

# Lower Thames Crossing

## 5.1 Consultation Report Appendix S Community Impacts Consultation Material

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# Lower Thames Crossing

## 5.1 Consultation Report

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# Appendix S Community impacts consultation materials

## S.1 Community impacts consultation materials

- S.1.1 Table S.1 presents all materials published by the Applicant for the 2021 Lower Thames Crossing Community Impacts Consultation. It provides a brief description and a link to where each document can be viewed on the Applicant’s consultation hub.
- S.1.2 Plate S.1 to Plate S.3 provide a copy of three core consultation documents: the consultation response form, the leaflet that was posted to all properties within 5km of the proposed route, and the Guide..
- S.1.3 Plate S.4 to Plate S.30 provide evidence of other activities undertaken during the Community Impacts Consultation.

**Table S.1 Community impacts consultation materials**

Document Title	Description	Link
Operations update	A document containing a summary of how the new road and its features will look when the project opens. It also details the impacts, associated mitigation measures and the changes made to it since the Design Refinement Consultation in 2020.	
Construction update	A document setting out the Applicant’s plans for constructing the Project should the proposed Development Consent Order (DCO) be granted.	
Ward impact summaries – South	The Ward impact summaries provide an overview of the proposals for the Project and the associated impacts the Project would have in nearby wards, should development consent be granted (both during construction and operation). The measures that the Applicant would take to reduce the impacts on local communities are also explained.	
Ward impact summaries – North 1		
Ward impact summaries – North 2		

Document Title	Description	Link
You Said, We Did	<p>The document sets out some of the things the Applicant has done in response to comments received at previous consultations. It provides a summary of the feedback from the statutory, supplementary and design refinement consultations. Each consultation is discussed in a separate chapter with a breakdown of the feedback received. A series of maps and images are also provided to show how the feedback provided has helped to develop the project.</p>	
Map Book 1: General Arrangements	<p>A map book containing plans of general arrangements including:</p> <ul style="list-style-type: none"> <li>• Permanent works; new roads, earthworks and roadside features</li> <li>• Construction compounds</li> <li>• Environment mitigation; landscaping and tree planting</li> <li>• Utilities diversions</li> <li>• Order Limits (previously known as the development boundary)</li> <li>• Open space and replacement land</li> </ul>	
Map Book 2: Land Use Plans	<p>A map book containing land use plans including:</p> <ul style="list-style-type: none"> <li>• Permanent works</li> <li>• Temporary works</li> <li>• Compensation land</li> <li>• Replacement land</li> </ul>	
Map Book 3: Engineering Plans	<p>A map book containing engineering drawings in the following order:</p> <ul style="list-style-type: none"> <li>• The plan and profile drawings which detail the</li> </ul>	

Document Title	Description	Link
	vertical and horizontal road alignment <ul style="list-style-type: none"> <li>• The junction arrangements showing the proposed layout</li> <li>• The cross sections throughout the route showing the lanes and earthworks</li> </ul>	
Large scale maps operation	A set of maps, produced in large scale to aid readability, showing the proposed new road and its associated infrastructure, with annotations to describe key features.	
Large scale maps construction	A set of maps, produced in large scale to aid readability, showing proposed construction areas for the new road, including compounds and access roads.	
Large scale maps land use	A set of maps, produced in large scale to aid readability, showing the land within the proposed Order Limits, with colour shading to indicate the intended use of different sections – for example, permanent acquisition of land or temporary possession of land only.	
Framework Construction Travel Plan	A draft document that is one of a series of Control Documents which will form part of the DCO application. The Framework Construction Travel Plan (FCTP) sets out a framework to reduce the impact of the project's construction workforce on the road network as a result of travel to and from construction areas and compounds (including utility logistic hubs). This FCTP sets out proposed ways in which this would be done, including by reducing single occupancy	

Document Title	Description	Link
	vehicle trips and encouraging sustainable and active travel.	
Outline Landscape and Ecology Management Plan	An outline Landscape and Ecology Management Plan (oLEMP) which outlines the proposed management of the landscape and ecological elements of the A122 Lower Thames Crossing (the Project).	
Outline Site Waste Management Plan	A draft document that is one of a series of Control Documents which will form part of the DCO application. The Outline Site Waste Management Plan (oSWMP) sets out the key principles and procedures for managing waste during the construction of the new road. The plan also defines specific roles and responsibilities to ensure waste is managed effectively and covers all phases of work (enabling, demolition, highways and tunnelling) within the Order Limits during construction.	
Outline Traffic Management Plan for Construction	A draft document that is one of a series of Control Documents which will form part of the DCO application. The Outline Traffic Management Plan for Construction (oTMPfC) outlines the approach to carrying out temporary traffic management for the safe construction of the Project. It will also explain management measures available to our Contractor to reduce the impact on the local community (including journey time reliability, access, and safety).	
Outline Materials Handling Plan	A draft document that is one of a series of Control Documents which will form part of the DCO application. The outline Materials Handling Plan (oMHP) would be a companion document to the outline Site Waste Management Plan (oSWMP), providing further	




Document Title	Description	Link
	<p>details on material movements associated with the road. It covers the flow of materials into the Order Limits and materials out of it, taking into consideration the proximity and capacity of existing transport infrastructure.</p>	
<p>Design Principles</p>	<p>A draft document that is one of a series of Control Documents which will form part of the DCO application. The Design Principles set out guidance that underpins the design measures that integrate the new road into the local landscape. This captures mitigation measures and establishes parameters that must be met in the final design of the road.</p>	
<p>Wider Network Impacts Management and Monitoring Plan</p>	<p>A draft document that is one of a series of Control Documents which will form part of the DCO application. The Wider Network Impacts Management and Monitoring Plan (WNIMMP) sets out a traffic impact monitoring scheme to be carried out a year prior to opening (to establish a baseline) and one and five years after the road opens. This is to identify delays and/or any worsening impact on the surrounding local, major and strategic road networks.</p>	
<p>DCO Schedule 2 &amp; Explanatory Note</p>	<p>A draft document that is one of a series of Control Documents which will form part of the DCO application. The Schedule 2 Requirements are similar to conditions for a planning permission. These set out the conditions that the Applicant would be required to follow when proceeding with the construction and operation of the development authorised by the DCO. This includes reference to the other securing mechanism documents provided as part of this</p>	

Document Title	Description	Link
	consultation. An Explanatory Memorandum has been prepared to clearly explain the effect of each of the Requirements.	
Code of Construction Practice (including the Register of Environmental Actions and Controls (REAC))	A draft document that is one of a series of Control Documents which will form part of the DCO application. The Code of Construction Practice (CoCP) provides a framework to manage construction and operational activities. Its objectives are to ensure that environmental mitigation commitments are met and necessary consents and licences are obtained. The REAC identifies all good practice and essential mitigation from our ongoing environmental assessments to be carried out during the operation of the new road.	
Environmental Constraints Map	A map showing environmental constraints.	
Your Property and Blight	This document provides information about blight caused by major new road proposals or improvements.	
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.	
Your Property and Compulsory Purchase	This document provides information about the process the Applicant follows to purchase land and property needed for schemes using	

Document Title	Description	Link
	compulsory powers and the compensation that may be available to people with an interest in that land or property.	
Non-Statutory notice	A non-statutory consultation notice publicising the Community Impacts Consultation.	
Guide to Consultation Easy Read	The Easy Read guide to the Community Impacts Consultation conveys information in a style that, by making use of infographics and short statements, is more easily understood by people who have difficulty reading.	
Ward Summaries Easy Read	The Easy Read Ward Summaries conveys information in a style that, by making use of infographics and short statements, is more easily understood by people who have difficulty reading.	
You said, We Did Easy Read	The Easy Read You said, we did conveys information in a style that, by making use of infographics and short statements, is more easily understood by people who have difficulty reading.	
Draft Development Consent Order applications documents (combination of all the DCO documents in one PDF)	A draft document that is one of a series of Control Documents which will form part of the DCO application. The Schedule 2 Requirements are similar to conditions for a planning permission. These set out the conditions that we would be required to follow when proceeding with the construction and operation of the development authorised by the DCO. This includes reference to the other securing mechanism documents provided as part of this consultation. An Explanatory Memorandum has been prepared to clearly explain the	

Document Title	Description	Link
	effect of each of the Requirements.	
Map books 1, 2 and 3 (combination of these documents in one PDF)	The three map books for the Community Impacts Consultation combined into one document.	
Your property and... compensation or mitigation for the effects of our road proposals	This guide provides information about how the Applicant seeks to mitigate the effects of our road proposals on your property.	
Aerial view of the proposed Lower Thames Crossing route	An aerial view map of the proposed road.	
Lower Thames Crossing Community Impacts Consultation 2021 Non-Statutory Statement of Community Impacts Consultation (SoCC)	This non-statutory SoCC addendum provides an overview of which elements of the Project will be consulted on, as well as the ways stakeholders and local communities will be consulted and engaged.	
Ward Summary: Higham	This chapter summarises the activities in Higham ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Shorne, Cobham and Luddesdown	This chapter summarises the activities in Shorne, Cobham and Luddesdown wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	

Document Title	Description	Link
Ward Summary: Chalk	This chapter summarises the activities in Chalk ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Riverside	This chapter summarises the activities in Riverside ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Westcourt	This chapter summarises the activities in Westcourt ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Riverview	This chapter summarises the activities in Riverview ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Singlewell	This chapter summarises the activities in Singlewell ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Woodlands	This chapter summarises the activities in Woodlands ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the	

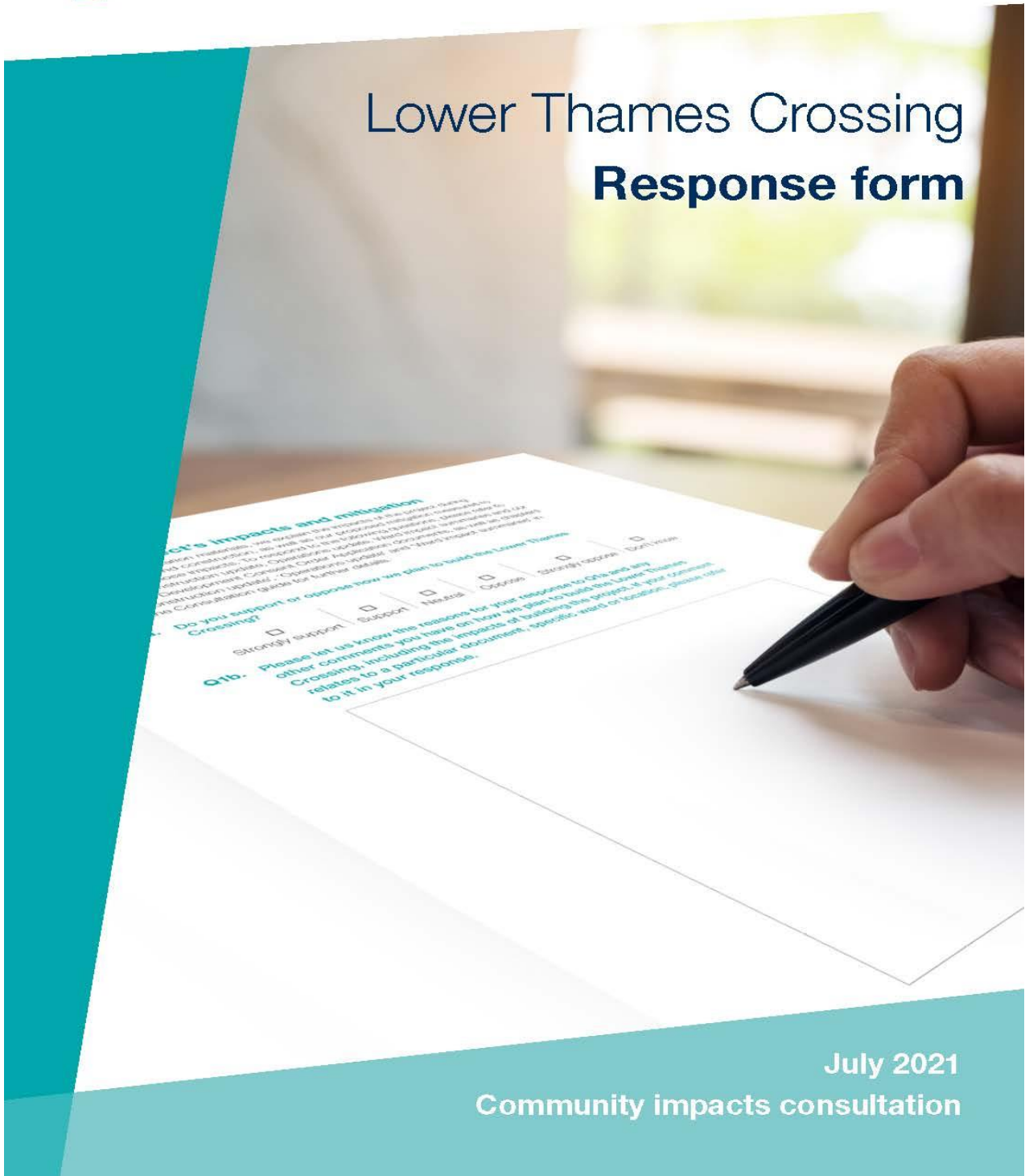
Document Title	Description	Link
	measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Northfleet South, Istead Rise, Painters Ash	This chapter summarises the activities in Northfleet South, Istead Rise and Painters Ash wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Newtown, Stone Castle, Stone House, Bridge and Temple Hill	This chapter summarises the activities in Newtown, Stone Castle, Stone House, Bridge and Temple Hill wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: East Tilbury	This chapter summarises the activities in East Tilbury ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Tilbury Riverside and Thurrock Park	This chapter summarises the activities in Tilbury Riverside and Thurrock Park ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Tilbury St Chads	This chapter summarises the activities in Tilbury St Chads ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce	

Document Title	Description	Link
	the Project's impacts on the local area.	
Ward Summary: Chadwell St Mary	This chapter summarises the activities in Chadwell St Mary ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Orsett	This chapter summarises the activities in Orsett ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Little Thurrock Blackshots, Little Thurrock Rectory	This chapter summarises the activities in Little Thurrock Blackshots and Little Thurrock Rectory wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Stifford Clays, Chafford and North Stifford, Belhus	This chapter summarises the activities in Stifford Clays, Chafford and North Stifford, and Belhus wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: West Thurrock and South Stifford	This chapter summarises the activities in West Thurrock and South Stifford ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	

Document Title	Description	Link
Ward Summary: Ockendon	This chapter summarises the activities in Ockendon ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Upminster	This chapter summarises the activities in Upminster ward relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Cranham, Harold Wood	This chapter summarises the activities in Cranham and Harold Wood wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	
Ward Summary: Warley, South Weald	This chapter summarises the activities in Warley and South Weald wards relating to the Project's construction and its operational phase (when the new road is open). It also explains the measures intended to reduce the Project's impacts on the local area.	



### Plate S.1 Community impacts consultation response form



## Introduction

In July 2020, we carried out a non-statutory design refinement consultation on our proposals for the Lower Thames Crossing, which would connect Kent, Thurrock, Havering and Essex through a tunnel beneath the River Thames. The design refinement consultation sought views on changes to our proposals presented during our supplementary consultation held earlier in January 2020, and updates to the project where further information had become available.

After the design refinement consultation, we submitted our Development Consent Order (DCO) application in October 2020, but subsequently withdrew it based on early feedback from the Planning Inspectorate.

This consultation explains the impacts of the project and how we plan to reduce them, as well as the changes we have made to the project since the design refinement consultation. These have been informed by feedback received from our stakeholders and ongoing design work.

We want to get all aspects of the design, construction and operation of the Lower Thames Crossing right. We are seeking your views to help us shape our proposals further before we submit our DCO application to the Planning Inspectorate later this year.

We are asking you a series of questions on the project's impacts and our proposed mitigations, changes since the design refinement consultation, and our summary of how we have listened to and considered feedback on previous consultations. You are welcome to answer all or only some of the questions in this response form, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation. We suggest you read all the questions before responding, as this will help you provide feedback in the appropriate parts of the response form.

If you provided feedback during our statutory consultation in 2018, or our supplementary and design refinement consultations in 2020, your comments will be summarised anonymously in our Consultation report. This will include an explanation of how we have considered each point raised by respondents.

The Consultation report will also form part of our DCO application to the Planning Inspectorate later this year. If you would like to refer to points made in earlier consultations, please copy them into this response form. Any further feedback we receive during this consultation will also be included and responded to in the Consultation report.

We have produced a set of consultation documents to explain project impacts and proposed mitigation, along with updates to the project and the changes we are proposing.

2 Lower Thames Crossing community impacts consultation 2021 – response form

These include the:

- Guide to community impacts consultation
- Map books
- Operations update
- Construction update
- Ward impact summaries
- You said, we did document
- Response form

We have also produced a selection of draft DCO documents that are available as part of this consultation. These include the:

- Development Consent Order (DCO) schedule 2 & explanatory note
- Outline site waste management plan
- Outline Traffic Management Plan for Construction (OTMPfC)
- Materials handling plan
- Register of Environmental Actions and Commitments (REAC)
- Code of Construction Practice (CoCP)
- Design principles
- Wider network impacts – management and monitoring plan
- Outline landscape & ecology management plan
- Framework travel plan

All the documents listed above are available on the community impacts consultation website: [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

Full details of how you can respond to this community impacts consultation can be found on the back of this form.

**Please submit your response by 23.59 on 8 September 2021.**

Any responses sent after this point may not be included in our analysis.

## 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
- produce a Consultation report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- 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 (an independent company we are using 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 for Transport (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 about the project.

### 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/about-us/privacy-notice](http://www.highwaysengland.co.uk/about-us/privacy-notice)

## 1. The project's impacts and mitigation

In our consultation materials, we explain the impacts of the project during operation and construction, as well as our proposed mitigation measures to reduce those impacts. To respond to the following questions, please refer to the Construction update, Operations update, Ward impact summaries and our draft Development Consent Order application documents, as well as chapters 'Construction update', 'Operations update' and 'Ward impact summaries' in the Guide to consultation for further details.

### Q1a. Do you support or oppose 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

### Q1b. Please let us know the reasons for your response to Q1a and any other comments you have on how we plan to build the Lower Thames Crossing, including the impacts of building the project. If your comment relates to a particular document, specific ward or location, please refer to it in your response.

**Q1c. Do you support or oppose how we propose to mitigate the impacts of building 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

**Q1d. Please let us know the reasons for your response to Q1c and any other comments you have on how we propose to mitigate the impacts of building the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.**

**Q1e. Do you support or oppose how we plan to operate 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

**Q1f. Please let us know the reasons for your response to Q1e and any other comments you have on how we plan to operate the Lower Thames Crossing, including the impacts of operating the project. If your comment relates to a particular document, specific ward or location, please refer to it in your response.**

**Q1g. Do you support or oppose our proposed mitigation for the operational impacts of 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

**Q1h. Please let us know the reasons for your response to Q1g and any other comments you have on our proposed mitigation for the operational impacts of the Lower Thames Crossing. If your comment relates to a particular document, specific ward or location, please refer to it in your response.**

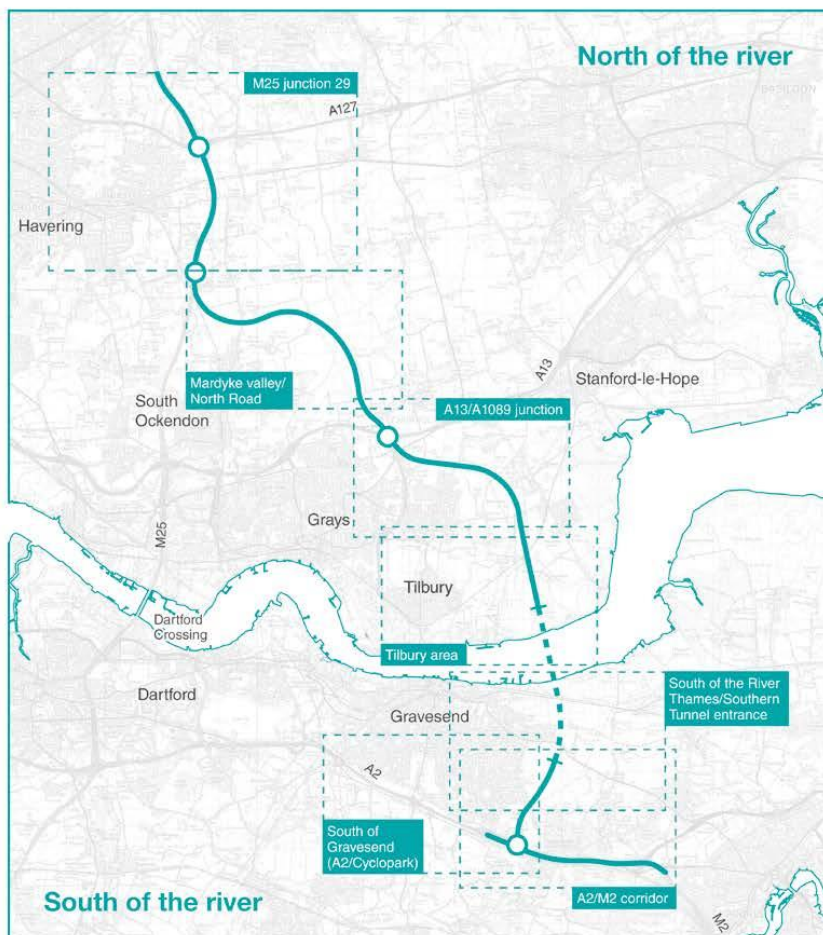


## 2. Changes since the design refinement consultation

We have made some changes to the project since our design refinement consultation last summer. These are as a result of continued engagement with stakeholders, ongoing design work and assessments, and a greater understanding of the technical constraints associated with building and operating the project.

To describe these changes, we have divided our proposed route for the Lower Thames Crossing into seven sections, as shown in the map below. Three sections are shown south of the river in Kent, with four sections to the north of the river in Thurrock and Essex. There have been no changes to the tunnel since our last consultation.

Please refer to the ‘Project updates’ chapter in the Guide to consultation and Chapter 3 of the Operations update for more details. The proposed route for the Lower Thames Crossing is also presented in the Map books.



### South of the river in Kent

This refers to the section of the proposed route south of the river, including the following sub sections: the A2/M2 corridor, south of Gravesend (A2/Cyclopark), and south of the River Thames/tunnel entrance.

Please refer to the 'Project updates' chapter in the Guide to consultation and Chapter 3 of the Operations update for more details.

#### Q2a. Do you support or oppose the proposed changes south of the river?

<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 south of the river.

### North of the river in Thurrock, Havering and Essex

This refers to the section of the proposed route north of the river, including the following sub sections: the Tilbury area, A13/A1089 junction, Mardyke Valley/North Road, and junction 29 of the M25.

Please refer to the 'Project updates' chapter of the Guide to consultation and Chapter 3 of the Operations update for more details.

#### Q2c. Do you support or oppose the proposed changes north of the river?

<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

#### Q2d. Please let us know the reasons for your response to Q2c and any other comments you have on the proposed changes north of the river.

### Order Limits

Some of the changes that we are now proposing mean that the area of land that would be needed to build and operate the Lower Thames Crossing, and to provide mitigation for some of the impacts of building it, has changed since the design refinement consultation. This is called the Order Limits, referred to in previous consultations as the development boundary. Some of the land, or rights over the land, would be needed permanently, while other areas would only be required temporarily. Since our last consultation, we have reduced the area within the Order Limits from 22.9km<sup>2</sup> to 22.2km<sup>2</sup>.

We have also updated our proposals in some locations where the Lower Thames Crossing impacts existing areas of special category land and private recreational facilities, including replacement land for these facilities where appropriate. In addition, we are proposing to build two new open space sites that would provide a wider benefit to the community – Tilbury Fields and Chalk Park.

Please refer to the ‘Project updates’ chapter of the Guide, Chapter 3 of the Operations update and Map Book 1: General Arrangements for more details.

**Q2e. Do you support or oppose the changes to the proposed area of land that would be needed 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

**Q2f. Please let us know the reasons for your response to Q2e and any other comments you have on the proposed changes to land that would be needed to build the Lower Thames Crossing. This includes feedback on the impact the project would have on any land that you may own or have a legal interest in or right to use.**

**Q2g. Do you support or oppose the changes proposed regarding special category land and private recreational facilities?**

<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

**Q2h. Please let us know the reasons for your response to Q2g and any other comments you have on the changes proposed regarding special category land and private recreational facilities.**

**Q2i. Do you support or oppose our proposals for the inclusion of a new open space site, Tilbury Fields?**

<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

**Q2j. Please let us know the reasons for your response to Q2i and any other comments you have on our proposals for the inclusion of a new open space site, Tilbury Fields.**

**Q2k. Of the two options presented for the height of the landform at Tilbury Fields, do you prefer the lower landform option or higher landform option?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lower landform option (up to 16.5 metres)	Higher landform option (up to 22.5 metres)	Neither	No preference	Don't know

**Q2l. Please let us know the reasons for your response to Q2k and any other comments you have on the options for the height of the landform at Tilbury Fields.**

**Q2m. Do you support or oppose our proposals for the inclusion of a new open space site, Chalk Park?**

<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

**Q2n. Please let us know the reasons for your response to Q2m and any other comments you have on our proposals for the inclusion of a new open space site, Chalk Park.**



### 3. You said, we did

In our You said, we did document, we provide a summary of the feedback received from statutory consultation in 2018, and the non-statutory supplementary and design refinement consultations in 2020, and detail some of the activities we have carried out in response to your comments. Please also refer to the 'You said, we did' chapter of the Guide to consultation for more details.

**Q3a. Do you support or oppose how issues and suggestions about the Lower Thames Crossing have been addressed following earlier rounds of public consultation?**

<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 how issues and suggestions about the Lower Thames Crossing have been addressed, following earlier rounds of public consultation. If your comment relates to a particular consultation, please refer to it in your response.**

## 4. Other comments

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



## 5. The consultation

Please let us know your views on the quality of our community impacts consultation materials, the accessibility of our online information and events, how we have notified people about our proposals, and anything else related to this consultation.

	Very good	Good	Average	Poor	Very poor	Not applicable
<b>Q5a.</b> Was the information presented clearly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5b.</b> Was the website easy to navigate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5c.</b> Were the online webinars useful for understanding our latest proposals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5d.</b> Did the telephone surgery answer your questions about our latest proposals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5e.</b> Were the physical events of good quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5f.</b> Were the physical events suitably located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Q5g.</b> 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"/>

**Q5h.** Please let us know the reasons for your responses to Q5a – Q5g 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. To view our privacy notice, please see page 4 of this response form.

1. **Name:**

2. **Address:**

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

3. **Email address:**

If you provide an email address, we will 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.)

**Organisation:**

**Type of organisation, business or campaign group:**

- Academic
- Business
- Campaign group
- Elected representative
- Environment, heritage, amenity or community group
- Local government
- Statutory agency
- Transport, infrastructure or utility organisation
- 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 proposed Order Limits?**

- 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 an 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  
 Motorcycle  
 Train

Other (please state):

**7. Please let us know how you heard about this consultation by ticking one or more of the following boxes:**

- Received a letter from Highways England  
 Received a leaflet from Highways England  
 Received an email from Highways England  
 Received information from a local authority  
 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 location or information point (where available due to COVID-19 restrictions)

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 with different 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](mailto: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 (on page 4) and understood how it will be processing this data.

**1. How would you define your gender?**

- Male  Female  Transgender  Other  Prefer not to say

**2. Do you consider yourself to be disabled?**

- Yes  No  Prefer not to say

**3. Please describe your ethnic background:**

- Asian or Asian British  
 White  
 Black, African, Caribbean or black British  
 Mixed or multiple ethnic groups  
 Gypsy or Irish Traveller  
 Other ethnic group  
 Prefer not to say

**4. Age:**

- Under 16  
 16-24  
 25-34  
 35-44  
 45-54  
 55-64  
 65+

## 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.highwaysengland.co.uk/tcconsultation](http://www.highwaysengland.co.uk/tcconsultation)



Or scan this QR code and go straight to the consultation



### Email

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



### 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.



### Telephone

We are offering additional support to help you provide feedback over the phone. From 14 July 2021, call us on **0300 123 5000** (weekdays between 9am and 5pm) to book an appointment. Or visit [www.highwaysengland.co.uk/tcconsultation](http://www.highwaysengland.co.uk/tcconsultation)

### How your response will be used

We will carefully consider all the responses we receive, before producing a report that explains how we have taken them into account to develop our project.



## Have your say

Please send your response before  
**23:59 on 8 September 2021**

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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write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

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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](mailto:info@highwaysengland.co.uk) or call 0300 123 5000\*. Please quote the Highways England publications code PR76/21

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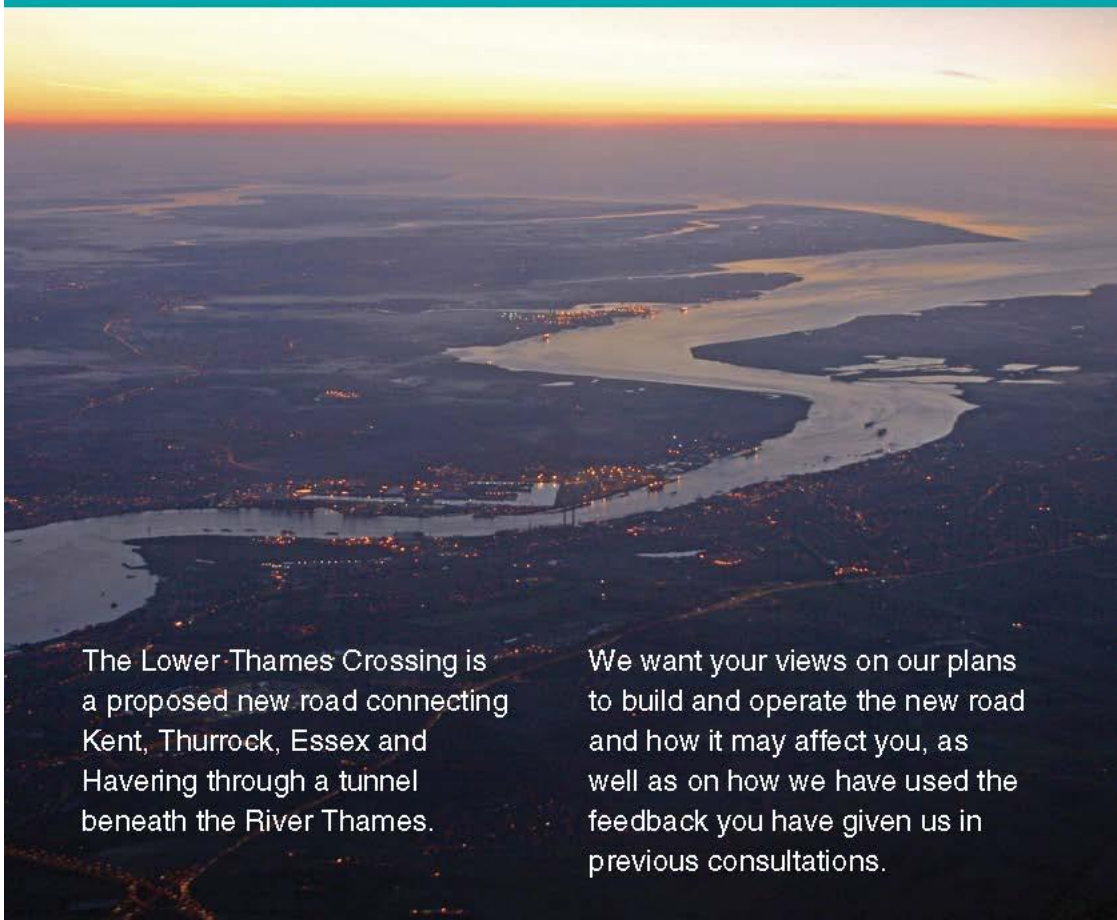


## Plate S.2 Community impacts consultation leaflet



### Lower Thames Crossing Community impacts consultation

July 2021



The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock, Essex and Havering through a tunnel beneath the River Thames.

We want your views on our plans to build and operate the new road and how it may affect you, as well as on how we have used the feedback you have given us in previous consultations.

Find out more and have your say online from 14 July to 23:59 on 8 September 2021 at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

## What are we consulting on?

To get permission to build and operate the new crossing, we must follow a specific planning process and seek a Development Consent Order (DCO).

In October 2020 we submitted an application for a DCO but following feedback and discussions with the Planning Inspectorate we withdrew it to provide more information.

We have been working to address the Inspectorate's feedback and, as part of this process, are holding a further round of public consultation to seek your views on:

- our plans to build and operate the Lower Thames Crossing and how we will mitigate its impact
- changes to the project since the design refinement consultation in 2020
- how responses received at each of our previous consultations have informed the development of the project

This consultation is an important opportunity for you to have your say before we finalise our proposals and submit our application later this year.

## Consulting during Covid-19

Due to the ongoing Covid-19 pandemic, we're providing a range of ways you can find out more information and give us your feedback.

All consultation materials will be available on our dedicated consultation website. We have also scheduled a series of carefully managed events, and copies of our consultation materials will be available at a number of locations along the route.

Our plans may change as government guidance is updated, please check our website or call us for the most up-to-date information before you travel.

 [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

 0300 123 5000

## Consultation materials

We are publishing a range of materials to help you understand our plans. These include:

### Guide to community impacts consultation

An overview of the information included in our consultation materials and directions on where to find out more detail in the technical documents.

### Construction update

An overview of the principles and methods that would be used to build the new road and tunnel, and changes to existing utilities infrastructure. It also details the measures proposed to mitigate potential adverse effects.

### Operations update

Information on the new road, junctions, the tunnel, utilities, environmental design and green infrastructure. It also includes changes we've made since the last consultation, some updates to our traffic forecasts and how the new road would impact the environment.

### Ward impact summaries

An overview of the changes and impacts the new road may have near you during its construction and operation. This covers topics such as changes to traffic, noise and air quality.

### You said, we did

A summary of responses received during our three previous consultations and how these have been used to further refine the project's design.

### Maps

A series of maps to help show the project during construction and when open to traffic. There will also be an interactive map on our consultation website.

We are also consulting on draft versions of a number of other technical documents.

## Consultation events

We have arranged a series of events, information centres and webinars to keep you fully informed. Please note, as government guidance is updated, access to these venues may change.

Please check our website [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation) or call us on **0300 123 5000** for up-to-date information.

### Events in Kent and Gravesham

Public information events	Date	Time
Cascades Leisure Centre, Thong Ln, Gravesend, DA12 4LG	Thurs 22 July Fri 3 Sept	2pm-8pm 2pm-8pm
Outdoor information centres	Date	Time
Chalk Parish Hall car park, Pirrip Close, Gravesend, DA12 2ND	Wed 4 Aug	12pm-5pm
Shorne Woods Country Park, Brewers Road, Shorne, DA12 3HX	Sun 8 Aug	10am-4pm
Gravesend Town Centre, King Street, Gravesend, DA12 2XX	Sat 14 Aug Sat 21 Aug	10am-4pm 10am-4pm
Webinars	Date	Time
The route south of the River Thames	Wed 28 July Thurs 2 Sept	7pm-8pm 7pm-8pm

### Information points

The consultation materials will be available to collect from information points from 21 July 2021.

#### Kent and Gravesham

- Marling Cross Library
- Meopham Library
- Riverview Park Library
- Shorne Woods Visitor Centre

#### Thurrock, Essex and Havering

- Belhus Library
- Blackshots Library
- Chadwell Library
- East Tilbury Library
- East Tilbury Post Office
- Thurrock Council Civic Offices

## Events in Thurrock, Essex and Havering

Public information events	Date	Time
The Civic Hall, Blackshots Ln, Grays, RM16 2JU	Sat 24 July	12pm-6pm
Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS	Mon 26 July	2pm-8pm
East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM18 8RB	Thurs 29 July Thurs 26 Aug	2pm-8pm 2pm-8pm
The New Windmill Hall, Havering, St Mary's Ln, Upminster, RM14 2QH	Sat 31 July	12pm-6pm
Linford Methodist Church, East Tilbury Road, Linford, Stanford-le-Hope, SS17 0QQ	Fri 6 Aug Tues 24 Aug	2pm-8pm 2pm-8pm
Brandon Groves Community Club, Brandon Groves Av, South Ockendon, Essex, RM15 6TD	Wed 1 Sept	2pm-8pm
Outdoor information centres	Date	Time
Thames Chase Community Forest Centre, Broadfields, Pike Ln, Upminster, RM14 3NS	Fri 13 Aug	11am-3pm
Grays Town Centre, High Street, RM17 6NP	Sat 7 Aug	10am-4pm
Webinars	Date	Time
The route north of the River Thames up to the A13	Mon 2 Aug	7pm-8pm
	Wed 25 Aug	7pm-8pm
The route north of the A13	Tues 10 Aug	7pm-8pm
	Tues 17 Aug	7pm-8pm

## Deposit locations

The consultation materials will be available to collect, and additional technical documents and maps will be available to review, at deposit locations from 21 July 2021.

### Kent and Gravesham

- Dartford Central Library and Museum
- Gravesend Library
- Maidstone Library
- Rochester Library

### Thurrock, Essex and Havering

- Brentwood Library
- Grays Library
- Romford Central Library
- Tilbury Hub

## How to find out more

We have provided lots of ways you can find out more, either online, on the phone or in person.

### Online

All consultation materials will be available on our dedicated website. You can watch videos explaining the proposals, explore an interactive map, see new fly-throughs and visualisation images of the proposed route and download the consultation documents.

### Webinars

We are holding a series of webinars where a member of the project team will explain our proposals in your area and give you the opportunity to ask any questions. These webinars will include live captioning and a British Sign Language interpreter.

### Telephone surgery

You can book a call back from a member of the project team to discuss any questions or provide comments on the proposals. To book an appointment from 14 July 2021, call us (weekdays between 9am and 5pm) or visit our website.

### Home delivery

For cost and environmental reasons, we encourage everyone to access the consultation materials online. However, if you have limited or no access to the internet you can ask for a printed copy to be delivered to your home free of charge. Please visit our website, email or call us to request this.



call us on **0300 123 5000**



email us at **info@lowerthamescrossing.co.uk**



visit our website: **www.highwaysengland.co.uk/lcconsultation**

All of the documents from our previous consultations are available online at **www.lowerthamescrossing.co.uk/archive**

## How to have your say

Our response form can either be completed online or downloaded and sent by email or via our Freepost address. You can also request a printed copy by emailing us at [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk) or calling us on **0300 123 5000**.

The following response methods are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.



### Online response form

Fill in the response form at:

[www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)



### Freepost

Send your response form or comments to:

FREEPOST LTC CONSULTATION

This 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](mailto:LTC.CONSULTATION@TRAVERSE.LTD)



### Telephone

We are offering additional support to help you provide feedback over the phone. Call us on **0300 123 5000** (weekdays between 9am and 5pm) to book an appointment. Please be aware that appointments are not available every day.

Full data privacy statement at

[www.highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice](http://www.highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice)

## Contact us

If you need help accessing this or any other Highways England information, please get in touch.

 0300 123 5000

 [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

 [www.lowerthamescrossing.co.uk](http://www.lowerthamescrossing.co.uk)

 Twitter: @lowerthames

 Facebook: @lowerthames



## Have your say

Please submit your response by  
**23:59 on 8 September 2021.**

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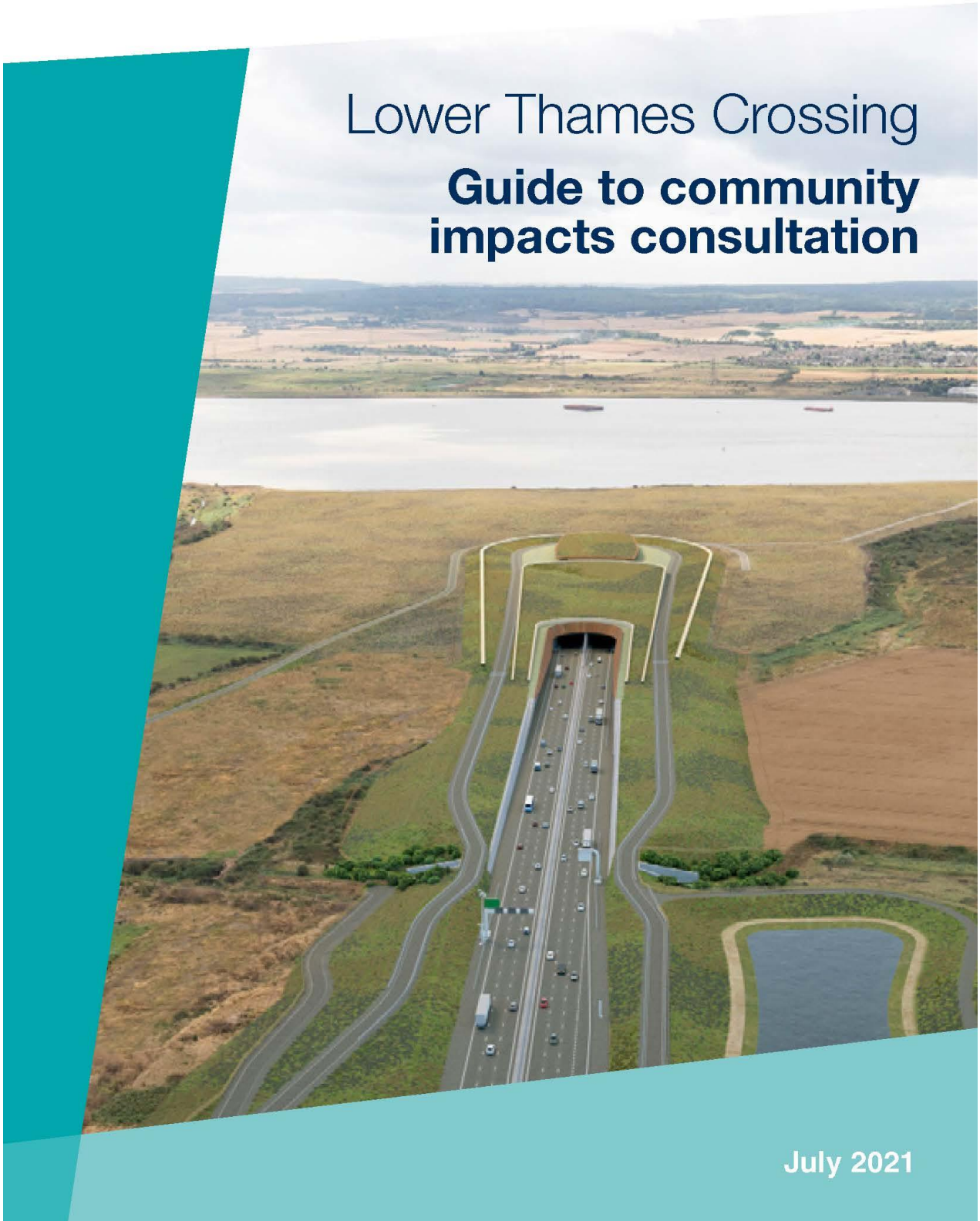
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**Plate S.3 Guide to community impacts consultation**



# Lower Thames Crossing Guide to community impacts consultation



July 2021

## About this guide

We want to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Your views are vital in helping us to do this and shape the project.

Following our statutory consultation in 2018, and our non-statutory supplementary and design refinement consultations in 2020, we are now holding a non-statutory community impacts consultation. This is your opportunity to have your say on our latest proposals.

This guide provides an update and summary of the impacts of our proposals on the community and environment, and how we plan to mitigate them. It also explains how you can give us your feedback and find out more.

## Highways England

We are 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. These are on our website at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

# 1

## Foreword

**Our roads connect us. They are a critical part of our post-COVID economic recovery and our low-carbon future.**



Matt Palmer, Lower Thames Crossing Executive Director

“Our ambition is to leave communities and the environment better off than when we arrived”

The Lower Thames Crossing is one of the most ambitious projects of its kind and part of the largest investment in the UK's strategic road network in a generation.

When it opens, it will almost double road capacity between Kent, Thurrock, Essex and Haverling, providing much-needed relief to the millions of people who use the Dartford Crossing every year.

But it is more than a road. If given the green light, the project can play a vital role in our nation's economic recovery, connecting communities and bringing people closer to jobs.

We know that building a major piece of infrastructure will impact local people but Highways England is committed to creating a positive green legacy. This includes our proposals to provide two new open space sites that would provide wider benefits to the community, along with improvements to walking and cycling facilities.

## Shaping our project

After submitting a Development Consent Order (DCO) application to the Planning Inspectorate in October 2020 and receiving their feedback, we withdrew our application in November 2020. We are now carrying out a further community impacts consultation from 14 July to 8 September 2021, to provide more detail about the project and how it would affect local communities and the environment, during its construction and after it opens.

Since 2016, we have carried out the most comprehensive consultation programme of any UK road project, with a record-breaking 90,000 responses. As well as engaging with local authorities and other stakeholders, we have used this feedback to refine our designs. Your comments have been at the heart of our decision making – from the location and route, to the skills and training on offer.

We have made some significant improvements to the project's design over the past few years. For example, we have future-proofed the road by increasing the number of lanes from two to three in most places. Also, to reduce its visual impact, 80 per cent of the new road is now in a cutting, false cutting or tunnel.

Your feedback is critical in helping to shape our project and maximise the benefits for local communities.

## Have your say

This consultation is an opportunity for you to provide feedback on our proposals, including:

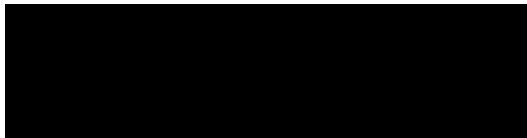
- the latest construction and operational impacts, and our efforts to reduce these. We are also providing this information at a local level, so people can understand the impacts and what we are doing to reduce them
- the proposed changes to the project since our design refinement consultation
- how responses received at each of our previous consultations have informed the development of the project

Once again, your views will be vital in helping us to develop the project and our 'How to have your say' chapter explains how you can do this.

When we submit our DCO application later this year, we will include a Consultation Report that explains how we have listened to feedback received from all our consultations, and how it has informed our proposals.

You have been instrumental in shaping the project so far and I want to thank you. Together, we can improve journeys, unlock economic growth and provide opportunities for new jobs and skills. Ultimately, we're creating a lasting legacy for future generations.

Many thanks.



**Matt Palmer**, Lower Thames Crossing Executive Director



# 2

## Community impacts consultation

**Since 2016, we have worked closely with local communities and stakeholder organisations to shape the project. This consultation is the latest stage in its development.**

This chapter provides an overview of this consultation and the Lower Thames Crossing project. It also outlines the process for obtaining development consent.

### The story so far

Since the 2016 options consultation, we have carried out:

- three further public consultations
- traffic modelling and environmental and economic studies
- on-site investigations
- continuous engagement with stakeholders



### Have your say

Your feedback is important. It will help us to further refine and finalise our proposals for our development consent application.

We have listened closely to all the issues raised during previous consultations and engagement, and this has helped us refine the project's design and our approach to construction and operation.

We're holding this community impacts consultation to gather feedback on our plans to build and operate the Lower Thames Crossing, including its impacts on local communities and the environment, and our proposals to mitigate these. We would also like your views on changes to the project since our design refinement consultation and on how we have addressed issues and suggestions received at each of our previous consultations.





## What is the Lower Thames Crossing?

Highways England is proposing a new road and tunnel, the A122 Lower Thames Crossing. It would connect to the A2 and M2 in Kent, passing through a tunnel under the River Thames, before linking to the A13 in Thurrock and junction 29 of the M25 in the London Borough of Havering, north of the Thames.

## The project's objectives

We have worked with the Department for Transport to agree the following objectives for the new road:

- 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

## Legacy and benefits

The Lower Thames Crossing would provide a number of benefits to local communities and the environment. It would reduce congestion at the Dartford Crossing, support economic growth locally, regionally and nationally, and provide additional capacity and more reliable journeys across the River Thames. Further information on the benefits that the Lower Thames Crossing would bring can be found in the consultation documents.

These benefits include:

- bringing people closer to jobs, and businesses closer to their customers and suppliers
- involving 22,000 people with the project during construction, including hundreds of apprentices and graduates
- offering free training for businesses to give them the skills needed to work on this project, and the many schemes in this area and across the UK
- enhancing habitats for wildlife
- creating a network of green spaces that leave a lasting legacy for local communities
- two new landscaped parks, one each side of the river by our tunnel entrances, giving local communities panoramic views of the Thames
- replanting six square metres of new woodland for every square metre of Ancient Woodland lost
- creating 46km of new, realigned or improved footpaths, cycleways and bridleways
- building seven green bridges that would connect new pathways

## Applying for development consent

Following our design refinement consultation last summer, we submitted a DCO application to the Planning Inspectorate in October 2020. However, based on early feedback, we withdrew the application in November 2020.

As with all projects of this type and scale, the Lower Thames Crossing is a Nationally Significant Infrastructure Project (NSIP). This means we will need permission to build and operate the new road through a DCO.

We would be moving a number of utilities to avoid the new route. Four of these diversions (three underground gas pipelines and one overhead electricity line) are NSIPs in their own right and will form part of our DCO application.

Our DCO application will be examined by the Planning Inspectorate, the Government's independent planning authority. It will report its findings to the Secretary of State for Transport, who will ultimately decide whether to grant or refuse consent for the project.

We plan to submit our application later in 2021. If our DCO is granted, we intend to start construction of the new road in 2024. Our target road opening is 2029/30, but for the purposes of construction and traffic modelling the road opening date is assumed to be 2029 throughout this consultation.

## An overview of the materials in the consultation

As well as this guide, we are publishing a range of materials to help you understand our proposals. These include:

### Construction update

An overview of the principles and methods that would be used to build the new road and tunnel, and changes to existing utilities infrastructure. It also details the measures proposed to mitigate potential adverse effects.

### Operations update

Information on the new road, junctions, the tunnel, utilities, environmental design and green infrastructure. It also includes changes we've made since the last consultation, some updates to our traffic forecasts and how this would impact the environment.

### Ward impact summaries

An overview of the changes and impacts the new road may have near you during its construction and operation. This covers topics such as changes to traffic, noise and air quality.

### You said, we did

A summary of responses received during our three previous consultations and how these have been used to further refine the project's design.

### Maps

A series of maps to help show the project during construction and when open to traffic. There will also be an interactive map on our consultation website.

## Draft DCO application documents

As well as the documents listed above, we are also consulting on draft versions of a number of other technical documents, which set out how we, and our appointed contractors, would build and operate the new road. These are:

- Development Consent Order schedule 2 & explanatory note
- Outline site waste management plan
- Outline Traffic Management Plan for Construction
- Materials handling plan
- Register of Environmental Actions and Commitments
- Code of Construction Practice
- Design principles
- Wider network impacts – management & monitoring plan
- Outline landscape & ecology management plan
- Framework travel plan

These documents are available on our website at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)



### Have your say



If you would like to comment on areas of the project that are not covered by a specific question in our community impacts consultation response form, please use question 4: 'Other comments'

The guide to consultation and draft DCO application documents

Response form

**The guide to consultation**



 <p><b>Construction update</b></p>	 <p><b>Operations update</b></p>	 <p><b>Ward impact summaries</b></p>	 <p><b>You said, we did</b></p>
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Draft DCO application documents

<p><b>Development Consent Order (DCO) schedule 2 &amp; explanatory note</b></p>	<p><b>Outline site waste management plan</b></p>	<p><b>Outline Traffic Management Plan for Construction (OTMPIO)</b></p>	<p><b>Materials handling plan</b></p>	<p><b>Register of Environmental Actions and Commitments (REAC)</b></p>
<p><b>Code of Construction Practice (CoCP)</b></p>	<p><b>Design principles</b></p>	<p><b>Wider network impacts - management &amp; monitoring plan</b></p>	<p><b>Outline landscape &amp; ecology management plan</b></p>	<p><b>Framework travel plan</b></p>

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# 3

## Project updates

**We have made some changes to the project since our design refinement consultation last summer. These are the result of continued engagement with stakeholders, ongoing design work and assessments, and a greater understanding of the technical constraints to building and operating the new road.**

### Changes since our design refinement consultation

These changes, summarised here, are explored in further detail in chapter 3 of our Operations update.

Your feedback during the design refinement consultation has also shaped the development of the project, including some of the changes presented here. Please see chapter 4 of our You said, we did for a summary of the feedback we received.

Two important ways in which our proposals have developed since our previous consultation relate to our proposed Order Limits and utilities works. These are summarised below.

### Order Limits

Referred to in previous consultations as the development boundary, the Order Limits are the outermost edges of the Lower Thames Crossing project.

Since our last consultation, we have reduced the area within the revised Order Limits from 22.9km<sup>2</sup> to 22.2km<sup>2</sup>.

We have also reduced the number of properties within the Order Limits to 130 from 150. Of these, 46 of these would only be affected by works to adjust existing overhead electricity power lines in the Linford area, and would not be acquired for the project. Of the other properties in the Order Limits, 35 would



need to be demolished and the remainder would be impacted by construction works or would need temporary or permanent changes to how they are accessed.

## Utilities

We have continued to work with utility companies to further refine our proposals for more than 100 utility works to enable the project to be built. Our emphasis has been on reducing the impact on communities, local landowners, businesses and the environment, while also working to minimise any visual impacts once the new road is open.

The Operations update and Map Book 2: Land Use Plans, provide further information, including:

- the realignment of gas pipelines to reduce impacts on woodland near to Brewers Road and the Orsett Showground
- the relocation of the Shorne Woods switchgear equipment
- changes to proposed electric substation locations, resulting in modifications to the proposed utility diversion routes, the Order Limits and our land requirements

Our ongoing discussions with utility companies have also enabled us to remove a number of areas of land from the Order Limits as they are no longer needed for utility diversions. These are detailed in chapter 3 of the Operations update.

To describe the changes, we have divided the route into several sections on both sides of the river:

- south of the river in Kent: A2/M2 corridor, south of Gravesend (A2/Cyclopark), south of the Thames/southern tunnel entrance
- north of the river in Thurrock and Essex: Tilbury area, A13/A1089 junction, Mardyke Valley/North Road, M25/J29

## Find out more

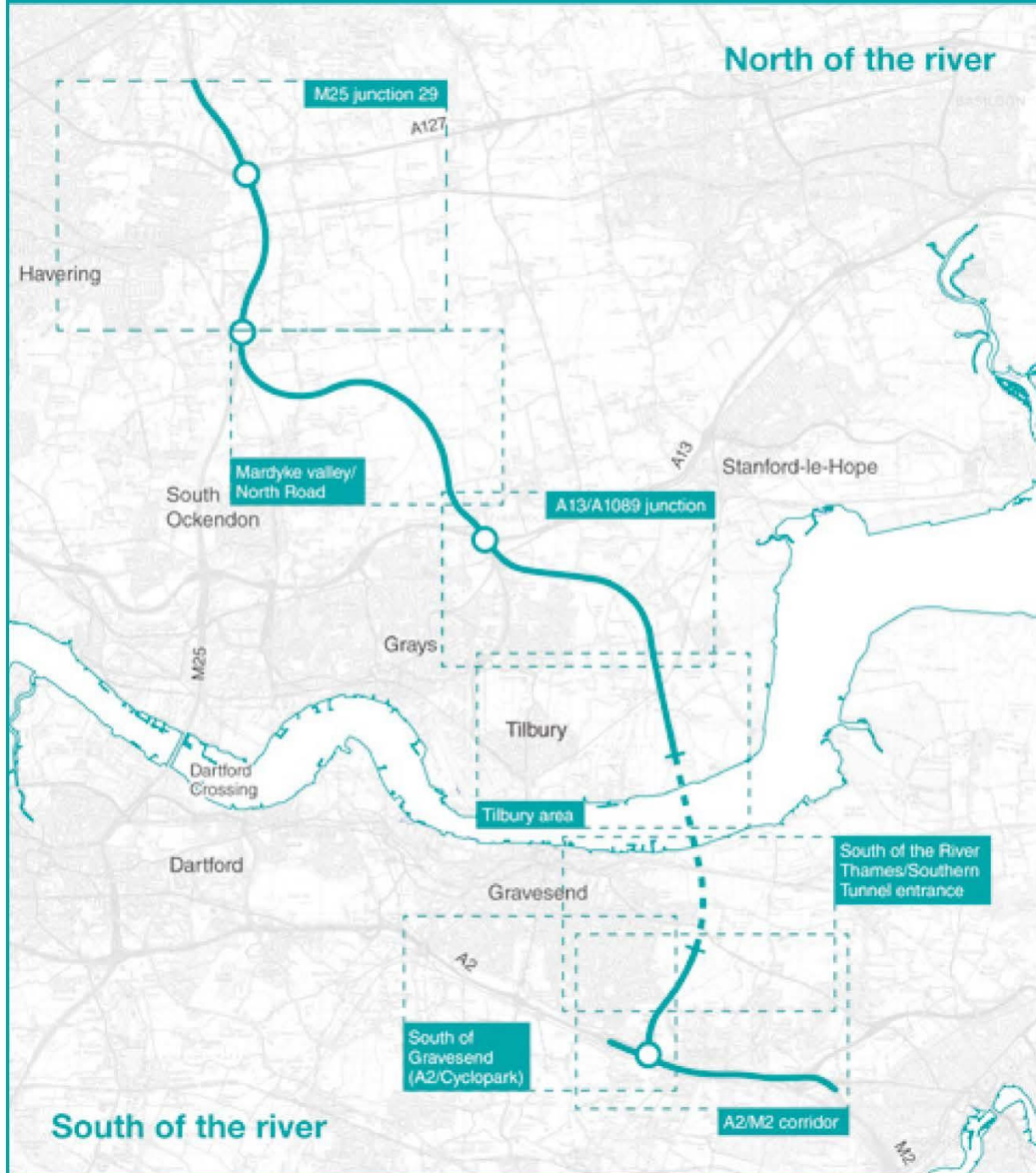
For more information on the changes since our previous consultation, see chapter 3 of the Operations update. For further changes made in response to feedback, please refer to the You said, we did document.



## Have your say

To comment on the Order Limits, answer questions 2e and 2f in the response form.

Figure 3-1 The Lower Thames Crossing route sections map, covering the changes since the design refinement consultation.



## South of the river in Kent

### A2/M2 corridor

- A gas pipeline would be located underneath Brewers Road and Park Pale instead of the land adjacent to the A2. This would reduce the impact on Ancient Woodland and the area of outstanding natural beauty.
- Following stakeholder feedback, the previous proposal, which required two crossings of the existing National Grid gas feeder pipeline, was revised to improve safety. The revised diversion route will avoid the need for the crossings. This reduces any risk to the pipeline, the workforce and the environment. This change means we will require permanent rights over a slightly larger area.
- Access to the Harlex Haulage business has been changed and a public right of way diverted to improve public safety.
- Relocation of Shorne Woods utility switching station from Thong Lane to the A226. The change would reduce visual impacts by removing the existing overhead power cables.

### South of Gravesend (A2/Cyclopark)

- An electricity cable would be located either under, or next to, the footpath around the A2 Roman Road, from Valley Drive west to the B262 Hall Road to reduce the impact on this area.

### South of the River Thames/southern tunnel entrance

- Works to install the temporary drainage pipeline from the Southern Tunnel Entrance Compound to the River Thames, would be carried out in a field behind the houses on the north side of Lower Higham Road. Access would be required via an existing entrance to the field from Lower Higham Road.
- We have included three arable fields in the Order Limits to the north of Chalk and to the south of the Thames and Medway Canal and Metropolitan Police firing range. Our proposed changes to how these fields are farmed will improve the habitat for birds during construction.



### Have your say

To comment on the changes to the route south of the river, answer questions 2a and 2b in the response form.

## North of the river in Thurrock and Essex

### Tilbury area

- We have extended the Order Limits to the south of Substation Road, where it passes between the existing power transmission site to the north and the site of the old Tilbury Power Station to the south. This would allow for a new power line to be placed underground and would reduce impacts on the utility companies.
- Two existing culverts on the Tilbury Main river to the east of the new road would be removed and a further culvert replaced with a larger structure.
- Vehicle access to a private wharf situated to the east of Port of Tilbury (Tilbury 2 terminal) and to the west of Coalhouse Fort has changed to a single vehicle crossing to limit the impact on the Two Forts Way public right of way.
- We have removed the East Tilbury Jetty to the east of Port of Tilbury (Tilbury 2 terminal) as any deliveries by river would come through the Port of Tilbury or other established port/dockside facilities.
- We have reduced the land required to accommodate a pipe to discharge surplus water into the river.
- An area of ecological mitigation land is no longer within our Order Limits following stakeholder feedback.

### A13/A1089 junction

- A modification to the A13 junction, comprising an extra lane on the link road extending from where the road passes Baker Street through to the Orsett Cock roundabout to provide additional capacity.
- We have identified an alternative location for the restringing of overhead power lines north of Linford and reduced the area required within the Tarmac site but extended the Order Limits north east over vegetation and agricultural land.
- Changes to the route of utility diversions to the south of Stanford Road A1013 and an overall reduction in the Order Limits as we can locate the utilities along field boundaries.
- Extension of the Order Limits to fields to the east and west of the A1089 Dock Approach Road to ensure permanent access rights to the overhead line network.

- Following feedback received from landowners and the owners of Orsett Showground, the proposed replacement area for Orsett Showground has been removed from the Order Limits.
- We have reduced the Order Limits around the Ron Evans Memorial Field following changes to replacement open space proposals.
- Working with gas company, Cadent, we have refined the area to the north of the A13 between Rectory Road and Orsett Cock roundabout, to divert a high-pressure gas pipeline. This allows a reduction of the Order Limits, reducing the impact at Orsett Showground and land currently being used for football pitches by Orsett Park Royals Football Club.

### Mardyke Valley/North Road

- The proposed replacement Orsett Fen common land has been reconfigured and the Order Limits amended.
- There has been an amendment to the landscape design associated with the Mardyke Crossing to provide a suitable ditch network and habitat for water voles.
- A refinement to the Order Limits, including an overall reduction around Ockendon Road/Pea Lane to avoid impacting existing vegetation.
- A flood relief channel would be built next to the Mardyke, at the western end of the proposed viaduct. A flood bund would be constructed to the west of where the new road would cross the Mardyke. There would be a reduction in the size of the compensatory flood storage area here.
- A reduction in the size of the compensatory flood storage area to the north of Green Lane.

### M25/J29

- An extension of the Order Limits around St Mary's Lane substation to include an existing substation, which some of our utility diversions will connect to.
- To avoid impacting a local business, the woodland planting and environmental mitigation proposals in the area to the north of J29 of the M25 and around Folkes Lane Woodland have changed.
- Access from Moor Lane east and from Laburnham Gardens is no longer needed due to the proposed introduction of access directly from the new J29 road.

### Did you know?

We have reduced the amount of Ancient Woodland affected by the project by almost half, and for every square metre lost we would replant six square metres of new woodland.



### Have your say

To comment on the changes to the route north of the river, answer questions 2c and 2d in the response form.

### Special category land

The Lower Thames Crossing would have an impact on special category land. This includes, but is not limited to, land that forms part of common and open space. The compulsory purchase of special category land, or of rights over this land, such as a right of access, is subject to specific statutory rules.

Our proposals for the new road and its construction would have both temporary and permanent impacts on eight open space sites and three common land sites.

Since the previous consultation, we have updated our proposals at five sites:

### Shorne Woods Country Park

A small area of permanent rights would be required along the north of the A2 for ecological mitigation.

### Cyclopark

We have reduced the impact on the Cyclopark by reducing the width of the land required for our works north of the A2.

### Ron Evans Memorial Field

We propose to acquire two areas of replacement land to the south and west of the existing site. The replacement land would be landscaped and connected to the area of the memorial field to be retained to the north of Long Lane.

### Orsett Fen – common land

We are now proposing to provide replacement land to the north and south of the existing common land. This replacement area would be designated as common land and benefit from the same rights of access and common rights as the existing and retained common land.

### Thames Chase Community Forest

We have reduced the amount of replacement open space land, removing a previously proposed area of land on the eastern side of the M25. Now, all the proposed replacement land would be on the western side of the M25, situated north and south of the existing Thames Chase Community Forest.

We propose to acquire six areas of land to provide replacement open space and common land within the Order Limits. For these areas we will be providing 926,200m<sup>2</sup> of replacement land, which is more than the 816,200m<sup>2</sup> we are proposing to acquire.

These areas would be:

- Shorne Woods Country Park
- Tilbury Green
- Ron Evans Memorial Field
- Orsett Fen – common land
- Thames Chase Community Forest
- Folkes Lane Woodland

We will acquire land in accordance with the relevant provisions of sections 131 and 132 of the Planning Act 2008, which means we will provide replacement land which is no less in area than that which we propose to purchase and which will be no less advantageous to those, if any, entitled to rights of common or other rights, and to the public.

You can find further details, including a breakdown of replacement land provided in each area along with maps of these areas, in chapter 3 of the Operations update. Further information on replacement land and the new open space sites can also be found in Map Book 1: General Arrangements.



### Have your say

To comment on the changes to special category land and private recreational facilities, answer questions 2g and 2h in the response form.

## Case study: Community woodland

Highways England will create a new 100 hectares (ha) community woodland in partnership with Forestry England, next to the route of the proposed Lower Thames Crossing.

Set to be the largest community woodland in the region, it will be part of Highways England's commitment to increase biodiversity along England's strategic road network by 2050. It will go ahead regardless of consent being granted for the Lower Thames Crossing.

The woodland will be created on Hole Farm, which was recently purchased by Highways England. Part of the land at Hole Farm is also proposed to form part of the Folkes Lane Woodland replacement open space land.

The site will be managed by Forestry England, which is supporting the government's target of planting 30,000ha of new woodland every year by 2025 to help deliver ambitious plans to achieve net-zero carbon emissions by 2050.



## Private recreational facilities

In addition to impacting special category land, the new road would affect a number of private recreational facilities, as well as the Orsett Showground site. This is either because we propose purchasing all or part of those sites (or rights over those sites), or need to use the areas temporarily to build the new road.

Since the previous consultation, we have updated our proposals at three of these facilities.

### Gravesend Golf Centre

The site consists of a nine-hole pitch and putt golf facility with a driving range. We propose to permanently acquire part of the facility for the landscaped parkland around the southern tunnel entrance.

At our previous consultation, we said we were proposing to provide a replacement golf facility to the south-east of the Cascades Leisure Centre, to enable the Gravesend Golf Centre business to continue. We are, however, engaging with Gravesham Borough Council and the current operator regarding a potential proposal to replace the golf facility on land within the site of the Cascades Leisure Centre, which is currently used as football pitches. That proposal, if agreed, would be delivered separately to the Lower Thames Crossing project.

If a golf facility is provided on that site, we would seek to provide football pitches on the land to the south-east of the Cascades Leisure Centre, rather than provide a golf facility on that land as proposed at the design refinement consultation. If the potential proposal being discussed with Gravesham Borough Council is not implemented and a golf facility is not provided on that site, we will provide a replacement golf facility as previously proposed.

### Linford Allotments

This land comprises approximately two hectares of land within the Order Limits and is required for the temporary construction and for permanent operation of an existing overhead electricity cable and a new corridor for several utilities.

### Orsett Park Royals Football Club pitches

A field to the north west of Orsett Cock roundabout is currently being used by Orsett Park Royals Football Club for two football pitches and one smaller pitch. We are proposing to divert a gas pipeline to the south and east of the pitches. There may be some impact on the area currently used for the smaller pitch during the diversion works, which we will seek to mitigate.

For more information, please refer to chapter 3 of the Operations update.

### New open space sites

Highways England is committed to creating a positive green legacy. We are therefore proposing two new open space sites that would provide wider benefits to the community.

Since the design refinement consultation, we have continued to refine the design of one of these new open space sites, Tilbury Fields.

### Did you know?

We would create two new landscaped parks, one each side of the river by our tunnel entrances, giving local communities panoramic views of the Thames.

### Chalk Park

Another new park, Chalk Park, is proposed on part of the Southern Valley Golf Club site, which would be permanently acquired. This would provide a recreational area for the public and create a desirable separation between the southern tunnel entrance and the eastern edge of Gravesend. Within the new area, informal footpaths are proposed that would connect with existing public rights of way. When complete, Chalk Park would cover an area of around 38ha.

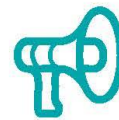
### Tilbury Fields

A new park, Tilbury Fields, of around 45ha is being proposed on the northern banks of the River Thames, just west of the northern tunnel entrance.

We are inviting feedback on two options for the height of the viewpoints in this park. The maximum height of the landform shown in this consultation is currently being developed in more detail with key stakeholders. The design of Tilbury Fields will be developed to enhance the area's unique character and ecology.

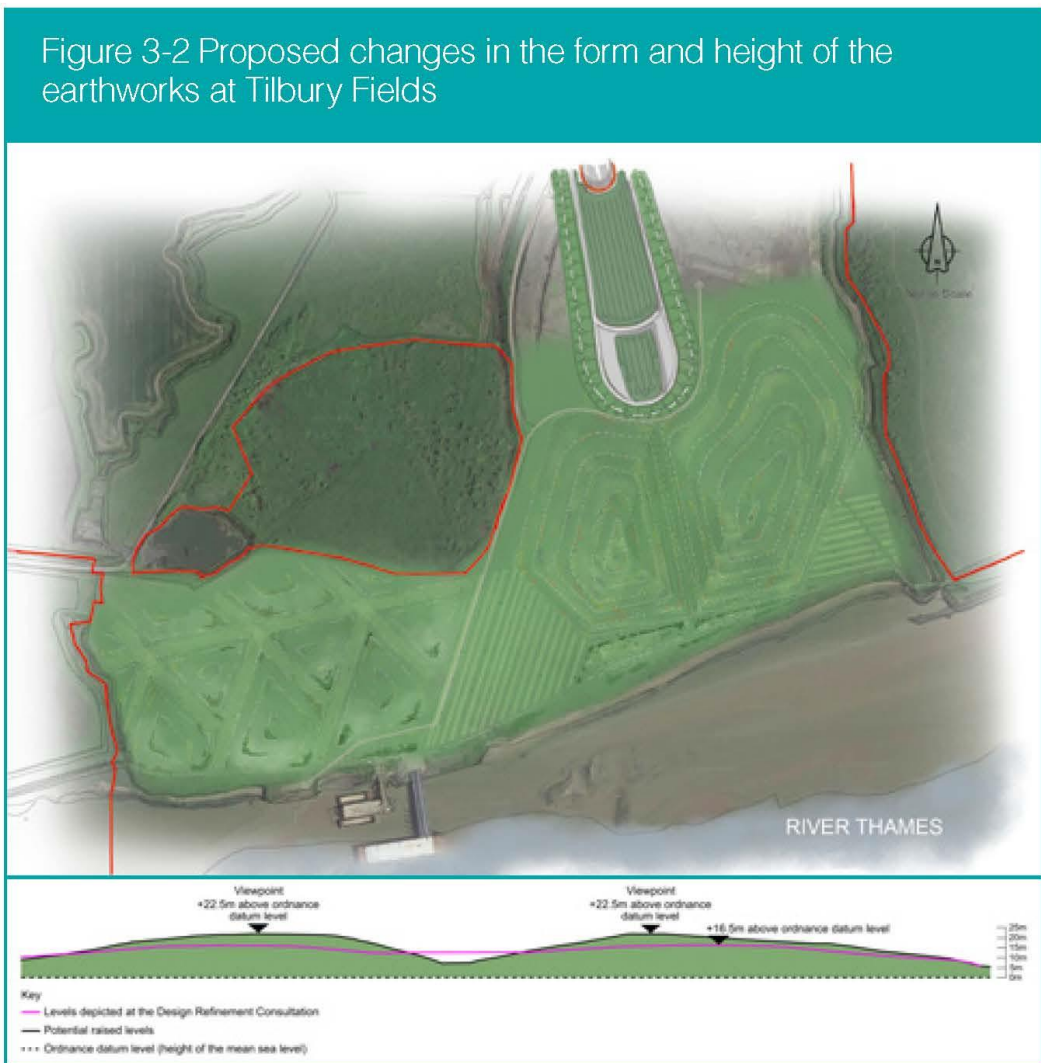
The previous design refinement consultation contained general arrangement drawings in Map Books 1 and 3, with potential highpoints. We have continued to evolve the design and are now exploring having highpoints of a range of different heights that could be up to 22.5 metres above ordnance datum level (height of the mean sea level) in the new area, to provide improved viewpoints over the estuary and nearby historic forts on both sides of the river.

The lower landform option as previously indicated at the design refinement consultation would be 16.5 metres above the ordnance datum level. The higher landform option would be up to 6 metres higher than previously indicated at the design refinement consultation and allow for improved views and more repurposing of material.



### Have your say

To comment on the two new open space sites, answer questions 2i – 2n in the response form.





# 4

## Our approach to assessments

**Throughout the development of the Lower Thames Crossing, we have carried out assessments to understand the impacts of construction and operation on local communities, the wider region, the environment and the road network.**

### How we have assessed and mitigated impacts

The type and scale of the Lower Thames Crossing project means that an Environmental Impact Assessment (EIA) must be carried out in relation to it. The EIA is the process of assessing the potential impacts, both positive and negative, the Lower Thames Crossing might have on the environment. The EIA process has informed the development of the design of the Lower Thames Crossing, and proposed mitigation measures to avoid, minimise, restore and compensate for potential impacts on the environment.

The results of the EIA carried out on the project will be documented in an Environmental Statement (ES), which will be submitted with our application for development consent. The ES is currently being prepared, and the information presented in this consultation reflects the assessment work carried out to date.

To understand the impacts of the Lower Thames Crossing during construction and operation, and identify appropriate mitigation measures, we have carried out assessments that look at the following topics:

- landscape and visual
- noise and vibration
- air quality

- population and human health
- terrestrial and marine biodiversity (ecology)
- cultural heritage
- climate and carbon
- road drainage and the water environment
- geology and soils
- minerals and waste
- cumulative effects

We also carried out assessments using our transport model to understand the impacts the Lower Thames Crossing would have on traffic and local bus routes, both locally and on the wider road network. We used information from the transport model to:

- help stakeholders and the public understand the predicted changes in traffic movements, traffic patterns and journey times on the existing road network while the new road is being built and when it opens
- make sure that the proposed design of the Lower Thames Crossing has sufficient capacity when it opens and in the future
- input into the environmental assessments carried out for various topics in the ES (that will accompany our DCO application), including noise and air quality
- we have also assessed the impacts that the Lower Thames Crossing will have on footpaths, bridleways and cycleways, and identified opportunities for improvements

Summaries of these topics are below, with signposts to the documents where you can find more detailed information.

## Measures to reduce impacts

Our design for the Lower Thames Crossing has been developed, where possible, to avoid or minimise significant effects on local communities and the environment.

During this process, we incorporated further measures to mitigate adverse impacts that cannot be avoided. Some of these include landscaping, incorporating noise barriers and the provision of green infrastructure, such as green bridges.

When building and operating the Lower Thames Crossing, we would include:

- Embedded mitigation: such as the use of cuttings to hide roads or green bridges to link footpaths, bridleways and ecological habitats.
- Good practice measures: these are standard approaches and actions, for example, suppressing dust to reduce air quality impacts during construction and measures to reduce the risk of pollution.
- Essential mitigation: these are specific measures to avoid or reduce localised environmental effects. They include monitoring protected ecological species during construction or building earth walls (bunds) alongside construction compounds to reduce noise.

## Summaries of impacts

Listed below are the topics we've identified that will have an impact on local communities and the environment from building and operating the Lower Thames Crossing. You can find more detailed information in our:

- Ward impact summaries – for localised impacts and mitigation measures
- Construction update and Operations update – for impacts at a project-wide level



### Traffic

During construction, there would be more traffic on roads near the project – with people travelling to and from the construction sites, and materials being delivered. The locations of these sites, and the proposed traffic management measures, are in our Ward impact summaries. The summaries also include details of the expected daily number of vehicles travelling to and from each site.

During construction, traffic management measures would be necessary along the road network. These would be at different locations and for varying lengths of time. These are described in the Outline Traffic Management Plan for Construction.

We have used traffic modelling to forecast what the conditions on the road network would be in 2029, the proposed opening year, both with and without the project.

Information and maps showing data for predicted traffic flows and road capacity for the wider area are included in our Operations update.

### Public transport

During construction, some bus routes would need to be diverted or changed. Impacts on local rail services will include some weekend and night closures during construction. Further details are in our Ward impact summaries.

Details of impacts on bus routes at a project-wide level when the Lower Thames Crossing is open are in our Operations update.

There would be no permanent impact on rail services when the new road is open.

### Footpaths, bridleways and cycleways

There would be some local impacts on routes used by walkers, cyclists and horse riders during construction. Details of temporary local diversions and closures of existing footpaths, cycle routes and bridleways during construction are presented for each ward in our Ward impact summaries.

Working with local authorities and organisations such as Sustrans, a UK-based walking and cycling charity, we have developed a programme of improvements for walkers, cyclists and horse riders. These improvements would connect local communities with green spaces and promote active travel choices. Find out more in our Operations update.

### Landscape and visual

Our Ward impact summaries include more information on the visual impacts of the construction and operation of the Lower Thames Crossing, as well as details of how we propose to reduce these through landscaping and good design.

There is more information on visual and landscape impacts and mitigation at a project-wide level in the Construction update and Operations update.

### Noise and vibration

In the Ward impact summaries, we explain the local increases and decreases in noise that we expect during construction and operation, and how we plan to mitigate this. There is also information on effects from vibration.

### Air quality

When a project is predicted to lead to traffic changes, an air quality assessment is carried out. Roads that are modelled as part of the traffic assessment are included in the air quality assessment.

Nitrogen dioxide (NO<sub>2</sub>) is one of a group of gases called nitrogen oxides, which are generated by road traffic. PM<sub>10</sub> is a type of particulate matter (fine particles of dust) that is also generated by road traffic, and high levels can cause health issues.

For some areas in the Ward impact summaries, we explain that we expect local increases in pollutants, while air quality would improve in others. Information can also be found in our Construction update and Operations update.

### **Population and human health**

In our Ward impact summaries, we highlight the potential positive and negative impacts of the Lower Thames Crossing on people's health and wellbeing. This includes information on health effects from changes to air quality and noise, and changes to accessibility caused by road or footpath closures and construction traffic, as well as access to work and training.

### **Biodiversity**

We cover the impact the new road would have on local and marine wildlife and vegetation during construction and operation in our Ward impact summaries. This includes information about sites of importance for biodiversity and marine biodiversity.

We have worked hard to incorporate new habitats, build green bridges and introduce landscaping measures into the design.

### **Cultural heritage**

We outline the impact of construction and operation on conservation areas, listed buildings, scheduled monuments and other elements of local built heritage in our Ward impact summaries. For an update on our archaeological investigations, see our Construction update.

### **Contamination management**

In our Ward impact summaries we have detailed how we would manage local sites of potential contamination, such as landfill and petrol stations, to prevent harm to local land or water supplies.

### Geology and soils

Areas of agricultural land would be affected by the construction of the Lower Thames Crossing. Once the new road opens, there is a risk of soil being contaminated from surface water and groundwater from road spray, pollution incidents and traffic accidents (for example, fuel or oil spillages). To mitigate these, we have proposed measures to capture any contaminants. Find out more about impacts on geology and soils in our Construction update and Operations update.

### Road drainage and water environment

The construction and operation of the project could potentially cause changes to surface and groundwater levels (as well as quality), and increase the risk of flooding in localised areas. Find out more about our assessments and proposed mitigation measures in our Construction update and Operations update.

### Climate and carbon

While developing the Lower Thames Crossing, we have carried out assessments to estimate the greenhouse gas (GHG) emissions associated with building the project, as well as the change in these emissions over a 60-year period after the opening year. For more information, including details on our approach to reduce GHG emissions from the Lower Thames Crossing, see our Construction update and Operations update.

### Minerals and waste

During both construction and operation, we would aim to reduce the amount of materials required and waste produced, for example, by reusing materials onsite. Details of the impacts identified, and the proposed mitigation measures, are in our Construction update and Operations update.

### Cumulative effects

Cumulative impacts are when two or more types of effects combine to cause impacts on the environment. These could be 'intra-project effects' where a receptor or location would experience more than one effect, or 'inter-project effects' where there would be impacts from the project in combination with other nearby projects that are either in construction or are planned. Further information on the assessment of cumulative effects is in our Construction update and Operations update.



# 5

## Construction update

**We have signed up to the highest construction standards through our Code of Construction Practice and will minimise our impact on communities as much as possible.**

This chapter provides a summary of, and signposts to, documents that describe how we are likely to build the Lower Thames Crossing, should development consent be granted.

### Summary of construction activities and methods

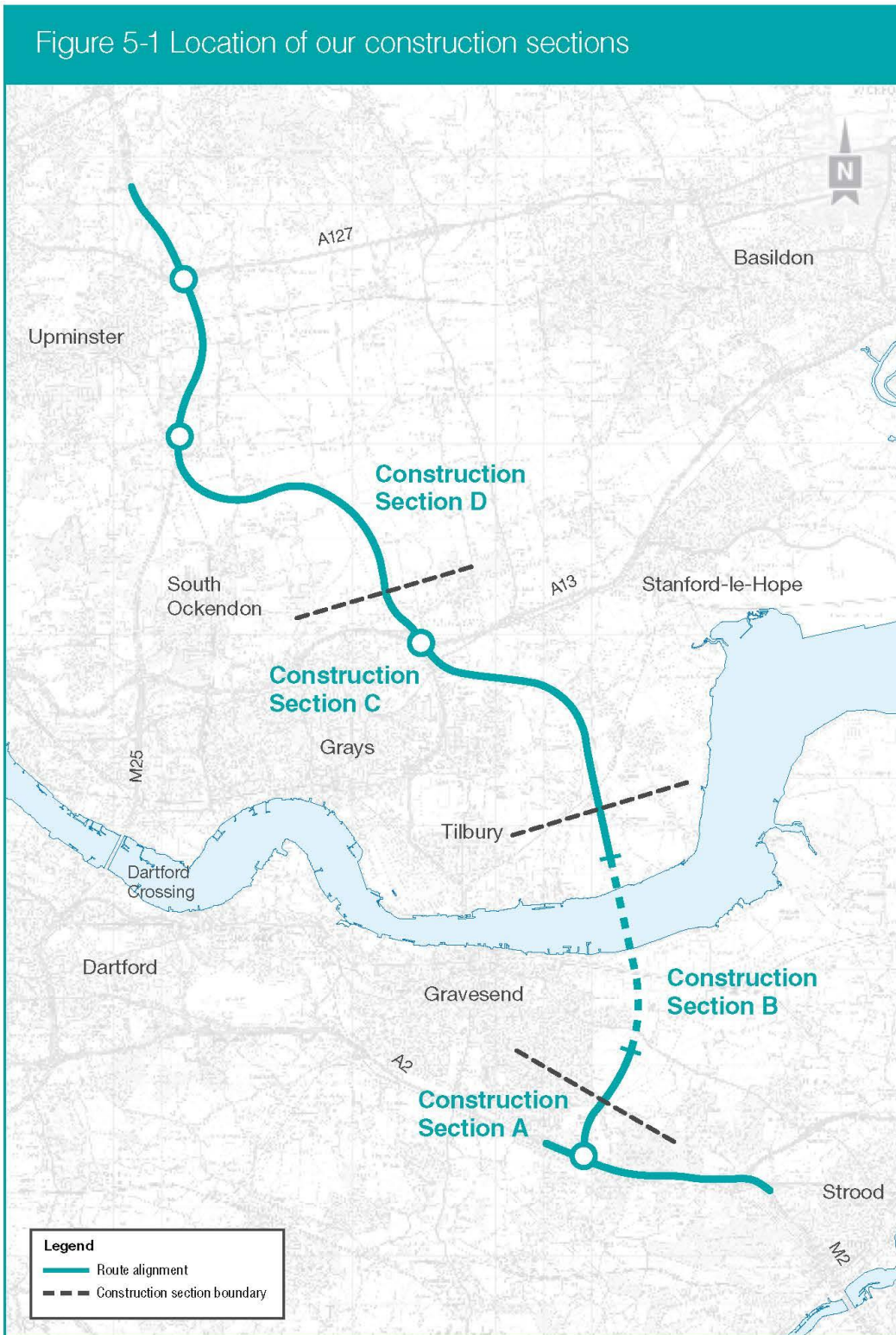
Subject to the new road being granted development consent in 2023, and construction starting in 2024, we expect it to open in 2029.

Given the complex nature of construction, we would divide the works into four sections to help make sure they are delivered on time with the minimum impact on local communities, the environment and road users. In chapters 2 to 6 of the Construction update document, we describe the:

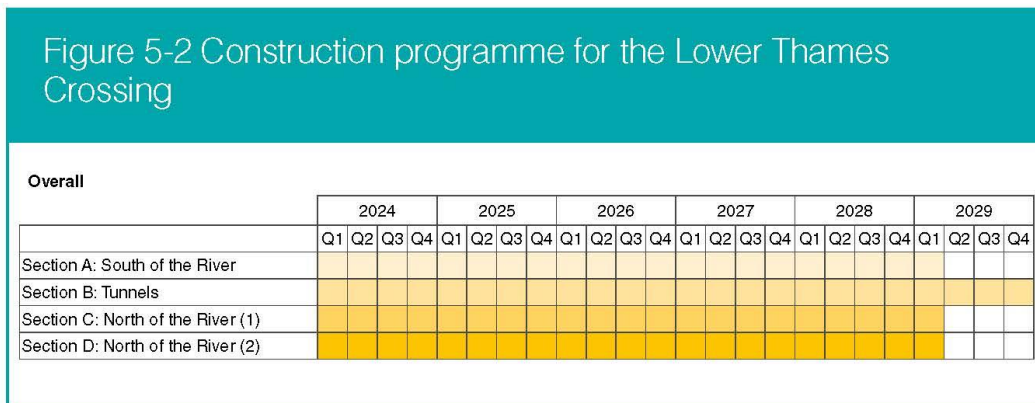
- construction sections
- works in each section
- timeline of construction
- construction compounds and Utility Logistics Hubs

Our proposed sections would be:

- **Section A:** south of the Thames in Kent, to include works along the M2/A2 corridor, the proposed junction with the M2/A2, and all other carriageway works as far as (and including) the proposed Thong Lane North Bridge over the new road.
- **Section B:** to the north of Thong Lane North Bridge, as far as the proposed Tilbury Viaduct. This includes the works to build the tunnel and its approaches south and north of the Thames.
- **Section C:** from (and including) the proposed Tilbury Viaduct, as far as (and including) Green Lane, north of the proposed A13/A1089 junction with the new road.
- **Section D:** north of Green Lane, to include works through the Mardyke Valley, along the M25 corridor and around junction 29 of the M25.







Construction in each section would typically cover three main phases of work:

- initial works, including setting up the construction compounds
- main works, covering the construction of the highways north and south of the Thames and all elements of the tunnels and their approaches, as well as utilities and environmental mitigation works
- testing and commissioning, in which we make sure the new road and its infrastructure is safe and ready for use

During construction, we would carry out activities typically associated with major infrastructure projects. This includes:

- tunnelling
- earthworks
- building retaining walls
- road resurfacing and widening works
- culverts, drainage works and flood compensation
- removing topsoil and temporary soil storage
- management of excavated material and earthworks
- drainage and flood compensation
- bridge and viaduct construction
- temporary lighting
- site fencing and hoarding
- installation of gantry and signage foundations
- tie-in and finishing works

For more information on construction methods used to build the Lower Thames Crossing, including associated structures such as bridges and viaducts, please refer to chapter 2 of the Construction update.

### Did you know?

22,000 people would be involved in building the project, including hundreds of apprenticeships and graduates.

**Section A would include the following:**

- offline works north of the A2/M2, involving:
  - excavating a large area of land north of the A2/M2, so that the new road can be built into it and approach the southern tunnel entrance at an appropriate depth
  - building a new junction with the A2/M2, involving two new viaducts and extensive ecological planting to mitigate any negative impacts
- Gravesend East junction
  - the existing junction would need to be modified, with changes to the roundabout, the widening of a bridge, new retaining walls and roadside infrastructure, including lighting
- connector roads around the A2/M2
  - building new green bridges (linking habitats for wildlife, as well as connections for walkers, cyclists and horse riders) at Thong Lane and Brewers Road
  - works affecting other local roads, including Halfpence Lane
  - decommissioning and removing the Cobham service station
- A2/M2 corridor works
  - widening a section of the A2/M2 close to the new junction
  - adding a fourth lane of the M2 through junction 1
  - additional lanes providing connections to the A289 and the old A2

To learn more about works in Section A and their impacts, please go to chapter 3 of the Construction update. Please see the Ward impact summaries for more information on the impacts of construction and their mitigations in Section A.

**Section B would include the following:**

- tunnel compound set-up
  - building and preparing two large compounds north and south of the Thames for the tunnel boring machines to be assembled, launched and later disassembled for removal
  - setting up two smaller compounds south of the Thames
- ground protection tunnelling and strengthening works
  - building a shorter tunnel beneath a section of land south of the Thames so that we can strengthen the ground through which the main tunnels would be built
- launch structure and approach ramp
  - excavating the land needed north of the Thames to launch the tunnel boring machines and, once that has happened, preparing the same land so that we can build the section of road that connects Section A to the tunnel entrance
- tunnelling and fit-out
  - preparing the bored tunnels for use as roads, including the assembly of concrete segments, laying the road and building cross-passages between them
- earthworks and landscaping
  - using or removing the significant quantities of earth that would be generated by the tunnel boring machines and other works needed to build the tunnel entrances and approach roads

To learn more about works in Section B and their impacts, please see chapter 4 of the Construction update. Please see the Ward impact summaries for more information on the impacts of construction and their mitigations in Section B.

**Section C would include the following:**

- Tilbury Viaduct
  - building a new viaduct to carry the new road over the Tilbury Loop railway line
- Chadwell St Mary link
  - building new bridges to carry Muckingford Road, Brentwood Road and Hoford Road over the new road
  - building the new road from the new Tilbury Viaduct to its junction with the A13
- A13 junction
  - building a new underpass beneath the existing A13/A1089 junction
  - replacing the current bridge carrying Rectory Road over the A13
  - realigning Stanford Road (A1013), requiring the construction of three new bridges
  - building the Orsett Heath Viaduct, which would pass over Baker Street and the A1089
  - replacing the existing bridge at Baker Street and the realignment of Baker Street
  - realigning Heath Road by around 250 metres further to the south
  - relocating the existing Gammonfields traveller site to a nearby location
  - realigning Stifford Clays Road and building two new bridges to carry the road over the Lower Thames Crossing
  - realigning Green Lane and building a new green bridge
  - building new roads and infrastructure to connect the Lower Thames Crossing to the A13 and Orsett Cock junction

To learn more about works in Section C and their impacts, please see chapter 5 of the Construction update. Please see the Ward impact summaries for more information on the impacts of construction and their mitigations in Section C.

### Section D would include:

- Ockendon link
  - building the section of road connecting the A13 junction with the M25
  - building two new viaducts in the Mardyke area so that the new road can safely pass over the floodplain
  - building a new bridge to carry North Road over the Lower Thames Crossing, involving the temporary realignment of North Road
- Lower Thames Crossing/M25 junction
  - building temporary slip roads between our worksite and the M25 for direct access
  - building an underpass for the northbound Lower Thames Crossing to pass beneath the M25
  - building a new bridge to carry Ockendon Road over the new road
- M25 widening, including M25 junction 29
  - widening the road to manage the changes to traffic flows that the Lower Thames Crossing is likely to generate
  - widening St Mary's Lane and Shoeburyness railway line bridge
  - increasing the M25 main carriageway to four lanes at junction 29

To learn more about works in Section D and their impacts, please see chapter 6 of the Construction update. Please see the Ward impact summaries for more information on the impacts of construction and their mitigations in Section D.

### Did you know?

We are offering businesses free training to give them the skills needed to work on this project, and the many schemes in this area and across the UK.

To support construction, it is likely we would need 18 compounds and 16 Utility Logistics Hubs. We would locate these away from environmentally sensitive areas and local communities wherever possible. However, they would need to service specific areas along the project route and provide access for staff and materials, so some would be near towns or villages.

### Utilities

Along the proposed Lower Thames Crossing, there are a number of existing utilities including overhead power lines, high-pressure gas pipelines, electric cables and substations, gas mains, water pipes, sewers and fibre-optic and telecoms cables that would need to be diverted to build the new road.

Our proposals for utility works have evolved during the project's design and development. We have been working closely with the utility companies to significantly reduce the environmental impacts and shorten the duration of the works. There should be no disruption to the supply of power, water or any other utilities caused by our construction work.

For more information on the planned utility works, please see chapter 2 of the Construction update.

## Control documents – securing mitigation for the project

When we apply to the Planning Inspectorate for permission to build the new road, we will provide a range of documents that set out how we would make sure our appointed contractors effectively manage the potential impacts of construction on the environment and local communities. We call these the control documents, and we are providing drafts of them as part of this consultation. They include the Code of Construction Practice and another related document, the Register of Environmental Actions and Commitments (REAC), as well as several others dealing with specific topics.

If permission to build the new road is granted to us, the control documents would be developed further by our contractors and, once agreed upon, those contractors would have legal obligations to comply with the conditions they contain.

For more detail about the control documents, see chapter 1 of the Construction update.

## Summary of construction impacts and mitigation measures

### Impacts on the local road network

The construction of the project would have an impact on the performance of the highway network and journey times for many people travelling in the area.

There would be an increase in the number of heavy goods vehicles (HGVs) on public roads, as these would be used to deliver materials to the various construction compounds and Utility Logistics Hubs (ULHs). Chapters 3-6 of the Construction update describe the location of these compounds and ULHs, and the access routes HGVs would take. These routes are designed to make the maximum use of the lower case earlier - strategic road network and in some locations there would be a ban on the project's HGVs using certain local roads. Once haul roads are built early in the construction programme, it would be possible to reduce the use of the local road network by vehicles accessing the compounds.

There would be some use of private cars by people working on the project to reach the compounds and ULHs. There are a number of ways we have planned to reduce the number of staff cars on the network. This includes the promotion of car sharing and public transport and providing buses from key local railways stations to the compounds. The effectiveness of the travel plans would be monitored, and adjustments made to these routes and car sharing would be used throughout the construction period.

The most noticeable impact of the construction of the project on other road users would be from the traffic management measures that we would use. The location and duration of these works would vary throughout the construction period. The Ward impact summaries contain descriptions of the traffic management measures planned in each area.

On some parts of the network, particularly the A2 in east Gravesham, the M25 near Junction 29 and the A13 near the junction with the A1089, there would be periods when there would be narrow lanes in place and the speed limit reduced. Where possible, the design of the traffic management in the sections of narrow lane would meet the requirements allowing traffic to flow at 60mph. At certain times of the day and where the flow of traffic is heaviest, there could be an impact on the speed of vehicles on narrow lane sections.

In some locations, road closures would be needed. These locations are described in the Ward impact summaries. The longer closures would be where a new bridge is to be provided in the same location as an existing one. Vehicles that would otherwise use these roads would be directed on to a diversion route and would have longer journey times. There may also be some delays to the other traffic on these routes, such as at the junctions.



### Air quality

The Lower Thames Crossing has the potential to affect air quality through the release of dust and exhaust emissions from construction activities and traffic during the construction phase.

As explained above, the impact on traffic flows will vary throughout construction, which in turn will lead to corresponding variation in air quality impacts. In general, traffic flows are expected to decrease on the M25 and A2/M2, which could lead to temporary air quality improvements at properties located close to the affected roads. Traffic flows are expected to increase on the A13, A1089, M20 and A226, which could lead to temporary increases in air pollutant concentrations at properties close to the affected roads.

However, given the temporary nature of construction it is unlikely that the project would have a significant effect on air quality during its construction.

### Noise and vibration

The construction of the Lower Thames Crossing would have an impact on the noise environment because of activities associated with building the new road and tunnel.

Noise sensitive receptors, such as schools, homes, hospitals, care homes and churches, located within 300 metres of the centre of the new road and 50 metres of any construction haulage routes, have the potential to experience temporary construction noise impacts during the daytime, evening and night-time, depending on the type of activity and what machinery is used.

There would be temporary negative effects from the vibration of piling works (such as bridge construction and other structures) near vibration sensitive receptors. The vibration caused by the operation of our tunnel boring machines is unlikely to cause any adverse effects as there is a large distance between the tunnels and any vibration sensitive receptors.

### Did you know?

We will explore new ways of building roads in a low carbon future, enhance habitats for wildlife, increase biodiversity and improve air quality to leave the local community and environment better off than when we arrived.

To mitigate these impacts, we propose a number of measures, including:

- closed board fencing installed around the construction compounds to provide screening
- use of low noise equipment where practical
- locating noisy activities as far away as possible from noise sensitive receptors
- setting limits to the construction phase noise and vibration levels, the exceedance of which would result in works being stopped and additional mitigation put in place

Once mitigation is in place, it is still likely that around four noise sensitive receptors within 300 metres of the project, and approximately 900 within 50 metres of an existing road used by construction traffic, would experience significant effects on their noise environment at some point during construction. However, the significant effects on the noise environment would be temporary.

### Cultural heritage

Archaeological remains are protected, and they need to be considered before any development can take place. To do this we need to know more about any buried archaeological remains. We have reviewed aerial photographs and carried out documentary research and geophysical surveys. However, the only way to know if archaeological remains are present, how well they are preserved or how important they are, is to see them, by digging trial trenches. Nearly 2,750 archaeological trial trenches have been excavated across the project, and there are approximately 1,200 still to dig.

So far, our investigations have discovered:

- A Roman settlement east of Orsett Heath, including kilns and evidence of animal butchery on an almost industrial scale.
- Iron Age and Bronze Age enclosures off Rochester Road and possible burial mounds that have been ploughed flat over time. There is also evidence of Mesolithic occupation around Shorne and to the north of Thong.

We continue our excavations and all specifically identified mitigation measures would be recorded in the Archaeological Mitigation Strategy and the Outline Written Scheme of Investigation to be submitted with our DCO application. They continue to be updated with information from our trial trenching and through discussions with heritage stakeholders.

### **Geology and soils**

The construction of the Lower Thames Crossing would result in the permanent loss of agricultural land. We would also need some land temporarily during construction and we would then reinstate this for agricultural use. There would also be temporary and permanent impacts on soils supporting designated and non-designated notable habitats.

We would carry out further ground investigation to gather more information for the detailed design for construction (this stage would begin once our DCO application is submitted). This information would help to inform the specific mitigations required.

### **Terrestrial biodiversity**

The Lower Thames Crossing is located in an area with a large number of ecological designated sites, including wetlands of international significance, country parks and Ancient Woodlands. Construction of the Lower Thames Crossing is expected to result in disturbance to protected species and wildlife.

There would be permanent habitat loss at Shorne and Ashenbank Woods Site of Special Scientific Interest (SSSI), including Ancient Woodland to the south of the Thames, permanent habitat loss both north and south of the river at Claylane Wood Ancient Woodland, Franks Wood Ancient Woodland, and Local Wildlife Sites including Rainbow Shaw, Low Street Pit, Codham Hall Wood and Blackshots Nature Area.

There would also be loss of habitat used by terrestrial invertebrates, and increased mortality of terrestrial invertebrate groups north of the Thames and permanent habitat loss within the Ancient Woodland around the A2/M2 junction 1 to the south of the Thames, and west of M25 junction 29, north of the river and permanent loss of 10 veteran trees.

### Did you know?

We would identify invasive species before construction and remove or treat them (as appropriate) to prevent their spread.

The Lower Thames Crossing would avoid, minimise or offset its impact on terrestrial biodiversity through a number of good practice and essential mitigation measures, for example through:

- offsetting the loss of Ancient Woodland by creating new habitats, designed to improve connectivity between existing habitats
- translocation (movement) of protected species away from the construction area to a suitable existing or newly created habitat
- hedgerow habitat would be compensated by creating new hedgerows elsewhere, using species native to the area
- temporary fencing would be installed around important and protected habitats to prevent construction access or accidental damage
- vegetation clearance would be programmed sensitively to avoid bird nesting season

Highways England has committed to achieving no net loss in biodiversity by the end of 2025 and will work towards net biodiversity gain by 2040 across its estate. Although the construction of the project would have adverse effects on statutory designated sites and irreplaceable habitats, our design has tried to provide biodiversity gains wherever possible.

### Did you know?

We would create 40 new wildlife ponds (an increase of 40%) and 260ha of new woodland (an increase of 200%).

### Marine biodiversity

The construction of the Lower Thames Crossing would require discharges to the Thames Estuary of rainfall collected within construction areas and groundwater collected from the tunnels during construction. These discharges have the potential to change flows, water quality and sediment deposition, resulting in a temporary but direct loss of habitats. Other effects on the marine environment include disturbance from construction activities, underwater noise and vibration, and risk of injury to marine mammals.

With the implementation of proposed mitigation measures, no likely significant effects are predicted on marine biodiversity during construction. These measures include water discharged to the river being appropriately treated before discharge and construction works following methods to reduce effects on the marine environment. For example, planning the works around the tides and timing them to avoid disturbing over-wintering birds.

### Material assets and waste

Materials needed for the construction of the project would include materials for earthworks such as fill and topsoil, as well as concrete and steel for new structures, and asphalt for road surfacing.

Where possible, materials needed for construction would be sourced and reused on site, including excavated material, concrete from demolition, and vegetation used as mulch and for habitat creation. However, not all materials can be reused on site, and the project has the potential to generate large volumes of waste during construction, which we would need to manage off site. Waste generated during the construction of the project could potentially use up landfill capacity in the area local to the project. There is also a potential for hazardous wastes to arise from building demolitions and the excavation of historically contaminated land.

We have proposed mitigation measures to avoid or reduce effects on the availability of materials and waste facility capacity. These include:

- standardising design elements
- designing out material use
- reuse and sourcing of materials on site
- applying the waste hierarchy (prevention-reuse-recycle-disposal)

Furthermore, where materials cannot be reused on site, we have proposed mitigation measures to make sure that the waste taken off site would not go to landfill, such as including commitments and targets to reduce the impact in our construction contracts.

Essential mitigation such as the development of site-specific remediation, where contamination has been identified during ground investigation work, would be completed in consultation with the relevant local authority. During the earthworks, workers would remain vigilant and any suspected contamination would be recorded and assessed accordingly via a watching brief protocol.

### Did you know?

Through further design since statutory consultation we have avoided the need to remove 11 million cubic metres of waste from the site, cutting thousands of potential lorry trips.

### Road drainage and water environment

Tunnelling, cutting and other road construction activities have the potential to reduce groundwater levels and degrade groundwater quality. Surface water quality could also be affected where watercourses receive construction worksite runoff, and there are also risks to surface water from accidental spillages or a pollution incident caused by extreme weather conditions, such as runoff from heavy rain.

Furthermore, construction activities could increase the risk of river flooding as it would reduce the floodplain storage by constructing hard standing which would change rainfall runoff rates and volumes.

The impacts would be mitigated through design and control measures. These include the use of retaining walls to limit the amount of groundwater seeping into deep excavations to reduce the effect on groundwater levels, wastewater from welfare facilities at the construction compound being discharged to the sewer, and measures to ensure water use efficiency and leakage reduction across the construction.

As the project construction would remove some of the available floodplain storage in the area, we would provide compensatory flood storage to offset this, in land adjacent to the Mardyke and the Mardyke West Tributary, as well as in the upstream catchment of West Tilbury Main.

### Climate

Our preliminary climate assessment shows that materials used during this phase are the biggest source of construction greenhouse gas (GHG) emissions. Construction activities would also contribute to GHG emissions from fuel consumption by vehicles and machinery. The treatment, disposal and transport of waste material from the new road can also contribute to GHG emissions and would need to be carefully managed to reduce this. Site clearance, such as the removal of vegetation, would result in losses of carbon sinks (the natural environment's ability to absorb GHG emissions).

Mitigation measures have been explored to reduce the impacts of construction. Examples of these include:

- the use of low carbon materials in the design, such as steel fibre reinforced concrete for the tunnel lining and cement replacement alternatives
- trees, shrubs and hedgerows planted to offset some of the GHG emissions
- the reuse of suitable excavated and demolition materials within the design proposals, avoiding the embodied carbon emissions associated with the import of new materials as well as emissions associated with the disposal of wastes
- the use of some hybrid and electric plant and machinery for worksite activities to build the project
- requiring contractors to commit to procuring renewable electricity at compounds
- setting targets for reducing emissions to give contractors a clear direction and requiring contractors to adhere to PAS 2080, the approved standard for carbon management in infrastructure
- asking contractors to identify the top 10 materials in terms of emissions and to request environmental product declarations for them

We will continue to investigate ways to reduce these emissions during the detailed design process. The new road has been designed to reduce its vulnerability to climate change through a range of design and material specification measures. For example, the drainage systems would be designed to cope with extreme weather events and the inclusion of construction materials to withstand fluctuating temperatures.

### **Landscape and visual**

While the Lower Thames Crossing is being built, there would be clearly noticeable activities resulting in temporary changes to views and noise levels, reducing the tranquillity of the landscape. Construction activity would also affect some landscape features, such as temporary changes to characteristics of Orsett Fen and the Kent Downs Area of Outstanding Natural Beauty (AONB).

The prospective construction effects have been reduced via best practice mitigation measures, including positioning taller construction compound facilities as far away as possible from residential properties and re-vegetating stockpiles to soften their appearance.

### Cumulative effects

Cumulative effects are where two or more types of effects combine to cause impacts on the environment.

We look at the cumulative effects at locations that could experience more than one effect as a result of the new road and review all predicted effects for the various environmental topics on these locations.

We also identified a number of nearby projects whose impacts would be felt in our assessment area and assessed the combined effects of the new road and other developments. The list of projects is continually reviewed and currently includes:

- Thurrock Flexible Generation Plant
- The London Resort
- M25 junction 28 improvement scheme
- various mixed use and residential developments
- various solar parks
- Thames Estuary 2100 long-term strategy for managing tidal flood risk in the Thames Estuary
- the Freeport

More information on the project-wide impacts of building the new road can be found in chapter 7 of the Construction update, while impacts in the construction sections are in chapters 3 to 6.



### Have your say

To comment on how we plan to build the Lower Thames Crossing, and how we plan to mitigate the impacts of building the Lower Thames Crossing, answer questions 1a – 1d in the response form.





# 6

## Operations update

**When the Lower Thames Crossing opens for traffic, the direct, reliable connection would bring people closer to jobs, and businesses closer to their customers and suppliers.**

This chapter presents a summary of the impacts of the new road and tunnel after their planned opening in 2029. More detailed information can be found in our Operations update.

The new A122 would be approximately 23km long, with 4.25km of this in a tunnel under the Thames. The tunnel would be located to the east of the village of Chalk on the south side of the river, and to the west of East Tilbury on the north side.

At the following locations, there would be:

- a new junction with the A2 to the east of Gravesend
- a modified junction with the A13/A1089 in Thurrock
- a new junction with the M25 between junctions 29 and 30

The majority of the road would be three lanes in both directions. It would use technology for incident detection, lane control and variable speed limits. The southbound connection from the M25 to the junction with the A13/A1089 would be two lanes, as would link roads and stretches of the carriageway through junctions.

In line with other A-roads, it would not have hard shoulders – but it would have narrower one-metre-wide hard strips along most of it. However, there would be hard shoulders along modified sections of the M25 and the A2. The new road would also have emergency areas at regular intervals, with the exception of the tunnel where enhanced operational and technology measures would be used.

It remains our proposal to apply a user charge for the Lower Thames Crossing, with a local resident discount scheme for those living in Thurrock and Gravesham.

Once built, the new road would provide more reliable journeys across the Thames between Kent, Thurrock, Havering and Essex. It would also improve connections to the busy ports in the South East and better manage the high volume of HGV traffic crossing the river.

Further information on the proposed route and its features can be found in chapter 2 of the Operations update.

## Traffic impacts

Chapter 4 of the Operations update provides an overview of our transport modelling work to assess the need for, and impact of, the A122 Lower Thames Crossing on the road network, junctions and bus routes. This looks at the forecast impacts over a wider geographical area than the Ward impact summaries.

Our transport model simulates the transport system in the Lower Thames area and is called the Lower Thames Area Model (LTAM). It provides information on how the road network is predicted to perform in the future with and without the new crossing, known as the 'do something' and 'do minimum' scenarios.

When the new road opens, some of the traffic that currently uses the Dartford Crossing is predicted to divert to the Lower Thames Crossing because it would offer a shorter route and provide additional road capacity. Some of the space this creates at the Dartford Crossing would be taken up by motorists who were not using it before due to the high traffic levels and unpredictable journey times.

The transport model predicts that:

- The level of daily traffic using the Dartford Crossing would fall on average by 21% in 2029 and 14% in 2044 compared with the 'do minimum' scenario.
- Average speeds on that part of the network would rise and journey times would become more reliable.

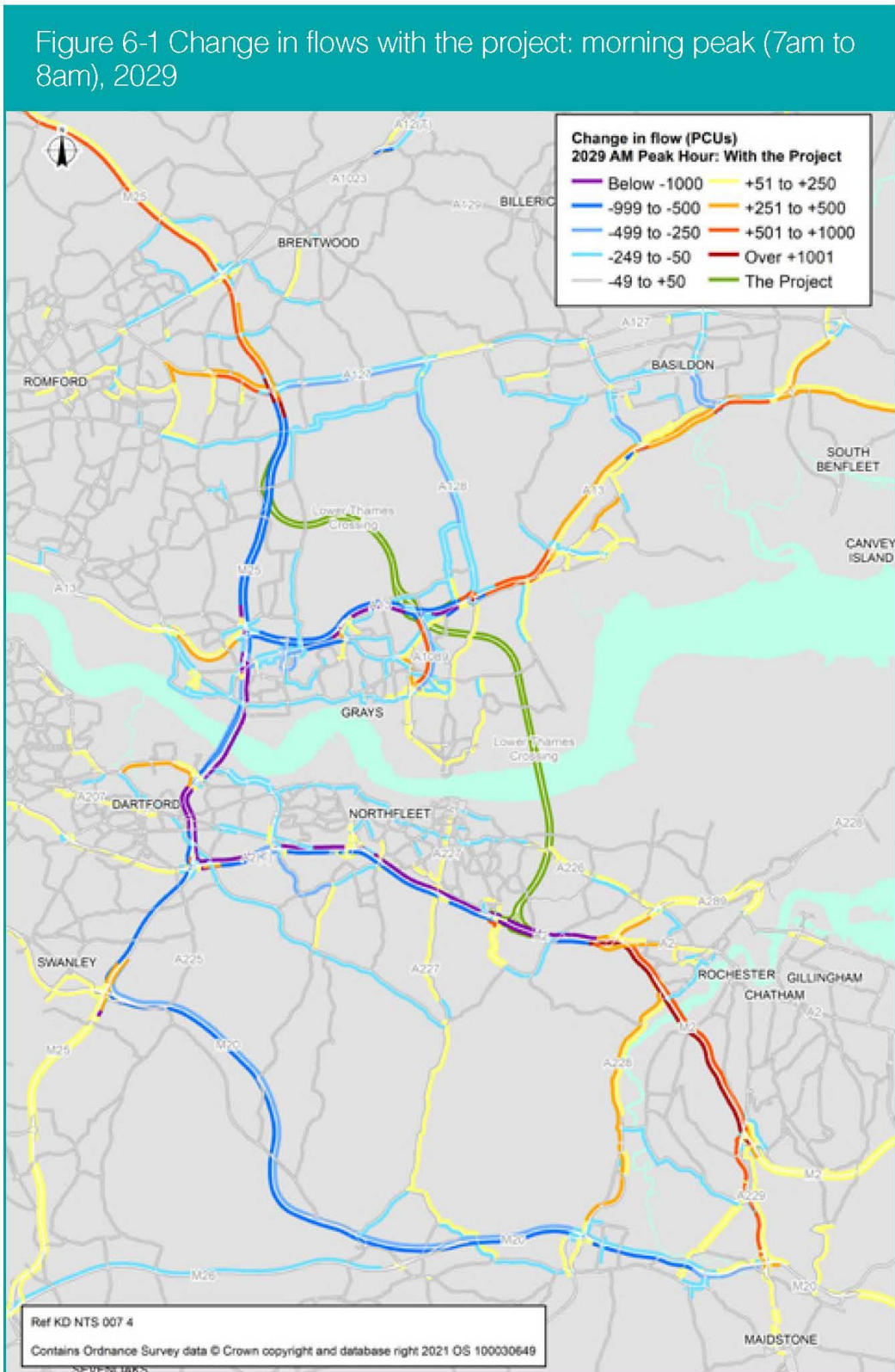
If the Lower Thames Crossing is not built, it is expected that the high levels of traffic using the Dartford Crossing would lead to more incidents, increased journey times and more days where traffic conditions are worse than typically experienced.

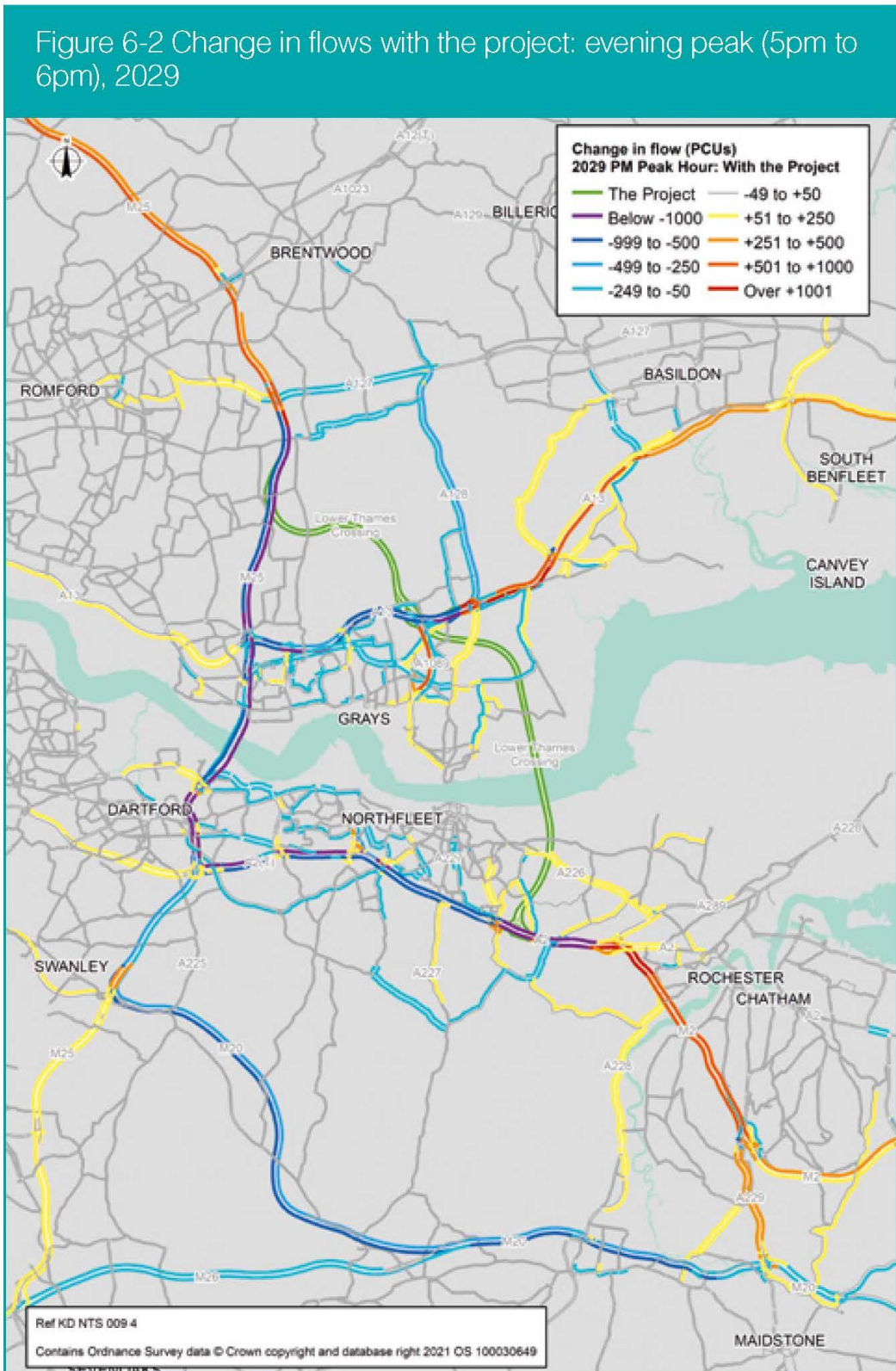
Figures 6-1 and 6-2 show the predicted change in the anticipated amount of traffic on the road network as a result of the Lower Thames Crossing in the opening year (2029).

Roads contained within the transport model are shown in varying shades of blue if traffic levels are forecast to decrease and in yellow to red if they are forecast to increase. The darker the colour, the greater the change. The route of the Lower Thames Crossing is shown in green.

Overall, the impact on traffic flows with the Lower Thames Crossing would be similar during the morning, evening and inter-peak periods, with the changes more pronounced, and covering a wider area, during the morning and evening peaks.

On many roads to the west of the project, such as the A2, the A13, the Dartford Crossing and the M25 in Thurrock, the number of vehicles would fall when the Lower Thames Crossing opens. However, roads on the approach to the new crossing, including the M2, A228, A229, some roads to the east, such as the A13, the A2, and some sections of the M25, would experience an increase in traffic levels as travel across the river becomes easier and more reliable.





As a result of the Lower Thames Crossing, there are predicted to be improvements in how the road network operates around the Dartford Crossing and on other roads in Gravesham and Thurrock. On the wider road network, conditions would remain largely unchanged. Congestion is predicted to increase on some roads, particularly those close to the project.

For example, in the morning peak, in the 'do minimum' scenario, the percentage of volume (the number of vehicles using a road) to road capacity (the number of vehicles a road can carry) is predicted to be above 95% on a number of roads, including critical areas like the Dartford Crossing, sections of the M25, A2, A12, A13, and A228, and areas around Basildon and Rochester.

In the 'do something' scenario, the Lower Thames Crossing is predicted to improve the operation of the road network in the morning peak around the Dartford Crossing, as well as on the M20 and on parts of the M25, A13 and A2. However, there are some increases in the percentage of volume to capacity on sections of the M25 north of the Lower Thames Crossing, on the A13 to the east and on the M2, as traffic switches away from the M20 on to the new route.

### **Bus routes**

There are likely to be impacts on the journey times of some bus and coach services if the traffic speeds of the roads they use change once the new road opens. Most routes would not be affected and the impact for an individual passenger would depend on where they get on or off a particular service. For example, a commuter coach service along the A2 would travel at a lower speed east of the new crossing but at a higher speed west of it.

Further information on specific bus routes that would be affected can be found in chapter 4 of the Operations update.

### Utilities

To construct the Lower Thames Crossing, works would need to be carried out to the existing utility networks to make sure customer supplies are maintained. We would therefore need to divert, relocate or protect the existing utility infrastructure.

New connections to the existing networks would also be necessary for the operation of the new road.

All the work to existing utilities that would be needed for the project would be managed and programmed with the relevant utility network operators and follow their procedures and regulations. This would minimise disruption to the network and its customers. Where possible, we would complete works at the same time to reduce any impact on the surrounding road network.

Further information on effected utilities can be found in chapter 2 of the Operations update.

### Improvements for walkers, cyclists and horse riders

Working with local authorities and organisations such as Sustrans, a UK-based walking and cycling charity, we have developed a programme of improvements for walkers, cyclists and horse riders that would connect local communities with green spaces and promote active travel choices.

Following statutory consultation and targeted stakeholder engagement, we developed a walkers, cyclists and horse riders strategy that examined the value of existing and potential routes. This was shared at our design refinement consultation. A list of possible opportunities was developed that would result in 46km of new, realigned or improved footpaths, cycleways and bridleways. In determining these, we considered:

- connections to employment
- connections to education
- recreational/green space connectivity
- addressing historic severance

Further information on these opportunities can be found in chapter 2 of the Operations update.

### Did you know?

Seven new green bridges would connect new pathways, including the widest in the UK on Thong Lane. This would triple the number of green bridges currently in the UK. These would connect local communities and create safe crossing places for wildlife, connecting habitats and colonies, while also helping to integrate the road into the landscape.



### Environmental impacts

It is important to understand the likely environmental impacts of the Lower Thames Crossing when it is open and how we would mitigate these. Chapter 5 of the Operations update focuses on these impacts, which have been identified through environmental assessments, and our proposed mitigation measures over the area of the project. The topics covered include:

- air quality
- noise and vibration
- geology and soils
- minerals and waste
- road drainage and water environment
- climate and carbon
- landscape

Information on localised environmental assessments can be found in our Ward impact summaries.

### Air quality

Although during operation of the Lower Thames Crossing some areas are predicted to experience decreases in air quality due to changes in traffic flows across the region, there will be improvements in others and an improvement in air quality in the project-wide area overall. This could affect receptors (such as people's homes or sensitive habitats) that are located close to the route or those in locations where traffic flows on the wider road network would be affected. The change in concentrations of pollutants has been assessed.

In the opening year, the assessments show that there would be localised increases on certain roads, such as the M2 junction 1 to 2 and parts of the A228, causing air quality to get worse and in some cases exceed the national air quality objective for NO<sub>2</sub>. However, the results also show numerous air quality improvements, such as around the A282 Dartford Crossing (where existing air quality is poor) due to significant reductions in traffic and congestion in this area. In total, 24 receptors are expected to experience a change in air quality in those areas where concentrations of pollutants are expected to exceed the air quality objective, set by the government. Of these 24 receptors, 15 are predicted to experience an improvement in air quality. The remaining nine are predicted to experience worsening air quality once the route is open.

Our assessment is based on our opening year model, which represents a worst-case scenario, without accounting for the increase in less-polluting vehicles on our roads over time.

Air quality is assessed across the whole scheme, taking into account the improvement and reduction in air quality. The air quality assessment concludes that there would be no significant effects from NO<sub>2</sub> and particulate matter. As a result, mitigation is not proposed.

### **Noise and vibration**

Impacts on noise levels once the new road opens include increases in traffic noise at sensitive receptors, such as people's homes or on ecological species, along the route and on some existing roads.

Reductions in the sound of traffic at noise sensitive receptors in other locations are predicted as traffic is diverted along the new road. These include areas along the A2 between the Lower Thames Crossing and the A282 (junction 2), the A282 across the Dartford Crossing, the A13 between the new road and junction 30, and the M25 between the junction with the new road and the A282.

Through developing our proposals we have reduced the potential noise impacts by locating the road as far as reasonably practical away from noise-sensitive locations. We have also designed the new road to be at a low level, with approximately 80% of the route in a cutting, false cutting or tunnel, and used earthworks where possible to reduce noise.

Mitigation measures will also include the use of low-noise road surfacing technologies on new and resurfaced roads and acoustic noise barriers at certain locations along the route where earthworks measures are not possible.

Impacts from road traffic vibration would not be significant because the Lower Thames Crossing new road surface would be constructed in accordance with highway specifications that ensure a smooth road surface.

### Geology and soils

During the operation of Lower Thames Crossing, there is a risk of soil being contaminated from surface water and groundwater from road spray and pollution incidents and from traffic accidents (for example fuel or oil spillages).

To mitigate these potential impacts, the drainage network would include special devices to capture any contaminants to avoid polluted water infiltrating into the surrounding soil. We are also proposing to include tunnel waterproofing and barriers around excavations required during construction to reduce effects on groundwater. Good practice mitigation measures, such as the removal of contaminated soils after pollution incidents, would be put in place to prevent contamination spreading into the wider environment.

With these proposed measures, no likely significant effects on geology and soils are predicted during operation.

### Materials and waste

During the operation of the Lower Thames Crossing, maintenance works, for example, road resurfacing, would need lower quantities of materials compared with construction, which would have a lower impact on resources and product supply.

It is anticipated that minor quantities of waste would be produced from offices at the tunnel entrances and from maintenance repairs. Practices to reuse, share and recycle waste would also be implemented.

### Road drainage and water environment

Impacts on the water environment after the Lower Thames Crossing opens are likely to come from drainage from the road, which has the potential to cause changes to groundwater levels and quality. Permanent cuttings and embankments could also affect groundwater by acting as a drain, lowering the groundwater table, or reducing the ability for rainfall to soak in. Operation of the tunnel also has the potential to cause groundwater levels to drop, which may draw in saline waters or risk contaminating the ground.

Areas of land to the north of the River Thames around the site where the northern tunnel entrance would be located are currently at risk from flooding due to the low-lying geography of the area. The Lower Thames Crossing is not at risk of flooding to the south of the river.

With the implementation of proposed mitigation measures, including drainage systems, flood bunds, flood relief channels and compensatory flood storage areas, and allowance for projected climate change effects, no significant adverse effects on road drainage and the water environment are predicted after the Lower Thames Crossing opens. Some localised beneficial effects on flood risk and land drainage are predicted.

### Climate and carbon

GHG emissions will be generated when the Lower Thames Crossing is open through additional road traffic, energy consumption and the maintenance, repair, and replacement of the infrastructure.

When we confirmed the route for the Lower Thames Crossing, the estimated change in GHG emissions was assessed as 5.98m tCO<sub>2</sub>e over the 60-year appraisal period.

Since then we have developed more detailed assessments and continue to update these to take into consideration refinements to the project, traffic forecasts and the influence of policy and other factors on the forecast emissions from different vehicle types. Our work focuses on the impact of the Lower Thames Crossing over its full 60-year appraisal period from opening. We will continue this work, considering the ongoing development of government policy and guidance, for our planned DCO application later this year.

To reduce GHG emissions when the Lower Thames Crossing is open, the following items have been included as part of the proposals:

- trees, shrubs and hedgerows planted as part of the landscape design
- maintaining existing and providing new connectivity for walkers, cyclists and horse riders through public rights of way, and providing road users with potential alternatives to vehicles

- electricity during operation would be sourced from renewable suppliers
- low-energy light sources, for example, light-emitting diode (LED) or equivalent technology, would be used (subject to emergency lighting requirements) to reduce energy consumption

In addition, measures have also been incorporated into the design to increase the Lower Thames Crossing's capacity to be resilient to the effects of climate change. These include:

- establishing future flood risks in consultation with the Environment Agency
- designing parts of the new road with consideration to our flood risk assessment, which has influenced aspects of the design such as the height of the road, watercourse crossings and protection measures at the northern tunnel entrance
- incorporating flood alleviation measures into the design to reduce the risk of flooding, including earthworks to protect the northern tunnel entrance, provision for a flood relief channel and removal and/or enlargement of culverts

### Landscape

When the Lower Thames Crossing is open, it would create a noticeable addition to the landscape. To the south of the River Thames, landscape effects would include the loss of woodland due to the widening of the A2 corridor, the introduction of the junction of the new road with the A2 and additional road lighting. There would also be changes to overhead electricity lines and towers.

To the north of the River Thames, the most noticeable changes would include the raised Tilbury Viaduct, road embankments and the enlarged A13 junction. Further north, the elevated road through the flat Orsett Fen landscape and various viaducts and bridges would be noticeable. Existing overhead electricity lines to the north of the River Thames will also be realigned to allow for the new road.

Other likely significant effects on the landscape and views are likely to include permanent adverse effects on the landscape character of the Kent Downs AONB and intermittently on the local landscape along the route corridor.

Vegetation would be planted to provide screening along parts of the route. This would mature over time and therefore the visual effects would generally reduce after 15 years.

To avoid or reduce any adverse effects, mitigation measures such as landscaping earthworks, have been incorporated into the design of the Lower Thames Crossing so that it integrates into the landscape.

Approximately 80% of the new road has been set in a cutting, false cutting or in the tunnel providing visual screening. Other measures include:

- replacing lost landscape features, for example hedgerows and woodland
- provision of green bridges
- creating new woodland around the A2, A13 and M25 junctions with the new road
- planting vegetation along the route to screen views of the road and to help integrate it into the landscape

## Cumulative impacts

Cumulative impacts are when two or more types of effects combine to cause impacts on the environment. These could be 'intra-project effects' where a receptor or location would experience more than one effect, or 'inter-project effects' where there would be impacts from the project in combination with other nearby projects that are either in construction or are planned.

### Intra-project effects

The intra-project cumulative effects assessment considers locations that could experience more than one effect (for example, air quality and noise and vibration impacts) as a result of the Lower Thames Crossing.

The assessment will review all predicted effects for the various environmental topics on locations likely to be affected. It is possible that multiple effects would combine when the new road is open to result in likely significant effects on some receptors. This would vary between geographical areas and all receptors would not experience the same impacts, magnitude or significance of effects.

The Ward impact summaries provide a description of the predicted effects by ward, but at this stage a detailed assessment of the likely intra-project cumulative effects has not been included. It is only possible to understand these effects once all other environmental topic assessments have been completed. These will be presented in the ES on the submission of the application for development consent.

### Inter-project effects

Nearby projects are being identified and considered in the inter-project effects assessment along with the combined effects of the Lower Thames Crossing and other developments. Each of the projects identified would have a responsibility to include mitigation within their proposals to avoid or reduce adverse effects on the environment and comply with relevant legislative requirements.

The list of nearby projects continues to be reviewed and updated for the inter-project effects assessment for our DCO submission. Other developments to be considered in the inter-project effects assessment include:

- Thurrock Flexible Generation Plant
- The London Resort
- M25 junction 28 Improvement Scheme
- various mixed use and residential developments
- various solar parks
- Thames Estuary 2100 long-term strategy for managing tidal flood risk in the Thames Estuary
- the Freeport



### Have your say

To comment on how we plan to operate the Lower Thames Crossing, and how we plan to mitigate the operational impacts of the Lower Thames Crossing, answer questions 1e – 1h in the response form.

# 7

## Ward impact summaries

**As we have developed our proposals, we have listened to communities to make sure that we leave a positive legacy for local people long after construction is complete.**

The Ward impact summaries explain how we have assessed and developed proposals to mitigate impacts of the project on local communities.

To make the Ward impact summaries document more user friendly, we have split it into three sections. The first section covers all wards south of the River Thames, while the second and third sections cover the project areas north of the river. All three sections include the same introductory 'chapter 1', which explains more about the document, which wards have been selected, and the assessments that we have carried out.

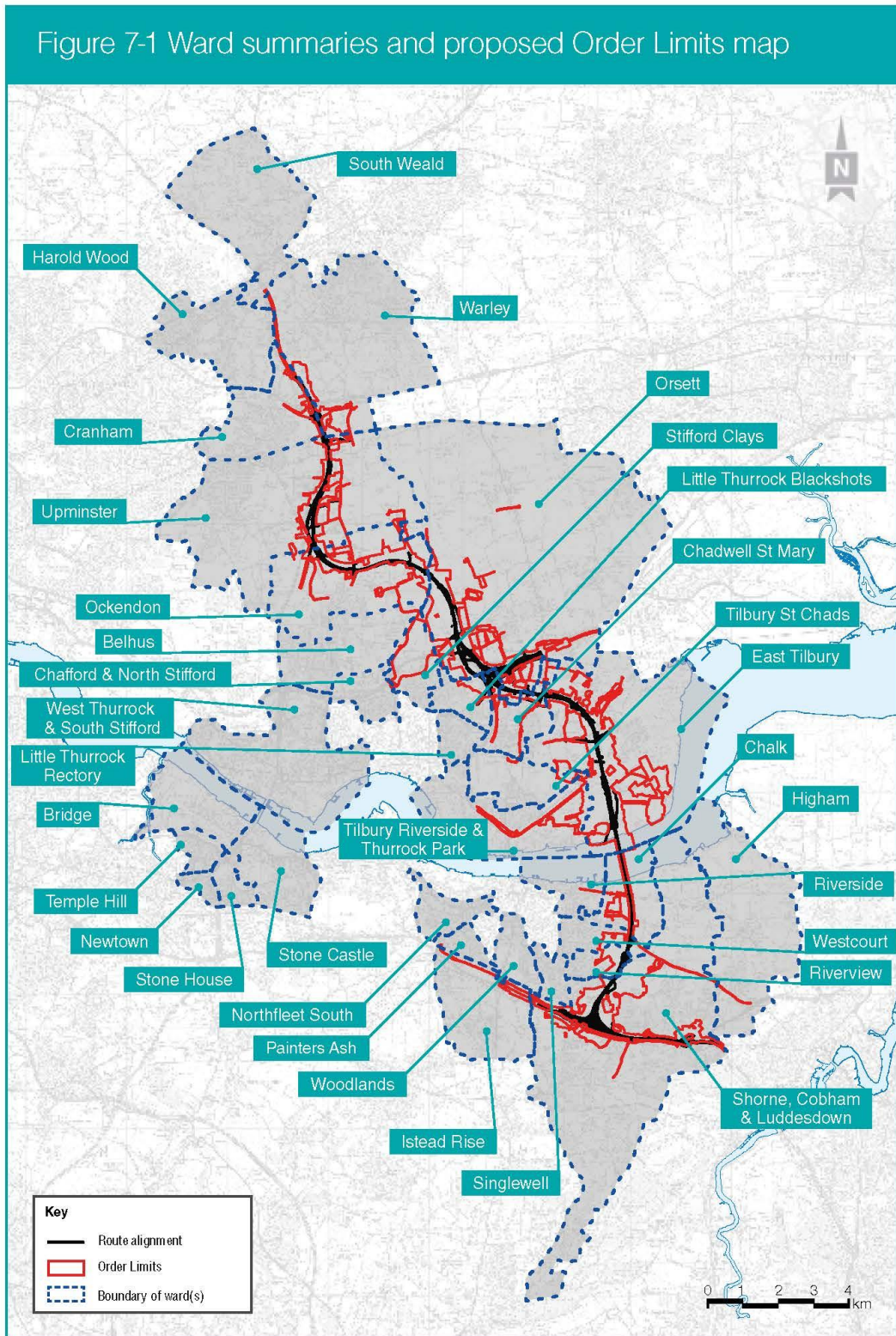
Each chapter within the Ward impact summaries includes numerous ward-specific maps showing information about different topic areas. As well as referring to those maps, we recommend that you also visit the online GIS map-viewer on our consultation website and look at the A3 map books that are included as part of this consultation. In some instances, the GIS viewer and the map books will provide similar information at a larger scale or additional information about the project that may be of interest to you. We also recommend you refer to the other consultation documents described in this Guide.



The Ward impact summaries divide the project up using local authority electoral wards (see below). Some wards at the fringes of the project have been grouped together because they are impacted in similar ways.

We have included wards near the Dartford Crossing, even though they are not directly affected by the construction or operation of the project. This is because there are predicted impacts on traffic, noise and air quality in these wards. Below is the full list of chapters, including the wards in each and the relevant local authority that are covered in the Ward impact summaries.

Chapter	Ward(s) included	Local authority
2	Higham	Gravesham
3	Shorne, Cobham and Luddesdown	Gravesham
4	Chalk	Gravesham
5	Riverside	Gravesham
6	Westcourt	Gravesham
7	Riverview	Gravesham
8	Singlewell	Gravesham
9	Woodlands	Gravesham
10	Northfleet South; Istead Rise; Painters Ash	Gravesham
11	Newtown; Stone Castle; Stone House; Bridge; Temple Hill	Dartford
12	East Tilbury	Thurrock
13	Tilbury Riverside and Thurrock Park	Thurrock
14	Tilbury St Chads	Thurrock
15	Chadwell St Mary	Thurrock
16	Orsett	Thurrock
17	Little Thurrock Blackshots; Little Thurrock Rectory	Thurrock
18	Stifford Clays; Chafford and North Stifford; Belhus	Thurrock
19	West Thurrock and South Stifford	Thurrock
20	Ockendon	Thurrock
21	Upminster	Havering
22	Cranham; Harold Wood	Havering
23	Warley; South Weald	Brentwood



Each chapter is divided into 12 sections, and the topics covered are detailed in table 7-1.

In each one, we summarise the current situation and explain how construction and operation would affect the ward(s). We set out what the impacts are predicted to be and the measures we would use to reduce them. Where there are no significant impacts, this is highlighted.

**Table 7-1 Topics covered at a ward level**

Section	Topics covered
Overview	Information about the ward, including area, population and significant features, such as population centres and transport links.
Project description	The construction activities required to build the project in this ward, including information about the traffic management measures associated with construction. It also includes information about the elements of the new road that would be in this ward once the new road is open, information about the impacts on open space and private recreational facilities, and changes to the Order Limits (referred to as the development boundary in our previous consultations) since our design refinement consultation in 2020.
Traffic	Descriptions of the impacts of construction on local roads, including heavy goods vehicles and project workforce movements. It also includes information about traffic flows on roads in the ward once the new road is open, and information about how the new road would affect journey times and access to job opportunities for people within the ward.
Public transport	The impact on bus and rail services during construction, including any closures or diversions required. It also sets out the impacts on bus and rail services once the new road is open, with the latter including information about journey times by car to nearby stations.
Footpaths, bridleways and cycle routes	The impacts of the project on footpaths, bridleways and cycle routes during construction, including any proposed diversions. It also includes information about new and upgraded routes once the new road is open.
Visual	The visual impacts of the construction and operation of the Lower Thames Crossing, as well as information about how we have sought to reduce these through measures such as landscaping and good design.
Noise and vibration	Daytime noise impacts from construction sites, information about traffic noise for each year of construction, and a summary of areas likely to experience 24-hour, seven-day working. This section explains the anticipated noise and vibration impacts of the new road once it is open. It also includes information about the measures put in place to reduce noise and vibration impacts during construction and operation.

Section	Topics covered
Air quality	Air quality impacts during construction of the new road, including the impact of construction traffic. It also explains the controls that would be in place during construction to reduce the impacts of dust, while providing information about the impact on air quality once the new road is open.
Health	The potential impacts of the project on people's health and wellbeing, including from improved access to job opportunities and from changes to noise or air quality.
Biodiversity	The impact of the new road on vegetation and wildlife during construction and operation. Where relevant, this section includes information about designated sites that are areas of countryside that have special status as protected areas because of their natural and cultural importance. It also describes our work to create new habitats, build green bridges and introduce landscaping measures.
Built heritage	The impact of construction and operation on conservation areas, listed buildings, scheduled monuments and other buildings of local importance. This section includes information about how we have sought to preserve the integrity of local built heritage where possible.
Contamination management	How we would manage existing sites of potential contamination, such as landfill and petrol stations, to prevent harm to local land or water supplies. It also sets out procedures to manage contamination from incidents, such as collisions, once the road is open.

### Did you know?

We will explore new ways of building and operating roads in a low carbon future, enhance habitats for wildlife, increase biodiversity and improve air quality to leave the local community and environment better off than when we arrived.

### Topics covered at a project-wide level

Landscape, climate, geology and soils, archaeology and water management are predominantly dealt with at a project-wide level in the Construction update and Operations update, with additional maps and information. Following engagement with local authorities, it was determined that these impacts were more appropriately dealt with on a project-wide level. Traffic impacts are covered both at a ward and project level.



### Have your say

To comment on project impacts and mitigation detailed within the Ward impact summaries, answer questions 1a – 1h in the response form.



# 8

## You said, we did

**The Lower Thames Crossing has been shaped by a record-breaking programme of consultation, engagement and design development.**

In this chapter, we explain how we have used your feedback, along with the results of ongoing engagement with a huge range of stakeholders, to refine the design of the project and how we will build it.

Since the preferred route for the Lower Thames Crossing was announced in 2017, we have held three public consultations. We've also carried out environmental surveys, traffic modelling and detailed design work, such as identifying diversions to existing utilities.

In 2018, we held a statutory consultation. This was followed in 2020 by a supplementary consultation and a subsequent design refinement consultation, both of which were non-statutory.

In summer 2019, we published a project update summarising the feedback we received. It accompanied a report produced by Traverse, a specialist agency that analysed the consultation feedback.



## Our You said, we did document

This sets out some of the actions we have taken in response to the comments you made during our previous consultations since 2018.

Each consultation is discussed in a separate chapter, with a breakdown of the comments we received. The most common feedback points are summarised for every question we asked, and we have included our response to both negative and positive views. We have provided the top 25 suggestions received for each consultation, along with our response to these.

We have also provided a series of maps and images to show how your feedback has helped to develop the project.

We appointed Traverse to independently analyse the responses to these three consultations, and we reviewed and considered all the issues raised. Every response received was scanned (hard copy only) or downloaded, assigned a unique reference, and added to a database. The issues raised were grouped into themes, then analysed and considered in the decision-making process.

## Statutory consultation

Our statutory consultation was held between 10 October and 20 December 2018. Its main purpose was to provide all interested parties, including statutory consultees, local communities, organisations and people with an interest in land affected by the new road, with an opportunity to understand our proposals and provide feedback. It also sought people's views on the preliminary environmental information relating to these proposals, which was presented in our Preliminary Environmental Information Report.

We asked for feedback on:

- the need for the Lower Thames Crossing
- the selection of the preferred route and subsequent changes made to it
- the route south of the River Thames
- the tunnel and its entrances
- the route north of the River Thames
- the junctions
- public rights of way
- measures to reduce the impacts of the project
- the land required to build the Lower Thames Crossing
- the rest and service area, and maintenance depot
- forecast traffic conditions with the project
- our approach to road user charging
- plans for building the Lower Thames Crossing
- changes to utilities infrastructure

We also asked for any other comments about the Lower Thames Crossing and the consultation.

## Consultation responses

We received 28,493 responses to our statutory consultation – this is a record for a consultation of its type. Responses were collected from across the UK, with a large proportion from Kent, Essex, Thurrock and Havering. We received more than 25,000 online response forms.

The majority of responses were from individual members of the public, with 314 from statutory consultees and local authorities. More than 500 were from other organisations and groups.

The Woodland Trust organised an online email campaign with a pre-printed message and space for respondents to add their own comments. In total, we received 2,117 responses to this email – 966 added additional comments.

### Breakdown of response type



### Main themes

Overall, a substantial number of respondents supported the need for the new road and the proposals. We asked you to help shape our solutions and here we list some frequent themes in connection with the construction and operation of the new road raised in your responses:

- traffic and congestion on local roads and the strategic road network
- impact on the landscape, countryside and green belt land
- impact on Ancient Woodland and other woodland areas
- impacts to local wildlife and habitats
- increase in pollution and impact to air quality
- impact on local communities, including amenities and open space
- noise and vibration during construction and once the road opens
- the complexity of the junctions, including safety of the roads and crossing
- impacts of the rest and service facilities and Tilbury junction
- opposition to charges

Our responses to these and other issues raised during statutory consultation, including the action we have taken to address those issues, are set out in chapter 2 of our You said, we did document.

## Supplementary consultation

This consultation was held between 29 January and 2 April 2020. Its main purpose was to obtain people's views about the changes made as a result of feedback from statutory consultation and technical engagement with stakeholders, further design development and new information.

We asked for feedback on:

- proposed changes south of the river
- removal of a dedicated rest and service area, maintenance depot and the junction at Tilbury
- changes in the area around the A13/A1089 junction
- changes in the area around M25 junction 29
- changes to the area of land required to build the Lower Thames Crossing
- proposals for walkers, cyclists and horse riders
- changes to the environmental impacts
- revised proposals to build the Lower Thames Crossing
- revised proposals for utility works
- updated traffic forecasts

We also asked for any other comments about the Lower Thames Crossing and the consultation.

## Consultation responses

We received 6,576 responses to our supplementary consultation. The majority were from individuals, while 316 were from statutory organisations, local authorities and people with an interest in land.

As before, the Woodland Trust organised an online email campaign with a pre-printed message and space for respondents to add their own comments. In total, we received 3,378 responses through the Woodland Trust campaign, 1,365 of which were slightly tailored.

## Breakdown of response type



### Main themes

Overall, a substantial number of respondents supported the need for the new road and the proposals. We asked you to help shape our solutions and here we list some important themes raised in your responses:

- increase in traffic on the surrounding road network, including congestion in local areas and whether the new road would solve congestion at the Dartford Crossing
- disruption to local communities, including moving the route closer to Linford and impacts to amenities
- removal of the rest and service area and Tilbury junction
- the complexity of the junctions, including safety of the roads and crossing, and smart technology
- impact of construction on communities and local roads
- removal of one lane southbound between the M25 and A13
- increase in land required to build or operate the project
- impacts of land required for utilities proposals including works to gas mains near the A2/M2 and in Orsett
- environmental impacts such as air quality, visual impact and climate change
- issues relating to the proposals for walkers, cyclists and horse riders, including the loss of existing paths, safety and concern about shared paths

Our responses to these and other issues raised during supplementary consultation, including the action we have taken to address those issues, are set out in chapter 3 of our You said, we did document.

## Design refinement consultation

Our design refinement consultation was held between 14 July and 12 August 2020. Its main purpose was to ask for feedback on those refinements presented in the consultation materials.

We asked for feedback on:

- changes south of the river
- changes in the area around Tilbury, A13/A1089 junction, M25/LTC junction, M25 junction 29
- changes to the area of land required to build the Lower Thames Crossing
- proposals regarding special category land and sports clubs
- changes to the environmental impacts of the project

We also asked for any other comments on the Lower Thames Crossing and the consultation.

## Consultation responses

We received 1,206 responses to our design refinement consultation. The majority of these were from individual members of the public, with 207 from statutory organisations, local authorities and people with an interest in land.

### Breakdown of response type



**871**

Response form:  
online



**216**

Email/letter



**112**

Response form:  
hard copy



**7**

Response form:  
email

### Main themes

Overall, a substantial number of respondents supported the need for the new road and the proposals. We asked you to help shape our solutions and here we list some important themes raised in your responses:

- increased traffic on the surrounding road network, including congestion in local areas
- disruption to local communities, including impacts on amenities, public open spaces, common land, recreational areas, sports clubs and Orsett Showground
- the complexity of junctions, including limited connectivity to local roads
- noise barriers and their effectiveness at reducing road noise
- impacts of utilities proposals on local residents, including sewer diversions in the M25 area
- the impact of construction on communities and local roads, including construction compounds and working hours
- general feedback on landscaping proposals, including at the tunnel entrances
- proposals for walkers, cyclists and horse riders, including that green bridges would not be wide enough
- the amount of land required for the Lower Thames Crossing project compared with the statutory consultation proposals
- effects on the environment, including on local wildlife and habitats, air quality, Ancient Woodland and the visual impact
- removal of the rest and service area, the maintenance depot and Tilbury junction
- removal of one lane southbound on the new road between the M25 and A13

Our responses to these and other issues raised during design refinement consultation, including the action we have taken to address those issues, are set out in chapter 4 of our You said, we did document.



### Have your say

To comment on the You said, we did, answer question 3 in the response form.

# 9

## How to have your say

Please let us know your views on our community impacts consultation. All the information, including the response form, is available at [www.highwaysengland.co.uk/lccconsultation](http://www.highwaysengland.co.uk/lccconsultation)

The easiest way to comment is by filling out our online consultation response form, but you can submit a response by using any of the methods listed below. Please note, we cannot guarantee that responses sent to any other address will be considered. Responses will be accepted until 23.59 on 8 September 2021.

If you would like to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

### Online

Fill in the survey at [www.highwaysengland.co.uk/lccconsultation](http://www.highwaysengland.co.uk/lccconsultation)

### Post

Send your response form, or comments, to **FREEPOST  
LTC CONSULTATION**

The Freepost address is the only text needed on the envelope, and you don't need a stamp.

### Email

Send your comments to  
**LTC.CONSULTATION@TRAVERSE.LTD**



### Telephone surgery

You can book a call back from a member of the project team to discuss any questions or provide comments on the proposal.

From 14 July 2021, call us on **0300 123 5000** (weekdays between 9am and 5pm) to book an appointment.

### Home delivery

If you do not have access to the internet, from 14 July 2021 you can order printed copies of this guide to consultation, a feedback form and Freepost return envelope, maps and other documents.

Please call us on **0300 123 5000** to request a consultation pack.

These will be delivered free of charge – there is a limit of one pack per household.

### Data privacy notice

We are committed to protecting your personal information.

Whenever you provide this 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 to:

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

Any personal information you include in this form will be available to, or used by:

- Highways England
- Traverse (an independent company we are using to analyse feedback to the consultation)
- the Planning Inspectorate (the Government agency that will consider our application for permission to build the Lower Thames Crossing)
- the Secretary of State for Transport (who will decide 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 your contact details to communicate with you about this project.

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 at [www.highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice/](http://www.highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice/)



# 10

## Find out more

You can provide feedback on the community impacts consultation, including the quality of this Guide and other consultation documents, by answering question 5 in the response form.

All our consultation materials are available online at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

They include:

- Guide to community impacts consultation
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Community impacts consultation leaflet
- Easy Read versions of the Consultation guide and other materials

### Draft DCO application documents

As well as the material listed, we are also consulting on draft versions of a number of other technical documents, which set out how we, and our appointed contractors, would build and operate the new road. These documents are on our website at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

### Website

Visit our website at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation) to:

- watch videos explaining the proposals
- explore an interactive map
- watch new fly-throughs of the proposed route
- download the consultation documents, including the response form and maps

### Events

We have planned a series of carefully managed events in line with government guidance, and copies of our consultation materials will be available at a number of locations along the route. As government guidance may change, please check our website [www.highwaysengland.co.uk/ltconsultation](http://www.highwaysengland.co.uk/ltconsultation) or call us on **0300 123 5000** for the latest information.

### Locations to review consultation materials

Owing to restrictions during the pandemic, not all locations may be open and many libraries and civic centres will have limited capacity to hold copies of our consultation materials. We are working with local venues to make more places available for you to safely review or take away information.

The consultation materials will be available to collect, and additional technical documents and maps will be available to review, at deposit locations from 21 July 2021:

#### Kent and Gravesham

Dartford Central Library and Museum, DA1 1EU

Gravesend Library, DA12 1BE

Maidstone Library, Maidstone, ME14 1LQ

Rochester Community Hub, ME1 1EW

#### Thurrock, Essex and Havering

Romford Central Library, Romford, RM1 3AR

Brentwood Library, Brentwood, CM14 4BP

Grays Library, Grays, RM17 5DX

Tilbury Hub, Tilbury, RM18 8AD

For the most up-to-date list of consultation venues, please refer to our website at [www.highwaysengland.co.uk/ltconsultation](http://www.highwaysengland.co.uk/ltconsultation) or phone us.

### Locations or take away consultation materials

The guide to community impacts consultation, response form and Freepost return envelope will be available to collect from 21 July 2021 at the following locations:

### Kent and Gravesham

Riverview Park Library, Gravesend, DA12 4NG  
Marling Cross Library, Gravesend, DA12 5TY  
Shorne Woods Visitor Centre, Gravesend, DA12 3HX  
Meopham Library, Gravesend, DA13 0AH

### Thurrock, Essex and Havering

Belhus Library, South Ockendon, RM15 5DX  
Blackshots Library, Grays, RM16 2JU  
Chadwell Library, Grays, RM16 4JP  
East Tilbury Post Office, Essex RM18 8YP  
East Tilbury Library, East Tilbury, RM18 8ST  
Thurrock Council Civic Offices, Grays, RM17 6NG

More venues could become available during the consultation period, so please check our website for updates at [www.highwaysengland.co.uk/ltoconsultation](http://www.highwaysengland.co.uk/ltoconsultation)

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

### Webinars

We are holding a series of webinars where a member of the project team will explain our proposals and give you the opportunity to ask any questions. These webinars will include live captioning and a British Sign Language interpreter.

You can also access a recording of these at [www.highwaysengland.co.uk/ltoconsultation](http://www.highwaysengland.co.uk/ltoconsultation) in the 'Find out more' section.

### Telephone surgery

We are offering additional support to help you provide feedback over the phone. From 14 July 2021, call us on **0300 123 5000** (weekdays between 9am and 5pm) to book an appointment. Please be aware that appointments are not available every day.

### Previous Lower Thames Crossing consultations

All the documents from our previous consultations are available online at [www.lowerthamescrossing.co.uk/archive](http://www.lowerthamescrossing.co.uk/archive)





## Letters

### Plate S.4 Letter to existing prescribed section 42 consultees on 13 July 2021

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

Our ref: S42

0300 123 5000 (local rate call)  
[info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

13 July 2021

Dear [Salutation]

#### **Lower Thames Crossing: Community impacts consultation between 14 July and 8 September 2021**

We are writing to update you on our consultation plans for the Lower Thames Crossing, a new road project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

In October 2020, we submitted a Development Consent Order application for the Lower Thames Crossing to the Planning Inspectorate. Based on feedback and discussions with the Inspectorate, we withdrew the application in November 2020.

As part of our response to the feedback we received from the Planning Inspectorate, we will now be undertaking a further consultation from 14 July to 8 September 2021. Under section 42 of the Planning Act 2008, we are consulting with you so that you are able to provide feedback on any aspect of the proposals.

This consultation intends to improve the public understanding of our latest proposals and the construction and operational impacts of the project. It will also let stakeholders know how their feedback to our earlier consultations was considered in the development of our proposals and ask for comments on our mitigation plans.

#### **Consultations to date**

- **Statutory consultation – 10 October to 20 December 2018**

Highways England held a statutory consultation on an earlier version of our plans. It 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 was selected, a detailed explanation of the predicted environmental impacts of the project, 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. You can also find the feedback form for that consultation, detailed maps and technical information at:

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

- **Supplementary consultation – 29 January to 2 April 2020**

Since the statutory consultation, we have continued to develop our plans in response to feedback, further information and investigations. As a result, Highways England launched a supplementary consultation on the latest version of the proposals for the Lower Thames Crossing. It detailed changes that were made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated.

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

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

- **Design refinement consultation – 14 July to 12 August 2020**

Following the supplementary consultation, we continued to work with our stakeholders and statutory consultees to develop our design. This resulted in a number of refinements, which we then consulted on.

We wanted to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Our approach to the project's design has also been guided by highways standards and good industry practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, is sustainable, and will create a positive legacy for future generations.

You can find our design refinement consultation documents by visiting the webpage:

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

- **Community impacts consultation – 14 July to 8 September 2021**

As part of this latest round of consultation, we would like to give you the opportunity to provide feedback on any aspect of the proposals including:

- the latest construction, operation and local authority ward summary information, and our plans to mitigate the impacts of the project
- changes to the project since the design refinement consultation
- how responses received at each of our previous consultations have informed the development of the project

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also try to provide the following consultation documents at deposit locations, close to the proposed project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries

- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

We will also try to provide a small number of the consultation materials, including the guide, response form and leaflet at information points close to the proposed project route.

### **How to view the community impacts consultation materials**

**Online:** All the documents relating to this consultation are available at:

[highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)

**Home delivery:** If you do not have access to the internet, from 14 July 2021 you can order printed copies of the guide to consultation, a feedback form and Freepost return envelope, maps and other documents to be delivered free of charge. This is limited to one pack per household. Please call us on 0300 123 5000 to request a consultation pack.

**Telephone surgery:** If you have any queries relating to this letter, we encourage you to request a call back from a member of the project team who will answer your questions.

For more information on the surgery, please visit our website [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation) or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed on the proposals, we will look to host a series of information events and drop-ins at locations along the route. These plans may be subject to change due to potential COVID-19 restrictions. Details of these events and information points are available on our website. Alternatively, you can call 0300 123 5000.

### **How to respond to the consultation – responses will be accepted until 11.59pm on 8 September 2021.**

You can submit a response via one of the methods below, which are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.

**Online:** Fill in the survey at: [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)

**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:** Send your comments to: **LTC.CONSULTATION@TRAVERSE.LTD**

**Telephone:** We are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment.

If you wish to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

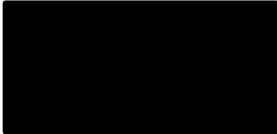
We will ensure that any comments submitted to the above response channels are carefully reviewed and the Consultation Report we submit as part of our Development Consent Order application will explain how we have considered the feedback we received.

Please note that Highways England may be required to make copies of representations available to the Planning Inspectorate. 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/privacy](http://www.highwaysengland.co.uk/privacy)**

If you have any questions regarding your land or property, please email us at **[property@lowerthamescrossing.co.uk](mailto:property@lowerthamescrossing.co.uk)** or contact our Customer Contact Centre using the number above to arrange for a member of the team to return your call.

Yours sincerely,



Gareth Protheroe  
Development Director  
Highways England

## Plate S.5 Letter to new prescribed section 42 consultees on 13 July 2021

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

Our ref: S42

0300 123 5000

(local rate call)

[info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

13 July 2021

Dear [Salutation]

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

Highways England is about to launch a community impacts consultation on plans for the Lower Thames Crossing – a new road project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

In October 2020, we submitted a Development Consent Order application for the Lower Thames Crossing to the Planning Inspectorate. Based on feedback and discussions with the Inspectorate, we withdrew the application in November 2020. Based on these discussions, your organisation has now been identified as a consultee under Section 42 of the Planning Act 2008, and we are therefore required to formally consult your organisation on the proposed plans.

As part of our response to the feedback we received from the Planning Inspectorate, we will now be undertaking a further consultation from 14 July to 8 September 2021. This intends to improve public understanding of our latest proposals and the construction and operational impacts of the project. It will also let stakeholders know how their feedback to our earlier consultations was considered in the development of our proposals, and ask for comments on our mitigation plans.

### Consultation to date

- **Statutory consultation – 10 October to 20 December 2018**

Highways England held a statutory consultation on an earlier version of our plans. It 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 was selected, a detailed explanation of the predicted environmental impacts of the project, 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. You can also find the feedback form for that consultation, detailed maps and technical information at:

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

- **Supplementary consultation – 29 January to 2 April 2020**

Since the statutory consultation, we have continued to develop our plans in response to feedback, further information and investigations. As a result, we launched a supplementary consultation on the latest version of the proposals for the Lower Thames Crossing. It detailed changes that were made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated.

You can find our supplementary consultation documents by visiting the webpage: <https://highwaysengland.citizenspace.com/ltc/consultation-2020>

- **Design refinement consultation – 14 July to 12 August 2020**

Following the supplementary consultation, we continued to work with our stakeholders and statutory consultees to develop our design. This resulted in a number of refinements, which we then consulted on.

We wanted to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Our approach to the project's design has also been guided by highways standards and good industry practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, is sustainable, and will create a positive legacy for future generations.

You can find our design refinement consultation documents by visiting the webpage: <https://highwaysengland.citizenspace.com/ltc/consultation-2020>

- **Community impacts consultation – 14 July to 8 September 2021**

As part of this latest round of consultation, we would like to give you the opportunity to provide feedback on any aspect of the proposals including:

- the latest construction, operation and local authority ward summary information, and our plans to mitigate the impacts of the project
- changes to the project since the design refinement consultation
- detailed feedback on how responses received at each of our previous consultations have informed the development of the project

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also try to provide the following documents at deposit locations, close to the proposed project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet
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- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation

- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

### **How to view the community impacts consultation materials**

**Online:** All the documents relating to this consultation are available at:

[highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation)

**Home delivery:** If you do not have access to the internet, from 14 July 2021 you can order printed copies of the guide to consultation, a feedback form and Freepost return envelope, maps and other documents to be delivered free of charge. This is limited to one pack per household. Please call us on 0300 123 5000 to request a consultation pack.

**Telephone surgery:** If you have any queries relating to this letter, we encourage you to request a call back from a member of the project team who will answer your questions.

For more information on the surgery, please visit our website [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation) or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at locations along the route. These plans may be subject to change due to potential COVID-19 restrictions. Details of these events and information points are available on our website. Alternatively, you can call 0300 123 5000.

### **How to respond to the consultation – responses will be accepted until 11.59pm on 8 September 2021.**

You can submit a response via one of the methods below, which are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.

**Online:** Fill in the survey at: [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation)

**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.

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**Telephone:** We are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment.

If you wish to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

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

Please note that Highways England may be required to make copies of representations available to the Planning Inspectorate. 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/privacy](https://www.highwaysengland.co.uk/privacy)**

If you have any questions regarding your land or property, please email us at **[property@lowerthamescrossing.co.uk](mailto:property@lowerthamescrossing.co.uk)** or contact our Customer Contact Centre using the number above who will arrange for a member of the team to return your call.

Finally, as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, we are also enclosing a copy of the notice published under section 48 of the Planning Act 2008 for our statutory consultation.

Yours sincerely,



Gareth Protheroe  
Development Director  
Highways England



## **Plate S.6 Letters to new and existing consultees identified as section 42(1)(d) on 13 July 2021.**

**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: A\_CRM  
CCon YA

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

Owner lines 1-7 ONLY

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

13 July 2021

Dear C\_Name,

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

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

Because of the potential impact, we are also informing you that we are carrying out a community impacts consultation. Under section 42 of the Planning Act 2008, we are consulting with you so that you are able to provide feedback on any aspect of the proposals.

As our plans for the project have evolved, the development boundary – the area we will need for constructing, operating or mitigating the effects of the new road – has been updated.

**We have identified that your property, as described in the table below, is within or partially within the development boundary.**

<b>Title number</b>	<b>Land description</b>	<b>Status at July 2021</b>
E	F	G

**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 forms of legal interest. If you own land within the development boundary, you may also have a half-width interest.**

### **Development boundary**

The inclusion of your property within the development boundary means that we may need to take possession of it temporarily, acquire it permanently, and/or acquire permanent rights over it, as part of our proposals. Within the consultation materials the development boundary is referred to as the proposed Order Limits.

If your residential property is within the development boundary you may be eligible to serve a blight notice on Highways England to apply for us to purchase your property. Further information on the eligibility criteria and process can be found on our website (see below), or please contact us using the details above to find out more.

**<https://highwaysengland.co.uk/our-work/lower-thames-crossing/communities/>**.

We have enclosed a plan with this letter showing your property in relation to our development boundary.

### **Half-width**

If your property adjoins a highway that is within the project's development boundary, you may have a half-width interest. A half width refers to the subsoil under the adjacent highway. The subsoil is unregistered at the Land Registry and, due to a long-standing legal principle concerning land ownership, the legal presumption is that each property title adjoining the highway owns the subsoil extending up to the middle of the road. This is known as a 'half-width'.

The subsoil is considered a passive interest because the relevant highways authority own and have responsibility for the upkeep of the road surface and reasonable depth of land under the surface.

### **Consultations to date**

Since the preferred route for the Lower Thames Crossing was announced in April 2017, we have undertaken three public consultations:

#### **Statutory consultation – 10 October to 20 December 2018**

Highways England held a statutory consultation on an earlier version of our plans. 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, a detailed explanation of the predicted environmental impacts of the project, our approach to user charging and other specific proposals.

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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](mailto:info@lowerthamescrossing.co.uk)**.

## **Supplementary consultation – 29 January to 2 April 2020**

Following the statutory consultation, we have continued to develop our plans in response to feedback, further information and investigations. As a result, Highways England launched a supplementary consultation on the latest version of the proposals for the Lower Thames Crossing. It detailed changes that were made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated.

You can find our supplementary consultation documents by visiting the webpage:  
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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](mailto:info@lowerthamescrossing.co.uk)**.

## **Design refinement consultation – 14 July to 12 August 2020**

Since the supplementary consultation, we have continued to work with our stakeholders and statutory consultees to develop our design. This resulted in a number of refinements, which we then consulted on.

We wanted to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Our approach to the project's design has also been guided by highways standards and good industry practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, is sustainable and will create a positive legacy for future generations.

You can find our design refinement consultation documents by visiting:  
**<https://highwaysengland.citizenspace.com/ltc/consultation-2020>**.

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## **Community impacts consultation – 14 July to 8 September 2021**

We submitted a Development Consent Order application for the Lower Thames Crossing to the Planning Inspectorate in October 2020. Following discussions with the Planning Inspectorate, we then withdrew the application in November 2020.

As part of our response to the feedback we received from the Planning Inspectorate, we are now undertaking a further consultation from 14 July to 8 September 2021. This intends to improve the public understanding of our latest proposals and the construction and operational impacts of the project. It will also outline how feedback to our earlier consultations was considered in developing our proposals and ask for comments on our mitigation plans.

We would like to give you the opportunity to provide feedback on any aspect of the proposals including:

- the latest construction, operation and local authority ward summary information, and our plans to mitigate the impacts of the project

- changes to the project since the design refinement consultation
- how responses received at each of our previous consultations have informed the development of the project

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also try to provide the following documents at deposit locations close to the proposed project route:

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- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

### **How to view the community impacts consultation materials**

**Online:** Consultation materials will be available online from 14 July 2021 at:  
<https://www.highwaysengland.co.uk/ltccconsultation>.

**Home delivery:** If you do not have access to the internet, from 14 July 2021 you can order printed copies of the guide to consultation, a feedback form and Freepost return envelope, maps and other documents to be delivered free of charge. This is limited to one pack per household. Please call us on 0300 123 5000 to request a consultation pack.

**Telephone surgery:** If you have any queries relating to this letter, we encourage you to request a call back from a member of the project team who will answer your questions.

For more information on the surgery please visit our website  
<https://www.highwaysengland.co.uk/ltccconsultation> or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed and updated on the proposals, we will look to host a series of information events and drop-ins at locations along the route. These plans may be subject to change due to potential COVID-19 restrictions. Details of these

events and information points, in addition to any deposit locations, are available on our website: <https://www.highwaysengland.co.uk/ltccconsultation>. Alternatively, you can call 0300 123 5000.

**How to respond to the consultation – responses will be accepted until 11.59pm on 8 September 2021.**

You can submit a response via one of the methods below, which are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.

**Online:** Fill in the survey at: <https://www.highwaysengland.co.uk/ltccconsultation>.

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**Telephone:** We are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment.

If you wish to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

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

Please note that Highways England may be required to make copies of representations available to the Planning Inspectorate. For more information on how your personal data is retained and used by Highways England, see our full data privacy statement:

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If you have any questions regarding your land or property, please email us at [property@lowerthamescrossing.co.uk](mailto:property@lowerthamescrossing.co.uk) or contact our Customer Contact Centre using the number above to arrange for a member of the team to return your call.

Yours sincerely



Sarah Collins  
Land and Property Lead  
Lower Thames Crossing

Our ref: A Unique CRM  
CCon ZE

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

C Name

D Owner lines 1-7 ONLY

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

13 July 2021

Dear C Name,

**Lower Thames Crossing: Community impacts consultation between 14 July and 8 September 2021**

We are writing to inform you that property you may hold a charge over has been identified as being potentially impacted by the Lower Thames Crossing – the Highways England project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

As our plans for the project have evolved, the development boundary – the area we will need for constructing, operating or mitigating the effects of the new road – has been updated.

**We have identified that property you may hold a charge over, as described in the table below, is within or partially within the development boundary or potentially affected by the proposals..**

Title number	Land description	Status at July 2020	Status at July 2021
E	F	G	H

An explanation of what the property status means can be found below. Please note that the status for each title will be either 'inside development boundary' or 'Part 1 compensation'.

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.

### **Development boundary**

If all or part of your property is within the development boundary, we may need to take possession of it temporarily, acquire it permanently, and/or acquire permanent rights over it, as part of our proposals. We have enclosed a Land Use Plan with this letter that identifies the areas included within our development boundary and why these areas are needed.

### **Part 1 compensation**

If our letter now shows the status of your property as Part 1 compensation, the property is outside of our development boundary and not required to build the project, although you may be able to claim compensation after the road is opened to traffic.

Under Part 1 of the Land Compensation Act 1973 ('the 1973 Act') you may be able to claim compensation ('Part 1 compensation') for any fall in the value of the property due to physical factors such as noise, vibration, artificial lighting, fumes and other physical factors caused by the use of the road. Any claim for compensation may be submitted 12 months after the road has opened to traffic.

### **Consultations to date**

Since the preferred route for the Lower Thames Crossing was announced in April 2017, we have undertaken three public consultations:

#### **Statutory consultation – 10 October to 20 December 2018**

We held a statutory consultation on an earlier version of our plans. 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, a detailed explanation of the predicted environmental impacts of the project, 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 statutory consultation guide, please contact us via the Highways England contact centre on 0300 123 5000 or via [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk).

#### **Supplementary consultation – 29 January to 2 April 2020**

Since the statutory consultation, we have continued to develop our proposals in response to feedback, further information and investigations. As a result, Highways England launched a supplementary consultation on the latest version of the proposals for the Lower Thames Crossing.

It included details of changes that were made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated.

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

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If you need a printed version of the supplementary consultation guide, please contact us via the Highways England contact centre on 0300 123 5000 or via **[info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)**.

### **Design refinement consultation – 14 July to 12 August 2020**

Following the supplementary consultation, we have continued to work with our stakeholders and statutory consultees to develop our design. This has resulted in a number of refinements, which we then consulted on.

We wanted to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Our approach to the project's design has also been guided by highways standards and good industry practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, is sustainable and will create a positive legacy for future generations.

You can find our design refinement consultation documents by visiting the webpage:

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### **Community impacts consultation – 14 July to 8 September 2021**

We submitted a Development Consent Order application for the Lower Thames Crossing to the Planning Inspectorate in October 2020. Following discussions with the Inspectorate, we withdrew the application in November 2020.

As part of our response to the feedback we received from the Planning Inspectorate, we will now be undertaking a further consultation from 14 July to 8 September 2021. This consultation intends to improve the public understanding of our latest proposals and the construction and operational impacts of the project. It will also outline how public and stakeholder feedback to our earlier consultations was considered in developing our proposals and ask for comments on our mitigation plans.

We would like to give you the opportunity to provide feedback on any aspect of the proposals including:

- the latest construction, operation and local authority ward summary information, and our plans to mitigate the impacts of the project
- changes to the project since the design refinement consultation
- how responses received at each of our previous consultations have informed the development of the project



All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also try to provide the following consultation documents at deposit locations, close to the proposed project route:

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### **How to view the community impacts consultation materials**

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**Telephone surgery:** If you have any queries relating to this letter, we encourage you to request a call back from a member of the project team who will answer your questions.

For more information on the surgery please visit our website **<https://www.highwaysengland.co.uk/ltcconsultation>** or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed on the proposals, we will also look to host a series of information events and drop-ins at locations along the route. These plans may be subject to change due to potential COVID-19 restrictions. Details of these events and information points, in addition to any deposit locations, are available on our website

<https://www.highwaysengland.co.uk/ltcconsultation>. Alternatively, you can call 0300 123 5000 for further details.

**How to respond to the consultation – responses will be accepted until 11.59pm on 8 September 2021.**

You can submit a response via the methods below, which are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.

**Online:** Fill in the survey at: <https://www.highwaysengland.co.uk/ltcconsultation>.

**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:** Send your comments to: [LTC.CONSULTATION@TRAVERSE.LTD](mailto:LTC.CONSULTATION@TRAVERSE.LTD)

**Telephone:** We are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment.

If you wish to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

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

Please note that Highways England may be required to make copies of representations available to the Planning Inspectorate. For more information on how your personal data is retained and used by Highways England, see our full data privacy statement:

<https://highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice/>.

If you have any questions regarding your land or property, please email us at [property@lowerthamescrossing.co.uk](mailto:property@lowerthamescrossing.co.uk) or contact our Customer Contact Centre using the number above to arrange for a member of the team to return your call.

Yours sincerely



Sarah Collins  
Land and Property Lead  
Lower Thames Crossing

**Plate S.7 Letter to additional prescribed section 42 consultees between 22 July and 26 August 2021**

Our ref: A\_CRM  
CCon YA

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

Owner lines 1-7 ONLY

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

26 August 2021

Dear C\_Name,

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

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

Because of the potential impact, we are also informing you that we are currently carrying out a community impacts consultation. Under section 42 of the Planning Act 2008, we are consulting with you so that you are able to provide feedback on any aspect of the proposals.

As our plans for the project have evolved, the development boundary – the area we will need for constructing, operating or mitigating the effects of the new road – has been updated.

**We have identified that your property, as described in the table below, is within or partially within the development boundary.**

Title number	Land description	Status at July 2021
E	F	G

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 forms of legal interest. If you own land within the development boundary, you may also have a half-width interest.

## Development boundary

The inclusion of your property within the development boundary means that we may need to take possession of it temporarily, acquire it permanently, and/or acquire permanent rights over it, as part of our proposals. Within the consultation materials the development boundary is referred to as the proposed Order Limits.

If your residential property is within the development boundary you may be eligible to serve a blight notice on Highways England to apply for us to purchase your property. Further information on the eligibility criteria and process can be found on our website (see below), or please contact us using the details above to find out more.

<https://highwaysengland.co.uk/our-work/lower-thames-crossing/communities/>.

We have enclosed a plan with this letter showing your property in relation to our development boundary.

## Half-width

If your property adjoins a highway that is within the project's development boundary, you may have a half-width interest. A half width refers to the subsoil under the adjacent highway. The subsoil is unregistered at the Land Registry and, due to a long-standing legal principle concerning land ownership, the legal presumption is that each property title adjoining the highway owns the subsoil extending up to the middle of the road. This is known as a 'half-width'.

The subsoil is considered a passive interest because the relevant highways authority own and have responsibility for the upkeep of the road surface and reasonable depth of land under the surface.

## Consultations to date

Since the preferred route for the Lower Thames Crossing was announced in April 2017, we have undertaken three public consultations:

### Statutory consultation – 10 October to 20 December 2018

Highways England held a statutory consultation on an earlier version of our plans. 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, a detailed explanation of the predicted environmental impacts of the project, 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](mailto:info@lowerthamescrossing.co.uk).

## **Supplementary consultation – 29 January to 2 April 2020**

Following the statutory consultation, we continued to develop our plans in response to feedback, further information and investigations. As a result, Highways England launched a supplementary consultation on the latest version of the proposals for the Lower Thames Crossing. It detailed changes that were made to the proposed route and its junctions, as well as the latest information on how any environmental impacts would be reduced and mitigated.

You can find our supplementary consultation documents by visiting the webpage:  
**<https://highwaysengland.citizenspace.com/ltc/consultation-2020>**.

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](mailto:info@lowerthamescrossing.co.uk)**.

## **Design refinement consultation – 14 July to 12 August 2020**

Following the supplementary consultation, we continued to work with our stakeholders and statutory consultees to develop our design. This resulted in a number of refinements, which we then consulted on.

We wanted to get all aspects of the design, construction and operation of the Lower Thames Crossing right. Our approach to the project's design has also been guided by highways standards and good industry practice, which seek to ensure the Lower Thames Crossing is safe to construct and operate, is sustainable and will create a positive legacy for future generations.

You can find our design refinement consultation documents by visiting:  
**<https://highwaysengland.citizenspace.com/ltc/consultation-2020>**.

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](mailto:info@lowerthamescrossing.co.uk)**.

## **Community impacts consultation – 14 July to 8 September 2021**

We submitted a Development Consent Order application for the Lower Thames Crossing to the Planning Inspectorate in October 2020. Following discussions with the Planning Inspectorate, we then withdrew the application in November 2020.

As part of our response to the feedback we received from the Planning Inspectorate, we launched a further consultation on 14 July, which will run to 8 September 2021 (please see below for details of the relevant deadline for responding to the consultation in your case). This intends to improve the public understanding of our latest proposals and the construction and operational impacts of the project. It will also outline how feedback to our earlier consultations was considered in developing our proposals and ask for comments on our mitigation plans.

We would like to give you the opportunity to provide feedback on any aspect of the proposals including:

- the latest construction, operation and local authority ward summary information, and our plans to mitigate the impacts of the project
- changes to the project since the design refinement consultation
- how responses received at each of our previous consultations have informed the development of the project

All consultation materials are available on our consultation website, details of which are set out at the end of this notice. These materials comprise:

- Guide to community impacts consultation
- Community impacts consultation leaflet
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents are also be available during the consultation on our consultation website.

### **How to view the community impacts consultation materials**

**Online:** Consultation materials are available online at:  
<https://www.highwaysengland.co.uk/ltccconsultation>.

**Home delivery:** If you do not have access to the internet, you can order printed copies of the guide to consultation, a feedback form and Freepost return envelope, maps and other documents to be delivered free of charge. This is limited to one pack per household. Please call us on 0300 123 5000 to request a consultation pack.

**How to respond to the consultation – we will accept your response at any point up to 11.59pm on 27 September 2021.**

You can submit a response via one of the methods below, which are all free to use. Please note, we cannot guarantee that responses sent to any other address will be considered.

**Online:** Fill in the survey at: <https://www.highwaysengland.co.uk/ltccconsultation>. -

**PLEASE NOTE THAT THIS OPTION WILL ONLY BE AVAILABLE UNTIL 8 SEPTEMBER 2021, THOUGH YOU WILL STILL BE ABLE TO ACCESS THE CONSULTATION MATERIALS ON OUR WEBSITE AFTER THAT POINT.**

**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:** Send your comments to: **LTC.CONSULTATION@TRAVERSE.LTD**

Please clearly state your name and address on your response so that we can verify that you are eligible for this consultation.

If you wish to comment on aspects of our proposals from earlier consultations, please use the 'Other comments' section on the response form.

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

Please note that Highways England may be required to make copies of representations available to the Planning Inspectorate. For more information on how your personal data is retained and used by Highways England, see our full data privacy statement:

**<https://highwaysengland.co.uk/our-work/lower-thames-crossing/privacy-notice/>**.

If you have any questions regarding your land or property or the contents of this letter, please email us at **property@lowerthamescrossing.co.uk** or contact our Customer Contact Centre on 0300 123 5000 to arrange for a member of the team to return your call.

Yours sincerely

A black rectangular box redacting the signature of Sarah Collins.

Sarah Collins  
Land and Property Lead  
Lower Thames Crossing

## Local authority engagement

### Plate S.8 Approach to Community Impacts Consultation

## Lower Thames Crossing: Community Impacts Consultation

### Non-Statutory Statement of Community Impacts Consultation (SoCC) Addendum

#### Introduction:

Highways England submitted a DCO application for the Lower Thames Crossing in October 2020. Following feedback from the Planning Inspectorate, this application was withdrawn in November 2020. The Project intends to resubmit the application for development consent later this year. Following the withdrawal of the Project's application for a Development Consent Order in 2020, we reviewed all the Adequacy of Consultation Representations (AoCR) and the matters raised by stakeholders.

The Project has committed to developing and delivering a further round of public consultation. This next round of consultation is focussed on the assisting the public in understanding how we will construct the Project, the impacts of construction and operation and the mitigations we are proposing, at a local level.

Given the current COVID-19 pandemic restrictions and uncertainty on whether those restrictions will ease or be lifted this summer, a digital-first approach to consultation is proposed. Should the COVID-19 pandemic restrictions allow, the Project would look to support this approach with a series of public information events and outdoor information centres along the route.

Information on the details of our proposals can be found below.

#### Community Impacts Consultation and consultation to date

1. Ahead of the Project's reapplication for development consent, Highways England is planning on carrying out a further non-statutory consultation. This latest round of consultation will include information on the proposed approach to construction and operation, the anticipated impacts of each and the associated mitigation. It will also summarise the feedback received during previous consultations and explain how this has been incorporated into the plans to date.
2. Based on feedback from stakeholders as well as the scope of the consultation proposals, supporting information, and the anticipated level of public interest, the Project considers the proposed duration of eight weeks for this round of consultation to be proportionate.
3. The proposed launch date for this latest consultation is 14 July 2021, closing at 11.59 pm on 8 September 2021.
4. In line with the statutory consultation SoCC, this latest round of consultation will build on our previous consultations:
  - Statutory Consultation (October 2018),
  - Supplementary Consultation (January 2020) and



- Design Refinement Consultation (July 2020)
5. Although this consultation is non-statutory, it does include some statutory elements to ensure all statutory requirements of the Development Consent Order process are fulfilled. This includes notifying new land interest holders about the consultation under section 42 of the Planning Act 2008.
  6. This non-statutory SoCC addendum provides an overview of which elements of the Project will be consulted on, as well as the ways stakeholders and local communities will be consulted and engaged.
  7. This addendum is part of Highways England's ongoing engagement with local authorities and communities on the Project.

## Project overview

8. The Project includes a proposal to construct, operate and maintain the Lower Thames Crossing (LTC), a proposed new road connecting, Kent, Thurrock, Havering and Essex via a tunnel beneath the River Thames.
9. The Project is classified as a Nationally Significant Infrastructure Project (NSIP), as defined by the Planning Act 2008. This means that Highways England is required to submit an application to the Planning Inspectorate for permission to construct the Project, known as a Development Consent Order (DCO).
10. The proposals also include information on the utility diversions associated with and located across, the LTC route. A small number of these utility diversions qualify as NSIPs in their own right but will form part of the same DCO application for the Project.
11. We have all been faced with immense challenges due to the COVID-19 pandemic. At times like these, NSIPs, such as the Lower Thames Crossing, have an important role to play in supporting the UK's economic recovery and future growth. As such, the development of the Project has continued during the current COVID-19 pandemic with the aim being to resubmit the DCO application later this year.
12. Due to the current COVID-19 pandemic, we will be adopting a "digital-first" engagement approach. This is to ensure the safety and wellbeing of staff and consultees and will be regularly reviewed to ensure that it is fully aligned with Government guidelines. A series of public information events and outdoor information centres at locations along the route are being planned. These are, however, dependent on the COVID-19 restrictions in place on the day and are therefore subject to change. Further details on the proposed approach can be found within this document.
13. The channels available are similar to those used during previous consultations and are outlined below. In addition, this document includes information about how you can obtain paper copies of documents, including a response form.
14. In line with the earlier Design Refinements consultation, the Project will continue to ensure that those who have no or limited access to the internet can access, view, understand, and comment on the proposals. This will include the ability to order hard copies of the consultation materials free of charge, and a telephone call back service for members of the public to ask questions. Further details about our initiatives to ensure everyone has the opportunity to take part in the consultation can be found within this document.
15. The approach set out below puts the health and safety of the public and project staff first while enabling all stakeholders and the public the opportunity to view, understand and provide feedback on the proposals. As Government guidance changes and evolves, we would look to adjust our approach accordingly.

## Consultation Materials

16. All consultation materials, some of which are described in detail below, will be available on the consultation website. We will also endeavour to provide key documents and materials at as many deposit locations and information points as possible close to the proposed Project should they become available due to easing of COVID-19 restrictions.
- Guide to Community Impacts Consultation
  - Construction Update
  - Operations Update
  - Ward impact summaries
  - You said, we did (Described below)
  - Map Book 1: General Arrangements
  - Map Book 2: Land Use Plans
  - Map Book 3: Engineering Plans
  - Large scale map operation
  - Large scale map construction
  - Community Impacts Consultation leaflet
  - Response form and Freepost envelope
  - Easy Read versions of key documents

A selection of draft DCO documents will also be included in the consultation including the Code of Construction Practice (CoCP) and Register of Environmental Actions and Controls (REAC).

### *Guide to Consultation*

17. The Guide to Consultation will provide an overview of the information included in the consultation materials and how the public can have their say on the impacts of the Project and how we would mitigate them.
18. It will outline and define the documents provided in the consultation materials.
19. The Guide will detail the consultation period and deadline.

### *Construction Update*

20. The Construction Update will provide more information about how the construction of the Project is likely to be carried out, should development consent be granted. The document builds on the information provided during previous consultations and aims to provide further detail on the proposed construction schedule, construction methods, mitigations and controls that will be put in place.
21. The document will provide an overview of the Project's construction schedule and main construction activities.

22. It will describe the construction methods and mitigation measures that would apply to the whole Project. This will include the steps that would be followed to ensure construction is carried out in a safe, efficient and sustainable way, following industry best practice.

#### *Operations update*

23. The document will provide a summary of how the new road and its associated features will look when it opens. It also details the impacts, associated mitigation measures and the changes made to the Project's design since the design refinement consultation in 2020.
24. The document will provide an overview of the main features that would make up the Lower Thames Crossing when it is open, including information on the new road, junctions, the tunnel, utilities proposals, environmental design and green infrastructure.
25. The document will also present information on the updated traffic modelling work carried out by Highways England to assess the impact the completed road will have on the wider network.
26. It will also look at our approach to the environmental impacts associated with the operation of the Lower Thames Crossing and the environmental assessments undertaken to understand those impacts and how they can be mitigated.

#### *Ward impact summaries*

27. This document provides an overview of the activities, impacts and mitigation measures expected in those wards most likely to be affected by the Project during its construction and operation. As well as describing the Project, it summarises the predicted impacts in key topic areas, including traffic, noise and air quality.
28. Where applicable, it will present construction activities affecting the ward and the operational impacts, alongside proposed mitigation, both specific to an activity and generally in relation to a ward.
29. In producing our ward impact summaries, we have aimed to be proportionate, with those wards most affected by the Project being described in the greatest detail. Where appropriate, wards on the fringes of the Project have been combined, so a single chapter describes the impacts on two or more wards.

#### *You Said, We Did (YSWD) - Shaping the design of the Lower Thames Crossing*

30. Following feedback received during the three earlier rounds of consultation, the Project has created a You Said We Did document. This aims to provide a summary of responses received during previous consultations and how these have been used to further refine the Project's design.
31. In addition to providing an overview of feedback, the document will provide an overview of how respondents had provided feedback during each of the previous consultations, and how their responses were analysed.

#### *Map books and large-scale maps*

32. As with our previous consultations, we will be providing a series of map books and large-scale maps for the public and stakeholders, these will include general arrangements, land use and engineering maps. We will also be presenting large scales maps of the Project during construction and in operation.

*DCO Control documents in the consultation*

33. A selection of DCO control documents will be included as reference material within the consultation, this will include

- DCO Schedule 2 and Explanatory Note
- Outline Site Waste Management Plan
- Outline Traffic Management Plan for Construction (oCTMP)
- Outline Materials Handling Plan
- Register of Environmental Actions and Commitments (REAC)
- Code of Construction Practice
- Design Principles
- Wider Network Impacts – Management and Monitoring Plan
- Outline Landscape and Ecology Management Plan
- Framework Travel Plan

*Response form and Freepost envelope*

34. The response form will provide the public and stakeholders with the opportunity to provide their feedback on the proposals presented at the consultation.

*Easy Read*

35. We are partnering with a member of the UK Association for Accessible Formats (UKAAF) to produce Easy Read versions of the consultation material.

**Consultation publicity**

36. Overview of consultation publicity channels:

Channel	Details
Website	<p>All of the consultation material will be available on a dedicated consultation website at <a href="http://www.lowerthamescrossingconsultation.co.uk">www.lowerthamescrossingconsultation.co.uk</a> from 00.01 on 14 July 2021. It will include:</p> <ul style="list-style-type: none"> <li>• Digital maps</li> <li>• Explainer videos</li> <li>• Document section with access to all consultation materials</li> <li>• Links to find out more information including booking a telephone or video call-back, or registering for a webinar, and the events listings (more information below)</li> </ul> <p>The website will meet accessibility guidelines.</p> <p>The website will direct people to Highways England’s dedicated online response form where consultees will be able to provide</p>

	<p>feedback on the proposed plans. This will be available at <a href="https://highwaysengland.citizenspace.com/ltc/consultation-2021">https://highwaysengland.citizenspace.com/ltc/consultation-2021</a></p> <p>The consultation will also be promoted on the Lower Thames Crossing project website at <a href="http://www.lowerthamescrossing.co.uk">www.lowerthamescrossing.co.uk</a></p> <p>Information about the Project presented at previous consultations can be found at:</p> <ul style="list-style-type: none"> <li>• 2018 statutory consultation:  <span style="background-color: black; color: black;">[REDACTED]</span></li> <li>• 2020 supplementary consultation:  <span style="background-color: black; color: black;">[REDACTED]</span></li> <li>• 2020 design refinements consultation:  <span style="background-color: black; color: black;">[REDACTED]</span></li> </ul>
<p>Events</p>	<p>An event programme is planned so members of the public can speak to the project team and access a range of exhibition materials including boards, videos and reference documents and pick up consultation materials about the proposed scheme.</p> <p>The programme is subject to Covid-19 restrictions being eased and is subject to change. It will consist of several Public Information Events (PIEs) supplemented by some Outdoor Information Centre (OIC) events.</p> <p>The locations and venues will be chosen following engagement with host Local Authorities, and are based on the following criteria:</p> <ul style="list-style-type: none"> <li>• Located on or near the proposed route.</li> <li>• Accessible to communities who will be affected by the construction and/or opening of the new road.</li> <li>• Have the capacity to hold the expected numbers of visitors; and</li> <li>• Have the ability to accommodate the event and allow additional planning and layout measures to meet evolving Covid-19 guidance including space to enable social distancing and queuing, ventilation and more.</li> </ul> <p>The OIC events will be in locations serving hard to reach communities.</p>
<p>Consultation leaflet</p>	<p>A leaflet will be distributed directly to all properties within 5km of the route of the proposed Lower Thames Crossing. It will include a brief introduction to the Project and consultation, with information about how to learn more about the proposals, and how people can have their say. See Appendix 1 for a map showing the distribution area.</p>
<p>Email</p>	<p>Information about the consultation and notifications encouraging people to respond to the consultation will also be sent to an extensive</p>

	<p>database of individuals, businesses, interest groups and organisations. This will also include all respondents to previous consultations.</p> <p>It will also be possible to provide comments and feedback to the consultation by sending an email to                  LTC.CONULTATION@TRAVERSE.LTD</p> <p>All email data is held and used in accordance with the relevant data protection legislation.</p>
Social media	<p>The consultation will be promoted through a combination of posts via the Lower Thames Crossing Twitter account (@lowerthames), Facebook page (@lowerthames), and LinkedIn page (www.linkedin.com/company/lowerthamescrossing/)</p> <p>Consultation responses submitted through social media will not be considered.</p>
Third-party channels	<p>The Project will also reach out to key stakeholders, community groups and representatives to encourage them to share information about the consultation on their websites and social media channels, such as Facebook, Twitter and LinkedIn as well as being advertised in any relevant newsletters.</p>
Non-statutory notices	<p>The consultation is being carried out on a non-statutory basis, as such, there is no legal obligation to publish notices advertising the consultation.</p> <p>However, as part of the Project's ongoing commitment to promoting the consultation widely, and following best practice, notices will be published in local and national newspapers and online. If available, we will be publishing the notice in the New Shopper Bromley, Essex Chronicle, Kent Messenger, Thurrock Gazette, Romford Recorder, London Gazette, Fishing News, Lloyds List and The Times.</p>
Media	<p>Press activities will be carried out to encourage the media to provide editorial coverage of the consultation.</p>
Advertising	<p>Advertisements promoting the consultation and how to find out more will be placed in several local newspapers on or near the route of the Lower Thames Crossing.</p> <p>The consultation will also be advertised on Facebook, targeting people who live or travel near the proposed route.</p>
Public webinars	<p>The Project will host a series of public webinars with explanations of the proposals and a live Q&amp;A session with project representatives.</p> <p>The webinars will give an overview of the Project and the proposals outlined in the 'Operations Update, Construction Update, Ward</p>

	<p>Impacts Summaries and the 'You Said, We Did' consultation materials, presented in relation to their geographic region.</p> <ul style="list-style-type: none"> <li>• two webinars will focus on Kent.</li> <li>• two will focus on the area between the Thames and the A13 in Thurrock.</li> <li>• two will focus on the area north of the A13 in Thurrock, Brentwood and Havering.</li> </ul> <p>We will monitor demand and can add more webinars if required.</p> <p>The webinars will be scheduled for 60 minutes each and held at different times throughout the consultation period to give people different options to attend.</p> <p>They will also be recorded and retained on the consultation website and Highway's England's YouTube channel for future reference.</p> <p>The webinars will have live transcriptions that can be supplied afterwards by request.</p> <p>The Project is also arranging for British Sign Language interpreters to support our webinars, alongside the live transcription.</p> <p>Clear instructions and guidance on how to access the webinars will be provided.</p>
<p>Telephone Call Back service with optional screen-sharing service</p>	<p>There will be a telephone consultation service in place throughout the consultation period.</p> <p>This will allow people who are not able or comfortable attending a physical event to speak directly to a member of the project team</p> <p>The telephone services will be available on days when there are no physical events or webinars and will be scheduled for afternoons, evenings and weekends to give people flexibility on when to request a call-back.</p> <p>The public will be able to request a call back within a 3-hour window via the consultation website or by calling the Highways England Contact Centre.</p> <p>Pending confirmation from suppliers, a video call back service will be offered to enable members of the project team to share their screen to help in understanding the consultation materials.</p>
<p>Responses over the phone</p>	<p>Additional support will be offered to help the public provide their response to the consultation over the phone.</p> <p>When the consultation launches, people will be able to book an appointment to provide their response over the phone by calling 0300 123 5000 or through the consultation website.</p>

<p>Ongoing programme of stakeholder engagement</p>	<p>In addition to the various consultation activities, the Project will endeavour to offer online meetings and conference calls to discuss the proposals with local authorities and parish councils in the affected areas.</p>
<p>Community and stakeholder briefings</p>	<p>The Project will also reach out to and encourage community representatives and stakeholder groups in the affected areas to take part in the consultation and get in touch through one of our consultation channels to ask the team any questions.</p>
<p>Ad hoc meetings</p>	<p>Where resources permit, representatives of the Project will attend online meetings and conference calls if invited by community groups, businesses and interest groups to discuss the Project.</p> <p>These meetings can be requested by contacting the Project via email or telephone.</p>
<p>Deposit locations and information points</p>	<p>The Project will work closely with local authorities, community groups and representatives to try to ensure deposit locations and information points are available.</p> <p>The deposit locations will include hard copies of the full suite of consultation documentation.</p> <p>Information points would hold the following: 'Guide to Consultation', paper copies of the consultation response form and Freepost return envelopes.</p> <p>Following a similar approach to the Design Refinements consultation, the Project is reaching out to widen the list of available venues to have at least one deposit location and five information points distributed appropriately around the project. See Appendix 2 for indicative deposit locations and information points.</p> <p>At moment, all the deposit locations and information points that have been used in previous consultations are either closed or operating at a very limited capacity due to COVID-19 restrictions. The Project will however continue to monitor the situation and plan accordingly.</p> <p>Subject to agreement/approval from Local Authorities, the Project is willing to explore the possibility of using council or community facilities that are currently open or planned to be open to members of the public as potential deposit locations and information points.</p> <p>The Project welcomes any further feedback and suggestions on potential deposit locations and information points.</p> <p>Availability of deposit locations and information points are dependent on the COVID-19 restrictions and are therefore subject to change.</p>



<p>Copies of consultation documents on request</p>	<p>For those who have limited or no access to the internet, copies of printed versions of the consultation materials will be available to the public to order free of charge (one pack per household).</p> <p>Requests will be taken from the day of launch, and delivery times may vary. If ordered within the first week of the consultation, delivery will take place from 21 July 2021. Orders from 21 July will be delivered within 48 to 72 hours.</p> <p>Documents from all consultations to date will be available and free to download online through the following links:</p> <ul style="list-style-type: none"> <li>• <b>Route consultation in 2016:</b>  <a href="https://highwaysengland.citizenspace.com/ltc/lower-thames-crossing-consultation/">https://highwaysengland.citizenspace.com/ltc/lower-thames-crossing-consultation/</a></li> <li>• <b>Statutory consultation in 2018:</b>  <a href="https://highwaysengland.citizenspace.com/ltc/consultation/">https://highwaysengland.citizenspace.com/ltc/consultation/</a></li> <li>• <b>Supplementary consultation earlier in 2020:</b>  <a href="https://highwaysengland.citizenspace.com/ltc/consultation-2020/">https://highwaysengland.citizenspace.com/ltc/consultation-2020/</a></li> <li>• <b>Design Refinements consultation in 2020:</b>  <span style="background-color: black; color: black;">[REDACTED]</span></li> </ul> <p>Information on how to order the consultation materials will be included in the promotional leaflet and on the consultation website.</p>
<p>Alternative formats</p>	<p>Based on the previous consultations, easy read and Braille versions of the Guide will be produced to enable all members of the public to view and comment on the consultation.</p> <p>Arrangements are also being made to hold British Sign Language (BSL) online sessions, explaining the project and supporting those in the affected communities with hearing difficulties to respond to the consultation.</p>
<p>Customer contact centre</p>	<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.</p> <p>The Project will also brief local authority customer contact centres, so they are in a position to provide the public with information about the consultation as well.</p>
<p>Hard to reach populations</p>	<p>It is of vital importance that everyone who wishes to participate in this consultation is being allowed the opportunity to consider and respond to the proposals. The Project will continue to work closely with local authorities, community groups and representatives on identifying relevant stakeholders who cannot access digital resources, to ensure</p>

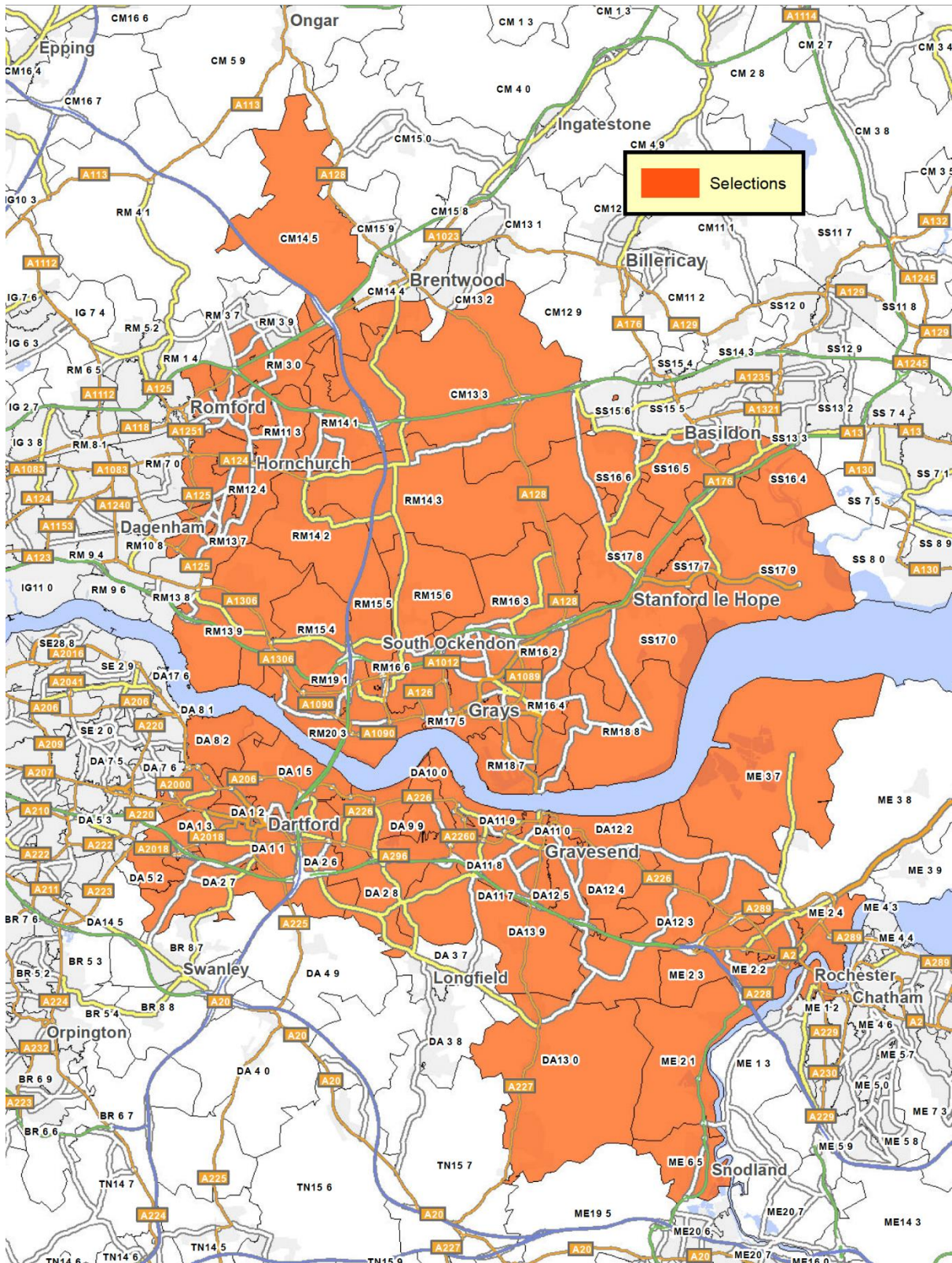
	<p>they are being notified of the consultation and that the opportunity to take part is genuinely provided for these groups.</p> <p>Alongside this and the advertisement campaign, the Project is undertaking several activities to ensure those with limited or no access to the internet are notified of the consultation. These include:</p> <ul style="list-style-type: none"><li>• Issuing of information leaflets to properties within 5km of the route,</li><li>• Publishing of notices in local and national newspapers, before consultation launch.</li></ul> <p>The initiatives introduced by the Project last year as part of the Design Refinement Consultation such as the ordering of consultation materials free of charge and a telephone services, available on days when there are no physical events or webinars, to ensure the consultation is accessible to everyone will be continued.</p> <p>Easy Read and Braille versions of the consultation material are being proactively produced, as well as providing British Sign Language translation at the public webinars.</p> <p>Following Highways England policy, the intention is to consider any requests for material in other formats as they arise and to look at providing the best solution to ensure consultees can engage with our materials.</p> <p>The Project is open to any suggestions on how we might improve our approach especially on how to engage with 'hard to reach groups.</p>
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## How to respond

37. The public and stakeholders will be able to respond to the consultation using the following methods:

- Online: Fill in the online survey at:  
[REDACTED]
- Post: 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: Send your comments to: [LTC.CONSULTATION@TRAVERSE.LTD](mailto:LTC.CONSULTATION@TRAVERSE.LTD)
- Telephone: We are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 weekdays between 9 am and 5 pm to book an appointment.

### Appendix 1: Leaflet distribution area



## Appendix 2 - Deposit locations and information points

The following is dependent on the COVID-19 restrictions and are therefore subject to change.

### *Deposit location:*

- Rochester Library, Rochester, ME1 1EW - Open and ready subject to govt guidelines
- Dartford Central Library & Museum, Market St, Dartford DA1 1EU - Open and ready subject to govt guidelines
- Gravesend Library, Windmill St, Gravesend DA12 1BE - Open and ready subject to govt guidelines
- Maidstone Library, James Whatman Way, Maidstone ME14 1LQ – Open and ready subject to govt guidelines
- Grays Library, Orsett Rd, Grays RM17 5DX – in discussion
- Tilbury Hub, 16 Civic Square, Tilbury RM18 8AD – not yet open. Monitoring developments
- Brentwood Library, New Road, Brentwood CM14 4BP - in discussion
- Romford central library – in discussion

### *Information points:*

- Belhus Library, South Ockendon Centre, Derry Avenue, South Ockendon, RM15 5DX – open but with restrictions. Monitoring developments
- Blackshots Library, Grays, RM17 5DX – open but with restrictions
- Chadwell St Mary Library, Brentwood Rd, Chadwell St Mary, Grays RM16 4JP – currently open with restrictions – monitoring developments
- East Tilbury Post Office, Unit 2-3 Stanford House, Princess Margaret Road, East Tilbury, Tilbury, Essex, RM18 8YP – open with restrictions. Monitoring developments
- East Tilbury library, Princess Ave, East Tilbury, Tilbury RM18 8ST - open with restrictions. Monitoring developments
- Thurrock Council Offices – Currently closed. Monitoring developments
- Marling Cross library, 266 MacKenzie Way, Gravesend DA12 5TY - currently closed. Monitoring developments
- Meopham Library, Wrotham Rd, Meopham, Gravesend DA13 0AH - currently closed. Monitoring developments
- Riverview Park library, The Alma, Leander Dr, Gravesend DA12 4NG – currently closed. Monitoring developments
- Shorne Woods visitor centre – Brewers Rd, Shorne, Gravesend DA12 3HX - currently closed. Monitoring developments

## Notification and publicity

### **Plate S.9 Email to key statutory and non-statutory groups, sent on 14 July 2021.**

**The content of the email was tailored for the audience. See Table S.2 below for the list of consultees this was sent to.**

### **LTC Community Impacts Consultation now live**

Sub: Community impacts consultation - open until 23.59 on 8 September 2021

Following my email of 23 June, we have now launched the Lower Thames Crossing Community Impacts consultation.

The consultation will run for 8 weeks, starting from today and closing at 11:59pm on 8 September.

Our full range of how to find out more and get involved is listed below – including links to our consultation materials, information about our events and how to give your feedback.

### **How to find out more**

#### **Online exhibition**

All consultation materials are available on our dedicated website. You can watch videos explaining the proposals, explore an interactive map, see new fly-throughs and visualisation images of the proposed route and download the consultation documents.

Visit the website [here](#).

#### **Webinars**

We are holding a series of webinars where a member of the project team will explain our proposals in your area and give you the opportunity to ask any questions. These webinars will include live captioning and a British Sign Language interpreter. Visit our [website](#) for more information.

#### **Telephone surgery**

You can book a call back from a member of the project team to discuss any questions or provide comments on the proposals. To book an appointment from 14 July 2021, call us (weekdays between 9am and 5pm) or visit our [website](#).

#### **Home delivery**

For cost and environmental reasons, we encourage everyone to access the consultation materials online. However, if you have limited or no access to the internet you can ask for a printed copy to be delivered to your home free of charge. To request this:

- call us on 0300 123 5000
- email us at [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

- visit our website: [REDACTED]

### Consultation events

We have arranged a series of events, information centres and webinars to keep you fully informed. Please note, as government guidance is updated, access to these venues may change.

Please check our website [REDACTED] or call us on 0300 123 5000 for up-to-date information

### Deposit locations

The consultation materials will be available to collect, and additional technical documents and maps will be available to review, at locations along the proposed route from 21 July 2021. Please note, as government guidance is updated, access to these locations may change. Visit our [website](#) for more information.

### Information points

A selection of consultation materials will be available to collect from information points along the proposed route from 21 July 2021. Please note, as government guidance is updated, access to these locations may change. Visit our [website](#) for more information.

### How to have your say

You can submit a response by using one of the methods below. Please note, we cannot guarantee that responses sent by any other means will be considered.

### Online response form

Fill in the online response form at [REDACTED]

### 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

## Telephone

We are offering additional support to help you provide feedback over the phone. Call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment. Please be aware that appointments are not available every day.

**Table S.2 List of statutory and non-statutory groups who received the email described in Plate S.9**

<p><b>Local businesses and business groups</b></p>	<p>SELEP, Essex Chambers of Commerce, Thames Estuary Growth Board, Federation of Small Business, Kent Chambers of Commerce, Kent Developers Group, DP World, Kent Medway Economic Partnership, RHA, London Resort Company Holdings, Port of Dover, Ebbsfleet Development Corporation , Bluewater, Lakeside, Logistics UK, Thurrock Business Board, CBI, Housing Essex.</p>
<p><b>Community groups</b></p>	<p>Thurrock Asian Association, Thurrock Mind, Thurrock Local Access Forum, Essex Ramblers, Kent Advanced Drivers, Hi Kent, Havering Association for People with Disabilities, Gammon Field Travellers site, Chalk Church, Access Brentwood, Newbury Signs, Kent Association for the Blind, Essex Local Offer, Essex Family Forum, Thurrock Coalition, Thurrock Centre for Independent Living, Thurrock Lifestyle Solutions, New Opportunities Group, Brentwood Access Group, British Deaf Association, Gravesham Rotary Club, Thurrock CVS, Essex Victims Support, East Tilbury Library, Thurrock Community Hubs, S.S.A.F.A., Ex British Gurkhas &amp; Veterans &amp; Elderly &amp; Dependents Group, Thurrock District Scout Council, Grays Thurrock Carers, Thurrock Over Fifties Forum, Mardyke Valley Rotary Club, Thurrock Scouts, TCVS/Ngage, D.I.A.L. South Essex, Thurrock Christian Fellowship, Friends of Langdon Hills Country Park F.O.L.H., South East Essex Rape &amp; Incest Crisis Centre SERRIC, Royal Association for Deaf People, Quarry Hill PTA, Thurrock Deaf Youth Club, Change4life, Grays Thurrock Rotary Club, Sikh Community, Thurrock Choral Society, Essex Association of Boys Club, Essex Boys &amp; Girls Clubs, Thurrock Play Network, W 4 W Essex, Thurrock Lifestyle Solutions, Open Door, Brandon Groves Community Club, Horndon on the Hill Society, Friends of Horndon PTA, The Martial Academy, Thurrock Harriers, East Thurrock Community Association, Thurrock Christian Fellowship, Frost Estate Community Association, Hillside Scout Group, Blackshots Greens Liaison Group, Thurrock Play Network, St Michaels Church, Community Church Chadwell, 1st Corringham Scout Group, Friends of Hardie Park, Lightship Café, One Community Development Trust, Princes Foundation, Stifford Parish Hall, United Benefice of Corringham &amp; Fobbing; St. John the Evangelist, St. Thomas of Canterbury Grays Parish, Grays Salvation Army, St. Clements Church, Church of His Presence, Destiny Chapel, NASFAT, St. Margaret's Parish Church, Holy Cross Church, St John the Evangelist, Grays North, Thurrock Foodbank, Proximity Church, Acorns Community Hub, Purfleet Community Hub, Far East Veterans Association, Royal British Legion: Grays Branch, Royal British Legion, Tilbury Community Hub, Shorne Parish Council, Cobham Parish Council, Higham Parish Council, Cuxton Parish Council, Luddesdown Parish Council, Meopham Parish Council, Aveley Forum, Belhus &amp; South Ockendon Community Forum , Bulphan Village Community Forum, Chadwell St Mary Community Forum , Orsett Community Forum, Corringham, Fobbing &amp;</p>

	Homesteads Community Forum, Little Thurrock Community Forum, Orchards Forum, Purfleet-on-Thames Community Forum, Stanford-Le-Hope Forum, Thames Crossing Action Group, Thameside Forum, The Horndon Society/Community Forum, Tilbury Community Forum, West & East Tilbury & Linford Community Forum, West Thurrock & South Stifford Community Forum, Gravesham Youth Council, Thames Chase Community Forest, British Horse Society North, British Horse Society South, Dartford and Gravesend Ramblers, Kent Countryside Access Forum, Cycling UK, Dartford and Gravesham Cycling Forum, Havering Cyclists
<b>Leaders and senior officers of nearby local authorities</b>	Ashford, Barking & Dagenham, Basildon, Bexley, Canterbury, Castle Point, Chelmsford, Dover, Epping Forest, Folkestone & Hythe, Maidstone, Redbridge, Sevenoaks, Southend-on-Sea, Swale, Tonbridge & Malling, Tunbridge Wells.
<b>Leaders, ward-level representatives and senior officers of all the directly affected local authorities</b>	Brentwood Borough Council, Dartford Borough Council, Essex County Council, Gravesham Borough Council, Kent County Council, London Borough of Havering, Medway Council, Thurrock Council.
<b>Local emergency services</b>	East of England Ambulance, Essex County Fire and Rescue, Essex Police, Kent Fire and Rescue, Kent Police, South East Coast Ambulance.
<b>Members of Parliament</b>	Alex Burghart MP for Brentwood & Ongar, Andrew Rosindell MP for Romford, Damian Collins MP for Folkestone & Hythe, Damian Green MP for Ashford, David Evennett MP for Bexleyheath & Crayford, Gareth Johnson MP for Dartford.  Gordon Henderson MP for Sittingbourne & Sheppey, Greg Clark MP for Tunbridge Wells, Helen Grant MP for Maidstone & The Weald, Helen Whately MP for Faversham & Mid Kent, Jackie Doyle-Price MP for Thurrock, James Brokenshire MP for Old Bexley & Sidcup, James Duddridge MP for Rochford & Southend East, John Baron MP for Basildon & Billericay.  John Whittingdale MP for Maldon, Jon Cruddas MP for Dagenham & Rainham, Julia Lopez MP for Hornchurch & Upminster, Kelly Tolhurst MP for Rochester & Strood, Laura Trott MP for Sevenoaks, Mark Francois MP for Rayleigh & Wickford, Natalie Elphicke MP for Dover, Priti Patel MP for Witham, Rebecca Harris MP for Castle Point, Rehman Chishti MP for Gillingham & Rainham, Rosie Duffield MP for Canterbury, Sir David Amess MP for Southend West, Stephen Metcalfe MP for South Basildon & East Thurrock, Adam Holloway MP for Gravesham, Tom Tugendhat MP for Tonbridge & Malling, Tracey Crouch MP for Chatham & Aylesford, Vicky Ford MP for Chelmsford.
<b>Statutory environmental bodies and non-statutory environmental groups</b>	Buglife, Bumblebee Conservation Trust, CPRE Essex, CPRE Kent, Environment Agency, Essex Wildlife Trust, Forestry Commission, Historic England, Kent Downs AONB, Kent Wildlife Trust, Marine Management Organisation, National Trust, Natural England, RSPB, The Woodland Trust.



## Plate S.10 Email sent to contacts on the Project's customer database, sent on 14 July 2021

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



**Lower Thames Crossing  
Community impacts consultation**

July 2021

**Have your say on the Lower Thames Crossing:  
Community impacts consultation**

Open until 23:59 on 8 September 2021



**Find out more on our dedicated consultation website and have your say.**

To get permission to build and operate the Lower Thames Crossing Highways England must follow a specific planning process and seek a Development Consent Order (DCO).

In October 2020 we submitted an application for a DCO but following feedback and discussions with the Planning Inspectorate we withdrew it to provide more information.

We have been working to address the Inspectorate's feedback and, as part of this process, are holding a further round of public consultation to seek your views on:

- Our plans to build and operate the Lower Thames Crossing and how we will mitigate its impact
- Changes to the project since the design refinement consultation in 2020
- How responses received at each of our previous consultations have informed the development of the project

This consultation is an important opportunity for you to have your say before we finalise our proposals and prepare to submit our application later this year.

**How to find out more**



### Online

All consultation materials are available on our dedicated website. You can watch videos explaining the proposals, explore an interactive map, see new fly-throughs and visualisation images of the proposed route and download the consultation documents. [Visit our consultation website.](#)

### Webinars

We are holding a series of webinars where a member of the project team will explain our proposals in your area and give you the opportunity to ask any questions. These webinars will include live captioning and a British Sign Language interpreter. [Sign up.](#)

### Telephone surgery

You can book a call back from a member of the project team to discuss any questions or provide comments on the proposals. To book an appointment [call us or sign up.](#)

### Home delivery

For cost and environmental reasons, we encourage everyone to access the consultation materials online. However, if you have limited or no access to the internet you can ask for a printed copy to be delivered to your home free of charge. To request this call us on 0300 123 5000, email us at [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk) or [visit our website.](#)

### Consultation events

We have arranged a series of events to keep you fully informed. Please note, as government guidance is updated, access to these venues may change. [Please visit our website](#) or call us on 0300 123 5000 for up-to-date information.

### Deposit locations and information points

We're working with local venues to make more places available for you to safely review or take away information, but access to some locations may change. Please [check our website](#) or call us on 0300 123 5000 for the latest information.

## How to have your say



You can submit a response by using one of the methods below. Please note, we cannot guarantee that responses sent by any other means will be considered.

### Online response form

Fill in the online response form at [on our website.](#)

### 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](mailto:LTC.CONULTATION@TRAVERSE.LTD)

### Telephone

We are offering additional support to help you provide feedback over the phone. Call us on **0300 123 5000** (weekdays between 9am and 5pm) to book an appointment. Please be aware that appointments are not available every day.

You can find out more about the Lower Thames Crossing on:

LinkedIn: [@LowerThames](#)  
Facebook: [@LowerThames](#)  
Twitter: [@LowerThames](#)  
YouTube: [Lower Thames Crossing](#)

With kind regards  
Matt Palmer  
Executive Director, Lower Thames Crossing

Phone: 0300 123 5000 (local rate call)  
Email: [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)  
Website: [lowerthamescrossing.co.uk](http://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 S.11 Email sent to Dart charge account holders, sent on 8 July 2021

### Have your say on the Lower Thames Crossing

Community impacts consultation - open until 23.59 on 8 September 2021

Find out more on our dedicated consultation website and have your say [here](#).

To get permission to build and operate the Lower Thames Crossing Highways England must follow a specific planning process and seek a Development Consent Order (DCO).

In October 2020 we submitted an application for a DCO but following feedback and discussions with the Planning Inspectorate we withdrew it to provide more information.

We have been working to address the Inspectorate's feedback and, as part of this process, are holding a further round of public consultation to seek your views on:

- Our plans to build and operate the Lower Thames Crossing and how we will mitigate its impact
- Changes to the project since the design refinement consultation in 2020
- How responses received at each of our previous consultations have informed the development of the project

This consultation is an important opportunity for you to have your say before we finalise our proposals and prepare to submit our application later this year

### How to find out more

#### Online exhibition

All consultation materials are available on our dedicated website. You can watch videos explaining the proposals, explore an interactive map, see new fly-throughs and visualisation images of the proposed route and download the consultation documents.

Visit the website [here](#).

#### Webinars

We are holding a series of webinars where a member of the project team will explain our proposals in your area and give you the opportunity to ask any questions. These webinars will include live captioning and a British Sign Language interpreter. Visit our [website](#) for more information.

#### Telephone surgery

You can book a call back from a member of the project team to discuss any questions or provide comments on the proposals. To book an appointment from 14 July 2021, call us (weekdays between 9am and 5pm) or visit our [website](#).

#### Home delivery

For cost and environmental reasons, we encourage everyone to access the consultation materials online. However, if you have limited or no access to the internet you can ask for a printed copy to be delivered to your home free of charge. To request this:

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### Consultation events

We have arranged a series of events, information centres and webinars to keep you fully informed. Please note, as government guidance is updated, access to these venues may change. Please check our website [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation) or call us on 0300 123 5000 for up-to-date information

### Deposit locations

The consultation materials will be available to collect, and additional technical documents and maps will be available to review, at locations along the proposed route from 21 July 2021. Please note, as government guidance is updated, access to these locations may change. Visit our [website](#) for more information.

### Information points

A selection of consultation materials will be available to collect from information points along the proposed route from 21 July 2021. Please note, as government guidance is updated, access to these locations may change. Visit our [website](#) for more information.

### How to have your say

You can submit a response by using one of the methods below. Please note, we cannot guarantee that responses sent by any other means will be considered.

### Online response form

Fill in the online response form at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

### 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](mailto:LTC.CONSULTATION@TRAVERSE.LTD)

### Telephone


We are offering additional support to help you provide feedback over the phone. Call us on 0300 123 5000 (weekdays between 9am and 5pm) to book an appointment. Please be aware that appointments are not available every day.

## Notices

**Table S.3 Details of non-statutory newspaper notices publicising the community impacts consultation**

Publication name	Week 1	Week 2
<b>National newspaper</b>		
The Times	n/a	Wednesday 14 July 2021
<b>Local newspapers</b>		
Essex Chronicle	Thursday 8 July 2021	Thursday 15 July 2021
Kent Messenger	Thursday 8 July 2021	Thursday 15 July 2021
London Gazette	n/a	Wednesday 14 July 2021
Romford Recorder	Friday 9 July 2021	Friday 16 July 2021
Thurrock Gazette	Thursday 8 July 2021	Thursday 15 July 2021
Bromley News Shopper	Wednesday 7 July 2021	Wednesday 14 July 2021
<b>Trade journals</b>		
Lloyd's List	n/a	Wednesday 14 July 2021
Fishing News	Thursday 8 July 2021	Thursday 15 July 2021

## Plate S.12 Community Impacts Consultation non-statutory notice



**HIGHWAYS ENGLAND LOWER THAMES CROSSING NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY COMMUNITY IMPACTS CONSULTATION**  
HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ (‘Highways England’) propose 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 the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 26 January to 2 April 2020 and a design refinement consultation from 14 July to 13 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenpace.com/itc/consultation>
- <https://highwaysengland.citizenpace.com/itc/consultation-2020>
- <https://www.thelowercrossingconsultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project;
- changes to the Project since the design refinement consultation;
- detailed feedback on how responses received at each of our previous consultations have informed the development of the Project.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock, Havering 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 project aims set out in the Guide to community impacts consultation.

On the south side of the River Thames, the new road would link to the A2 and M25 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 Greenstead 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 culverts such as electricity pylons;
- two 3.0-mile (4.8km) tunnel crossings beneath the river, one for southbound traffic, one for northbound traffic;
- a low-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 environmental mitigation and replacement of open space and common land;
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right.

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenpace.com/itc/consultation>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenpace.com/itc/consultation-2020>.

A further EIU was produced to support the design refinement consultation in summer 2020, explaining any new or changed environmental effects associated with the design refinements. This is available at <https://highwaysengland.citizenpace.com/itc/design-consultation>.

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice.

We will also aim to provide the following documents at deposit locations, close to the proposed Project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. These plans along with our deposit locations and information points may be subject to change due to potential COVID-19 restrictions. Information on our events are available on our website. Alternatively, you can call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 14 July 2021. For those unable to access the internet, one printed copy of the consultation materials per household will be available to order from 14 July 2021. They will be delivered to you free of charge. Instructions on how to order printed copies are set out at the end of this notice.

The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice.

Anyone may comment on the proposals or otherwise respond to this consultation publicly.

From 14 July 2021, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at [highwaysengland.co.uk/itc/consultation](https://highwaysengland.co.uk/itc/consultation)
- **Freepost:** Send your response form or comments to: FREPOST LTC CONSULTATION (the Freepost address is the only leaf needed on the envelope, and no stamp is required)
- **Email:** Send your comments to [LTC.CONULTATION@TRWAYS.FRE.LTD](mailto:LTC.CONULTATION@TRWAYS.FRE.LTD)
- **Telephone:** We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.**

Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

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

Highways England’s policy on managing personal data can be found at <https://highwaysengland.co.uk/privacy>.  
Yours sincerely  
Gareth Protheroe, Development Director, Highways England

**Consultation website**  
The consultation website will be available to access anytime from 14 July 2021 on [highwaysengland.co.uk/itc/consultation](https://highwaysengland.co.uk/itc/consultation). Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

**Telephone surgery**  
A call back from a member of the project team can be booked to discuss any questions or provide comments on the proposal. An appointment can be booked from 14 July by visiting [highwaysengland.co.uk/itc/consultation](https://highwaysengland.co.uk/itc/consultation) or by calling 0300 123 5000.

**Consultation material on demand**  
For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, one printed copy per household of the community impacts consultation materials will be available to order from 14 July 2021 onwards and will be delivered free of charge. The consultation materials are available to order via the following channels:

- By contacting Highways England on 0300 123 5000 or emailing [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)
- By ordering on the consultation website at [highwaysengland.co.uk/itc/consultation](https://highwaysengland.co.uk/itc/consultation)









## Plate S.16 Notice in the London Gazette, 14 July 2021

### ENVIRONMENT & INFRASTRUCTURE

Copies of the draft Order and relevant plan may be obtained, free of charge, from the addresses stated below (quoting NATTRAN/SW/S247/4736) in the 28 days commencing on 14 July 2021. They may also be inspected during this period at Treverbyn Parish Council, Treverbyn Community Hall, Treverbyn Road, St Austell PL26 8TL, between normal opening hours.

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.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 11 August 2021. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

S Zamenzadeh, Casework Manager (3844707)

### DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a length and part width of Snelsmoor Lane at Boulton Moor in the district of South Derbyshire.

If made, the Order would authorise the stopping up only to enable development as permitted by South Derbyshire District Council under reference 9/2019/0557.

Copies of the draft Order and relevant plan may be obtained, free of charge, from the addresses stated below (quoting NATTRAN/EM/S247/4697) in the 28 days commencing on 14 July 2021.

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.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 11 August 2021. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

S Zamenzadeh, Casework Manager (3844697)

### DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a southern part width of Crowhill Road consisting highway verge, in Nuneaton.

If made, the Order would authorise the stopping up only to enable development as permitted by Nuneaton and Bedworth Borough Council under reference 037781.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Nuneaton Library, Church Street, Nuneaton, CV11 4DR in the 28 days commencing on 14 July 2021, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/WM/S247/4772.

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.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 11 August 2021. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

D Hoggins, Casework Manager (3844698)

### WESTMINSTER CITY COUNCIL

Notice is hereby given that Westminster City Council proposes to make an order under sub-section 247 (2A) of the Town and Country Planning Act 1990 ("the 1990 Act"), the general effect of which will be to authorise the stopping up of a X square metres area of the highway Piccadilly and X square metres area of the highway Berkeley Street to

enable the development to be carried out at the premises 70-73 Piccadilly, and 1-7 Berkeley Street, London W1J 8HP; namely: the realignment of parts of the ground floor external wall of the building 70-73 Piccadilly, and 1-7 Berkeley Street, London W1J 8HP ("the Building") and the addition of building pilasters to the façade of the Building on both of those frontages of the Building.

The parts of the highways that the order would be authorised to be stopped up comprises the following parts of the highways Piccadilly, and Berkeley Street, which parts about the present ground floor external wall of the above building, and comprise:

(a) A triangular area of the highway adjacent to the Piccadilly and Berkeley Street chamfered corner of the Building, that part of highway extending 4.51 metres in a direction that is parallel to the middle lines of the adjacent lengths of the highways Piccadilly and Berkeley Street, respectively;

(b) Eight pilasters, each to extend 0.45 metres across a 0.6 metres length of the highway Piccadilly, the respective centre of each pilaster being situated 2.7, 9.42, 16.23, 22.83, 26.75, 36.37, 42.68 and 43.88 metres from the Piccadilly and Berkeley Street chamfered corner of the Building.

(c) Twelve pilasters, each to extend 0.45 metres across a 0.6 metres length of the highway Berkeley Street, the respective centre of each pilaster being situated 7.05, 9.19, 16.24, 23.9, 25.73, 30.64, 33.7, 50.24, 53.31, 57.6 61.27 and 68.01 metres from the chamfered Piccadilly and Berkeley Street corner of the Building.

(d) Two pilasters, each to extend 0.45 metres across two lengths of the highway Berkeley Street one situated between 15.62 and 18.88 metres and the other situated between 21.75 and 24.51 metres from the chamfered Piccadilly and Berkeley Street corner of the Building.

(e) The ground floor external wall of the Building advancing 0.31 metres across the length of the highway Berkeley Street situated between 25.73 and 72.91 metres from the chamfered Piccadilly and Berkeley Street corner of the Building.

(f) and are more particularly delineated on RGP's drawing 20/0030-211 revision P3, annexed hereto.

National Grid References of limits of the complete development are:

The order and plan identifying the location of the highway proposed to be stopped up may be inspected free of charge between 11am and 5pm Mondays to Fridays at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, during a period of 28 days from the date of this notice. Please telephone 020 7641 2642 to arrange an appointment. Alternatively, you may e-mail jperkins@westminster.gov.uk for a copy. Any person may, within that period, object to the making of the order by notice to Westminster City Council, at City Hall, 64 Victoria Street, SW1E 6QP. Please quote reference ECM/HP/JRP/202103073 in any such notice.

This notice is given pursuant to section 252 of the Town and Country Planning Act 1990.

Westminster City Council granted permission for the development under part three of the Town and Country Planning Act 1990 on the date 4 March 2020. Details of the proposed development may be viewed online at [www.westminster.gov.uk](http://www.westminster.gov.uk) then by clicking on "Planning Applications and Decisions" then "search now" then in Simple Search text box enter 18/10021/FULL then click "Search". It re-routes to [jdox.westminster.gov.uk](http://jdox.westminster.gov.uk) and the page for the proposal. Click on "there are X documents associated with this application".

Notice dated 14 July 2021

Westminster City Council (3844705)

### HIGHWAYS ENGLAND

#### LOWER THAMES CROSSING

#### NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

#### NON-STATUTORY COMMUNITY IMPACTS 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").

12518 | CONTAINING ALL NOTICES PUBLISHED ONLINE ON 14 JULY 2021 | LONDON GAZETTE

ENVIRONMENT & INFRASTRUCTURE

Highways England carried out a statutory consultation in relation to the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020 and a design refinement consultation from 14 July to 12 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/consultation>
- <https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project
  - changes to the Project since the design refinement consultation
  - detailed feedback on how responses received at each of our previous consultations have informed the development of the Project
- It would provide much-needed new road capacity across the river east of London and deliver the other project aims set out in the Guide to community impacts consultation.

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 (4.3km) 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 environmental mitigation and replacement of open space and common land
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/ltc/consultation>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/ltc/consultation-2020>

A further EIU was produced to support the design refinement consultation in summer 2020, explaining any new or changed environmental effects associated with the design refinements. This is available at <https://highwaysengland.citizenspace.com/ltc/design-consultation>

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also try to provide the following documents at deposit locations, close to the proposed Project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. Information on these events is available on our website. Alternatively, you can call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 14 July 2021. For those unable to access the internet, one printed copy of the consultation materials per household will be available to order from 14 July 2021. They will be delivered to you free of charge. Instructions on how to order printed copies are set out at the end of this notice.

The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice.

Anyone may comment on the proposals or otherwise respond to this consultation publicly.

From 14 July 2021, responses can be submitted via one of the following methods:

- Online: Fill in the response form at [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)
- Freepost: 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: Send your comments to [LTC.CONULTATION@TRAVERSE.LTD](mailto:LTC.CONULTATION@TRAVERSE.LTD)
- Telephone: We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.** Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing [info@lowerthamescrossing.co.uk](mailto: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>.

Yours sincerely

Gareth Protheroe, Development Director, Highways England

**Consultation website**

The consultation website will be available to access anytime from 14 July 2021 on [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation). Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

**Telephone surgery**

ENVIRONMENT & INFRASTRUCTURE

A call back from a member of the project team can be booked to discuss any questions or provide comments on the proposal. An appointment can be booked from 14 July by visiting [highwaysengland.co.uk/ltccconsultation](https://highwaysengland.co.uk/ltccconsultation) or by calling 0300 123 5000.

**Consultation material on demand**

For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, one printed copy per household of the community impacts consultation materials will be available to order from 14 July 2021 onwards and will be delivered free of charge. The consultation materials are available to order via the following channels:

- By contacting Highways England on 0300 123 5000 or emailing [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)
- By ordering on the consultation website at [highwaysengland.co.uk/ltccconsultation](https://highwaysengland.co.uk/ltccconsultation) (3844702)

Company Name: **CLERKENWELL STREET LIGHT SIMMONS LIMITED**

Company Number: 10726473

Interest: leasehold

Title number: AGL435153

Property: The Property situated at 178-180 St John Street, London EC1V 4JY being the land comprised in the above mentioned title  
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 23 June 2021.

Assistant Treasury Solicitor

9 July 2021

(3841810)

## Property & land

### PROPERTY DISCLAIMERS

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22101619/1/MPC

1 In this notice the following shall apply:

Company Name: **ST. MARY ABBOTS INVESTMENTS LIMITED**

Company Number: 559942

Interest:

Error: Temporary field 906 not assigned

Property: The Property situated at All rights, benefit, provisions and interest whatsoever in the rentcharge referred to in title number BGL41853 being the land comprised in

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 3 February 2021.

Assistant Treasury Solicitor

9 July 2021

(3841811)

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22108266/1/MO

1 In this notice the following shall apply:

Company Name: **TRAINING THE MOVEMENT LTD**

Company Number: 11669603

Interest: leasehold

Title number: SY867348

Property: The Property situated at 8 Milkhouse Gate, Guildford GU1 3EZ being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 24 June 2021.

Assistant Treasury Solicitor

9 July 2021

(3841812)

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22108256/1/MO

1 In this notice the following shall apply:

Company Name: **CARDALE ASSURANCE FACILITIES LIMITED**

Company Number: 00999461

Interest: leasehold

Title number: SY97759

Property: The Property situated at Ground Floor Premises, Old Bank Chambers and Bank House, Balcombe Road, Horley RH6 9HW being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 16 June 2021.

Assistant Treasury Solicitor

9 July 2021

(3841809)

## Roads & highways

### ROAD RESTRICTIONS

#### NOTICE TO UNKNOWN OWNER(S)

##### DECLARING STREET TO BE HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE FOLLOWING STREET WORKS

##### HIGHWAYS ACT 1980

Section 228 Highways Act 1980 ('the Act'), Barnet Side Farm, Petersfield Road, Froxfield. Street works have been executed in Barnet Side Farm, Petersfield, Road, Froxfield, Petersfield, Hampshire, GU32 1BZ, some of the land where the works have been carried out is not highway maintainable at the public expense (plan available on request). A number of title investigations have been carried out by the Hampshire County Council ('the Council') to establish the ownership of the land, however the Council has been unable to identify any owner(s).

Any person who believes he/she owns the land or part thereof should contact Martina Stevkova in Legal Services, Hampshire County Council at [martina.stevkova@hants.gov.uk](mailto:martina.stevkova@hants.gov.uk) or in writing with the reference Legal/ 125507 to the address below before no later than 17 August 2021.

If no objection or challenge is raised by 17 August 2021, the Council shall declare the unregistered land where the works have been carried out as adopted highway, maintainable at the public expense.

Dated: 14th July 2021

Barbara Beardwell, Head of Law, Governance and Monitoring Officer, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UJ (3844700)



Plate S.18 Notice in the Thurrock Gazette, 8 and 15 July 2021

www.thurrockgazette.co.uk

THURSDAY JULY 8, 2021

Thurrock Gazette 27

### Traffic Notices



**HIGHWAYS ENGLAND LOWER THAMES CROSSING NOTICE PUBLISHERS A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY COMMUNITY IMPACTS CONSULTATION**

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 7 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 the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020 and a design refinement consultation from 14 July to 12 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenspace.com/tc/consultation>
- <https://highwaysengland.citizenspace.com/tc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project
- changes to the Project since the design refinement consultation
- detailed feedback on how responses received at each of our previous consultations have informed the development of the Project

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock, Havering 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 project aims set out in the Guide to community impacts consultation.

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 three lanes 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 environmental mitigation and replacement of open space and common land
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/tc/consultation>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/tc/consultation-2020>

A further EIU was produced to support the design refinement consultation in summer 2020, explaining any new or changed environmental effects associated with the design refinements. This is available at <https://highwaysengland.citizenspace.com/tc/design-consultation>

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice.

We will also aim to provide the following documents at deposit locations, close to the proposed Project route:

- Guide to community impacts consultation
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- Response form and Freepost envelope
- Construction update
- Operations update
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A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. These plans along with our deposit locations and information points may be subject to change due to potential COVID-19 restrictions. Information on our events are available on our website. Alternatively, you can call 0300 123 5000 for further details.

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The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice.

Anyone may comment on the proposals or otherwise respond to this consultation publicly.

From 14 July 2021, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation)
- **Freepost:** 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:** Send your comments to [LTC.CONSULTATION@TRAVELSE.LTD](mailto:LTC.CONSULTATION@TRAVELSE.LTD)
- **Telephone:** We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.**

Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing [info@lowerthamescrossing.co.uk](mailto: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>.

Yours sincerely

**Gareth Prothero**, Development Director, Highways England

**Consultation website**

The consultation website will be available to access anytime from 14 July 2021 on [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation). Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

**Telephone surgery**

A call back from a member of the project team can be booked to discuss any questions or provide comments on the proposal. An appointment can be booked from 14 July by visiting [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation) or by calling 0300 123 5000.

**Consultation material on demand**

For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, one printed copy per household of the community impacts consultation materials will be available to order from 14 July 2021 onwards and will be delivered free of charge. The consultation materials are available to order via the following channels:

- By contacting Highways England on 0300 123 5000 or emailing [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)
- By ordering on the consultation website at [highwaysengland.co.uk/lcconsultation](https://highwaysengland.co.uk/lcconsultation)



**PUBLIC NOTICE**

**Giffords Cross Avenue, Corringham**  
(Temporary prohibition or restriction on roads)  
**No. 108 Order 2021**

1) The Borough Council of Thurrock, in exercise of their powers under Section 14(1) of the Road Traffic Regulation Act 1984 and all other powers, intends to make an Order the effect of which is to -

**Prohibit any vehicle from travelling along Giffords Cross Avenue between its junctions with Pembroke Avenue and Laburnum Drive.**

2) The purpose of the Order is to enable Thurrock Council to carry out remedial works to a speed table and Highway improvement works.

3) The alternative route for southbound vehicles is Central Avenue, Lampts Hill and Giffords Cross Road and vice versa for northbound vehicles. Access will be maintained for residents.

4) The Order will come into force on Wednesday 21st July 2021 at 08:00hrs until Friday 27th August 2021 at 17:00hrs, the closure will be in force daily between the hours of 08:00 and 17:00. It only applies to those days and times when indicated on site by the presence of the appropriate traffic signs in accordance with The Traffic Signs Regulations and General Directions 2016.

5) It is expected that the works will be completed within the above times, however the Order will continue in force for a period not exceeding 18 months or until the works have been completed, whichever is the sooner.

6) If the works are not completed within 18 months, the Order may be extended for a longer period with the approval of the Secretary of State.

Dated: 8th July 2021  
Julie Nelder  
Assistant Director of Highways,  
Fleet and Logistics  
Thurrock Council



**PUBLIC NOTICE**

**Wharf Road, Stanford Le Hope**  
(Temporary prohibition or restriction on roads)  
**No. 100 Order 2021**

1) The Borough Council of Thurrock, in exercise of their powers under Section 14(1) of the Road Traffic Regulation Act 1984 and all other powers, has made an Order the effect of which is to -

**Prohibit any vehicle from travelling along Wharf Road from its junction with King Edwards' Road**

2) The purpose of the Order is to enable Thurrock Council to carry out drainage improvement works.

3) There is no alternative route however access will be maintained for businesses.

4) The Order will come into force on Friday 16th July 2021 at 08:00hrs until Friday 8th October 2021, the closure will be in force between the hours of 21:00 and 05:00 at weekends. It only applies to those days and times when indicated on site by the presence of the appropriate traffic signs in accordance with The Traffic Signs Regulations and General Directions 2016.

5) It is expected that the works will be completed within the above times, however the Order will continue in force for a period not exceeding 18 months or until the works have been completed, whichever is the sooner.

6) If the works are not completed within 18 months, the Order may be extended for a longer period with the approval of the Secretary of State.

Dated: 8th July 2021  
Julie Nelder  
Assistant Director of Highways,  
Fleet and Logistics  
Thurrock Council



**PUBLIC NOTICE**

**HIGHWAYS ACT 1980, SECTION 90**  
**PROVISION OF A RAISED TABLE AT COPLAND ROAD, STANFORD-LE-HOPE**

1) The Borough Council of Thurrock gives notice that under Section 90 of the Highways Act 1980 and all other enabling powers, it is considering a proposal to install a raised table in Copland Road, Stanford-le-Hope in the position specified below. The table will start approximately 6m south of the southern kerb line of Corringham Road and continue for approximately 6.5 metres southwards.

2) The raised table would cover the full width of the road from kerb to kerb and have a maximum height of 75 millimetres.

3) Copies of the plans detailing the proposals can be obtained from the Transport Development Team by contacting us on 01375 652652 during normal office hours or alternatively via Thurrock Council's website at [Thurrock.gov.uk/publicnotices](https://thurrock.gov.uk/publicnotices)

4) Any person wishing to comment on the proposals should do so in writing to the address above or by e-mail to [Transportdevelopment@thurrock.gov.uk](mailto:Transportdevelopment@thurrock.gov.uk) by no later than 22nd July 2021

Dated: 8th July 2021  
Matthew Kiely  
Transport Development Manager  
Thurrock Council



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# Plate S.19 Notice in the Bromley News Shopper, 7 and 14 July 2021

Wednesday, July 7, 2021

## Traffic Notices



**HIGHWAYS ENGLAND LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY COMMUNITY IMPACTS 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 the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020 and a design refinement consultation from 14 July to 12 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenspace.com/lc/consultation>
- <https://highwaysengland.citizenspace.com/lc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project
- changes to the Project since the design refinement consultation
- detailed feedback on how responses received at each of our previous consultations have informed the development of the Project

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock, Havering 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 project aims set out in the Guide to community impacts consultation.

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 (4.3km) 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 environmental mitigation and replacement of open space and common land
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/lc/consultation>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/lc/consultation-2020>

A further EIU was produced to support the design refinement consultation in summer 2020, explaining any new or changed environmental effects associated with the design refinements. This is available at <https://highwaysengland.citizenspace.com/lc/design-consultation>

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice.

We will also aim to provide the following documents at deposit locations, close to the proposed Project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet
- Response form and Freepost envelope
- Construction update
- Operations update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Large scale map construction
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. These plans along with our deposit locations and information points may be subject to change due to potential COVID-19 restrictions, information on our events are available on our website. Alternatively, you can call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 14 July 2021. For those unable to access the internet, one printed copy of the consultation materials per household will be available to order from 14 July 2021. They will be delivered to you free of charge. Instructions on how to order printed copies are set out at the end of this notice.

The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice.

Anyone may comment on the proposals or otherwise respond to this consultation publicity.

From 14 July 2021, responses can be submitted via one of the following methods:

- Online:** Fill in the response form at [highwaysengland.co.uk/lc/consultation](https://highwaysengland.co.uk/lc/consultation)
- Freepost:** 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)
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- Telephone:** We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.**

Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing [info@lowerthamescrossing.co.uk](mailto: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>.

Yours sincerely  
**Gareth Protheroe**, Development Director, Highways England

**Consultation website**  
The consultation website will be available to access anytime from 14 July 2021 on [highwaysengland.co.uk/lc/consultation](https://highwaysengland.co.uk/lc/consultation). Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

**Telephone surgery**  
A call back from a member of the project team can be booked to discuss any questions or provide comments on the proposal. An appointment can be booked from 14 July by visiting [highwaysengland.co.uk/lc/consultation](https://highwaysengland.co.uk/lc/consultation) or by calling 0300 123 5000.

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**M25 MOTORWAY (JUNCTIONS 2 TO 3) TEMPORARY TRAFFIC RESTRICTIONS**

Notice is hereby given that Highways England Company Limited has varied The M25 Motorway (Junctions 2 to 3) (Temporary Restriction and Prohibition of Traffic) Order 2021 (a), originally made 14th April 2021, under Section 141(a) of, and Paragraph 27(1) of Schedule 9 to, of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order is to increase the weight restriction to 80 tonnes.

This measure is in the interests of road safety while contractors undertake bridge works, resurfacing, drainage, electrical, communication, carriageway, structure maintenance and inspections, barrier surveys, vegetation clearance and all associated works. The Order will come into force on 8th July 2021. The temporary weight restriction will be clearly indicated by traffic signs when it is in operation during the works period.

**J Downham**, an Official of Highways England Co Ltd, Ref: HE/SE/2021/M25/136

Highways England Company Limited, (Company No. 5346363), Registered Office: Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. A company registered in England and Wales.

For enquiries, please contact the Customer Contact Centre on 0300 123 5000 or [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk), <https://www.highwaysengland.co.uk> (a) Highways England Order 2021 No. 714

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**PUBLIC NOTICE LONDON BOROUGH OF BROMLEY ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED – SECTION 14 TEMPORARY PROHIBITION OF VEHICULAR TRAFFIC LOGS HILL CHISLEHURST NOTICE OF INTENTION**

1. The Council of the London Borough of Bromley HEREBY GIVE NOTICE that in order for Thames Water to repair a collapsed sewer THEY INTEND to make an Order the effect of which will be to impose the following restrictions on vehicular traffic:- Logs Hill Chislehurst will be closed to through traffic for up to three weeks from Monday 26th July 2021. The point of the closure will be between the junctions of Yester Road and Highgrove Close. The closure will be in place for the entire duration of works. Displaced traffic will be diverted via:- Sundridge Avenue, Plaistow Lane, Widmore Road and Chislehurst Road in both directions.

2. THE Order will come into effect on Monday 26th July 2021 with no specified finish date.

3. NOTHING in this Order shall apply to anything done with the permission or direction of a Police Officer in uniform or a Traffic Warden.

4. THE restriction referred to in this Order shall not apply to vehicles being used in connection with the works.

5. ACCESS to properties will be maintained at all times, however vehicles will need to follow the diversion signs displayed on site whilst the closure is in place. Emergency access and egress routes will be maintained at all times.

6. ALTHOUGH the Order will have a maximum duration of 18 months, it is expected that the actual works will take up to three weeks to complete and will begin on or after the commencement date of the Order.

7. THE prohibitions referred to in paragraph 1 above shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

8. IF you have any queries regarding these works please contact the Council's Environmental Services Department (Street Services Section) on 020 8461 7507.

COLIN BRAND  
Director of Environment and Public Protection

Civic Centre, Stockwell Close, Bromley BR1 3UH



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## Plate S.20 Notice in Lloyd's List, 14 July 2021



**HIGHWAYS ENGLAND LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY COMMUNITY IMPACTS CONSULTATION**

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Highways England carried out a statutory consultation in relation to the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020 and a design refinement consultation from 14 July to 12 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/consultation>
- <https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project
- changes to the Project since the design refinement consultation
- detailed feedback on how responses received at each of our previous consultations have informed the development of the Project

It would provide much-needed new road capacity across the river east of London and deliver the other project aims set out in the Guide to community impacts consultation.

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
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- 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 environmental mitigation and replacement of open space and common land
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/ltc/consultation>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/ltc/consultation-2020>

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A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. Information on our events are available on our website. Alternatively, you can call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 14 July 2021. For those unable to access the internet, one printed copy of the consultation materials per household will be available to order from 14 July 2021. They will be delivered to you free of charge. Instructions on how to order printed copies are set out at the end of this notice.

The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice. Anyone may comment on the proposals or otherwise respond to this consultation publicly.

From 14 July 2021, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)
- **Freepost:** 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)
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- **Telephone:** We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.**

Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing [info@lowerthamescrossing.co.uk](mailto: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>.

Yours sincerely  
**Gareth Protheroe**, Development Director  
Highways England

**Consultation website**

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**Telephone surgery**

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- By ordering on the consultation website at [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)

## Plate S.21 Notice in Fishing News, 15 July 2021

24 CLASSIFIEDS/PUBLIC NOTICES Visit us at [fishingnews.co.uk](https://www.fishingnews.co.uk) and on Twitter @YourFishingNews

8 July 2021

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### PUBLIC NOTICE



**HIGHWAYS ENGLAND LOWER THAMES CROSSING**  
**NOTICE PUBLISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**  
**NON-STATUTORY COMMUNITY IMPACTS 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 the proposed Application from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020 and a design refinement consultation from 14 July to 12 August 2020. Information about the Project presented during the 2018 statutory consultation, and the non-statutory supplementary and design refinement consultations in 2020 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/consultation>
- <https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

Highways England is now carrying out a further non-statutory consultation in relation to the Project, from 14 July to 8 September 2021. This consultation will seek to gather feedback on:

- the latest construction, operation and ward impact summary information, and our plans to mitigate the impacts of the Project
- changes to the Project since the design refinement consultation
- detailed feedback on how responses received at each of our previous consultations have informed the development of the Project.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock, Havering 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 project aims set out in the Guide to community impacts consultation.

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 (4.3km) 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 environmental mitigation and replacement of open space and common land
- diversions to overhead powerlines and underground gas pipelines, some of which constitute Nationally Significant Infrastructure Projects in their own right

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, as well as any restrictions to be imposed over the River Thames following the construction of the Project.

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, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/ltc/consultation>, along with the rest of the statutory consultation materials. An Environmental Impacts Update (EIU) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/ltc/consultation-2020>.

A further EIU was produced to support the design refinement consultation in summer 2020, explaining any new or changed environmental effects associated with the design refinements. This is available at <https://highwaysengland.citizenspace.com/ltc/design-consultation>.

All consultation materials will be available on our consultation website, details of which are set out at the end of this notice. We will also aim to provide the following documents at deposit locations, close to the proposed Project route:

- Guide to community impacts consultation
- Community impacts consultation leaflet

- Response form and Freepost envelope
- Construction update
- Ward impact summaries
- You said, we did
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Large scale map operation
- Easy Read versions of the Guide and other materials

A selection of draft Development Consent Order documents will also be available during the consultation online and at deposit locations.

To keep stakeholders and members of the local community fully informed on the proposals, we will also be looking to host a series of information events and drop-ins at key locations along the route. These plans along with our deposit locations and information points may be subject to change due to potential COVID-19 restrictions. Information on our events are available on our website. Alternatively, you can call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 14 July 2021. For those unable to access the internet, one printed copy of the consultation materials per household will be available to order from 14 July 2021. They will be delivered to you free of charge. Instructions on how to order printed copies are set out at the end of this notice.

The website will also feature webinars with a Q&A session for the public to attend. There will also be a telephone surgery available, so that members of the public can book a call back from a member of the project team who will answer questions on the proposals. Details on how to access these services are listed at the end of this notice.

Anyone may comment on the proposals or otherwise respond to this consultation publicly. From 14 July 2021, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)
- **Freepost:** Send your response form or comments to: FREEMAIL LTC CONSULTATION (the Freepost address is the only text needed on the envelope, and no stamp is required)
- **Email:** Send your comments to [LTC.CONSULTATION@TRAVERSE.LTD](mailto:LTC.CONSULTATION@TRAVERSE.LTD)
- **Telephone:** We are offering support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

We cannot guarantee that responses sent to us in any other way will be considered.

**Responses will be accepted until 11.59pm on 8 September 2021.**

Highways England will consider all responses received when developing the Application for a Development Consent Order, once the consultation has closed. Responses will form the basis of a Consultation Report, which will be one of the factors taken into consideration by the Planning Inspectorate when deciding whether the Application can be accepted for examination. Therefore, anyone providing comments should consider this.

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

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

Yours sincerely  
**Gareth Protheroe**, Development Director, Highways England

**Consultation website**  
The consultation website will be available to access anytime from 14 July 2021 on [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation). Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

**Telephone surgery**  
A call back from a member of the project team can be booked to discuss any questions or provide comments on the proposal. An appointment can be booked from 14 July by visiting [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation) or by calling 0300 123 5000.

**Consultation material on demand**  
For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, one printed copy per household of the community impacts consultation materials will be available to order from 14 July 2021 onwards and will be delivered free of charge. The consultation materials are available to order via the following channels:

- By contacting Highways England on 0300 123 5000 or emailing [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)
- By ordering on the consultation website at [highwaysengland.co.uk/ltcconsultation](https://highwaysengland.co.uk/ltcconsultation)

## Press releases

### **Plate S.22 Press release on 23 June 2021 announcing the upcoming Community Impacts Consultation**

**23 June 2021**

## **Highways England to hold new public consultation on Lower Thames Crossing proposals**

Highways England has today [Wednesday 23 June] announced details of a new round of public consultation on the Lower Thames Crossing, as it prepares to submit its application for a Development Consent Order later this year.

This Community Impacts Consultation will give people the opportunity to review and comment on Highways England's plans to build and operate the Lower Thames Crossing, and how it proposes to reduce its impact on the local community and environment. Topics include changes to traffic, air quality, noise and vibration, as well as the impact of the new crossing on the environment and landscape.

The consultation will also include some changes made to the project since the previous consultation in 2020. This includes a reduction in the area needed to build and operate the scheme, a smaller impact on local properties and woodland, changes to the junction between the new road and the A13, and new public spaces on both sides of the River Thames. The project has also summarised how the feedback provided during earlier consultations has been used in the development of the project.

The proposed crossing will almost double road capacity between Kent, Thurrock, Havering and Essex, and ease congestion and improve air quality on the Dartford Crossing by diverting over 13 million vehicles away every year. It will help level up regions across the southeast by creating an additional, reliable connection between people, jobs, homes and businesses, as well as support the region's recovery from Covid by employing over 22,000 people during construction.

The ambitious proposals will also help the region build back better by creating over 500 hectares of improved habitats for wildlife and new greenspaces for local communities. Highways England recently announced the creation of a new community woodland in partnership with Forestry England, and this consultation includes details of two new public parks; Chalk Park to the East of Gravesend, and Tilbury Fields in Thurrock. These will be connected by seven green bridges and over 46km of new or improved public footpaths.

**Matt Palmer, Executive Director for Lower Thames Crossing, said:**

“The Lower Thames Crossing is the most ambitious road scheme in a generation. It will improve journeys, drive long term economic growth by creating new opportunities for those living, working and doing business in the region, and play a key role in our recovery from Covid by supporting 22,000 jobs during construction.

“People’s feedback has been crucial in developing the project – not just to reduce the impact, but to find opportunities to enhance habitats for local wildlife, and create new public parks, woodland, and footpaths for the local community. This further consultation is another opportunity for people to have their say before we submit our planning application at the end of the year. I would like to thank those who do get involved once again for giving us your time and feedback.”

The eight-week consultation will run from Wednesday 14 July to 23:59 on Wednesday 8 September 2021. Due to the ongoing Covid-19 pandemic the project is providing a range of ways to access information including a dedicated consultation website, webinars and a telephone service. If government guidance permits the project will also host a series of in-person events at locations along the proposed route. A range of documents will be also published alongside new visualisations and flythrough videos giving an overview of the route before, during and after it is built.

Highways England submitted an application for a Development Consent Order in October 2020, but withdrew it following discussions with the Planning Inspectorate to provide more information. The organisation plans to submit a new application later this year to restart the consent process. If given

the green light, construction is expected to start in 2024 and take around six years, leading to a revised road opening date between 2029 and 2030.

Visit [highwaysengland.co.uk/lowerthamescrossing](https://www.highwaysengland.co.uk/lowerthamescrossing) for more information on this project.

To keep up to date with the latest travel information follow [@HighwaysEast](https://twitter.com/HighwaysEast) on Twitter or visit [www.highwaysengland.co.uk](https://www.highwaysengland.co.uk)

**Ends**

## **NOTES TO EDITORS**

### **1. About the Community Impacts Consultation**

- The Community Impacts Consultation will be open from 14 July to 23.59 on 8 September 2021
- Topics of consultation include:
  - Plans to build and operate the Lower Thames Crossing and how Highways England will mitigate its impact
  - Changes to the project since the design refinement consultation in 2020
  - How responses received at each previous consultations have informed the development of the project
- All the consultation material will be available on a dedicated consultation website from 00.01 on 14 July – [www.highwaysengland.co.uk/ltccconsultation](https://www.highwaysengland.co.uk/ltccconsultation)
- The project has arranged a range of ways to find out more information during the Covid-19 pandemic, including:
  - Dedicated consultation website
  - Webinars – a series of webinars tailored to local areas along the proposed route
  - Telephone call back service with optional screensharing
  - Consultation events and outdoor information centres – listings will be published on the Lower Thames Crossing website on 14 July. The events programme is subject to change as government guidance is updated.
  - The consultation materials will be available to collect and review at libraries and civic centres in Kent, Thurrock Havering and Essex. Access to these venues are also subject to change as government guidance is updated.

2. **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 almost double road capacity across the River Thames east of London and transform journeys through the South East region and beyond.

3. **About 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.

**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)

## **Plate S.23 Press release on 14 July 2021 announcing the launch of the Community Impacts Consultation**

**14 July 2021**

### **New images and fly-through reveal public parks and footpaths created by Lower Thames Crossing**

Better access to jobs, two new public parks, and 46km of new and improved public paths feature in Highways England's new public consultation on the impact of the proposed Lower Thames Crossing launched today (Wednesday 14 July).

The eight-week community impacts consultation gives the public the opportunity to have their say on Highways England's proposals to build and operate the Lower Thames Crossing, and how the project would reduce its impact on the local community and environment.

It also includes changes made to the project since the last consultation in 2020, and a summary of how the feedback received in the record-breaking programme of consultation has been used in developing the scheme.

Members of the public can visit a dedicated consultation website that contains new images of the proposed road, three new fly-throughs showing it before, during and after construction, and an updated interactive map. A range of consultation documents have also been published, including summaries that provide an unprecedented level of information tailored to each local community affected by the project. The documents include details of:

- Better access to existing jobs for Gravesham, Thurrock and Havering as improved journey times would bring over 400,000 more jobs within a 60-minute commute, when the new crossing is open for traffic
- Two new public parks that would remove the need for over 470,000 HGV movements on local roads by beneficially reusing excavated material:

- Chalk Park: a 38-hectare park near Gravesend
- Tilbury Fields: a 48-hectare park overlooking the Thames in Thurrock
- Over 260 hectares of new woodland – in addition to the new 100-hectare community woodland being created in partnership with Forestry England, near Great Warley in Brentwood
- 46km of new and improved footpaths, bridleways, and cycle routes, as well as 120% more hedgerows, 40% more ponds, 10% more ditches, and seven new green bridges
- The proposed locations of the construction and utility compounds, and temporary construction roads
- A summary of the predicted impact of the project during construction and operation on topics ranging from local traffic, public transport and cycle paths to air quality, noise and vibration

Highways England has provided a range of ways to help the public understand their plans and provide feedback, including the website, webinars, and a telephone call back service. A series of indoor and outdoor events at locations along the proposed route are also planned, and materials can be picked up from local libraries and civic centres.

Matt Palmer, Executive Director for Lower Thames Crossing, said:

“The Lower Thames Crossing is the most ambitious road scheme in a generation. The new, reliable connection would improve access to hundreds of thousands of additional jobs, offer new opportunities for local businesses, and create and connect new green spaces that are so important for wildlife and local communities.

“The feedback has been crucial in helping us design a scheme that brings the most benefit to local communities while reducing its impact. This further consultation is another opportunity for people to have their say before we submit our planning application at the end of the year. I would like to thank everyone in advance for once again giving us their time and feedback.”

The Lower Thames Crossing is a proposed new crossing that would almost double road capacity between Kent, Thurrock, Havering and Essex, bringing many benefits and new opportunities to those living and working there. It would ease congestion and improve air quality on the Dartford Crossing



by diverting over 13 million vehicles away every year. It would help level up regions across the southeast by creating an additional, reliable connection between people, jobs, homes, and businesses, as well as support the region's recovery from Covid by employing over 22,000 people during construction.

When the consultation has closed Highways England will analyse the new responses before submitting an application for a Development Consent Order (DCO) later this year. The consent process can take up to 18 months and if given the green light, construction is expected to start in 2024 with the road opening between 2029 and 2030.

Full details of the consultation are available at - [www.highwaysengland.co.uk/ltconsultation](http://www.highwaysengland.co.uk/ltconsultation)

The new fly-through can be downloaded from - [https://lowerthamescrossing.sharepoint.com/:v/s/ExternalFS/ETjKEf8klUpNknJjAwfFQIQB-oL-8ddNePLzEe3w\\_6MEsQ?e=BDXWZK](https://lowerthamescrossing.sharepoint.com/:v/s/ExternalFS/ETjKEf8klUpNknJjAwfFQIQB-oL-8ddNePLzEe3w_6MEsQ?e=BDXWZK)

Latest images can be downloaded from - <https://ltconsultation.highwaysengland.co.uk/image-library/>

**Ends**

## **NOTES TO EDITORS**

- 1. Highways England is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.**
- 2. 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 would provide up to 90% additional road capacity across the River Thames east of London and transform journeys through the South East region and beyond.**

**For further information please contact Highways England's press office (24hrs) on 0844 693 1448 and select the most appropriate option below:**

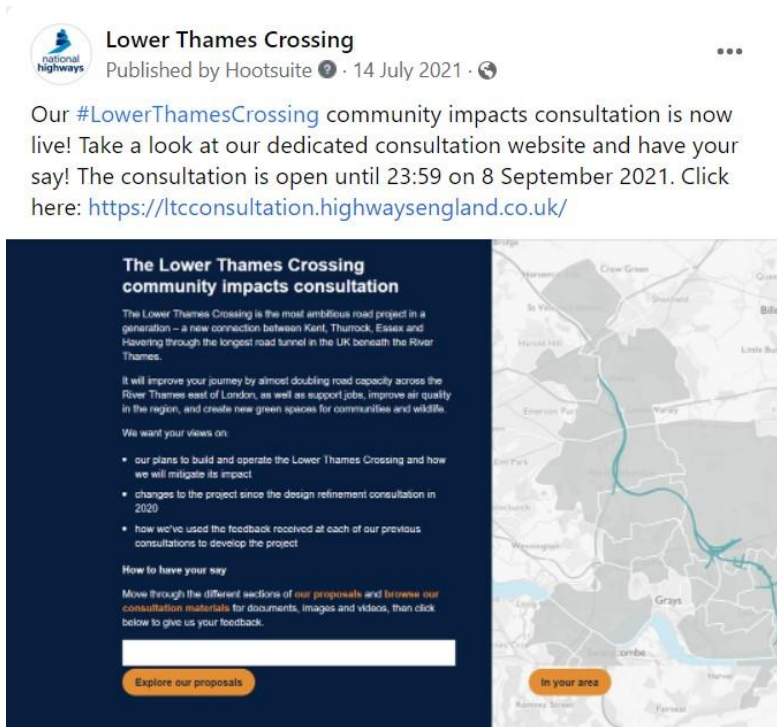
- Option 1: **National enquiries** (9am to 5.30pm) & **out of hours for urgent enquiries**  
Option 2: **North West** (between 9am & 5.30pm)

- 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)

## Social media posts

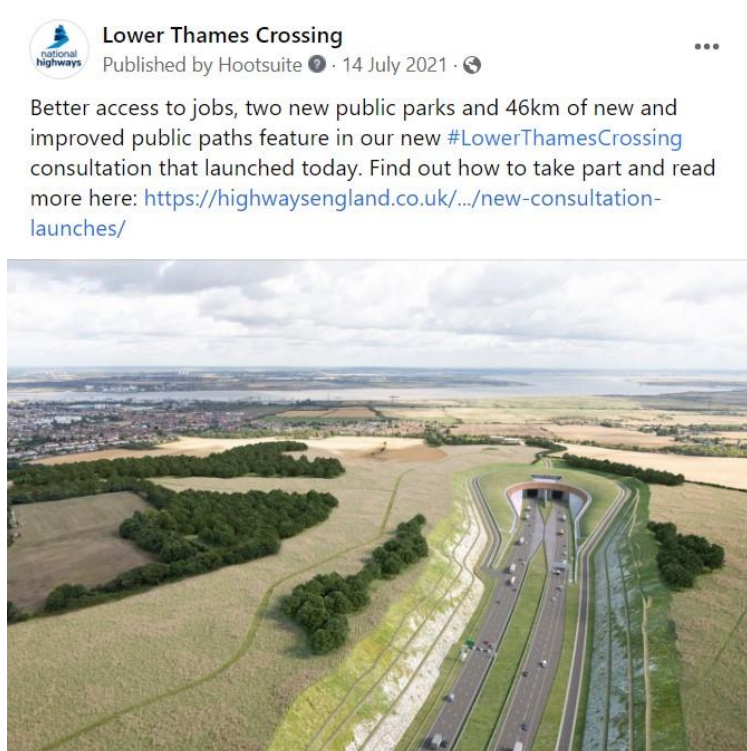
S.1.4 Plate 24 and Plate 25 present examples of social media posts used during the Community Impacts Consultation.

### Plate S.24 Social media post



The image shows a screenshot of a social media post from National Highways. The post is titled "Lower Thames Crossing" and was published by Hootsuite on 14 July 2021. The text of the post reads: "Our #LowerThamesCrossing community impacts consultation is now live! Take a look at our dedicated consultation website and have your say! The consultation is open until 23:59 on 8 September 2021. Click here: <https://tcconsultation.highwaysengland.co.uk/>". Below the text is a dark blue graphic with white text. The graphic is titled "The Lower Thames Crossing community impacts consultation" and contains the following text: "The Lower Thames Crossing is the most ambitious road project in a generation – a new connection between Kent, Thurrock, Essex and Havering through the longest road tunnel in the UK beneath the River Thames. It will improve your journey by almost doubling road capacity across the River Thames east of London, as well as support jobs, improve air quality in the region, and create new green spaces for communities and wildlife. We want your views on:" followed by a bulleted list: "• our plans to build and operate the Lower Thames Crossing and how we will mitigate its impact", "• changes to the project since the design refinement consultation in 2020", and "• how we've used the feedback received at each of our previous consultations to develop the project". Below the list is a section titled "How to have your say" which says: "Move through the different sections of our proposals and browse our consultation materials for documents, images and videos, then click below to give us your feedback." There is a white input field and an orange button labeled "Explore our proposals". To the right of the graphic is a map showing the project location with a blue line indicating the route. An orange button labeled "In your area" is at the bottom right of the map.

### Plate S.25 Social media post



The image shows a screenshot of a social media post from National Highways. The post is titled "Lower Thames Crossing" and was published by Hootsuite on 14 July 2021. The text of the post reads: "Better access to jobs, two new public parks and 46km of new and improved public paths feature in our new #LowerThamesCrossing consultation that launched today. Find out how to take part and read more here: <https://highwaysengland.co.uk/.../new-consultation-launches/>". Below the text is a large aerial photograph of the Lower Thames Crossing project. The image shows a wide, multi-lane highway with a central reservation, flanked by green spaces and trees. The highway curves through a landscape of fields and trees. In the background, a river and a town are visible under a cloudy sky.

## Event materials

### Plate S.26 Event materials



## to the community impacts consultation

The Lower Thames Crossing is the most ambitious road project in a generation.

It would almost double road capacity between Kent, Thurrock, Essex and Havering, providing much-needed relief to the millions of people who use the Dartford Crossing every year.

We want to get all aspects of the project right, so your views are essential.

#### About this consultation

Following our previous consultations, we applied for a Development Consent Order in October 2020, but after receiving feedback from the Planning Inspectorate, we withdrew our application in November last year.

We are now holding a further consultation to provide more detail about the project and how it would affect local communities and the environment during construction and after it's built.

We would like your comments on:

- our plans to build and operate the Lower Thames Crossing and how we will mitigate its impact
- changes to the project since our design refinement consultation in 2020
- how responses received at each of our previous consultations have informed the development of the project

Your feedback has been vital in helping us shape the project and you can find more information on how it has been used to refine the new road's design in the You said, we did document. We will also include a detailed Consultation Report when we submit a new application for a Development Consent Order.

Our application will be examined by the Planning Inspectorate, which will report its findings to the Secretary of State for Transport, who will decide whether to grant or refuse consent for the project.

Find out more and have your say online from  
14 July to 23.59 on 8 September 2021 at  
[www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)



Lower Thames Crossing

## What is the Lower Thames Crossing?

The Lower Thames Crossing would connect Kent, Thurrock, Havering and Essex through the longest road tunnel in the country.

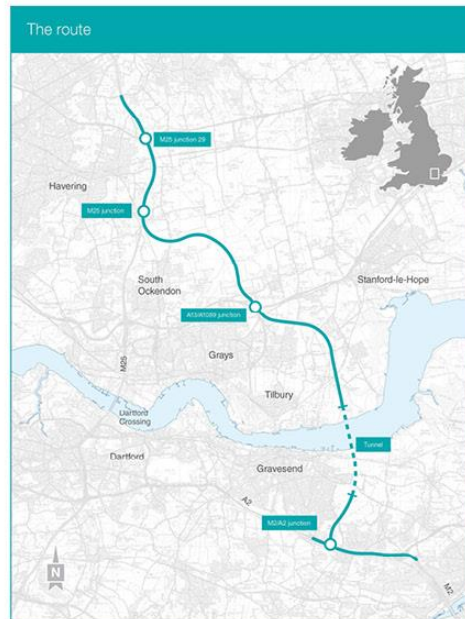
It would link to the A2 and M2 south of the river, passing under the Thames, before joining the A13 in Thurrock and junction 29 of the M25 to the north.

Most of the road would be three lanes in both directions. The southbound connection from the M25 to the junction with the A13/ A1089 would be two lanes, as would link roads and stretches of the carriageway through junctions. It would use technology for incident detection, lane control and variable speed limits.

The Lower Thames Crossing would reduce congestion at the Dartford Crossing by almost doubling road capacity between Kent and Essex, support economic growth and improve journeys across the Thames, making them quicker and more reliable.

We have worked with the Department for Transport to agree the following objectives for the new road:

- 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





Lower Thames Crossing



## Why the Lower Thames Crossing is so important

The Lower Thames Crossing is the UK's most ambitious roads project for more than 30 years and part of the largest investment in our strategic road network in a generation.

By almost doubling road capacity across the Thames east of London and easing congestion on the Dartford Crossing every year, the new road would improve journeys for millions of people every year.

It would also play a vital role in our nation's economic recovery, connecting residents to jobs, and businesses to customers.

### Leaving a lasting legacy

We understand that building a major piece of infrastructure will have an impact on those living nearby but Highways England is committed to leaving a positive legacy.

- 80% of the new road would now be in a cutting, false cutting or tunnel to reduce its visual impact.
- Two new public parks would be created:
  - Chalk Park, a 38-hectare park near Gravesend.
  - Tilbury Fields, a 48-hectare park overlooking the Thames in Thurrock.
- We would remove the need for over 470,000 HGV movements on local roads by beneficially reusing excavated material in the parks.
- We are replanting over 260 hectares of new woodland – six times more trees than the number lost. In addition, we're creating a new 100-hectare community woodland in partnership with Forestry England, near Great Warley in Brentwood.
- There would be 46km of new, realigned or improved footpaths, cycleways and bridleways.
- Seven new green bridges would connect footpaths, bridleways and ecological habitats.

### Did you know?

We will explore new ways of building roads in a low carbon future. We will also enhance habitats for wildlife, increase biodiversity and improve air quality to leave the local community and environment better off than when we arrived.



Lower Thames Crossing

## You said, we did

We want to build and operate the Lower Thames Crossing so it benefits the local community, the wider region and the whole of the UK.

Our plans have been shaped by the most comprehensive programme of consultation ever undertaken for a UK road scheme.

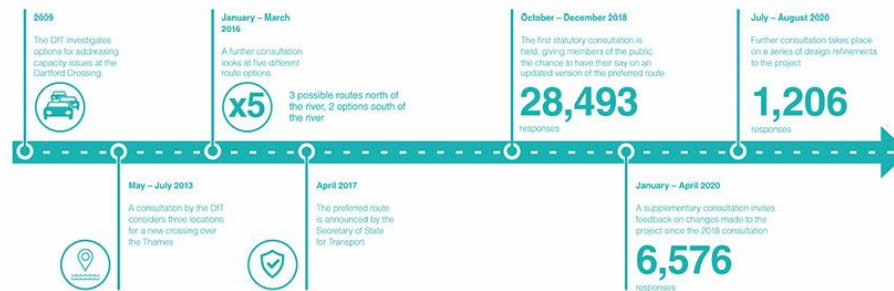
Since the preferred route was announced in 2017, we have carried out three public consultations, and we have continued to engage with our stakeholders to refine and improve our proposals. This has helped us to significantly improve the project's design.

We have future-proofed the road by increasing the number of lanes from two to three in most places. Also, to reduce its visual impact, 80 per cent is now in a cutting, false cutting or tunnel. We have also created more public space and improved habitats for wildlife.

In response to your feedback we are also

- extending the tunnel by 950 metres
- providing more green space including at Tibbury Fields and Chalk Park
- connecting habitats through seven green bridges
- re-using excavated material on site more efficiently, cutting thousands of potential lorry trips
- removing the A226 junction with the Lower Thames Crossing to prevent rat running on local roads
- redesigning the M25 junction, and slip roads at the A13/A1089 junction to improve the visual impact of the new road
- lowering the height of the road in some locations by as much as five to six metres to lessen its visual impact
- using earthworks where possible to reduce noise
- refining the project to minimise the area being lost, such as changing the route to avoid woodland entirely and finding new ways to divert essential utilities

## How we got here...



### Find out more

To find out more about how your feedback has shaped our designs, pick up a copy of our You said, we did document or go to:  
[www.highwaysengland.co.uk/lcconsultation](http://www.highwaysengland.co.uk/lcconsultation)



Lower Thames Crossing

## In your area

Local communities have been instrumental in shaping our proposals.

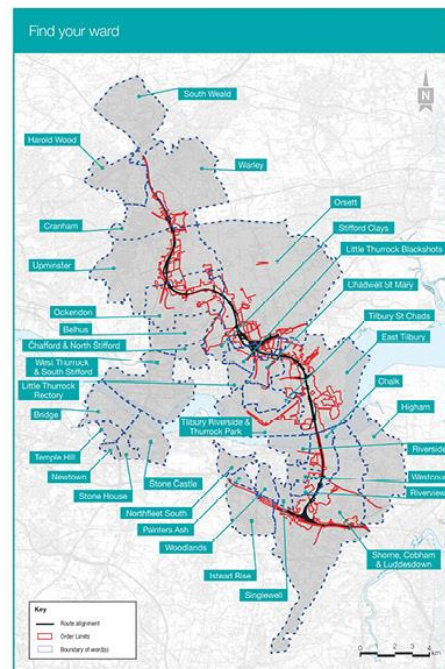
Our Ward impact summaries provide information at a local level. They divide the project up according to local authority electoral wards, giving an overview of the impacts and benefits during construction and once the road is open.

To make them more user friendly, we have split the document into three sections. The first covers all wards south of the Thames, while the second and third focus on areas north of the river.

In each chapter, we summarise the current situation and explain how construction and operation would affect the ward(s). We set out what the impacts are predicted to be and the measures we would use to mitigate them. Where there are no impacts, this is highlighted.

We cover topics such as:

- traffic
- public transport
- footpaths, bridleways and cycle routes
- visual
- noise and vibration
- air quality
- health
- biodiversity
- contamination management



**Did you know?**  
 If parts of the project are finished before the main route is open, such as the upgrades to the Gravesend East junction, we would inform local communities and road users so they can make use of the upgrades.

DATE: October 2022

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## Lower Thames Crossing



## Construction impacts and mitigation

The Lower Thames Crossing is a Nationally Significant Infrastructure Project (NSIP). This means we will need permission to build and operate the new road through a Development Consent Order, which we plan to submit later in 2021. If this is granted, we intend to start construction in 2024 and our target road opening date is 2029/30.

During construction, we would carry out activities typically associated with major infrastructure projects. These range from tunnelling, bridge construction and earthworks, to installing temporary lighting and site fencing, and road resurfacing.

To build the new road, it is likely we would need 18 construction compounds and 16 Utility Logistics Hubs. We would locate these away from local communities wherever possible. However, they would need to service specific areas along the project route and provide access for staff and materials, so some would be near towns or villages.

### Traffic

We will build dedicated haul roads to significantly reduce the number of construction vehicles that would otherwise have had to use the existing public roads near to the project. To reduce the number of staff cars on the road network, we would promote car sharing and public transport, and provide staff buses from local railway stations to the compounds.

### Noise and vibration

We are proposing a number of measures to mitigate construction noise and vibration. These include building earth walls (bunds) alongside construction compounds and locating them as far away from residential areas as possible, and using low-noise equipment.

### Landscape and visual

Construction activity would affect some landscapes. We would mitigate these impacts by locating construction compounds outside the Kent Downs AONB, positioning taller compound facilities as far away from residential properties as possible, using temporary earth bunds to screen construction compounds and placing temporary fencing around sensitive features such as protected habitats, retained woodland and trees.

### Public transport

During construction, some bus routes would need to be diverted or changed and local rail services could be affected by weekend and night closures.

### Footpaths, bridleways and cycleways

Routes used by walkers, cyclists and horse riders would be impacted. Some would be closed and there would also be temporary local diversions for some routes.

### Did you know?

We have signed up to the highest construction standards through our Code of Construction Practice and will minimise our impact on communities as much as possible.

### Find out more

For further information, please refer to the Construction update and our Ward impact summaries.



## Operations impacts and mitigation

When the Lower Thames Crossing opens, the direct, reliable connection would bring people closer to jobs, and businesses closer to their customers and suppliers.

The new road would be approximately 23km long, with 4.25km in a tunnel under the Thames. This would be located to the east of the village of Chalk on the south side of the river, and to the west of East Tilbury on the north side.

There would be:

- a new junction with the A2 to the east of Gravesend
- a modified junction with the A13/A1089 in Thurrock
- a new junction with the M25 between junctions 29 and 30

Our design for the Lower Thames Crossing has been developed to avoid or minimise significant effects on local communities and the environment where possible. Where adverse impacts cannot be avoided we would use measures such as landscaping, noise barriers and the provision of green infrastructure, like green bridges.

### Traffic

As a result of the Lower Thames Crossing, there are predicted to be improvements in how the road network operates around the Dartford Crossing and on other roads in Gravesham and Thurrock. On the wider road network, conditions would remain largely unchanged. Congestion is predicted to increase on some roads, particularly those close to the project.

### Noise and vibration

In some places traffic noise is expected to increase while it will decrease in others. We would reduce the potential noise impacts by ensuring the road is as far from sensitive locations (such as homes) as possible, and we would use low-noise road surfacing and acoustic noise barriers.

### Landscape and visual

The Lower Thames Crossing would create a noticeable addition to the landscape. To reduce its visual impact, 80 per cent of the new road is now in a cutting, false cutting or tunnel. To avoid or reduce any adverse effects we would also replace lost landscape features, for example hedgerows and woodland, provide green bridges, create new woodland and plant vegetation to screen the road and help integrate it into the landscape.

### Public transport

There are likely to be minimal impacts on the journey times of some bus and coach services if the traffic speeds of the roads they use change once the new road opens.

### Footpaths, bridleways and cycleways

We have developed a programme of improvements for walkers, cyclists and horse riders that would connect local communities with green spaces and promote active travel choices. Our proposals include 46km of new or improved footpaths, cycleways and bridleways and creating two new landscaped parks, one each side of the river.

### Air quality

Once the Lower Thames Crossing opens, air quality would be better in some places along the route – and it would improve in the project-wide area overall. However, some locations are predicted to experience decreases in air quality due to changes in traffic flows.

### For more information

To read a summary of all the impacts of the new road and tunnel after their planned opening, see our Guide to consultation. For more detailed information, see our Operations update and our Ward impact summaries.



## Lower Thames Crossing

### Changes since design refinement consultation

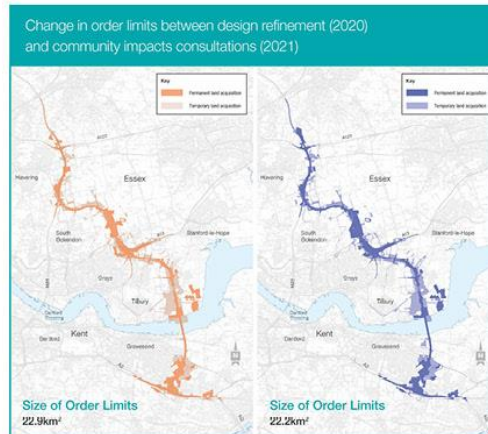
Your feedback during our design refinement consultation has helped further shape the development of the Lower Thames Crossing.

We have also made some changes to the project as a result of continued engagement with stakeholders, ongoing design work and assessments, and a greater understanding of the technical constraints to building and operating the new road.

Two important ways in which our plans have developed relate to our proposed Order Limits (the outermost edges of the Lower Thames Crossing project) and utility works.

For example, we have:

- decreased the area within the revised Order Limits from 22.9km<sup>2</sup> to 22.2km<sup>2</sup>
- reduced the number of properties within the Order Limits to 130 from 150
- removed a number of areas of land from the Order Limits as they are no longer needed for utility diversions
- realigned gas pipelines to reduce the impacts on woodland near to Brewers Road and the Orsett Showground
- relocated the Shorne Woods switchgear equipment
- made changes to proposed electric substation locations, resulting in modifications to the utility diversion routes, the Order Limits and our land requirements



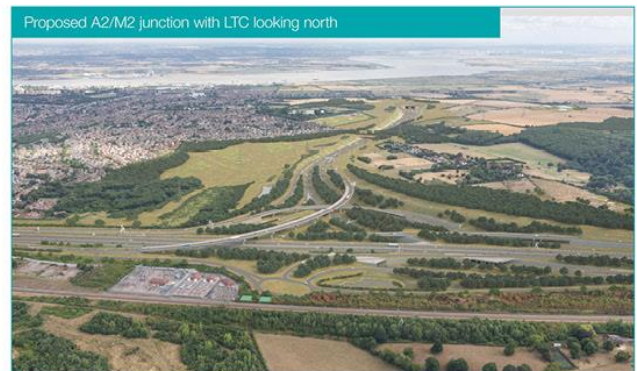
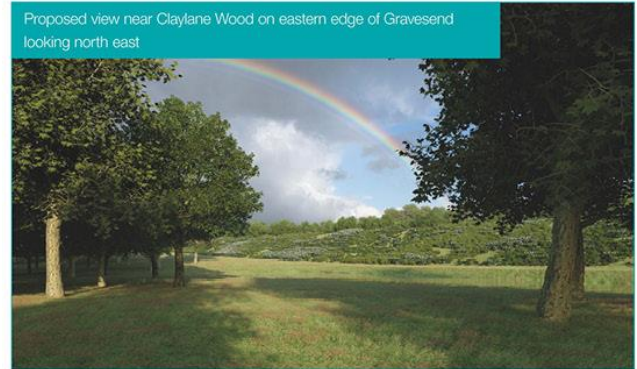
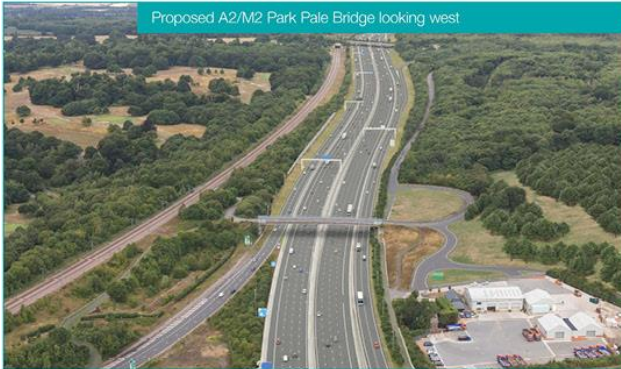
#### Find out more

You can find out more about changes we have made since the design refinement consultation in our Guide to consultation and the Operations update.



Lower Thames Crossing

## Visualisations



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 community impacts consultation proposals illustrate how locations might look 15 years after the opening of the Lower Thames Crossing.



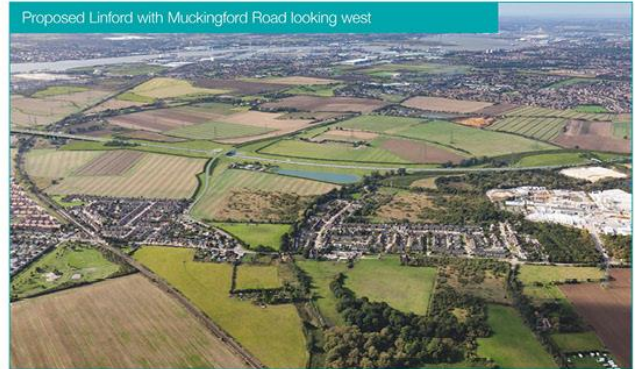


Lower Thames Crossing

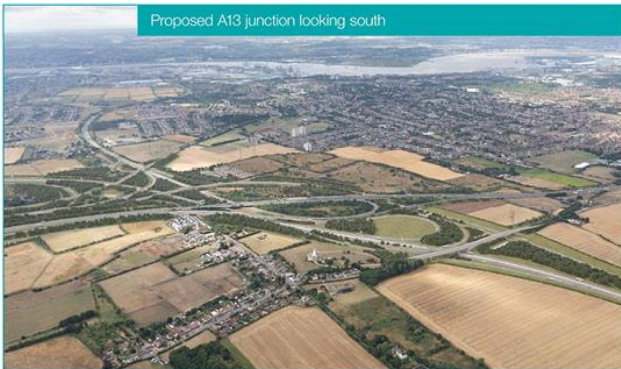
## Visualisations



Proposed northern tunnel entrance looking east



Proposed Linford with Muckingford Road looking west



Proposed A13 junction looking south



Proposed Mardyke viaduct looking north east



Proposed road and Thames Chase Community Forest



Proposed M25 junction 29 new road 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 community impacts consultation proposals illustrate how locations might look 15 years after the opening of the Lower Thames Crossing.

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Lower Thames Crossing

## Green space – for people and wildlife

We are creating green spaces and enhancing habitats. This includes providing two new landscaped parks with river views to offer recreational benefits to local communities. We are also improving walking and cycling, and promoting active travel choices.

### Tilbury Fields

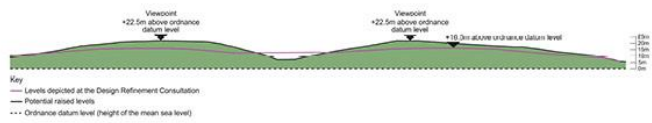
One of these parks, Tilbury Fields, would be on the northern banks of the River Thames, just west of the tunnel entrance. At around 45 hectares, it is equivalent to 63 football pitches.

Since the design refinement consultation, we have continued to develop our proposals for Tilbury Fields and we are inviting feedback on two options for the height of the viewpoints in this park.

We are exploring a range of different heights to provide better views over the estuary and the nearby historic forts on both sides of the river.

### Chalk Park

On the south side of the river, we would create Chalk Park, a 38-hectare green space with footpaths connecting to existing public rights of way – equivalent to 50 football pitches.





## Lower Thames Crossing



## Green space – for people and wildlife

We are creating green spaces and enhancing habitats. This includes providing new landscaped parks with river views to offer recreational benefits to local communities. We are also improving walking and cycling, and promoting active travel choices.

### Chalk Park

On the south side of the river, we would create Chalk Park, a 38-hectare green space with footpaths connecting to existing public rights of way – equivalent to 50 football pitches.

### Tilbury Fields

Our proposals also include a new park, Tilbury Fields, on the northern banks of the River Thames, just west of the tunnel entrance. It would be around 45 hectares in size – equivalent to 63 football pitches.

Since the design refinement consultation, we have continued to develop our proposals for Tilbury Fields and we are inviting feedback on two options for the height of the viewpoints in this park.

We are exploring a range of different heights to provide better views over the estuary and nearby historic forts on both sides of the river.

### Did you know?

We are replanting over 260 hectares of new woodland – six times more trees than the number lost. In addition, we're creating a new 100-hectare community woodland in partnership with Forestry England, near Great Warley in Brentwood.



## Skills, education and employment

The Lower Thames Crossing would create a lasting legacy for future generations – improving journeys, unlocking economic growth and providing opportunities for new jobs and skills.

Once it opens to traffic, the direct, reliable connection would support the government's plans to bring people closer to jobs and businesses closer to their customers and suppliers, throughout the UK.

The Lower Thames Crossing would provide a number of benefits to local communities, including improving journey times to bring more than 400,000 more jobs to within a 60-minute commute of communities in Gravesham, Thurrock and Havering.

### Creating jobs, improving skills

Over the six-year building phase, it would support 22,000 people, ranging from highly skilled engineers, architects, and designers, to other essential staff such as caterers, sign makers and IT support. In the peak year of construction, the project would employ more than 10,000.

Our focus now is on understanding local needs and priorities in order to upskill local communities prior to the start of construction.

We are also creating hundreds of apprenticeships and places for graduates and are bringing together local schools, colleges, businesses and local authorities to shine a light on the many and varied opportunities available in the area and inspire a new generation of engineers.

The government has a target that a third of the spend on projects like the Lower Thames Crossing goes to small and medium-sized businesses. We are aiming to beat this target and are looking at a range of ways to support local businesses to win work on this, and other, infrastructure projects. This includes:

- free training on topics that will support their growth
- the development of a Small Medium-sized Enterprise directory to build ties between local businesses and major contractors
- events and workshops to provide specific information and support in bidding for work on the project





## How to find out more

We have provided lots of ways you can find out more:

### Online

On our dedicated website you can watch videos, explore an interactive map, see new fly-throughs and visualisations, and download the consultation documents.

### Webinars

Our webinars will explain our plans in your area. They will include live captioning and a British Sign Language interpreter. For further details, visit our consultation website.

### Telephone surgery

Book a call back from a member of the project team via **0300 123 5000** (weekdays 9am to 5pm) or by visiting [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

## How to have your say

To let us know your views on our community impacts consultation you can:

-  hand your completed response form to a member of our team
-  fill out the form at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)
-  post your form or comments to **FREEPOST LTC CONSULTATION**
-  email your comments or the response form to:  
**LTC.CONSULTATION@TRAVERSE.LTD**
-  Call us on **0300 123 5000** to book an appointment

You can also request a printed copy by emailing us at [info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk) or by calling us on **0300 123 5000**.

Find out more and have your say online until 23.59 on 8 September 2021 at [www.highwaysengland.co.uk/ltcconsultation](http://www.highwaysengland.co.uk/ltcconsultation)

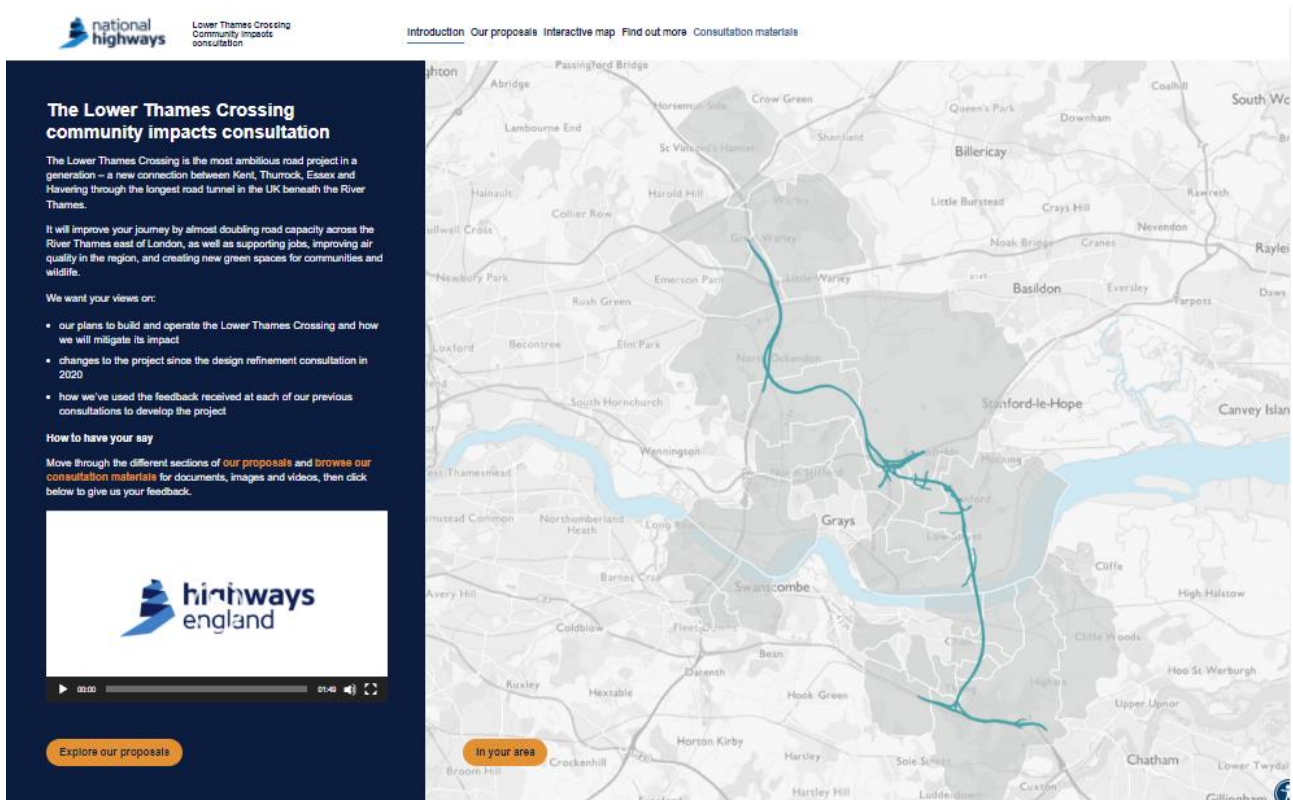


## Online exhibition

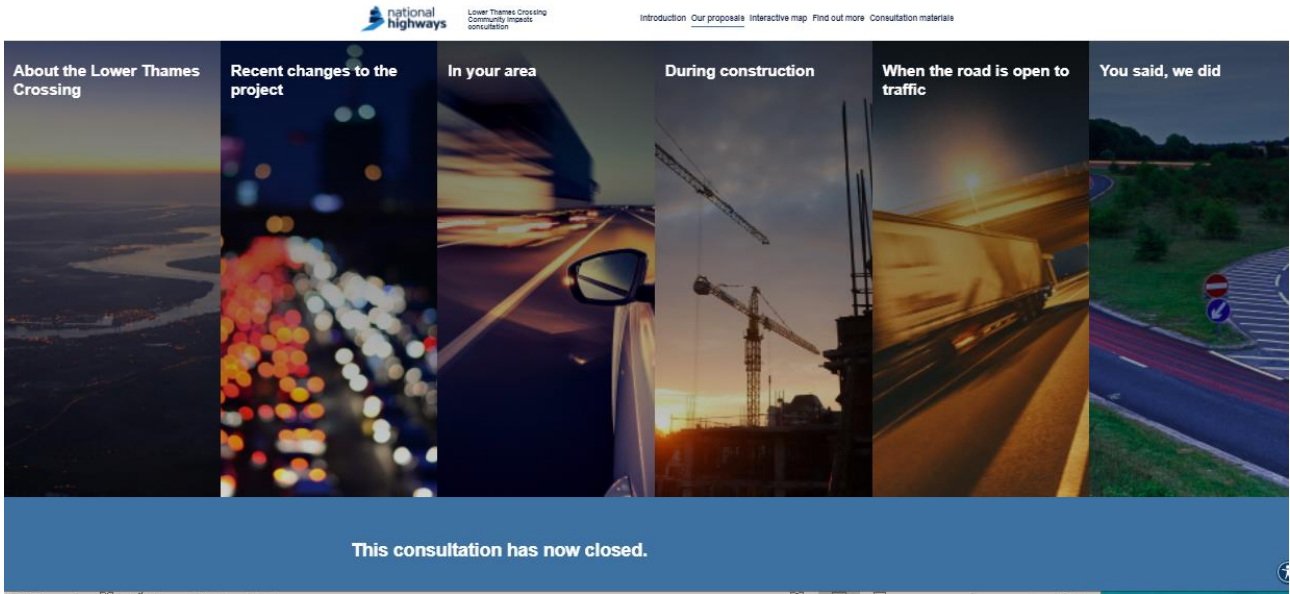
S.1.5 Plate S.27 – Plate S.31 provide examples of the information included on the consultation website's online exhibition pages.

### Plate S.27 Consultation online exhibition landing page

<https://ltcconsultation.highwaysengland.co.uk/>



### Plate S.28 Our proposals online

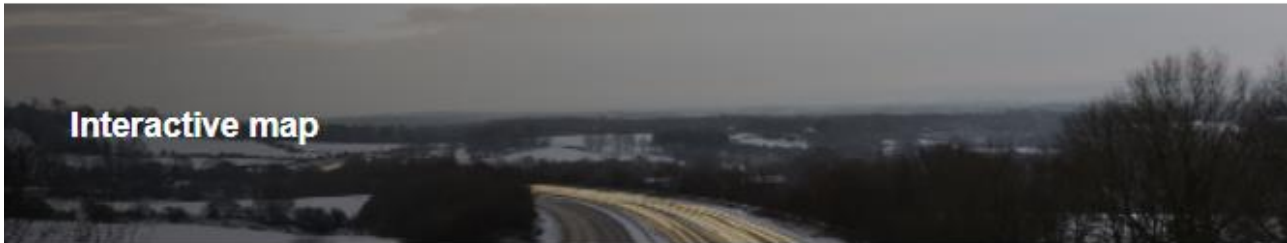


## Plate S.29 Interactive map online



Lower Thames Crossing  
Community Impacts  
consultation

[Introduction](#) [Our proposals](#) [Interactive map](#) [Find out more](#) [Consultation materials](#)



### Interactive map

#### Explore our interactive map

Use your finger or mouse to drag the map around, or use the search bar to find an address, post code or point of interest.

Zoom in, and turn on different layers, to explore key features including:

- The boundary of the area needed to build and operate the new road (the Order Limits)
- The layout of the project during construction and operation (General Arrangements)
- Existing environmental features and areas proposed for environmental mitigation such as new woodland, grassland, hedgerows and ponds
- The areas of land we will use for the project, temporarily or permanently, including construction and utility compounds (Land Use Plan)
- Listed buildings, monuments, parks and conservation areas

Use the legend, or click on a feature, to learn more. You can use the measure tool to find the distance between points of interest

For more information about the data presented on our online interactive map, including information about our assessments and likely impacts, see the Ward Impact Summaries (South, North 1 and North 2) and our other consultation materials, all of which can be found in our [document library](#).



## Plate S.30 Find out more online

The screenshot shows the National Highways website for the Lower Thames Crossing Community Impacts Consultation. The header includes the National Highways logo and navigation links: Introduction, Our proposals, Interactive map, Find out more (underlined), and Consultation materials. A dark blue navigation bar contains links: About the project, Recent changes to the project, In your area, During construction, When the road is open to traffic, and You said, we did. The main content area features a large image with the text 'Find out more'. Below this, a paragraph states: 'Due to the ongoing Covid-19 pandemic, we have provided a range of ways that you can learn more:'. A bulleted list follows: explore our proposals, watch new flythroughs showing the project before, during and after it is built in our video library, explore our interactive map, join one of our webinars, tailored to your area, request a call back from a member of our team, and Speak to us in person at one of our consultation events. A final paragraph says: 'You can download all of our consultation materials. They are also available at a number of libraries and civic centres across the region, or we can send them directly to your home.' At the bottom, a light blue box contains five expandable menu items: How to give your feedback, Watch a webinar, Book a telephone call back, Events, and Deposit locations and information points, each with a downward arrow icon.

**national highways** Lower Thames Crossing Community Impacts Consultation

Introduction Our proposals Interactive map Find out more Consultation materials

About the project Recent changes to the project In your area During construction When the road is open to traffic You said, we did

# Find out more

Due to the ongoing Covid-19 pandemic, we have provided a range of ways that you can learn more:

- explore our [proposals](#)
- watch new flythroughs showing the project before, during and after it is built in our [video library](#)
- explore our [interactive map](#)
- join one of our webinars, tailored to your area
- request a call back from a member of our team
- Speak to us in person at one of our consultation events

You can [download all of our consultation materials](#). They are also available at a number of libraries and civic centres across the region, or we can send them [directly to your home](#).

How to give your feedback

Watch a webinar

Book a telephone call back

Events

Deposit locations and information points

## Plate S.31 Consultation materials online

The screenshot shows the National Highways website for the Lower Thames Crossing Community Impacts Consultation. The page features a navigation menu with links for 'Introduction', 'Our proposals', 'Interactive map', 'Find out more', and 'Consultation materials'. A secondary menu includes 'About the project', 'Recent changes to the project', 'In your area', 'During construction', 'When the road is open to traffic', and 'You said, we did'. The main heading is 'Consultation materials', accompanied by an image of hands holding a map. Below this, text encourages users to download materials or order a printed pack. Three library sections are provided: 'Document library' (with a road image), 'Image library' (with a road image), and 'Video library' (with a construction image). An 'Order a materials pack' section includes instructions and a 'Your details' form with a 'Select a pack' dropdown menu.

**national highways** Lower Thames Crossing Community Impacts Consultation

Introduction Our proposals Interactive map Find out more Consultation materials

About the project Recent changes to the project In your area During construction When the road is open to traffic You said, we did

### Consultation materials

Download our consultation materials, explore our maps or watch our videos to get the full picture of the Lower Thames Crossing project.

If you have limited or no access to the internet, you can order a consultation pack below or view our material at [events](#), [deposit locations](#) or [information points](#).

**Scroll down** this page to order a printed materials pack.

**Document library**

**Image library**

**Video library**

### Order a materials pack

If you would prefer a hard copy of the materials, have a consultation pack delivered to you at no charge.

You can request a pack by completing this form, calling us on 0300 123 5000 (weekdays between 9am and 5pm) or emailing

### Your details

Select a pack

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

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