE540039-CJN-QEN-QEN-TEM-LAP-00002



Plate Q.6 Letter to the Planning Inspectorate informing of the launch of the Supplementary Consultation (issued on a non-statutory basis)



Our ref: LTC-PINS

[REDACTED]

The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

Highways England
1st Floor
Woodlands
Manton Lane
Bedford
MK41 7LW

28 January 2020

Dear [REDACTED]

Lower Thames Crossing: Supplementary consultation between 29 January 2020 and 25 March 2020

In October 2018 I wrote to inform the Planning Inspectorate that Highways England was about to launch a statutory consultation on our plans for the Lower Thames Crossing – a new road scheme that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames - and that under Section 46 of the Planning Act 2008 we were formally consulting the Secretary of State for Transport.

We are now preparing to launch a non-statutory supplementary consultation on our revised plans, before submitting an application for Development Consent to the Secretary of State.


The consultation will run from 29 January 2020 until 23:59 on 25 March 2020 and the consultation materials will be made available online at www.lowerthamescrossing.co.uk/consultation-2020.

In addition to this letter, we have today provided you with a secure weblink to electronic copies of the material we have produced for consultation, as well as examples of the letters that have been sent to our statutory consultees and identified land interests. With the exception of these letters, all of the material provided in the link will be available on our consultation website (www.lowerthamescrossing.co.uk/consultation-2020) and available for inspection at the deposit locations listed on our non-statutory public notice and other publicity materials.

Here is a list of the documents that will be available on our consultation website and at our deposit locations:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update

Registered office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363





- Utilities Update
- Easy Read version of the 'Guide to Supplementary Consultation'
- Non-statutory public notice

Should you have any queries, please do not hesitate to contact the undersigned using any of the details provided. We would be grateful if you could confirm receipt of this letter.

Yours sincerely



Development Director
Lower Thames Crossing

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363



Local authority engagement

Plate Q.7 Approach to Supplementary Consultation



Lower Thames Crossing: Supplementary consultation 2020 Our approach to consultation

Introduction

1. Highways England is carrying out a non-statutory supplementary consultation for the Lower Thames Crossing, following on from the statutory consultation that was held at the end of 2018. This next consultation launches for an eight-week period on 29 January 2020, closing at 11.59pm on 25 March 2020. The purpose of this consultation is to gather feedback on scheme elements that have changed since statutory consultation.
2. This brief provides host local authorities with an overview of how we are consulting with local communities.
3. This brief is part of Highways England's ongoing engagement with local authorities on the scheme. As a result of scheme development and further investigations, we have identified new persons with interest in land who qualify as section 42(1)(d) consultees under the Planning Act 2008. We are consulting this targeted group on a statutory basis simultaneously with the supplementary consultation. It will be explained to this group that they can comment on aspects from statutory consultation which are not amended by the supplementary consultation

Project overview

4. The Project includes a proposal to construct, operate and maintain the Lower Thames Crossing, a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.
5. The Project is classified as a Nationally Significant Infrastructure Project (NSIP), as defined by the Planning Act 2008. This means that we are required to submit an application to the Secretary of State for permission to construct.
6. The Project plans to submit its DCO application in summer 2020.

Supplementary consultation publicity

7. Overview of consultation publicity channels:

Channel	Details
Website	Project information will be available on the supplementary consultation website at www.lowerthamescrossing.co.uk/consultation-2020 . The website will also provide the opportunity for people to respond to the consultation. Information about the scheme presented during the 2018 statutory consultation remains available at www.lowerthamescrossing.co.uk/haveyoursay .



Consultation leaflet	A summary leaflet including key consultation information, event details and deposit locations will be mailed out to addresses in the vicinity of the proposed development. See Appendix 1 for a map showing the distribution area.
Email	Information about the consultation and notifications encouraging people to respond will also be sent to an extensive database of individuals, businesses, interest groups and organisations. All email data is held and used in accordance with the relevant data protection legislation.
Social media	The supplementary consultation will be promoted through a combination of posts and event announcements via the Lower Thames Crossing Twitter account (@lowerthames) and Facebook page (www.facebook.com/lowerthames). There would also be additional publicity using the Highways England Twitter and Facebook profiles.
Non-statutory notices	Supplementary consultation is being carried out on a non-statutory basis, so we are not legally obliged to publish notices advertising the consultation. However, as part of our commitment to promoting the consultation widely, we will publish notices in local and national newspapers and journals at the start of the consultation period, in a similar way to how we did during statutory consultation.
Media	We will carry out press activity to encourage media to provide editorial coverage of the consultation.
Advertising	Our paid-for advertising campaign focuses on the local area but, given the significance of the Project, is also designed to reach a wider population across the region and UK. We will be placing adverts in local printed media, on poster sites on the road network around Kent and Essex, and also on websites and social media.
Public information events, including mobile information centre	<p><i>Public information events</i></p> <p>We will hold eight public information events (PIEs), listed below, which are targeted towards the areas most affected by the changes and use venues that meet our accessibility criteria. At the PIEs, LTC staff will be available to answer questions, and response forms can be obtained and submitted.</p> <p>Thurrock Civic Centre, Blackshots Lane, Grays, RM16 2JU Friday 21 February 2020, 2pm – 8pm</p> <p>New Windmill Hall, St Mary’s Lane, RM14 2QH Saturday 22 February 2020, midday – 6pm</p>



	<p>Cascades Leisure Centre, Throng Lane, Gravesend, DA12 4LG Thursday 27 February 2020, 2pm – 8pm</p> <p>East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM18 8RB Tuesday 3 March 202, 2pm – 8pm</p> <p>Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS Monday 9 March, 2pm – 8pm</p> <p>Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS Wednesday 11 March 2020, 2pm – 8pm</p> <p>Gravesham Civic Centre, Windmill Street, Gravesend, DA12 1AU Saturday 14 March 2020, midday – 6pm</p> <p>Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon, RM15 6TD Tuesday 17 March 2020, 2pm – 8pm</p> <p><i>Mobile information centre</i> During supplementary consultation, our mobile information centre (MIC) will visit the following 12 locations in the vicinity of the scheme. At the MIC, LTC staff will be available to answer questions, and response forms can be obtained.</p> <p>Defoe Parade, Grays, RM16 4QR Wednesday 26 February 2020, 10am-7pm</p> <p>Thames Chase Forest Centre, Broadfields Farm Cottage, Pike Lane, Upminster, RM14 3NS Friday 28 February 2020, 12pm-5pm</p> <p>Chalk Parish Hall, Pirrip Close, Gravesend, DA12 2ND Wednesday 4 March 2020, 10am-7pm</p> <p>Higham Library Car Park, 8 Forge Lane, ME3 7AS Friday 6 March 2020, 10am-3pm</p> <p>Higham Train Station (car park), ME3 7JQ Friday, 6 March 2020, 4pm-7pm</p>
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	<p>Gravesend Town Centre, King Street, Gravesend, DA12 2XX Saturday, 7 March 2020, 10am-5pm</p> <p>Shorne Woods Country Park, Brewers Road, Shorne, Gravesend, DA12 3HX Sunday, 8 March 2020, 11am-4pm</p> <p>Meadow Rooms, The Street, Cobham, DA12 3BZ Thursday, 12 March 2020, 9.30am-3pm</p> <p>Sole Street Station Car Park, Cobham, DA13 0XY Thursday, 12 March 2020, 4pm-7pm</p> <p>Shorne Village Hall Car Park, 16 The Street, Shorne, DA12 3EA Wednesday, 18 March 2020, 11am -7pm</p> <p>Upminster Library, 26 Corbets Tey Road, Upminster RM14 2BB Thursday 19 March 2020, 10am-7pm</p> <p>Grays Town Centre, High St, Grays, RM17 6NP Saturday 21 March 2020, 10am-5pm</p>
Ongoing programme of stakeholder engagement	We will offer face-to-face briefings to discuss the proposals with local authorities and parish councils in the affected areas.
Community and stakeholder briefings	We will encourage community representatives and stakeholder groups in the affected areas to attend the local events where we will be on hand to meet with them and answer questions.
Ad hoc meetings	Where resources permit, we will attend meetings when invited by community groups, business and interest groups to discuss the Project. These meetings can be requested by contacting us via email, post or telephone.
Deposit locations	There will be eight deposit locations along the route, using the same locations as were used during statutory consultation. The deposit locations include reference copies of supplementary consultation materials (listed on p6) and appropriate promotional materials for people to read and take away. There are no LTC staff at the deposit locations.



	<p>Brentwood Library, New Road, Brentwood, CM14 4BP</p> <p>Dartford Central Library, Central Park, Market Street, Dartford, DA1 1EU</p> <p>Gravesend Library, Windmill Street, Gravesend, DA12 1BE</p> <p>Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX</p> <p>Maidstone Library, Kent History & Library Centre, James Whatman Way, Maidstone, ME14 1LQ</p> <p>Rochester Library, Rochester Community Hub, Eastgate, Rochester, ME1 1EW</p> <p>Romford Central Library, St Edwards Way, Romford, RM1 3AR</p> <p>Tilbury Hub, Civic Square, Tilbury, RM18 8AD</p>
<p>Information points</p>	<p>There will be 10 information points along the route, where the promotional materials listed on p6 will be available to read and take away. There are no LTC staff at the information points.</p> <p>Belhus Library, South Ockendon Centre, Derry Avenue, South Ockendon, RM15 5DX</p> <p>Blackshots Library, Blackshots Lane, Grays, RM16 2JU</p> <p>Chadwell Library, Brentwood Road, Chadwell St Mary, RM16 4JP</p> <p>East Tilbury Library, Princess Avenue, East Tilbury, RM18 8ST</p> <p>Marling Cross Library, 266 Mackensie Way, Gravesend, DA12 5TY</p> <p>Meopham Library, Wrotham Road, Meopham, DA13 0AH</p> <p>Riverview Park Library, The Alma, Leander Drive, Gravesend, DA12 4NG</p> <p>Shorne Woods Country Park Visitor Centre, Brewers Road, Shorne, DA12 3HX</p>



	<p>Thurrock Council Civic Offices, New Road, Grays, RM17 6SL</p> <p>Upminster Library, 26 Corbets Tey Road, Upminster, RM14 2BB</p>
Copies of consultation documents on request	<p>Paper copies of the supplementary consultation guide, consultation leaflets and response forms will be posted free of charge to individuals and organisations on request, although we may charge for bulk requests.</p> <p>All the consultation documents will be available free to download from the supplementary consultation website.</p> <p>A printed copy of additional supplementary consultation documents such as map books can be purchased on request at a cost of £110 per set (inc. VAT and P&P). A printed copy of materials that were presented at statutory consultation can also be purchased on request. Due to the size of the documents, a charge of £175 (ex. VAT and P&P) would be made for each set of statutory consultation documents.</p> <p>We will also make digital copies of the consultation materials available on USB memory stick free of charge on request (one per household).</p> <p>All document requests should be made via Highways England. See the section on contacting us below.</p>
Alternative formats	<p>We will consider requests for alternative document formats, such as Braille, to enable all members of the public to read and comment on the consultation. There would be no charge for alternative formats over the costs outlined above. We are producing an Easy Read version of the consultation information, which will be available on the consultation website, at events and at the deposit locations.</p>
Customer contact centres	<p>The Highways England customer contact centre will be able to provide information about the consultation to members of the public. The phone number is 0300 123 5000. We will brief local authority customer contact centres, so they are able to provide the public with information about the consultation. See the separate Customer Contact Briefing document supplied by Highways England.</p>
Equalities and harder to reach populations	<p>We are taking steps to ensure that harder to reach groups (including those that have protected characteristics under the Equality Act 2010) are encouraged to participate in our consultation. These steps include making our materials and events more accessible to people with disabilities and targeting our mobile information centre at harder to reach communities.</p>



Consultation materials

8. We will make the following consultation materials available on the supplementary consultation website and at deposit locations. Those marked with an asterisk will be available to take away, while those not marked will be reference only. The promotional materials marked with an asterisk will be available at the information points.

- Guide to Supplementary Consultation*
- Supplementary consultation leaflet*
- Response Form and Freepost envelope*
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the 'Guide to Supplementary Consultation'

How to respond to supplementary consultation

9. The public and stakeholders will be able to respond to the supplementary consultation using the same methods that were available during statutory consultation, which are:

- Using the online response form at www.lowerthamescrossing.co.uk/consultation-2020
- Posting a paper response form or comments to FREEPOST LTC CONSULTATION
- Emailing comments or a completed response form to LTC.CONSULTATION@TRAVERSE.LTD
- Handing in a paper response form at a public information event

How to contact Highways England

10. Highways England can be contacted in the ways listed below. Note these are not consultation response channels.

- Phone: 0300 123 5000
- Email: info@lowerthamescrossing.co.uk
- Post: Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW




Appendix 1: Leaflet distribution area



Plate Q.8 Email sent to contacts on the Project's customer database

Click [here](#) if you are having trouble viewing this message.

 Lower Thames Crossing: Your invitation to consultation

Have your say on changes to the Lower Thames Crossing

We want to hear your views about the changes we have made to the proposed Lower Thames Crossing, a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

Supplementary consultation

At the end of 2018 almost 29,000 people shared their views on our proposals for the Lower Thames Crossing. We are now proposing a number of design changes based on feedback and where further information has become available. This is your opportunity to view and comment on these changes, which include:

- M2/A2, including the junction with the Lower Thames Crossing
- Southern tunnel entrance
- Removal of the rest and service area and Tilbury junction
- A13/A1089 junction
- Number of lanes southbound between M25 and A13 junctions

To have your say, go to [lowerthamescrossing.co.uk/consultation-2020](https://www.lowerthamescrossing.co.uk/consultation-2020) for more information and to access the response form – which will take you as little as a few minutes to complete.

[Click here to view changes.](#)

Our consultation events

You can find out more and have your say online, or we've listed our events that give you the opportunity to meet the team and ask them questions.

[Click here to view our consultation events.](#)

How to have your say

Online

Fill in the online survey at: www.lowerthamescrossing.co.uk/consultation-2020

Freepost

Post your response form or comments to:

FREEPOST LTC CONSULTATION

(The Freepost address is the only text needed on the envelope, and no stamp is required.)

Email

Email your comments to: LTC.CONSULTATION@TRAVERSE.LTD

Events

Drop a copy of the response form into any of our [consultation events](#).

Please tell us what you think by 23:59 on 25 March.

With kind regards

Chris Taylor

Director, Complex Infrastructure Programme

Highways England

If you have any questions, you can call our helpline on 0300 123 5000 between 9am and 5pm, or email ltc@highwaysengland.co.uk Monday to Saturday.

 [YouTube image](#)

[Keep up to date with the Lower Thames Crossing](#)

Hear about the latest updates and news from the Lower Thames Crossing by joining the mailing list [here](#).



Phone: 0300 123 5000 (local rate call)

Email: info@lowerthamescrossing.co.uk

Website: www.lowerthamescrossing.co.uk

Please do not reply to this email. You are receiving this email because you participated in the Lower Thames Crossing consultation, have been involved in the project, or have subscribed to our email updates. In an effort to ensure that all those interested are informed of project updates, you may receive this email notification more than once. We would like to apologise in advance for any inconvenience that this may cause.

Click [here](#) to unsubscribe or to change your Subscription Preferences.

Plate Q.9 Email sent to Dart Charge account holders

----- Forwarded message -----

From: 'no-reply-ltc@dartford-crossing-charge.service.gov.uk' <no-reply-ltc@dartford-crossing-charge.service.gov.uk>
Sent: Wednesday, 19 February 2020, 16:01:32 GMT
Subject: The Lower Thames Crossing consultation - invitation to have your say

If you are not able to see this mail, click [here](#)

Dear Customer,

As a Dart Charge account holder, Highways England would like to keep you informed of updates about the Crossing and vicinity.

We want to hear your views about the changes we have made to the proposed Lower Thames Crossing, a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

At the end of 2018 almost 29,000 people shared their views on our proposals for the Lower Thames Crossing.

We are now proposing several design changes based on feedback and where further information has become available. This is your opportunity to view and comment on these changes, which include:

- M2/A2, including the junction with the Lower Thames Crossing
- Southern tunnel entrance
- Removal of the rest and service area and Tilbury junction
- A13/A1089 junction
- Number of lanes southbound between M25 and A13 junctions

To have your say, go to highwaysengland.citizenspace.com/ltc/consultation-2020/ for more information and to access the response form – which will take you only a few minutes to complete.

You can also subscribe to email alerts and stay in touch via [Facebook – @LowerThames](#) and via [Twitter](#) using the handle @LowerThames to hear about the latest developments.

If you have any questions, please call the Highways England Customer Contact Centre on 0300 123 5000 between 9am and 5pm, or email ltc@highwaysengland.co.uk Monday to Saturday.

Kind regards
Chris Taylor
Director, Complex Infrastructure Programme,
Highways England

Notices

Table Q.2 Details of non-statutory newspaper notices publicising the Supplementary Consultation

Publication name	Week 1	Week 2
National newspaper		
The Times	Thursday 6 February	n/a
Local newspapers		
Essex Chronicle	Thursday 6 February	Thursday 13 February
Kent Messenger	Thursday 6 February	Thursday 13 February
London Gazette	Thursday 6 February	n/a
Romford Recorder	Friday 7 February	Friday 14 February
Thurrock Gazette	Thursday 6 February	Thursday 13 February
Trade journals		
Lloyd's List	Thursday 6 February	n/a
Fishing News	Thursday 6 February	n/a

Plate Q.10 Supplementary Consultation non-statutory notice



LOWER THAMES CROSSING
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY SUPPLEMENTARY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

On the south side of the River Thames, the new road would link to the A2 and M2 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Havering.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network;
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;
- technology providing lane control and variable speed limits up to 70mph;
- upgrades to the M25, A2 and A13 where it connects to those roads;
- new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons;
- two 2.6-mile (4.2km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;
- provision of environment mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests/rights in land.

The Project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/haveyoursay, along with the rest of the statutory consultation materials. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 29 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the 'Guide to Supplementary Consultation'

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/consultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the times listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. A charge of £110 (including P&P and VAT) will be made for each set of documents. Consultation materials can also be supplied on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

Paper copies of the supplementary consultation guide, leaflet, response form and Freepost envelope will be supplied free of charge on request by contacting Highways England (one per household). In addition, response forms can be printed out from www.lowerthamescrossing.co.uk/consultation-2020, and can also be obtained free of charge from public information events, the mobile information centre, deposit locations and information points.

Public information events, where you can view the consultation materials and talk to the Project team, are taking place at the locations, dates and times listed in this notice. In addition, a staffed mobile information centre (MIC) will visit locations near the scheme to supplement the public information events, and the MIC locations, dates and times are listed at www.lowerthamescrossing.co.uk/consultation-2020.

Any person may comment on the proposals or otherwise respond to this consultation publicly. Responses can be submitted by:

- Filling in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Emailing comments or electronic copies of the response form to: LTC.CONSULTATION@TRAVERSE.LTD

- Posting comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed on the envelope)
- Filling in a paper response form at one of our public information events.

Responses must be received by 11.59pm on 25 March 2020.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order, once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

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Highways England's policy on managing personal data can be found at <https://highwaysengland.co.uk/privacy>

David Manning, Highways England

Public information events

Thurrock Civic Centre, Blackshots Lane, Grays, RM16 2JU
Friday 21 February 2020, 2pm-8pm

New Windmill Hall, St Mary's Lane, Upminster, RM14 2QH
Saturday 22 February 2020, midday-6pm

Cascades Leisure Centre, Thong Lane, Gravesend, DA12 4LG
Thursday 27 February 2020, 2pm-8pm

East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM18 8RB
Tuesday 3 March 2020, 2pm-8pm

Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS
Monday 9 March 2020, 2pm-8pm

Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS
Wednesday 11 March 2020, 2pm-4pm

Gravesham Civic Centre, Windmill Street, Gravesend, DA12 1AU
Saturday 14 March 2020, midday-6pm

Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon, RM15 6TD
Tuesday 17 March 2020, 2pm-8pm

Deposit locations

Brentwood Library, New Road, Brentwood, CM14 4BP
Monday 9am-6pm
Tuesday 9am-6pm
Wednesday 9am-1pm
Thursday 9am-6pm
Friday 9am-6pm
Saturday 9am-5pm

Dartford Central Library, Central Park, Market Street, Dartford, DA1 1EU
Monday - Wednesday 10am-5pm
Thursday 10am-6pm
Friday 10am-5pm
Saturday 10am-5pm

Gravesend Library, Windmill Street, Gravesend, DA12 1BE
Monday - Saturday 10am-5pm

Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX
Monday 9am-7pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 9am-7pm
Friday 9am-5pm
Saturday 9am-1pm

Maldstone Library, Kent History & Library Centre, James Whatman Way, Maldstone, ME14 1LQ
Monday - Saturday 10am-5pm

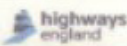
Rochester Library, Rochester Community Hub, Eastgate, Rochester, ME1 1EW
Monday - Friday 9am-8pm
Saturday 10am-4pm

Romford Central Library, St Edwards Way, Romford, RM1 3AR
Monday 10am-8pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 10am-8pm
Friday 9am-5pm
Saturday 10am-4pm

Tilbury Hub, Civic Square, Tilbury, RM18 8AD
Monday 10am-5pm
Wednesday 10am-5pm
Friday 10am-5pm
Saturday 10am-1pm

Supplementary Consultation notices in local, national and trade media

Plate Q.11 Notice in The Times, 6 February 2020



LOWER THAMES CROSSING
NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY SUPPLEMENTARY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 26 December 2019. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation material.

On the south side of the River Thames, the new road would link to the A2 and M2 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Havering.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network;
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;
- technology providing lane control and variable speed limits up to 70mph;
- upgrades to the M25, A2 and A13 where it connects to those roads;
- new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons;
- two 2.6 mile (4.2km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;
- provision of environment mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests in land.

The Project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 36th statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/havering, along with the rest of the statutory consultation material. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 29 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the Guide to Supplementary Consultation

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/consultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the sites listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7JW. A charge of £110 (including P&P and VAT) will be made for each set of documents. Consultation materials can also be supplied on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

Paper copies of the supplementary consultation guide, leaflet, response form and Freepost envelope will be supplied free of charge on request by contacting Highways England (one per household). In addition, response forms can be printed out from www.lowerthamescrossing.co.uk/consultation-2020, and can also be obtained free of charge from public information events, the mobile information centre, deposit locations and information points.

Public information events, where you can view the consultation materials and talk to the Project team, are taking place at the locations, dates and times listed in this notice. In addition, a staffed mobile information centre (MIC) will visit locations near the scheme to supplement the public information events, and the MIC locations, dates and times are listed at www.lowerthamescrossing.co.uk/consultation-2020.

Any person may comment on the proposals or otherwise respond to this consultation publicly. Responses can be submitted by:

- Filing in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Emailing comments or electronic copies of the response form to: LTC.CONSULTATION@TRAVERSSE.LTD

Posting comments or paper response forms to: FREEPOST LTC CONSULTATION
 (no stamp or additional address information is needed on the envelope)

- Filing in a paper response form at one of our public information events.

Responses must be received by 11.59pm on 25 March 2020.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order, once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7JW.

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David Manning, Highways England

Public information events

Thurrock Civic Centre, Blackstone Lane, Grays, RM16 2JJ
 Friday 21 February 2020, 2pm-6pm

New Windmill Hall, St Mary's Lane, Uppinder, RM14 2QH
 Saturday 22 February 2020, midday-6pm

Catcotes Leisure Centre, Thong Lane, Gravesend, DA12 4GG
 Thursday 27 February 2020, 2pm-6pm

East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM18 9RE
 Tuesday 3 March 2020, 2pm-6pm

Gratt Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS
 Monday 9 March 2020, 2pm-6pm

Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS
 Wednesday 11 March 2020, 2pm-6pm

Gravehall Civic Centre, Windmill Street, Gravesend, DA12 1AU
 Saturday 14 March 2020, midday-6pm

Brandon Grove Community Club, Brandon Grove Avenue, South Ockendon, RM15 6TD
 Tuesday 17 March 2020, 2pm-6pm

Deposit locations

Brentwood Library, New Road, Brentwood, CM14 4BP
 Monday 9am-6pm
 Tuesday 9am-6pm
 Wednesday 9am-1pm
 Thursday 9am-6pm
 Friday 9am-6pm
 Saturday 9am-5pm

Dartford Central Library, Central Park, Market Street, Dartford, DA1 1EU
 Monday - Wednesday 10am-6pm
 Thursday 10am-6pm
 Friday 10am-6pm
 Saturday 10am-5pm

Gravesend Library, Windmill Street, Gravesend, DA12 1BE
 Monday - Saturday 10am-6pm

Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX
 Monday 9am-7pm
 Tuesday 9am-6pm
 Wednesday 9am-6pm
 Thursday 9am-7pm
 Friday 9am-6pm
 Saturday 9am-1pm

Maldstone Library, Kent History & Library Centre, James Whitson Way, Maldstone, ME14 1LQ
 Monday - Saturday 10am-5pm

Rochester Library, Rochester Community H.H., Eastgate, Rochester, ME1 1EW
 Monday - Friday 9am-6pm
 Saturday 10am-4pm

Romford Central Library, St Edwards Way, Romford, RM1 3AP
 Monday 10am-6pm
 Tuesday 9am-6pm
 Wednesday 9am-6pm
 Thursday 10am-6pm
 Friday 10am-6pm
 Saturday 10am-1pm

Tilbury Hub, Civic Square, Tilbury, RM18 8AD
 Monday 10am-6pm
 Wednesday 10am-6pm
 Friday 10am-6pm
 Saturday 10am-1pm

Plate Q.13 Notice in the Kent Messenger, 6 and 13 February 2020

62 Thursday, February 6, 2020 Kent Messenger (TNE) www.kentonline.co.uk To advertise 01634 22787

Classified

LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY SUPPLEMENTARY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Watkyn Street, Colindale, London, NW9 1UZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

On the south side of the River Thames, the new road would link to the A2 and A21 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Haringey.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals include:

- approximately 54.3 miles (28mi) of new roads connecting the tunnel to the existing road network;
- three lanes in both directions, apart from the southbound carriageway between the M25 and A13, where it would be two lanes, and several junctions;
- technology providing lane control and variable speed limits up to 70mph;
- upgrades to the M25, A2 and A13 where it connects to these roads;
- new structures and changes to existing ones including bridges, viaducts and viaducts such as electrically powered;
- two 2.0-mile (3.2km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;
- provision of enhanced mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests therein.

The Project is an Environmental Impact Assessment development ("EIA development") as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement, containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/thecrossing, along with the rest of the statutory consultation materials. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 29 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Preseal envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utlities Update
- Easy Read version of the 'Guide to Supplementary Consultation'

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/supconsultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the sites listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7JX. A charge of £110 (including P&P and VAT) will be made for each set of documents. Online orders can also be placed on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

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and times listed in this notice. In addition, a staffed mobile information centre (MIC) will visit locations near the scheme to supplement the public information events, and the MIC locations, dates and times are listed at www.lowerthamescrossing.co.uk/supconsultation-2020.

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- Posting comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed as the envelope)
- Filing in a paper response form at one of our public information events.

Responses must be received by 15.00pm on 25 March 2020.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order; once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

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David Mansing, Highways England

Public information events

Thurrock Civic Centre, Blackfords Lane, Grays, RM10 2JU
Friday 21 February 2020, 2pm-4pm
New Windmill Hall, St Mary's Lane, Uplminster, RM14 2QH
Saturday 22 February 2020, 10:00am-4pm
Casualties Leisure Centre, Trinity Lane, Gravesend, DA12 4UG
Thursday 27 February 2020, 2pm-5pm
East Tilbury Village Hall, Pinches Margaret Road, East Tilbury, RM18 8E
Tuesday 3 March 2020, 2pm-4pm
Orest Hall Hotel, Prince Charles Avenue, Orest, RM16 3HS
Monday 9 March 2020, 2pm-4pm
Lindford Methodist Church, East Tilbury Road, Lindford, SS17 9GS
Wednesday 11 March 2020, 2pm-4pm
Gravesend Civic Centre, Windmill Street, Gravesend, DA12 1AU
Saturday 14 March 2020, 10:00am-4pm
Gravesend Green Community Club, Grand Grove Avenue, South Ockendon, RM15 6TD
Tuesday 17 March 2020, 2pm-4pm

Deposit locations

Beverly's Library, New Road, Brentwood, CM14 4EP
Monday 9am-6pm
Tuesday 9am-6pm
Wednesday 9am-1pm
Thursday 9am-6pm
Friday 9am-6pm
Saturday 9am-6pm

Dartford Central Library, Central Park, Market Street, Dartford, DA1 1EU
Monday - Wednesday 10am-5pm
Thursday 10am-6pm
Friday 10am-6pm
Saturday 10am-6pm

Gravesend Library, Windmill Street, Gravesend, DA12 1BE
Monday - Saturday 10am-5pm

Grays Library, Thameside Complex, Orest Road, Grays, RM17 5DX
Monday 9am-7pm
Tuesday 9am-6pm
Wednesday 9am-5pm
Thursday 9am-7pm
Friday 9am-6pm
Saturday 9am-1pm

Maldenstone Library, West History & Library Centre, James Whitman Way, Maldenstone, ME14 1JQ
Monday - Saturday 10am-5pm

Rochester Library, Rochester Community Hub, Eastgate, Rochester, ME1 7EW
Monday - Friday 9am-6pm
Saturday 10am-4pm

Romford Central Library, St Edwards Way, Romford, RM1 3AR
Monday 10am-6pm
Tuesday 9am-6pm
Wednesday 9am-5pm
Thursday 10am-6pm
Friday 9am-6pm
Saturday 10am-4pm

Tilbury Hub, Civic Square, Tilbury, RM18 8AD
Monday 10am-5pm
Wednesday 10am-5pm
Friday 10am-5pm
Saturday 10am-1pm

Tunbridge Wells Borough Council Notice of Applications

20/0154/020 - TUNBRIDGE WELLS LIBRARY ADULT EDUCATION CENTRE MUSEUM AND ART GALLERY MOUNT PLEASANT ROAD RYOAL, TUNBRIDGE WELLS KENT - Listed Building Consent Variation of Condition 2 of 19/00414/020 - Internal and external alterations to the current consent including: amendments to the internal layout, installation of an existing lift and associated layout changes, plus changes to agreed external materials including the omission of zinc cladding and amendments to the brick specification. **Reasons: 4**

19/0231/020/LL - MOUNT PLEASANT HOUSE LONGVALE GARDENS RYOAL, TUNBRIDGE WELLS KENT - An upgrade to the existing roof-top communications apparatus; removal of existing antennas & replacement with 15 new pole mounted antennas within 12 antennas; installation of 3 new pole mounted link transmission dishes with 8GHz 800W and 8Watt as part of associated auxiliary apparatus supported on new steelwork; 6 equipment cabinets on the roof all with associated auxiliary apparatus and cooling/active trays. **Reasons: 1**

20/0160/020/LL - 11 COURT ROAD RYOAL, TUNBRIDGE WELLS KENT TM4 02B - Rear central pitched roof dormer window to an existing left and roof space; 2 no. skylights within the front elevation; roof pitch; new window to the side elevation. **Reasons: 1**

20/0136/020 - 2 BELGROVE ROAD, TUNBRIDGE WELLS KENT TN1 1YM - Proposed works to restrain the onward leaning front wall. **Reasons: 4**

19/0078/020/LL - SUMMERFIELD GUEST THE GREEN HAYFIELD TUNBRIDGE KENT - Single storey rear and side extension; alterations to structure. **Reasons: 1,8**

19/0082/020/LL - FREMUELE BARN EGGHARDS GREEN ROAD BEMENHAM CRANBROOK KENT - Conversion and extension of rural building and its outbuildings to residential use, plus demolition of existing outbuildings and erection of new garage/work building. **Reasons: 4**

20/0106/020 - 73 - 75 DUDLEY ROAD RYOAL, TUNBRIDGE WELLS KENT TN1 2UY - Listed Building Consent installation of new projecting sign to the front elevation of the building. **Reasons: 4**

19/0238/020/LL - LAND REAR OF RED LION LOWER GREEN ROAD RYOAL, TUNBRIDGE WELLS KENT TM4 8TW - Amendments to approved scheme for three new terraced dwellings (1/20/25/30/35/40). To include lift rooms with dormer windows and skylights, changes to parking layout, small increase in footpath, fenestration changes and provision of separate front gates. **Reasons: 4**

20/0166/020/LL - LAND WEST OF PEAT HOUSE BEMENHAM RYOAL BEMENHAM CRANBROOK KENT - Proposed development of a single chalet bungalow. **Reasons: 2,8**

20/0128/020/LL - THE TUNBRIDGE WELLS HOSPITAL TUNBRIDGE RYOAL, TUNBRIDGE WELLS KENT - Erection of single deck car park with vehicular access, associated lighting and other ancillary works. **Reasons: 4**

19/0088/020 - LAND TO THE REAR OF RED LION LOWER GREEN ROAD RYOAL, TUNBRIDGE WELLS KENT TN4 8TW - Listed Building Consent Amendments to approved scheme for three new terraced dwellings, to include lift rooms with dormer windows and skylights, changes to parking layout, small increase in footpath, fenestration changes and provision of separate front gates. **Reasons: 4**

19/0083/020/LL - FLAT 1 62 DUDLEY ROAD RYOAL, TUNBRIDGE WELLS KENT TN1 1UL - Demolition of existing single storey projection and erection of a single storey rear extension. **Reasons: 1**

Reasons for advertisement ban:

- 1 May affect a Conservation Area;
- 2 Contrary to Development Plan;
- 3 Environmental Statement;
- 4 May affect a Listed Building or Setting;
- 5 Major Development;
- 6 May affect a Public Right of Way;
- 7 May be of wider Public Interest;
- 8 May affect a Historic Garden/Parkland

You may view the application on our website.
Please note: All planning related correspondence for Tunbridge Wells Borough Council should be sent to: planning@twbc.gov.uk, Town Hall, Tunbridge Wells, Kent TN1 1BS or by email to planning@twbc.gov.uk.
Any representations should be made in writing no later than **20.02.2020** quoting the application number. All comments will be publicly viewable during the consideration of the application and thereafter. **Next Date: 07.02.2020**



Take a leaf out of our book

The average recycled content of UK newspapers for the whole of 2014 was 75.5 per cent
Source: The Newspaper Society



Plate Q.14 Notice in the London Gazette, 6 February 2020

ENVIRONMENT & INFRASTRUCTURE	
<p>WELSH GOVERNMENT TOWN AND COUNTRY PLANNING ACT 1990 THE STOPPING UP OF HIGHWAYS (LLANDUDNO ROAD, RUMNEY, CARDIFF, CF3 3PD) ORDER 2020</p> <p>The Welsh Ministers have made an Order under section 247 of the Town and Country Planning Act 1990 ("the 1990 Act") to authorise the stopping up of the length of highway described in Schedule 1 to this Notice and to provide for the length of new highway described in Schedule 2 to this Notice. The stopping up is authorised only in order to enable the development to be carried out in accordance with the planning permission granted under Part 3 of the 1990 Act by the Council of the City and County of Cardiff on 29 June 2018 under reference number 17/01681/MJR and described in Schedule 3 to this Notice.</p> <p>The Stopping Up of Highways (Llandudno Road, Rumney, Cardiff CF3 3PD) Order 2020 ("the Order") ceases to have effect if planning permission in respect of the development expires or is revoked. Copies of the Order and the deposited plan may be inspected free of charge at Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW during normal office hours or may be obtained free of charge from the address below quoting reference QA1405704.</p> <p>If a person is aggrieved by the Order, on the ground that:</p> <ol style="list-style-type: none">it is not within the powers of the 1990 Act; ora procedural requirement of the 1990 Act has not been complied with; <p>that person may, within 6 weeks of 5 February 2020 make an application for the purpose to the High Court.</p> <p>A copy of the Order and Notice can be viewed at https://gov.wales/stopping-orders</p> <p>A copy of this Notice in larger print can be obtained from Orders Branch, Transport, Welsh Government, Cathays Park, Cardiff CF10 3NQ.</p> <p>J SADDLER Transport Welsh Government</p>	<p>ANY PERSON MAY OBJECT to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk, quoting the above reference. Objections should be received by midnight on 04 March 2020. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.</p> <p>D Hoggins, Department for Transport (3487364)</p>
<p>SCHEDULE 1 Length of highway to be stopped up (All measurements are approximate)</p> <p>An irregular shaped length of highway located opposite the property known as 14 Llandudno Road, Rumney, Cardiff, with a maximum length of 8.5 metres and a maximum width of 12.41 metres shown by zebra hatching on the deposited plan.</p> <p>SCHEDULE 2 New length of highway to be provided (All measurements are approximate)</p> <p>An irregular shaped length of highway located opposite the property known as 26 Llandudno Road, Rumney, Cardiff, being with a maximum length of 44.7 metres and a maximum width of 9.5 metres shown by stipple hatching on the deposited plan.</p> <p>SCHEDULE 3 The Development</p> <p>Development of 16 dwellings on land off Llandudno Road, 5 affordable dwellings, 11 open market sales with associated landscaping, access and highway works at land off Llandudno Road, Rumney. (3487362)</p>	<p>HIGHWAYS ENGLAND LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY SUPPLEMENTARY CONSULTATION</p> <p>HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").</p> <p>Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.</p> <p>The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.</p> <p>On the south side of the River Thames, the new road would link to the A2 and M2 in Kent.</p> <p>On the north side, it would link to the A13 in Thurrock and the M25 in Havering.</p> <p>The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.</p> <p>The Lower Thames Crossing proposals include:</p> <ul style="list-style-type: none">• approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network;• three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;• technology providing lane control and variable speed limits up to 70mph;• upgrades to the M25, A2 and A13 where it connects to those roads;• new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons;• two 2.6-mile (4.3km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;• a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;• traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;• provision of environment mitigation and replacement of open space and common land. <p>In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests / rights in land.</p> <p>The Project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary</p>

Plate Q.15 Notice in the Romford Recorder, 7 and 14 February 2020

Legal and Public Notices

YVON DEATRE MCCORMICK (Deceased)
Resistant to the Trustee Act 1925 anyone having a claim against an income in the Estate of the deceased, late of Cranston Park Avenue, Uptoncross, Essex, RM14 3UU, who died on 13/01/2020, must send written particulars to the address below by 08/04/2020, after which date the Estate will be distributed having regard only to claims and interests notified.
High James Solicitors
Two Central Square, Canfield, CT10 1FS
Ref: NIDEXER-RODD09240068

LOWER THAMES CROSSING NOTICE PUBLISING A DEVELOPMENT APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY SUPPLEMENTARY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

Highways England started out a statutory consultation in relation to its proposed Application from 16 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

On the south side of the River Thames, the new road would link to the A2 and M2 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Havering.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network;
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;
- technology providing lane control and variable speed limits up to 100mph;
- upgrades to the M25, A2 and A13 where it connects to those roads;
- new structures and changes to existing ones including bridges, viaducts and viaducts such as electricity pylons;
- two 2.5-mile (4.0km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;
- provision of environment mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests in land.

The Project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/consultation-2020. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 20 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the "Guide to Supplementary Consultation"

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/consultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the times listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk (phone 0300 123 5000), or writing to Lower Thames Crossing, Woodlands, Marston Industrial Estate, Marston Lane, Bedford, MK41 7JL. A charge of £110 (including P&P and VAT) will be made for each set of documents. Consultation materials can also be supplied on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

Paper copies of the supplementary consultation guide, leaflet, response form and Freepost envelope will be supplied free of charge on request by contacting Highways England (one per household). In addition, response forms can be printed out from www.lowerthamescrossing.co.uk/consultation-2020, and can also be obtained free of charge from public information events, the mobile information centre, deposit locations and information points.

Public information events, where you can view the consultation materials and talk to the Project team, are taking place at the locations, dates and times listed in this notice. In addition, a staffed mobile information

**LONDON BOROUGH OF HAVERING
THE HAVINGER (WAITING, LOADING AND STOPPING
RESTRICTIONS) (MAP BASED)
(AMENDMENT No. 19) ORDER 2020**

**THE HAVINGER (PARKING PLACES) (MAP BASED)
(AMENDMENT No.20) ORDER 2020**

1. NOTICE IS HEREBY GIVEN that on the 6th February 2020 the Council of the London Borough of Havering did make the above-mentioned Orders under the Road Traffic Regulation Act 1984 as amended

2. The general effect of the Orders will be to:-

PTO 1120

(a) Introduce no waiting at any time restrictions:

- (i) On the junction of Moor Lane and Nightingale Avenue
- (ii) On the junction of Kingfisher Road and Nightingale Avenue
- (iii) At the junction of Amersham Close and Amersham Road
- (iv) On the northern side of Amersham Close from its junction extending into the entrance of the turning head and on the southern side at the entrance into the turning head.
- (v) On Kewick Avenue across the entrance to Langtons Gardens and extend the restrictions on the opposite side of the road up to the boundary of Nos. 3 / 5
- (vi) At the junction of Kewick Avenue and Bilet Lane
- (vii) On Eastern side of Bilet Lane replacing the existing waiting restriction between its junction with Kewick Avenue and Langtons Court
- (viii) On the western side of Bilet Lane outside The Hermitage building near to Langtons Court
- (ix) On Wednesbury Road in the turning head and outside No 19
- (x) Either side of the bollards in Rye Close and Canberra Close
- (xi) On Hunter Drive on the bends outside Nos. 28, 30, 32 and 46
- (xii) On the junction of Dorset Road and Vicarage Road

(b) Extend the existing no waiting at any time restrictions on the east side of the junction and opposite the 'nose in' parking places in Nathan Close

(c) Reduce the no waiting at any time restrictions in Standen Avenue along the flank wall of No 15 Suttons Lane

(d) Introduce two unrestricted parking bays

- (i) In Amersham Close in the turning head
- (ii) Introduce a disabled persons parking bay:

 - (i) On Standen Avenue along the flank wall of No 15 Suttons Lane
 - (ii) On Browne Close outside No 11
 - (iii) Gillam Way opposite No 12

PTO1122

(f) Introduce a residents permit parking area (RH2) Monday to Saturday 8.00am to 6.30pm inclusive in the access road fronting 362 to 366 Dagman Park Drive and 2 North Hill Drive

PTO1123

(g) Extend the existing residents permit parking scheme R02B Monday to Saturday 08.30am to 6.30pm into Cedar Close (permit parking area).

3. Copies of the Orders, which will come into force on 10th February 2020 other relevant Orders, and other documents giving more detailed particulars of the Orders, can be inspected during normal office hours on Mondays to Fridays inclusive, until the expiration of a period of six weeks from the date on which the Orders are made, between 9am and 4pm on Mondays to Fridays in the Public Advice and Service Centre, London Borough of Havering, Liberty Shopping Centre, Romford. Further information may be obtained by contacting Schemes at schemes@havering.gov.uk.

4. If any person wishes to question the validity of either of the Orders, or of any provision contained therein on the grounds that it not within the powers conferred by the Road Traffic Regulation Act 1984 or that any requirement of the Act or of any instrument under the Act has not been complied with, that person may, within six weeks of the date on which the Orders are made, apply for the purpose to the High Court.

Dated this 7th February 2020


Public information events

Thurrock Civic Centre, Blackchoke Lane, Grays, RM16 2JU
Friday 21 February 2020, 2pm-8pm
New Windmill Hall, St Mary's Lane, Uptoncross, RM14 2QH
Saturday 22 February 2020, 10.00am-6pm
Cascades Leisure Centre, Thong Lane, Gravesend, DA12 4LG
Thursday 27 February 2020, 2pm-8pm
East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM16 9RH
Tuesday 3 March 2020, 2pm-8pm
Oswell Hall Hotel, Prince Charles Avenue, Orsett, RM16 9HS
Monday 9 March 2020, 2pm-8pm
Lanford Methodist Church, East Tilbury Road, Lanford, SS17 0GB
Wednesday 11 March 2020, 2pm-8pm
Gravesend Civic Centre, Windmill Street, Gravesend, DA12 1AU
Thursday 14 March 2020, midday-6pm
Bardon Groves Community Club, Bardon Groves Avenue, South Oxender, RM15 8TD
Tuesday 17 March 2020, 2pm-8pm

Deposit locations

Brentwood Library, New Road, Brentwood, DM54 4BP
Monday 9am-6pm
Tuesday 9am-8pm
Wednesday 9am-1pm
Thursday 9am-6pm
Friday 9am-6pm
Saturday 9am-6pm
Dartford Central Library, Central Park, Market Street, Dartford, DA1 1SU
Monday - Wednesday 10am-5pm
Thursday 10am-8pm
Friday 10am-6pm
Saturday 10am-5pm
Gravesend Library, Windmill Street, Gravesend, DA12 1BE
Monday - Saturday 10am-5pm
Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX
Monday 9am-7pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 9am-7pm
Friday 9am-6pm
Saturday 9am-1pm
Maldenston Library, Kent History & Library Centre, James Whitman Way, Maidstone, ME14 1LQ
Monday - Saturday 10am-5pm
Rochester Library, Rochester Community Hub, Eastgate, Rochester, ME1 1EW
Monday - Friday 9am-6pm
Saturday 10am-4pm
Romford Central Library, St Edwards Way, Romford, RM1 5AH
Monday 10am-6pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 10am-8pm
Friday 9am-5pm
Saturday 10am-1pm

Plate Q.17 Notice in Lloyd's List, 6 February 2020



LOWER THAMES CROSSING
NOTICE PUBLISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY SUPPLEMENTARY CONSULTATION

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Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

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- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;
- technology providing lane control and variable speed limits up to 70mph;
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- provision of environment mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests/rights in land.

The Project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/hasyoursay, along with the rest of the statutory consultation materials. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 29 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the 'Guide to Supplementary Consultation'

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/consultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the times listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. A charge of £110 (including RSP and VAT) will be made for each set of documents. Consultation materials can also be supplied on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

Paper copies of the supplementary consultation guide, leaflet, response form and Freepost envelope will be supplied free of charge on request by contacting Highways England (one per household). In addition, response forms can be printed out from www.lowerthamescrossing.co.uk/consultation-2020, and can also be obtained free of charge from public information events, the mobile information centre, deposit locations and information points.

Public information events, where you can view the consultation materials and talk to the Project team, are taking place at the locations, dates and times listed in this notice. In addition, a staffed mobile information centre (MIC) will visit locations near the scheme to supplement the public information events, and the MIC locations, dates and times are listed at www.lowerthamescrossing.co.uk/consultation-2020.

Any person may comment on the proposals or otherwise respond to this consultation publicity. Responses can be submitted by:

- Filing in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Emailing comments or electronic copies of the response form to: LTC.CONSLTATION@TRAVERSE.LTD
- Posting comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed on the envelope)
- Filing in a paper response form at one of our public information events.

Responses must be received by 11.59pm on 25 March 2020.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order; once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

Highways England's policy on managing personal data can be found at <https://highwaysengland.co.uk/privacy>

David Manning, Highways England

Public information events

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Saturday 22 February 2020, midday-6pm

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Tuesday 3 March 2020, 2pm-8pm

Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS
Monday 9 March 2020, 2pm-8pm

Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS
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Graveham Civic Centre, Windmill Street, Gravesend, DA12 1AU
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Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon, RM15 6TD
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Saturday 10am-4pm

Romford Central Library, St Edwards Way, Romford, RM1 3AR
Monday 10am-8pm
Tuesday 8am-5pm
Wednesday 9am-5pm
Thursday 10am-8pm
Friday 9am-5pm
Saturday 10am-4pm

Tilbury Hub, Civic Square, Tilbury, RM18 8AD
Monday 10am-5pm
Wednesday 10am-5pm
Friday 10am-5pm
Saturday 10am-1pm

Plate Q.18 Notice in Fishing News, 6 February 2020

6 February 2020

Join Fishing News on Facebook <http://on.fb.me/fishingnews>

CLASSIFIEDS/PUBLIC NOTICES 25

PUBLIC NOTICE



LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY SUPPLEMENTARY CONSULTATION

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 - Filling in the envelope
 - Filling in a paper response form at one of our public information events.
- Responses must be received by 11.59pm on 25 March 2020. Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order, once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.
- If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. Highways England's policy on managing personal data can be found at <https://highwaysengland.co.uk/privacy>
- David Manning, Highways England

Public information events

- Thurrock Civic Centre**, Blackshots Lane, Grays, RM16 2JU
 Friday 21 February 2020, 2pm-8pm
- New Windmill Hall**, St Mary's Lane, Upminster, RM14 2QH
 Saturday 22 February 2020, midday-6pm
- Cascades Leisure Centre**, Thong Lane, Gravesend, DA12 4LG
 Thursday 27 February 2020, 2pm-8pm
- East Tilbury Village Hall**, Princess Margaret Road, East Tilbury, RM18 8BB
 Tuesday 3 March 2020, 2pm-8pm
- Orsett Hall Hotel**, Prince Charles Avenue, Orsett, RM16 3HS
 Monday 9 March 2020, 2pm-8pm
- Linford Methodist Church**, East Tilbury Road, Linford, SS17 0QS
 Wednesday 11 March 2020, 2pm-8pm
- Gravesham Civic Centre**, Windmill Street, Gravesend, DA12 1AU
 Saturday 14 March 2020, midday-6pm
- Brandon Grange Community Club**, Brandon Grange Avenue, South Ockendon, RM15 6TD
 Tuesday 17 March 2020, 2pm-8pm

Deposit locations

- Brentwood Library**, New Road, Brentwood, CM14 4BP
 Monday 9am-6pm
 Tuesday 9am-6pm
 Wednesday 9am-1pm
 Thursday 9am-6pm
 Friday 9am-6pm
 Saturday 9am-5pm
- Dartford Central Library**, Central Park, Market Street, Dartford, DA1 1EU
 Monday - Wednesday 10am-5pm
 Thursday 10am-6pm
 Friday 10am-5pm
 Saturday 10am-5pm
- Grays Central Library**, Windmill Street, Grays, RM17 1BE
 Monday - Saturday 10am-5pm
- Grays Library**, Thameside Complex, Orsett Road, Grays, RM17 5DX
 Monday 9am-7pm
 Tuesday 9am-5pm
 Wednesday 9am-5pm
 Thursday 9am-7pm
 Friday 9am-5pm
 Saturday 9am-1pm
- Maldstone Library**, Kent History & Library Centre, James Whatman Way, Maldstone, ME14 1LQ
 Monday - Saturday 10am-5pm
- Rochester Library**, Rochester Community Hub, Eastgate, Rochester, ME1 1EW
 Monday - Friday 9am-6pm
 Saturday 10am-4pm
- Romford Central Library**, St Edwards Way, Romford, RM1 3AR
 Monday 10am-8pm
 Tuesday 9am-5pm
 Wednesday 9am-5pm
 Thursday 10am-8pm
 Friday 9am-5pm
 Saturday 10am-4pm
- Tilbury Hub**, Civic Square, Tilbury, RM18 8AD
 Monday 10am-5pm
 Wednesday 10am-5pm
 Friday 10am-5pm
 Saturday 10am-1pm

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 TALK MEDIA SALES ON 01732 445325**

Press releases

Plate Q.19 Press release to announce the launch of Supplementary Consultation



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News release
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29 January 2020

New images released as next phase of Lower Thames Crossing consultation begins
STRICTLY EMBARGOED UNTIL 00:01 WEDNESDAY 29 JANUARY 2020

New images showing plans for Britain's longest road tunnel connecting Kent, Essex and Thurrock have been released as the project begins its next phase of public consultation today.

The further consultation into Highways England's proposed Lower Thames Crossing will give people the chance to have their say on latest changes to the multi-billion pound project.

The changes have been made after detailed analysis of the 29,000 responses received during the last consultation held in 2018, and new technical information following surveys and ground investigations.



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News release

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Caption: this viaduct will carry the new Lower Thames Crossing route over the Mardyke valley

The Lower Thames Crossing will provide a new 14.3-mile 70mph road connecting Kent, Thurrock and Essex, with the world's third-widest bored tunnel.

It will almost double road capacity across the River Thames east of London, connecting communities, reducing delays and providing more reliable journeys.

The eight-week consultation began today (00:01 29 January) and will end at 23:59 on 25 March.

People can respond in the consultation by visiting one of 20 events in Kent, Essex and Thurrock, by completing an online survey through the Lower Thames Crossing website, sending a form via Freepost, or sending an email.



Caption: the north entrance to the Lower Thames Crossing, in Essex

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Highways England Company Limited registered in England and Wales number 09346363



News release

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Chris Taylor, Director of Highways England's Complex Infrastructure Programme, said:
"The Lower Thames Crossing is Highways England's most ambitious project in 30 years, designed to improve journeys across the southeast and open up new connections and opportunities for people and businesses.

"Getting the views of the local community and businesses is crucial to designing a project that will offer the best value, maximise the benefits for all, while reducing the impact on local communities and the environment. This consultation is a chance for people to review and comment on a number of changes made since our last consultation in 2018, and to help shape this once-in-a-generation project."



Caption: the Lower Thames Crossing junction with the M25 (looking north), with a new bridge for Ockenden Road

The updates to the design include:

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- Providing direct access between Gravesend and the A2/M2 eastbound, and a redesigned Gravesend East junction and link roads to reduce congestion;
- Extending the southern tunnel entrance (in Gravesend) 350 metres south to move the road away from properties in Chalk and reduce impact on protected bird habitats in the Ramsar Marshes and the Thames Estuary;
- Removing the rest and service area and maintenance depot after further investigation and consideration of the issues raised during statutory consultation, which means the junction at Tilbury is no longer required;
- Moving the alignment of the route between Tilbury and the A13 junction by approximately 60 metres (north-east) to avoid pylons and overhead cables;
- Redesigning some slip roads around the A13/A1089 junction to move roads away from properties, improve safety at the junctions, and improve visual impact, and;
- Removing one lane southbound between the M25 and A13 junction to reduce the amount of land required, while still providing sufficient capacity.



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Caption: the southern entrance to the Lower Thames Crossing, in Kent.

Other updated plans on show include:

- More details on the construction plans for the Lower Thames Crossing;
- A revised development boundary resulting from of the design changes, proposed utility diversions and additional land required for environmental mitigation, and;
- A set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network around the Lower Thames Crossing.

Once the consultation closes in March, Highways England will analyse the new responses ahead of finalising its plans to seek planning consent for the project, through submitting a Development Consent Order (DCO).

As part of the DCO application, Highways England will submit a Consultation Report, explaining how the issues raised during both consultations were considered and responded to.



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Caption: the view of Muckingford Road in Essex, overlooking the northern entrance to the Lower Thames Crossing.

To keep up to date with the latest travel information follow [@HighwaysEAST](https://twitter.com/HighwaysEAST) on Twitter or visit www.highwaysengland.co.uk

Ends

NOTES TO EDITORS

Highways England is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

Project images and high-quality video news reel can be downloaded here:
https://lowerthamescrossing.sharepoint.com/:f/s/ExternalFS/EsvW_00TNDNEvUGEDbeuTyMBEefbOohxGXKSOcWHifRZsA?e=IZ87PR

Full details of the changes to the design being consulted upon will be made available at the start of the consultation on 29 January 2020.

Consultation Website – www.lowerthamescrossing.co.uk/consultation-2020

How to get involved

- Fill in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Email comments or electronic copies of the response form to:
LTC.CONSULTATION@TRAVERSE.LTD
- Post comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed on the envelope)
- Hand in a paper response form at a public information event or the mobile information centre.
- **Responses must be received by 11.59pm on 25 March 2020**

Consultation event locations south of the River Thames

- Cascades Leisure Centre, Thong Lane, Gravesend DA12 4LG
 - Thursday 27 February 2020, 2pm-8pm
- Gravesham Civic Centre, Windmill Street, Gravesend DA12 1AU
 - Saturday 14 March 2020, midday-6pm

Mobile Information Centre locations south of the River Thames

- Chalk Parish Hall, Pirrip Close, Gravesend DA12 2ND
 - Wednesday, 4 March 2020, 10am-7pm
- Higham Library Car Park, 8 Forge Lane ME3 7AS

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- Friday, 6 March 2020, 10am-3pm
- Higham Train Station Car Park ME3 7JQ
 - Friday, 6 March 2020, 4pm-7pm
- Gravesend Town Centre, King Street DA12 2XX
 - Saturday, 7 March 2020, 10am-5pm
- Shorne Woods Country Park, Brewers Road, Shorne, Gravesend DA12 3HX
 - Sunday, 8 March 2020, 11am-4pm
- Meadow Rooms, The Street, Cobham, Gravesend DA12 3BZ
 - Thursday, 12 March 2020, 10am-3pm
- Sole Street Station Car Park, Cobham, Gravesend DA13 0XY
 - Thursday, 12 March 2020, 4pm-7pm
- Shorne Village Hall Car Park, 16 The Street, Shorne, Gravesend DA12 3EA
 - Wednesday, 18 March 2020, 10am-7pm

Consultation event locations north of the River Thames

- Thurrock Civic Centre, Blackshots Lane, Grays RM16 2JU
 - Friday 21 February 2020, 2pm-8pm
- New Windmill Hall, St Mary's Lane RM14 2QH
 - Saturday 22 February 2020, midday-6pm
- East Tilbury Recreation Club, Princess Avenue, East Tilbury RM18 8ST
 - Tuesday 3 March 2020, 2pm-8pm
- Orsett Hall Hotel, Prince Charles Avenue, Orsett RM16 3HS
 - Monday 9 March, 2pm-8pm
- Linford Methodist Church, East Tilbury Road, Linford SS17 0QS
 - Wednesday 11 March 2020, 2pm-8pm
- Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon RM15 6TD
 - Tuesday 17 March 2020, 2pm-8pm

Mobile Information Centre locations north of the River Thames

- Defoe Parade, Grays RM16 4QR
 - Wednesday, 26 February, 2020 10am-7pm
- Thames Chase Forest Centre, Broadfields Farm Cottage, Pike Lane, Upminster RM14 3NS
 - Friday 28 February 2020, 12pm-5pm
- Upminster Library, 26 Corbets Tey Road, Upminster RM14 2BB
 - Thursday, 19 March 2020, 10am-7pm
- Grays Town Centre, High St, RM17 6NP
 - Saturday, 21 March 2020, 10am-5pm

Consultation documents at our deposit locations:

- Brentwood Library, Brentwood CM14 4BP
- Dartford Central Library, Market Street, Dartford DA1 1EU
- Gravesend Library, Gravesend DA12 1BE
- Grays Library, Grays RM17 5DX
- Maidstone Library, Maidstone ME14 1LQ
- Rochester Library, Rochester ME1 1EW

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Highways England Company Limited registered in England and Wales number 09346363



News release

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- Romford Central Library, Romford RM1 3AR
- Tilbury Hub, Tilbury RM18 8AD

About the Lower Thames Crossing

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through the UK's longest road tunnel, beneath the River Thames. The new connection will provide up to 90% additional road capacity across the River Thames east of London and transform journeys through the South East region and beyond.

Real-time traffic information for England's motorways and major A roads is available via its website (www.trafficengland.com), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://highwaysengland.co.uk/highways-england-about-us/>.

For further information please contact Highways England's press office (24hrs) on 0844 693 1448 and select the most appropriate option below:

- Option 1: **National enquiries** (9am to 5.30pm) & out of hours for **urgent enquiries**
- Option 2: **North West** (between 9am & 5.30pm)
- Option 3: **Yorkshire, Humber and North East** (between 9am & 5.30pm)
- Option 4: **West Midlands** (between 9am & 5.30pm)
- Option 5: **East Midlands** (between 9am & 5.30pm)
- Option 6: **East** (between 9am & 5.30pm)
- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)

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Plate Q.20 Press release to announce extension of Supplementary Consultation



News release

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19 March 2020

Coronavirus: Lower Thames Crossing consultation extended by a week

People will have an extra week to have their say on ambitious plans to create Britain's longest road tunnel connecting Kent, Essex and Thurrock after Highways England took the decision today (Thursday 19 March) to extend its public consultation into the proposed upgrade.

A consultation has been underway since 29 January and had been due to finish next week. It has now been extended until 11.59pm on Thursday 2 April.

The decision follows the cancellation of four public information events, reflecting the Government's guidance on managing the Coronavirus. 18 of 22 planned events have already taken place, attracting nearly 4,000 people.



Caption: the north entrance to the Lower Thames Crossing, in Thurrock

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News release

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In response, Highways England is:

- Extending the consultation by one week to 11.59pm on Thursday 2 April.
- Opening a public consultation telephone service for two days. This is specifically to give people who had planned attend the remaining events the opportunity to speak to the project team about the changes, and are on:
 - Monday 23 March (2pm – 8pm)
 - Wednesday 25 March (2pm – 8pm).

The extension will give people additional time to complete their consultation response and will also enable organisations taking part in the consultation to complete their governance processes, which may have been disrupted recently.



Caption: this viaduct will carry the new Lower Thames Crossing route over the Mardyke valley

Alan Seywright, Highways England's Project Director for the Lower Thames Crossing said:

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“We’ve been encouraged by the strong public turnout at our events so far, and these additional steps we are taking are the right thing to do in response to the disruption from the Coronavirus pandemic. Extending the supplementary consultation period to Thursday 2 April will give everyone extra time to understand the changes and give us feedback, either online or by returning a paper response form. It’s an uncertain time and we’re doing whatever it takes to get in touch with our communities, safely and responsibly.

“The Lower Thames Crossing is part of the biggest investment in the country’s roads for a generation. It will boost local, regional and national economies, with new connections, better journeys and fewer delays. We’ll keep listening and talking to our stakeholders in the most practicable ways to make sure they can have their say and seek answers for their questions.”

The latest changes were made after detailed analysis of the 29,000 responses received during the last consultation held in 2018, and new technical information following surveys and ground investigations.

Unrelated to the Coronavirus pandemic, Highways England is also expecting to hold a further round of consultation on some design refinements ahead of submitting the Development Consent Order application later this year. This would provide communities and stakeholders with a further opportunity to share their views.

The Lower Thames Crossing will provide a new 14.3-mile 70mph road connecting Kent, Thurrock and Essex, with the world’s third-widest bored tunnel. It will almost double road capacity across the River Thames east of London, connecting communities, reducing delays and providing more reliable journeys.

Ends

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News release

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Project images and high-quality video news reel can be downloaded here:

<https://1drv.ms/u/s!AoeN9MzdoO48nXzICq-wHyb1pbsb?e=zZhOTC>

For the latest updates

- visit the Lower Thames Crossing Consultation website: www.lowerthamescrossing.co.uk/consultation-2020
- Follow us on Twitter - @lowerthames
- Follow us on Facebook: <https://www.facebook.com/lowerthames/>

About the new telephone consultation service:

We are trialling a new telephone consultation service that will give members of the public who had planned to go to one of our cancelled consultation events the opportunity to speak to a member of the project team – these will be held between 2pm and 8pm on Monday 23 and Wednesday 25 March, on 020 3787 4300.

How to get involved

- Fill in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Email comments or electronic copies of the response form to: LTC.CONSULTATION@TRAVERSE.LTD
- Post comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed on the envelope)
- Hand in a paper response form at a public information event or the mobile information centre.
- **Responses must be received by 11.59pm on Thursday 2 April 2020**

About the Lower Thames Crossing

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through the UK's longest road tunnel, beneath the River Thames. The new connection will provide up to 90% additional road capacity across the River Thames east of London and transform journeys through the South East region and beyond.

Real-time traffic information for England's motorways and major A roads is available via its website (www.trafficengland.com), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://highwaysengland.co.uk/highways-england-about-us/>.

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Option 1: National enquiries (9am to 5.30pm) & out of hours for **urgent enquiries**

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- Option 2: **North West** (between 9am & 5.30pm)
- Option 3: **Yorkshire, Humber and North East** (between 9am & 5.30pm)
- Option 4: **West Midlands** (between 9am & 5.30pm)
- Option 5: **East Midlands** (between 9am & 5.30pm)
- Option 6: **East** (between 9am & 5.30pm)
- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

Social media posts

Q.1.1 Plate Q.21 to Plate Q.24 present examples of social media posts used during the Supplementary Consultation.

Plate Q.21



Plate Q.22



Plate Q.23



Plate Q.24



Event materials

Plate Q.25 Event materials

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Lower Thames Crossing

What is the Lower Thames Crossing?

The Lower Thames Crossing is a proposed new road connecting Kent, Thurock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London, improving journeys and boosting the local, regional and national economies.

The Lower Thames Crossing proposals include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions
- technology providing lane control and variable speed limits up to 70mph
- upgrades to the M25, A2 and A13 where it connects to those roads
- new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons
- two 2.6 mile (4.3km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing
- provision of environment mitigation and replacement of open space and common land

About this consultation

At the end of 2018, we held the most comprehensive consultation Highways England has ever undertaken. Almost 29,000 people shared their views on our proposals for the Lower Thames Crossing.

Feedback indicated significant support for our proposals with more than 80% of respondents recognising the need for a new crossing and 70% supporting the location.

After carefully considering the issues raised in the 2018 consultation, and carrying out further design development, we are now proposing a number of design changes and this is your opportunity to view and comment on these.

It is vital we get all aspects of the design, construction and operation of the crossing right so we can reduce its impacts and maximise its benefits.



Lower Thames Crossing

Overview of the changes



Following our statutory consultation in 2018, we are now proposing a number of design changes:

- 1 **M2/A2, including the junction with the Lower Thames Crossing:** Following feedback from our statutory consultation, we have looked at junction configuration. We have provided more direct connectivity between Graysend and the M2/A2 eastbound, and redesigned the Graysend East junction and link roads to improve journey times.
- 2 **Southern tunnel entrance:** We have moved the entrance 350 metres to the south to reduce the impact on the Thames Estuary and Marshes Ramsar site. An informal public space, Chalk Park, would be created around the southern tunnel entrance to improve local biodiversity and ecological connectivity.
- 3 **Removal of the rest and service area and Tilbury junction:** After further investigation and consideration of the feedback from statutory consultation and environmental considerations, we have decided not to progress with the rest and service area or the maintenance depot. Resources will be provided from other local maintenance depots to serve Lower Thames Crossing. This means the junction at Tilbury is no longer required.
- 4 **Route between Tilbury and A13 junction:** We have moved the route approximately 60 metres north-east to avoid the need for major overhead cable diversion works.
- 5 **A13/A1089 junction:** We have redesigned some slip roads at the junction between the Lower Thames Crossing, A13, A1089 and A1013 to reduce the visual impact, move roads away from properties, and improve safety and connectivity at the junctions.
- 6 **Number of lanes:** We have removed one lane southbound between the M25 and A13/A1089 junction to reduce the route's impact, while still providing sufficient vehicle capacity.
- 7 **Route through the Mardyke:** We have changed the structures over the Mardyke River, Golden Bridge Sewer and the Orsett Fan Sewer to reduce the visual impact and the volume of flood compensation needed. The route has moved approximately 200 metres south-west to reduce the work required to move an existing gas main. It also reduces the impact on a nearby landfill site.
- 8 **M25 junction:** We have redesigned the southbound link from the M25 to the Lower Thames Crossing to avoid demolition and reconstruction of the existing Ockendon Road bridge over the M25.
- 9 **M25 junction 29:** We have changed the layout of junction 29 to reduce the amount of overhead cable diversion works.

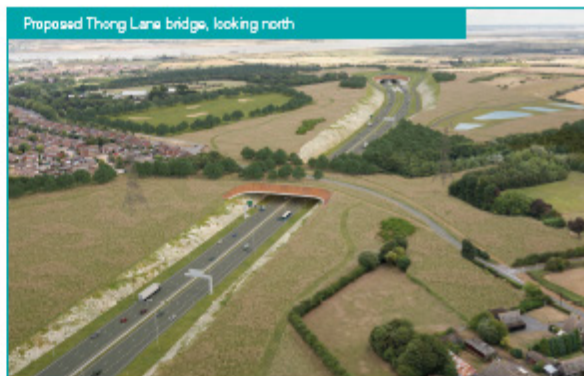


Lower Thames Crossing

Illustrative designs



Proposed M2/A2/LTC junction, looking north



Proposed Thong Lane bridge, looking north



Proposed south tunnel entrance approach, looking north



Proposed north tunnel entrance approach, looking south

The images used are illustrative for this consultation and may change as a result of our ongoing assessments and the feedback we receive. The pictures of our supplementary consultation proposals illustrate how locations might look 15 years after the opening of the Lower Thames Crossing.



Lower Thames Crossing

Illustrative designs

Previously proposed location of Tilbury junction looking north-east from Tilbury Power Station



Proposed LTC and A13/A1089 junction, looking south



Proposed Mardyke viaduct and wetland creation, from the Mardyke trail, looking north



Proposed LTC/M25 junction, with the new Ockendon Road bridge, looking north



The images used are illustrative for this consultation and may change as a result of our ongoing assessments and the feedback we receive. The pictures of our supplementary consultation proposals illustrate how locations might look 15 years after the opening of the Lower Thames Crossing.



Local communities and the environment

Property and landowners

We have revised the development boundary as a result of the design changes, proposed utility diversions and additional land required for environmental mitigation.

We are talking with landowners and occupiers affected by the Lower Thames Crossing and we will continue to work closely with them.

Walking, cycling and horse riding

We have developed a detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network in the vicinity of the project.

We will keep disruption to a minimum on public rights of way used by walkers, cyclists and horse riders. We will do this by limiting full route closures and providing alternative routes. Wherever a right of way is affected, we will provide a nearby alternative.

Environmental impact

Wherever possible we will protect – and look for opportunities to enhance – the local environment and improve biodiversity.

Our Environmental Impacts Update explains the environmental effects associated with the changes we are proposing, compared with those considered in the 2018 Preliminary Environmental Information Report.

Further assessments and the development of detailed measures to reduce environmental effects are ongoing as part of our Environmental Impact Assessment. These will be reported in the Environmental Statement (ES), which will also be informed by the project's consideration of consultation responses, and further survey and design work. The ES will be submitted as part of the Development Consent Order application later this year.

Green bridges

At statutory consultation we were proposing to provide five green bridges (Brewers Road over the A2, Thong Lane over the A2, reinstata the route for walkers, cyclists and horse riders over/under the LTC/A2 junction, Thong Lane over the LTC, and Green Lane over the LTC).

As a result of changes to the route, as well as further information from ecological surveys, an additional three green bridges are now proposed for the scheme in the north (Muckingford Road over the LTC, Holford Road over the LTC, North Road over the LTC). These additional green bridges also incorporate pedestrian/equestrian and cycle routes.



Building the Lower Thames Crossing

Tunnelling work

It is likely to take around six years to build the tunnel and the road within the tunnel. We are not changing the plans presented in the statutory consultation for how we propose to construct the tunnel under the River Thames.

Ground preparation works

The local ground conditions mean we expect a number of ground treatment measures would be required as part of the Lower Thames Crossing tunnel works. These will strengthen specific areas of the ground or help control groundwater flows.

Building the roads

We plan to build the new roads, junctions, bridges and underpasses at the same time as the tunnelling work. To facilitate the construction of the Lower Thames Crossing, where required, we would modify some of the existing side roads and infrastructure along the route.

Roads to the construction sites

As we now have a greater understanding of our construction requirements and the potential routes construction vehicles will use to access the sites, we have been able to update the information available during our statutory consultation. We also have more information on how we can use and reuse material on our construction sites more efficiently, which will reduce the need for material deliveries and vehicle movements.


Construction impacts on local roads

As described at statutory consultation, most of the construction materials would be transported to the construction sites by road, which would have some impact on the road network and its users. Since then, we have refined our routes to the construction sites, continued our assessments and made further design changes.

Construction could affect local roads through temporary closures, diversions, traffic lights and/or lane restrictions. Should the project receive consent and progress to construction, we will provide advance notice of disruption, so people can look for alternative routes or travel arrangements.

Construction sites

A number of construction sites are needed to build the Lower Thames Crossing. They have been positioned along the route based on our construction requirements and provide access for our workforce and material deliveries.



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Lower Thames Crossing

Utilities

Since our statutory consultation in 2018, we have continued to work with the utility companies and other stakeholders to progress our plans and to ensure the Lower Thames Crossing can be built safely and with minimum disruption.



Our current proposals for utility diversions and installation, both above and below ground, are outlined in the Utilities Update document. This includes diagrams showing the proposed utility diversions and proposed positioning of overhead electricity cables (including relocation of pylons) and where we would look to install utilities for the construction and operation of the Lower Thames Crossing.

Mitigating the impacts of works

Where local residents and businesses may be affected by works, we would liaise closely with them to minimise any potential disruption. We are already talking with landowners and occupiers who may be significantly affected and will continue to work with them as plans progress.

Where roads are affected by short-term closures and diversions, temporary traffic lights or lane restrictions, we would ensure people know in advance so they can plan their travel accordingly. We would also ensure people have access to their properties at all times.

Some local footpaths may be affected and we are working with the relevant local authorities to assess potential diversions. We aim to keep disruption to a minimum and limit full route closures and provide alternative routes. Wherever a right of way is affected, we would provide a nearby alternative.



Lower Thames Crossing

Using the Lower Thames Crossing

Once open, the Lower Thames Crossing would provide more reliable journeys across the river between Kent, Thurrock and Essex. It would improve connections to the busy ports in the South East and better manage high volumes of HGV traffic across the river.

We use traffic modelling to predict how many vehicles will use each part of the road network and the time it will take people to complete their journey, both with and without the crossing.

Our traffic model takes into account information such as population, fuel pricing and changes to income. Since our statutory consultation, we have updated elements of our traffic model as part of our ongoing work to prepare for our Development Consent Order application.

Reliable journeys

In its first year of operation, more than 30 million vehicles are forecast to use the Lower Thames Crossing. This would relieve congestion at the Dartford Crossing by reducing the number of vehicles using it by 22 per cent.

It would reduce journey times and have enough capacity to allow fast, reliable journey times well into the future. By 2042, we predict the new route would carry more than 36 million vehicles a year (around 100,000 vehicles a day).

Traffic forecast

In our traffic modelling we examine three time periods: the am peak (7-8am), the pm peak (5-6pm) and the interpeak, which is a typical hour in the middle of the day.

Overall, the impact on traffic is similar during these three modelling periods, with the changes more pronounced and covering a wider area during the morning and evening peaks. However, as with any major new road scheme, traffic flows are forecast to be affected over a wide area.

To find out more about how these forecasts are made, and more detail about our traffic modelling, see the [Traffic Modelling Update](#).

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