

Lower Thames Crossing

5.1 Consultation Report

Appendix T Local Refinement Consultation Material

APFP Regulation 5(2)(q)

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

Volume 5

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Lower Thames Crossing

5.1 Consultation Report

Appendix T Local Refinement Consultation Material

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Appendix T Local refinement consultation material

T.1 Local refinement consultation materials

- T.1.1 Table T.1 presents all materials published by the Applicant for the 2022 Lower Thames Crossing Local Refinement Consultation. It provides a brief description and a link to where each document can be viewed on the National Highways consultation hub.
- T.1.2 Plate T.1 to Plate T.3 provide a copy of three core consultation documents: the consultation response form, the leaflet that was posted to all properties within 2km of the proposed route and the area surrounding the proposed new areas of compensatory habitat, and the Guide.
- T.1.3 Plate T.4 to Plate T.32 provide evidence of other activities undertaken during the Local Refinement Consultation.
- T.1.4 Plate T.33 to Plate T.45 provide evidence of activities undertaken for additional engagement with persons with an interest in land after the Community Impacts Consultation and during and after the Local Refinement Consultation.

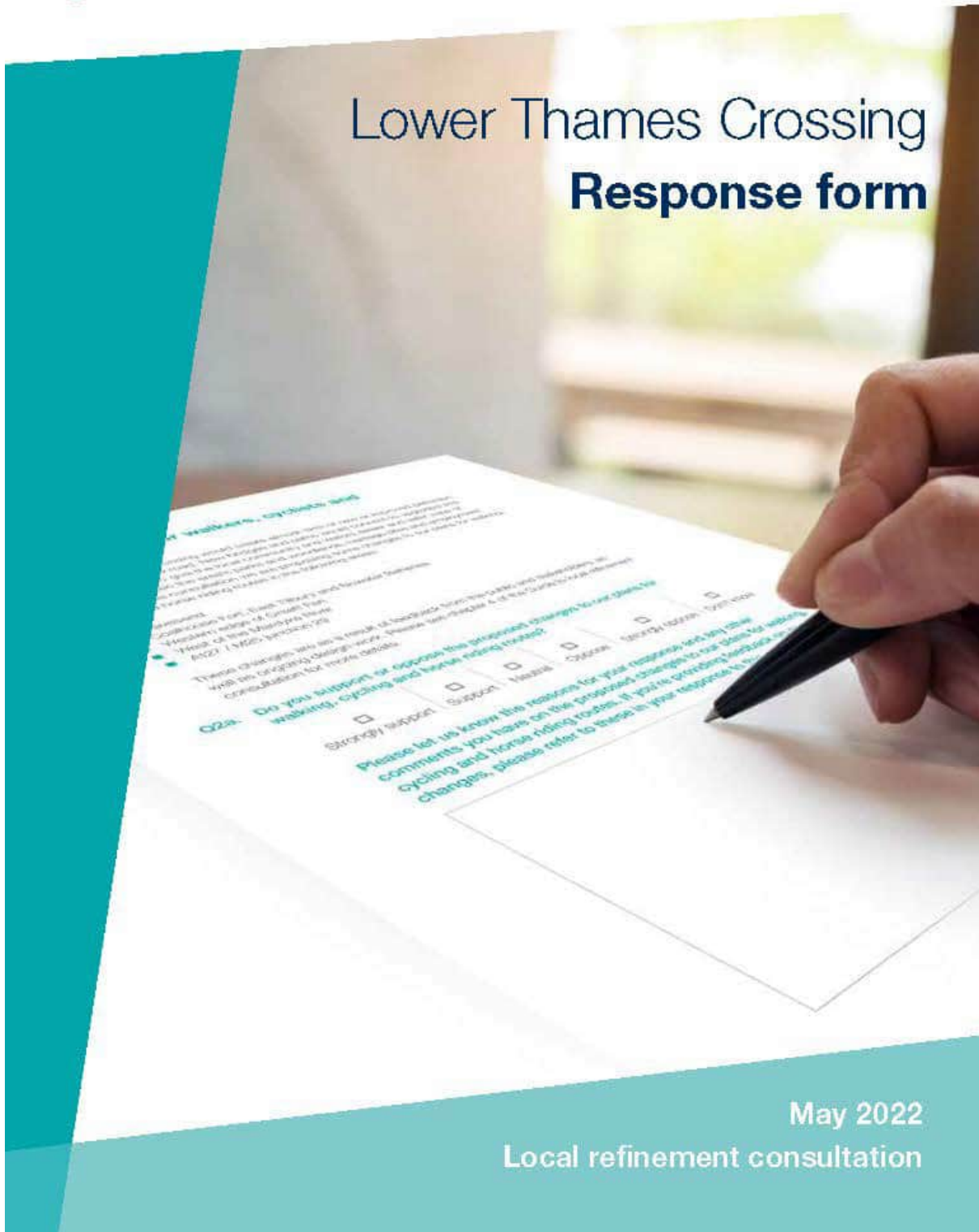
Table T.1 Local refinement consultation material

Document Title	Description	Link
'Changes to our plans – May 2022'- Easy Read guide to Local Refinement Consultation	The Easy Read guide to Local Refinement 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.	[REDACTED]
Map Book 1: General Arrangements	A map book containing plans of general arrangements including the following: <ul style="list-style-type: none"> • Permanent works; new roads, earthworks and roadside features • Environment mitigation; landscaping and tree planting • Utilities works and diversions • Order Limits • Open space provision, replacement open space and replacement common land 	[REDACTED]
Map Book 2: Land Use Plans	A map book containing land use plans including the following:	[REDACTED]

Document Title	Description	Link
	<ul style="list-style-type: none"> • Permanent works • Temporary works • Environmental mitigation land • Replacement land 	
Map Book 3 (Extracts): Engineering Plans	A map book containing the engineering drawings that have changed since the Community Impacts Consultation.	
Large scale General Arrangement maps	A set of maps, produced in large scale to aid readability, showing plans of general arrangements and computer generated images (CGIs).	
Large scale Land Use plans	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.	
Aerial view of the proposed Lower Thames Crossing route	An aerial view map of the proposed road.	
A3 poster	A3 poster advertising the Local Refinement Consultation.	
A4 poster	A4 poster advertising the Local Refinement Consultation.	
Non-Statutory Statement of Community Consultation Addendum	This non-statutory SoCC addendum provides an overview of which elements of the Project	

Document Title	Description	Link
	would be consulted on, as well as the ways stakeholders and local communities would be engaged.	
Non-statutory notice	A non-statutory consultation notice publicising the Local Refinement Consultation.	
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 National Highways may offer to purchase property either in advance of requirements for a road scheme or where the construction works or the road in use would seriously affect a person’s enjoyment of the property.	
Your property and compulsory purchase	This document provides information about the process National Highways follows to purchase land and property needed for schemes using compulsory powers and the compensation that may be available to people with an interest in that land or property.	
Your property and compensation or mitigation for the effects of our road proposals	This guide provides information about how National Highways seeks to mitigate the effects of our road proposals on your property.	

Plate T.1 Local refinement consultation response form



Introduction

From July to September 2021, we carried out a community impacts consultation on our proposals for the Lower Thames Crossing, which would connect Kent, Thurrock, Essex and Havering through a tunnel beneath the River Thames. Our last consultation asked for your views on our plans for building and operating the new road and on changes to our proposals presented during our design refinement consultation in 2020.

We're now holding this non-statutory local refinement consultation to seek your feedback on a small number of changes, ahead of submitting our Development Consent Order (DCO) application later this year.

We are asking you a series of questions on the changes since the community impacts consultation. You can 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 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, our supplementary and design refinement consultations in 2020, or our community impacts consultation in 2021, 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 form part of our DCO application, which we plan to submit 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 feedback we receive during this consultation will be included and responded to in the Consultation Report.

We have produced a set of documents for this consultation. They include:

- Guide to local refinement consultation
- Map books
- Response form

The documents mentioned above are available on the local refinement consultation website: <https://ltcconsultation2022.nationalhighways.co.uk>

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

Please provide your feedback by 23.59 on 20 June 2022.

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

We have also produced a document to explain the feedback received from the community impacts consultation, which includes graphs showing the results for all the questions that we asked. This is called the 'Response to community impacts consultation' document.

In addition, we have produced a document to explain the other project changes and minor refinements following engagement with affected landowners and others with an interest in land. This is called the 'Landowner engagement and minor refinements' document.

You can view both these documents on our project website:

<https://nationalhighways.co.uk/our-work/lower-thames-crossing/contact-us-and-archive/public-presentations-and-documents/>

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 National Highways use the information we collect about you?

We will use your personal data collected via this engagement 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:

- National Highways
- 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?

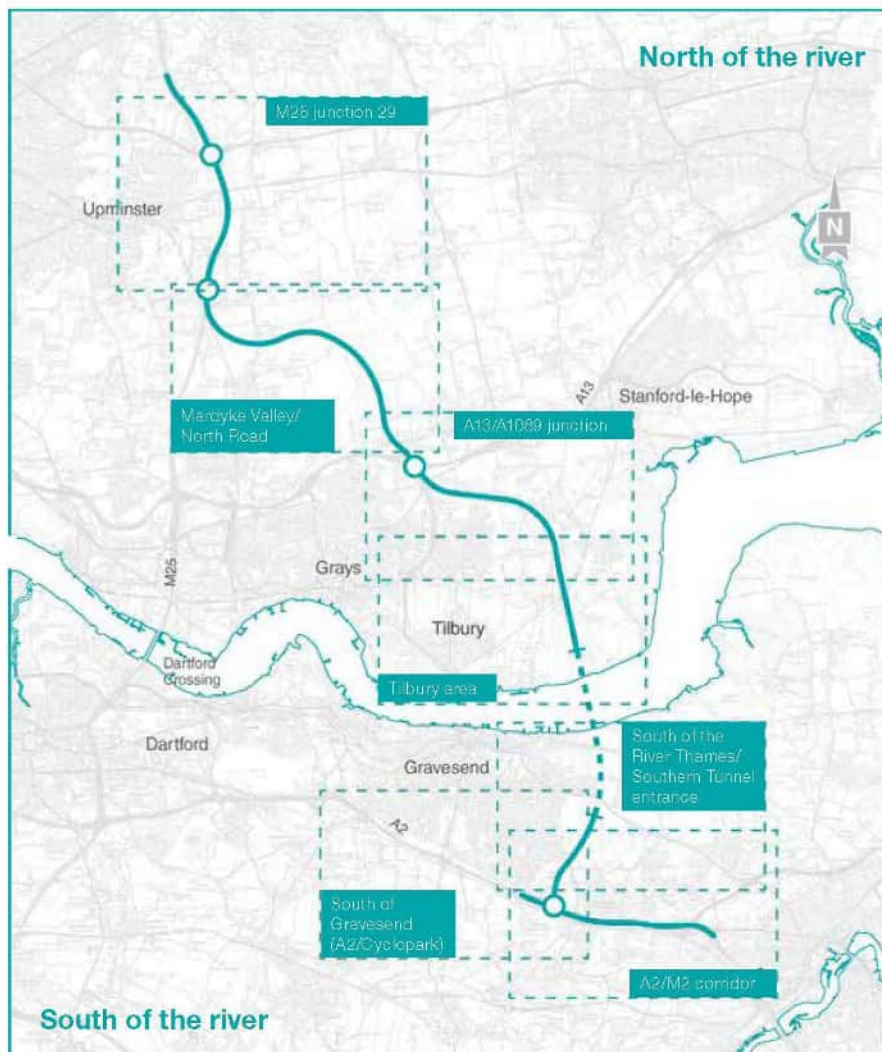
Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by National Highways. For more information, see our full data privacy statement: www.nationalhighways.co.uk/about-us/privacy-notice/

1. Changes since the community impacts consultation

As a result of feedback from the public and stakeholders, as well as ongoing design work, we have made some changes to the project since our community impacts consultation.

To describe these, we have divided our proposed route for the Lower Thames Crossing into seven sections, as shown on the map below. Three of these are shown south of the river in Kent and four are to the north of the river in Thurrock, Essex and Havering.

Please refer to chapter 4 of the Guide to local refinement consultation for more details. The proposed route for the Lower Thames Crossing is also presented in the Map Books.



Changes south of the river in Kent

This refers to the section of the proposed route south of the river, including:

- the A2/M2 corridor
- south of Gravesend (A2/Cyclopark)
- south of the River Thames/southern tunnel entrance

Please see chapter 4 of the Guide to local refinement consultation for more details.

Q1a. Do you support or oppose the proposed changes to the section of the route: the A2/M2 corridor?

<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. Do you support or oppose the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark)?

<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

Q1c. Do you support or oppose the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance?

<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 and any other comments you have on the proposed changes south of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.

Changes north of the river in Thurrock, Havering and Essex

This refers to the section of the proposed route north of the river, including:

- the Tilbury area
- A13/A1089 junction
- Mardyke Valley/North Road
- M25 junction 29

Please see chapter 4 of the Guide to local refinement consultation for more details.

Q1e. Do you support or oppose the proposed changes to the section of the route: the Tilbury area?

<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. Do you support or oppose the proposed changes to the section of the route: A13/A1089 junction?

<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

Q1g. Do you support or oppose the proposed changes to the section of the route: Mardyke Valley/North Road?

<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. Do you support or oppose the proposed changes to the section of the route: M25 junction 29?

<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

Q1i. Please let us know the reasons for your response and any other comments you have on the proposed changes north of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.



2. Improvements for walkers, cyclists and horse riders

The Lower Thames Crossing would create almost 3km of new or improved pathways for every 1km of new road. New bridges and paths would connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites and employment centres. In this consultation we are proposing some changes to our plans for walking, cycling and horse riding routes in the following areas:

- Gravesend
- Coalhouse Fort, East Tilbury and Bowaters Battery
- Western edge of Orsett Fen
- West of the Mardyke River
- A127/M25 junction 29

These changes are as a result of feedback from the public and stakeholders, as well as ongoing design work. Please see chapter 4 of the Guide to local refinement consultation for more details.

Q2a. Do you support or oppose the proposed changes to our plans for walking, cycling and horse riding routes?

<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

Please let us know the reasons for your response and any other comments you have on the proposed changes to our plans for walking, cycling and horse riding routes. If you're providing feedback on specific changes, please refer to these in your response to this question.

3. Nitrogen impact and compensation

As part of our assessment of the impacts of the Lower Thames Crossing on the environment, we have considered the potential effects of emissions associated with changes in traffic flows as a result of building and operating the new road. These assessments have included consideration of the nitrogen that is emitted into the atmosphere from vehicle emissions and then falls on habitats (a process known as 'nitrogen deposition'). Since our last consultation we have amended our assessments to include the ammonia (a compound formed of nitrogen) emitted by vehicle exhausts.

To offset the potential impacts of nitrogen deposition on designated ecological sites, we have selected sites for habitat creation within four compensation areas:

- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields, Thurrock
- Hole Farm, Brentwood

Please see chapter 5 of the Guide to local refinement consultation for more details.

If your comments refer to the impact of our compensation package for nitrogen deposition on the overall Order Limits for the project please respond to Question 4.

Q3a. Do you support or oppose our initial proposals for compensation area: M2 corridor and Blue Bell Hill?

<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

Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: M2 corridor and Blue Bell Hill.

**Q3b. Do you support or oppose our initial proposals for compensation area:
Gravesham and Shorne Woods?**

<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

**Please let us know the reasons for your response and any other
comments you have on our initial proposals for compensation area:
Gravesham and Shorne Woods.**

**Q3c. Do you support or oppose our initial proposals for compensation area:
Southfields, Thurrock?**

<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

**Please let us know the reasons for your response and any other
comments you have on our initial proposals for compensation area:
Southfields, Thurrock.**

**Q3d. Do you support or oppose our initial proposals for compensation area:
Hole Farm, Brentwood?**

<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

**Please let us know the reasons for your response and any other
comments you have on our initial proposals for compensation area:
Hole Farm, Brentwood.**

**Q3e. Do you support or oppose our proposed methodology for addressing the
potential impacts of nitrogen?**

<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

**Please let us know the reasons for your response and any other
comments you have on our proposed methodology for addressing the
potential impacts of nitrogen.**

4. Changes to the Order Limits, special category land and private recreational facilities

Some of the changes we are now proposing mean the area of land needed to build and operate the Lower Thames Crossing, and to provide mitigation for some of the impacts of building or operating it, has changed since the community impacts consultation. This is called the Order Limits. The changes mean that, overall, the Order limits have increased from 22.2km² to 24.35km². The main reason for this is due to the additional land we have identified as potential compensation areas for the effects of nitrogen deposition on designated ecological sites.

Please see chapters 4 and 5 of the Guide to local refinement consultation and the Map Books for more details.

Q4a. 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

Please let us know the reasons for your response 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.

In addition, the Lower Thames Crossing would impact existing areas of special category land and private recreational facilities. We have updated our proposals in relation to special category land and private recreational facilities in some locations following our community impacts consultation. We've also provided further information on the impacts on these sites. Please see chapter 4 of the Guide to local refinement consultation for more details.

Q4b. Do you support or oppose the changes proposed regarding special category land?

<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

Please let us know the reasons for your response and any other comments you have on the changes proposed regarding special category land. If you're providing feedback on specific sites, please refer to these in your response.

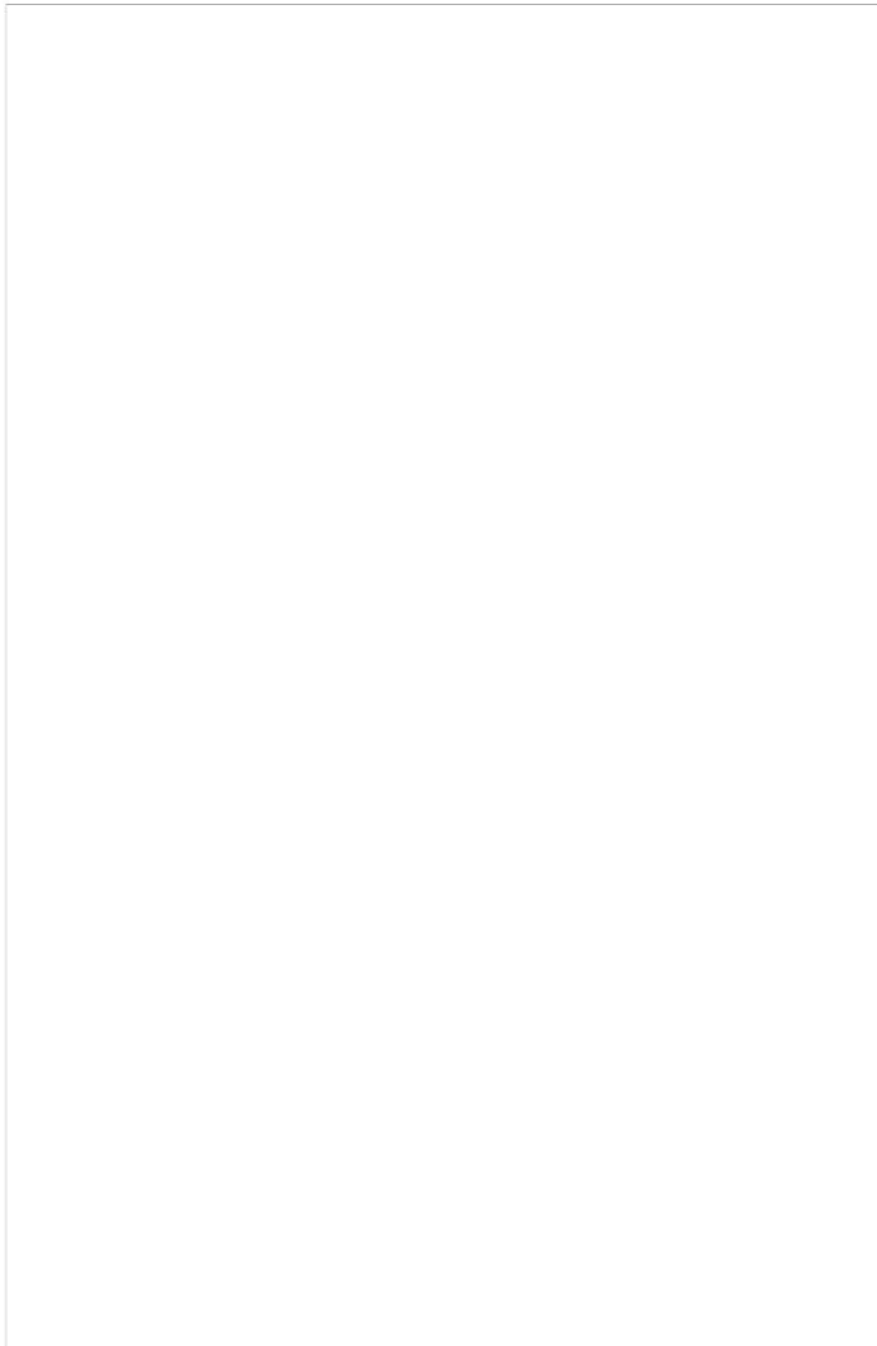
Q4c. Do you support or oppose the changes proposed regarding private recreational facilities?

<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

Please let us know the reasons for your response and any other comments you have on the changes proposed and information provided regarding private recreational facilities. If you're providing feedback on specific sites, please refer to these in your response.

5. Other comments

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



6. The consultation

Please let us know your views on the quality of our local refinement 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
Was the information presented clearly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was the website easy to navigate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were the information videos useful for understanding our latest proposals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
Were the physical events suitably located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

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

About you

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 statement, please see page 3 of this response form.

1. **Name:**

2. **Address:**

Postcode:

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 horse-rider
 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:

- From our drop-in community events
 Received a letter from National Highways
 Received a leaflet from National Highways
 Received an email from National Highways
 Received information from a local authority
 Saw a Public Notice in local or national newspapers
 Saw advertisements in local media
 Saw information on the project website
 Saw social media coverage
 Saw coverage in local media
 Saw information at a deposit location or information point
 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@nationalhighways.co.uk

- I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the Lower Thames Crossing consultation. I have read National Highways' privacy notice (found after the Introduction section in this response form) 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

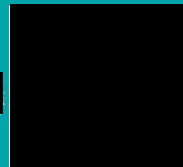
Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.



Online response form

Fill in the online survey at:

[Redacted URL]



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. Call us on 0300 123 5000 to book an appointment.

Or visit [Redacted]

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 20 June 2022

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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Plate T.2 Local refinement consultation leaflet



Lower Thames Crossing
Local refinement
consultation
May 2022

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

Following our extensive community impacts consultation in 2021, we are now consulting on some localised changes to the project before we submit our Development Consent Order (DCO) application.

The graphic is a teal-colored leaflet. It features a stylized map of the River Thames area in white and light blue. A grey line represents the proposed road route, with white dots marking key locations. The text is in white and light blue, providing information about the project and the current consultation phase.

Find out more and have your say online from 00:01 on 12 May to 23:59 on 20 June 2022 at [\[redacted\]](#)

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What are we consulting on?

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freeport
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

Information points

The consultation materials will be available to collect from information points from 12 May 2022.

Kent and Gravesham

- Coldharbour Library
- Dartford Library
- Higham Library
- Larkfield Library
- Meopham Library
- Riverview Park Library
- Shorne Woods Visitor Centre
- Strood Library

Thurrock, Essex and Havering

- Belhus Library
- Corringham Library
- East Tilbury Library
- Harold Hill Library
- Stanford-le-Hope Library
- Tilbury Library
- Upminster Library

Events

We will be holding public information events at locations near you.

Events in Kent and Gravesham

Public information events	Date	Time
Cascades Leisure Centre, Gravesend, DA12 4LG	Fri 20 May	2pm-8pm
Village Hotel – Maidstone, Maidstone, ME14 3AQ	Mon 23 May	2pm-8pm
Bridgewood Manor Hotel, Chatham, ME5 9AX	Thurs 9 June	2pm-8pm
Shorne Village Hall, Shorne, DA12 3EA	Fri 10 June	2pm-8pm

Events in Thurrock, Essex and Havering

Public information events	Date	Time
The Civic Hall, Grays, RM16 2JU	Thurs 19 May	2pm-8pm
North Street Hall, Hornchurch, RM11 1QX	Fri 27 May	2pm-8pm
East Thurrock Community Association, Stanford-le-Hope, SS17 0NU	Mon 6 June	2pm-8pm
Tilbury Community Association, Tilbury, RM18 8AA	Tues 7 June	2pm-8pm
Orsett Hall Hotel, Orsett, RM16 3HS	Mon 13 June	2pm-8pm

Deposit locations

The consultation materials will be available to collect, and maps will be available to review, at deposit locations from 12 May 2022.

Kent and Gravesham

- Cuxton Library
- Gravesend Library
- Maidstone Library
- Snodland Library

Thurrock, Essex and Havering

- Brentwood Library
- Chadwell Library
- Grays Library
- Romford Central Library

Have your say



fill in the survey [\[redacted\]](#)



send your comments to **FREEPOST LTC CONSULTATION**



call us on **0300 123 5000** to book an appointment to provide comments on the changes



email your comments to **ltc.consultation@traverse.ltd**

Please send your response before **23:59 on 20 June 2022**

How to find out more

Online

Visit our dedicated consultation website, go to [\[redacted\]](#)

Events

Visit a public information event at a location near you – details inside.

Telephone surgery

From 12 May, you can book a call back from a member of the project team to discuss any questions. Call us on **0300 123 5000** to book an appointment.



call us on 0300 123 5000

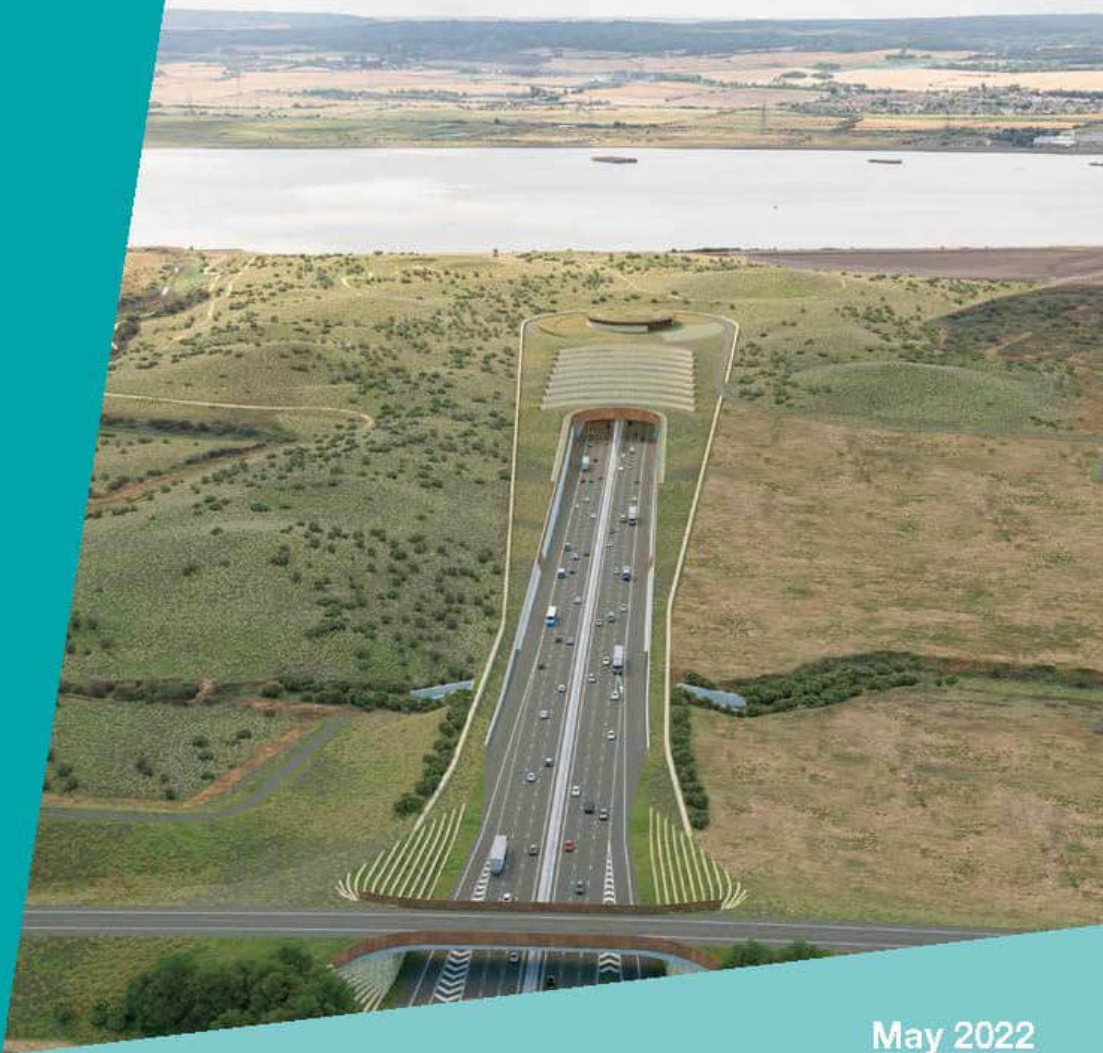


email us at **info@lowerthamescrossing.co.uk**

Plate T.3 Guide to Local refinement consultation



Lower Thames Crossing
**Guide to local refinement
consultation**



May 2022

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 community impacts consultation in 2021, we are now holding a non-statutory local refinement consultation, where we are seeking feedback on a number of localised changes we are proposing to make to the project.

This is your opportunity to have your say on these refinements.

National Highways

We are a Government-owned company that works with the Department for Transport.

Previously known as Highways England, our new name reflects our focus on delivering the Government's £27.4 billion strategic roads investment programme, while also continuing to set highways standards across the UK.

We plan, operate, maintain and improve England's strategic road network, which plays a key role in connecting the country's regions, ports and international trade corridors.

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 document, we have highlighted the other material that provides more detail about our local refinement consultation. This is available on our website at



1

Foreword



Matt Palmer,
Lower Thames Crossing
Executive Director

Since we first consulted on the route of the Lower Thames Crossing, tens of thousands of you have helped us design a project that will improve lives across the region and beyond. It will boost our economy, support jobs and education, regenerate local communities and provide the vital road capacity that is so desperately needed.

Our last consultation was one of the most comprehensive ever delivered by National Highways. Focusing on our proposals for building and operating the new road, it helped us to develop our plans for this transformative project, so we can maximise its benefits.

We couldn't have got here without you. Your feedback has been invaluable. Now, we are launching this consultation to gather further feedback from you, this time on some localised changes to the project, before we submit our Development Consent Order (DCO) application, which we intend to do later this year.

The changes we're consulting on are the result of our ongoing design work, engagement with our stakeholders, and your feedback, which is summarised in our 'You said, we did' chapter.

Improvements for local people

The Lower Thames Crossing will 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.

If given the green light, the project can play a vital role in connecting communities and bringing people closer to jobs and leisure opportunities.

This consultation is about improving the project for local people and includes:

- the redesign of Tilbury Fields
- increasing the amount of open space south of the river by adding land to the east of Chalk Park
- a new link road from the Orsett Cock junction to the A1089
- a new bridge over the A127 for walkers, cyclists and horse riders
- modified access to the northern tunnel entrance, providing safer operation of the tunnel facilities and better access for the emergency services
- additional environmental compensation

Reducing our environmental impact

There have been two other significant project developments. These relate to how we plan to compensate for potential air quality impacts on sensitive habitats, and our ground-breaking approach to setting new standards for reducing carbon during construction.

At the request of Natural England, we've refined the way we assess the impacts of nitrogen, so it includes ammonia being emitted from vehicle exhausts, as well as nitrogen oxides (NOx). It means we're better able to understand the impact of vehicle emissions from traffic using the new road on sensitive designated habitats.

As a result, we're now consulting on providing around 270 additional hectares for new wildlife habitats that would compensate for potential environmental impacts on these habitats.

I'm delighted that earlier this year, the Lower Thames Crossing was designated a 'pathfinder' project. This means that we are exploring carbon-neutral construction as part of our efforts to make the new crossing the greenest road ever built in the UK.

We know the vehicles on our roads are evolving rapidly and carbon emissions from those using the Lower Thames Crossing is expected to fall dramatically as more people switch to electric.

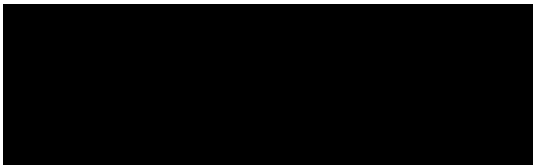
Together with our partners and local businesses, we'll continue to identify innovative ways of building and operating our infrastructure. Ideas include removing diesel from our sites by only using hydrogen and electric equipment, and looking at alternatives to carbon-intensive materials like concrete and steel.

Have your say

Once again, your views will be important in helping us to ensure the new road delivers everything we need it to. More information on how to share your feedback can be found in chapter 6 of this guide.

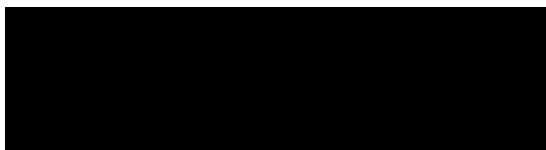
When we submit our DCO application, we will include a Consultation Report that explains how we have listened to comments received from all our consultations, and how they have informed our proposals.

Many thanks for your time – your input continues to be essential.



Matt Palmer

Lower Thames Crossing Executive Director
National Highways



2

Local refinement consultation

What is the Lower Thames Crossing?

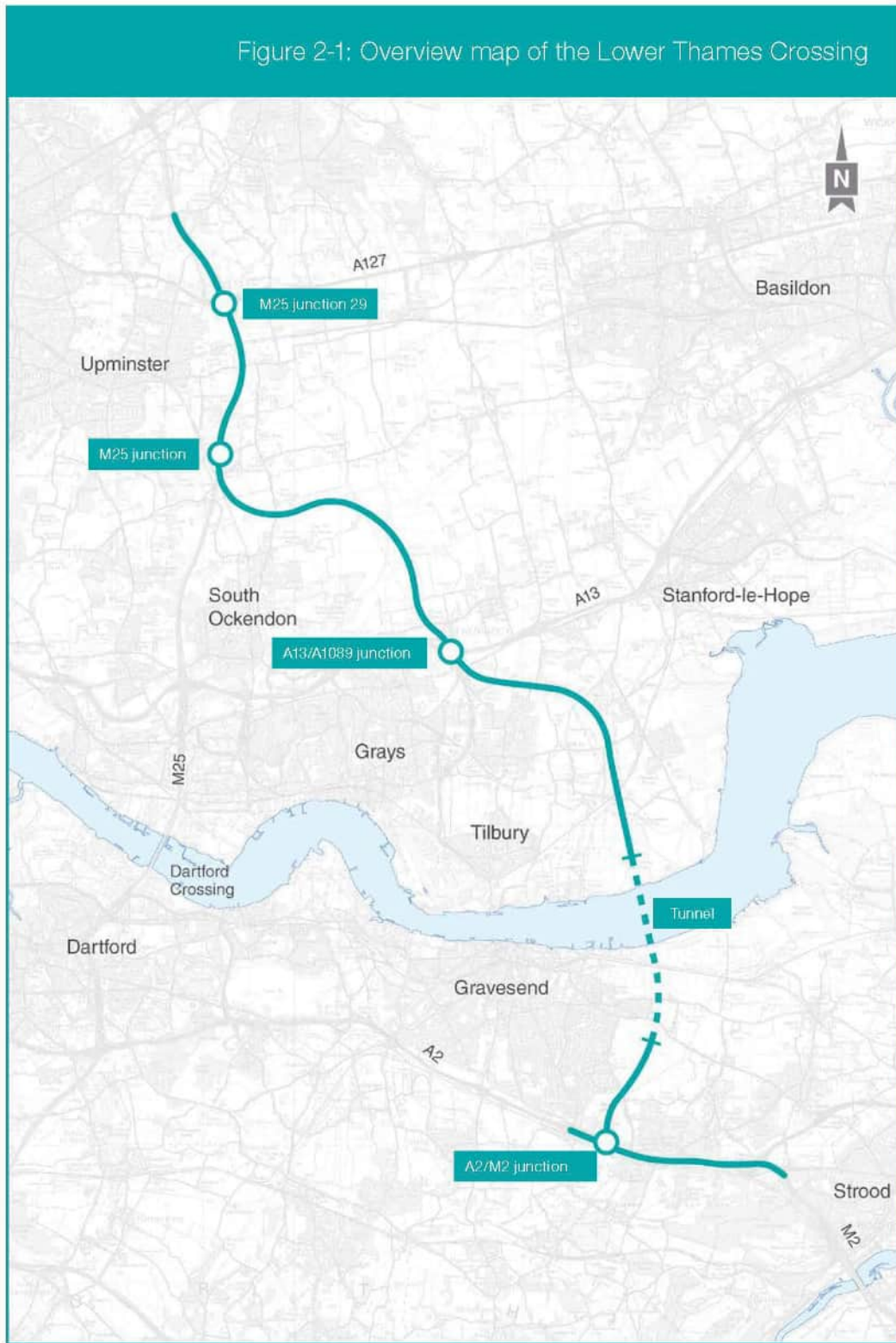
National Highways is proposing a new road and tunnel, the A122 Lower Thames Crossing. It would connect to the A2 and M2 in Kent, passing through a tunnel under the River Thames, before linking to the A13 in Thurrock and junction 29 of the M25 in the London Borough of Havering, north of the Thames.

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

About the project

For more than 50 years, the only road across the River Thames, east of London, has been the Dartford Crossing. It is a critical part of the country's road network, connecting communities and businesses south and north of the river and providing a vital link for the nearby major ports that distribute goods throughout the rest of the UK. It is often congested as it regularly carries more vehicles than it was originally designed for. When accidents and incidents occur, it can take up to five hours for traffic to clear.

The Lower Thames Crossing would offer an alternative route across the Thames. It would provide a number of benefits to local communities, while enabling businesses to operate more effectively and improving access to housing, jobs, leisure and retail opportunities on both sides of the river.



The project's objectives

We have worked with the Department for Transport (DfT) to agree the following objectives for the Lower Thames Crossing:

- 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
- 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

Local refinement consultation

We're holding this local refinement consultation to seek your feedback on some localised changes to the project before we submit our DCO submission later this year (see www.lowerthamescrossing.co.uk/archive).

Chapter 3 includes an explanation of how feedback received at the community impacts consultation, along with ongoing engagement with stakeholders and landowners, has influenced our proposals.

Chapter 4 sets out the changes we are seeking your feedback on as part of this consultation.

Chapter 5 sets out the further environmental work we have carried out to compensate for the potential impact of nitrogen deposition from vehicle emissions on sensitive habitats. This is supplemented by a technical note in the appendix.

We have further refined the Order Limits to reflect the changes we are proposing in chapters 4 and 5.

Case study: Low-noise road surfacing

Once the Lower Thames Crossing is open, we will ensure that we mitigate any noise impacts on local residents. One way we are proposing to do this is by using low-noise road surfacing in some areas. This would reduce noise from traffic and would be in addition to the other measures such as noise barriers or landscaping features such as false cuttings.

The locations where this type of surfacing may be considered will be informed by our assessment work, which is currently being completed based on the latest traffic forecasts. The locations will be fully presented in the Environmental Statement as part of the DCO submission.

Applying for development consent

As with all projects of this type and scale, the Lower Thames Crossing is a Nationally Significant Infrastructure Project (NSIP), so a DCO application will need to be made to build and operate the road.

Our 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 consent for the project.

At our community impacts consultation last year, we said we would submit our DCO application later in 2021. However, in November 2021 we announced plans to change our proposals for land next to the River Thames at the request of Thurrock Council and local stakeholders such as the Port of Tilbury. This was to ensure that Thames Freeport's potential was not impacted by the Lower Thames Crossing.

As a result, we now intend to submit our DCO application later this year. If consent is granted, we intend to start construction 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.

Nitrogen deposition

When nitrogen is emitted from vehicle exhausts it can enter the atmosphere and fall on habitats. This process is known as nitrogen deposition. It can also affect the way plants grow.

3

You said, we did

In this chapter, we explain how we have used feedback from our community impacts consultation in 2021, along with ongoing engagement with stakeholders and landowners, to refine the project.

We asked

During the consultation, we asked a number of questions to understand the level of support for the different elements of the project. Consultees could also expand on their answers. The response form was split into the following four sections:

- the project's impacts and mitigation
- changes since the design refinement consultation
- Order Limits
- the 'You said, we did' document presented at the community impacts consultation

You said

3,218 responses were received to the community impacts consultation.

Overall, the feedback we received supported the proposals presented across all four sections. Responses to some of the questions asked at the community impacts consultation are outlined below.

The project's impacts and mitigation

- **1,564** (59%) respondents supported or strongly supported our plan to build the Lower Thames Crossing; 973 (36%) opposed or strongly opposed.
- **1,231** (47%) respondents supported or strongly supported our plan to operate the Lower Thames Crossing; 847 (33%) opposed or strongly opposed.



Changes since the design refinement consultation

- **1,367** (54%) respondents supported or strongly supported the proposed changes south of the river; 721 (25%) opposed or strongly opposed.
- **1,300** (51%) respondents supported or strongly supported the proposed changes north of the river; 824 (31%) opposed or strongly opposed.

Order Limits

- **1,335** (52%) respondents supported or strongly supported the proposed area of land that would be needed to build the Lower Thames Crossing; 783 (31%) opposed or strongly opposed.
- **1,432** (57%) respondents supported or strongly supported the proposals for the inclusion of a new open space site, Tilbury Fields; 528 (21%) opposed or strongly opposed.
- **1,051** (42%) respondents had no preference about the two options presented for the height of the landform at Tilbury Fields; 387 (16%) were in favour of the higher landform, 226 (9%) were in favour of the lower landform and 501 (20%) were in favour of neither.

You said, we did

- **1,244** (49%) respondents supported or strongly supported how issues and suggestions about the Lower Thames Crossing have been addressed following earlier rounds of public consultation; 739 (29%) opposed or strongly opposed.

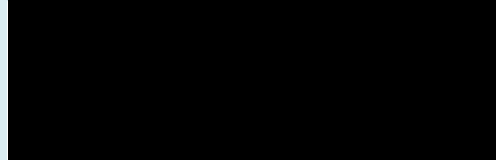
The statistics above are taken from the 'Response to community impacts consultation' document. More information about this is included below.

Response to community impacts consultation document

If you would like to find out more about the feedback received from the community impacts consultation, we have published a document called 'Response to community impacts consultation'. It includes graphs showing the results for all the questions that we asked. We've also summarised the most common feedback received and provided a response for the issues that were raised.

The document also explains some of the minor refinements we have made to the project in response to ongoing engagement with stakeholders and landowners.

It can be found online at



If you do not have access to the internet or require an alternative format, please call us on **0300 123 500** or email **info@lowerthamescrossing.co.uk**

We are currently drafting detailed responses to all the issues raised at our community impacts consultation. This will form a chapter of the Consultation Report within our DCO application, which we plan to submit later this year.

We did

We presented some changes to the project in our community impacts consultation that included refinements to utility diversions, changes to special category land and amendments to the Order Limits. We listened to feedback and considered this carefully when developing our proposals. We believe the changes presented were an improvement to the project and these were generally supported by respondents. We have, therefore, decided to incorporate them within our proposals.

Our Consultation Report, which will be part of our DCO application, will set out how we considered the feedback received in relation to these changes. We are now proposing further refinements to the project and are seeking your views on these in chapter 4.

In this section, we explain the changes to the project that we are proposing to make and that have been influenced by feedback received at the community impacts consultation. These are set out in the table below. We are seeking your feedback on these changes as part of this consultation.

Draft DCO application documents

In our community impacts consultation, we shared a series of draft documents that will form part of our DCO application. These are technical documents that were provided to help you understand how we, and our appointed contractors, would build and operate the project. These included:

- Draft Development Consent Order schedule 2 & explanatory note
- Outline Site Waste Management Plan
- Outline Traffic Management Plan for Construction
- Outline Materials Handling Plan
- Code of Construction Practice (including the Register of Environmental Actions and Commitments)
- Design Principles
- Wider Network Impacts Management and Monitoring Plan
- Outline Landscape and Ecology Management Plan
- Framework Construction Travel Plan

Comments on the documents were received from local authorities, the public and other stakeholders. We are now considering all the feedback, which we will use to prepare updated versions of the documents for submission with our DCO application.

Changes we are proposing that have been influenced by feedback from the community impacts consultation

In the table below, we describe the changes we are proposing that have been influenced as a direct result of feedback received from the community impacts consultation.

For more detail on these, and to read about other changes we are consulting on as part of this local refinement consultation, see chapter 4, which includes maps, visuals and a description of the impacts.

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

What is a permissive path?

It is a path that a landowner allows the public to use, but is not a Public Right of Way with a formal right to access.

You said, we did change summary	Map showing section of the route	Map reference
Gravesham		
<p>Refinements to woodland planting around Shorne Ifield Road – We are proposing to relocate some of the area of compensatory tree planting that was previously proposed north of Shorne Ifield Road, to fields south of Shorne Ifield Road. This is to avoid a significant impact on the archaeology linked to a newly discovered medieval settlement north of the road. This change responds to consultation feedback from nearby residents, who requested that the area for tree planting be moved to maintain their existing views.</p>	A2/M2 corridor	1
<p>Redesignation of Hever Court pedestrian-cycle track north of A2/LTC junction to a bridleway – Following consultation feedback from the British Horse Society about improving connections for horse riders in the area, we are proposing to redesignate the Hever Court pedestrian-cycle track, north of the A2/LTC junction, to a bridleway. This would improve local connections for horse riders from the existing bridleway along NCR 177 to footpath NG17 (also upgraded to a bridleway). In addition, this would provide better links with existing bridleways and newly created routes to Chalk Park.</p>	South of Gravesend	2
<p>Redesignation of footpath NS169 as pedestrian-cycle track at Michael Gardens – We received feedback from the local community and the British Horse Society about the potential presence of horses near the play area in Michael Gardens and the lack of stables in this location, meaning it is less likely to be used by horse riders. As a result, we are proposing to redesignate the existing footpath NS169 as a pedestrian-cycle track, rather than a bridleway (as proposed at the community impacts consultation). The redesignation of Hever Court Road (described above) would provide better access for horse riders to the proposed new routes and existing ones.</p>	South of Gravesend	3

You said, we did change summary	Map showing section of the route	Map reference
Gravesham		
<p>A2 Roman Road increased working area for electricity works – We are proposing an extension of the Order Limits to include the road and footpath of a section of Roman Road and Pepper Hill. This is to provide enough room for the electricity cables (required to provide a permanent power supply for the southern tunnel entrance building and the tunnel) and would avoid the potential closure of NCR 177. It would also mean that existing vegetation in this area can be retained. This proposal has been developed following further investigations by UK Power Networks, which had some concerns about delivering the works along the previous footpath alignment. In addition, this proposal addresses comments raised at the consultation about retaining vegetation that screens the A2 corridor from the cycle route and limits any new visual impacts.</p>	South of Gravesend	4
<p>Extension of open space provision (east of Chalk Park) – We listened to concerns at the community impacts consultation that existing public open space would be negatively impacted by the project. After further engagement with the landowner and additional design development, we propose to permanently acquire the remaining 8ha area of Southern Valley Golf Club. By extending our open space proposals in this location, we would be able to provide a larger area of landscaped amenity space for the local community.</p>	A2/M2 corridor	5
<p>Redesignation of footpath NG8, south of the A226 Gravesend Road – Further to discussions with the British Horse Society and its request for an equestrian route parallel to the A226 Gravesend Road, we are proposing to redesignate the northern section of footpath NG8 so it could be used by walkers, cyclists and horse riders. This addresses feedback from the British Horse Society that the previous proposal, which used the footpath and verge along the A226 Gravesend Road, was unsuitable due to the narrow verges.</p>	South of the River Thames/ southern tunnel entrance	6

You said, we did change summary	Map showing section of the route	Map reference
Thurrock		
<p>Redesign of Tilbury Fields – In response to consultation feedback from the Port of Tilbury and Thurrock Council, as well as ongoing stakeholder engagement, we are proposing changes to the design of Tilbury Fields. Our changes would ensure Thames Freeport proposals can be brought forward alongside the LTC. The changes include redesigning the environmental mitigation and open space provision, as well as changes to construction access in the area.</p>	Tilbury area	7
<p>Removal of proposed Dock Road water connection – We are proposing a reduction in the area of land required in the Dock Road, Hume Avenue and Port of Tilbury area. Following discussions with Essex and Suffolk Water, we no longer require the proposed pipeline along Dock Road. This change addresses concerns raised by residents at the community impacts consultation as it means that the connection would no longer take place on a residential road (Dock Road). It also means the associated traffic management measures are needed for two months instead of nine.</p>	Tilbury area	10
<p>Coopers Shaw Road water connection refinement – At our previous consultations, potential routes for a new temporary water pipeline were presented along Coopers Shaw Road, Rectory Road and Dock Road. Following ongoing discussions with Essex and Suffolk Water and having considered the potential noise impacts for residents on Rectory Road, we have decided that the proposed new water pipeline should be placed around Coopers Shaw Road. This would reduce construction work and the associated traffic management, responding to concerns from residents about the impacts of construction. This change means that the proposals along Dock Road, Hume Avenue, the A1089 to Fort Road access road, Rectory Road, Church Lane and part of Station Road are no longer required and the land associated with these proposals can be removed from the Order Limits.</p>	Tilbury area	11

You said, we did change summary	Map showing section of the route	Map reference
Thurrock		
<p>New footpaths to link the heritage assets of Coalhouse Fort, Coalhouse Battery and Bowaters Battery to East Tilbury – Following feedback from the consultation about linking Tilbury Fields to Coalhouse Fort and providing access for all users, we are proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort, Coalhouse Battery and Bowaters Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders in the local area could use. This change also addresses feedback from Thurrock Council about active travel routes around the Coalhouse Fort area.</p>	Tilbury area	12
<p>New Orsett Cock/A1089 junction link road – To address concerns about traffic re-routing on to the local road network in this area, we are proposing to change how traffic on the A13 corridor would access the A1089. We propose a new link road from the Orsett Cock junction to the A1089 southbound. This change also addresses feedback from Thurrock Council, the Port of Tilbury and DP World about the lack of connectivity between the LTC and the A1089, and the resulting impacts on other local roads.</p>	A13/A1089 junction	16
<p>Refinements to the route of a gas pipeline diversion around Orsett – We are proposing to change the route of a gas pipeline diversion to avoid a scheduled monument and veteran tree west of Orsett. This results in minor changes to the Order Limits along the length of the diversion route, which would reduce the area needed for works overall by approximately 2ha. This change responds to feedback from Cadent Gas and addresses concerns raised by the public about impacts to veteran trees.</p>	A13/A1089 junction	17

You said, we did change summary	Map showing section of the route	Map reference
Havering		
<p>Refinements to electricity works west of Clay Tye Road – Following site investigations, engagement with UK Power Networks and feedback from landowners, we are proposing to use more of the existing infrastructure to deliver changes to the electricity network in this location. Instead of laying cables underground, the powerlines would remain overhead but would be diverted north on to two taller pylons to cross the M25. This removes the requirement for an electricity substation on Clay Tye Road. This change would also reduce the time required for construction of this diversion and also addresses feedback from UK Power Networks and the landowner about protecting farmland.</p>	M25 junction 29	23
<p>Refinements to the electricity diversion north of St. Marys Lane – To address concerns about impacts to local communities during construction, we are proposing to move the working area for construction to the east of properties in Tyas Stud Farm. This would enable access for construction, operation and maintenance from Warley Street from the east to the works area, which requires an extension to the Order Limits. The number of properties impacted by construction would be reduced and the change would also remove 2.5ha of land from the Order Limits. This change addresses feedback from UK Power Networks about extending the works area to provide enough space to deliver the diversion.</p>	M25 junction 29	24
<p>New walking, cycling and horse riding bridge over the A127, west of M25 junction 29 – Following feedback from the London Borough of Havering and local cyclists' groups, we are proposing a new bridge for walkers, cyclists and horse riders across the A127 west of M25 junction 29, linking Moor Lane in the south to Folkes Lane in the north. This change addresses consultation feedback about connectivity between the north and south footways and cycleways alongside the A127, to both east and west sides of the M25.</p>	M25 junction 29	25

You said, we did change summary	Map showing section of the route	Map reference
Brentwood		
<p>Upgrade of walking, cycling and horse riding bridge over the A127, east of M25 junction 29 –</p> <p>Following consultation feedback from the British Horse Society and Essex County Council, and safety concerns about horses sharing routes with motor traffic, we are proposing an update to the planned A127 bridge so it can accommodate horse riders and to include a link to bridleway BR183. This means horse riders would no longer be dependent on the existing vehicle bridge across the A127, which is shared with motor traffic including HGVs.</p>	M25 junction 29	26



Have your say

You can provide your feedback about this chapter by answering question 6 in the response form for this local refinement consultation.

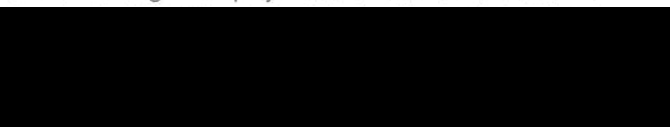
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Proposed changes since the community impacts consultation

The proposed changes described in this chapter are a result of feedback received from the community impacts consultation, ongoing engagement with landowners and stakeholders, design work and a greater understanding of technical constraints. This chapter looks at changes proposed to the project's design and Order Limits since our last consultation. Along with the proposals described in chapter 5, the changes covered in this chapter are those that we are seeking your feedback on as part of this consultation.

Landowner engagement and minor refinements document

We have published a document called 'Landowner engagement and minor refinements', which explains the other changes we are taking forward as part of the project following engagement with affected landowners and others with an interest in land. It includes route section maps that detail the further minor refinements we are making to the project. This can be found online at



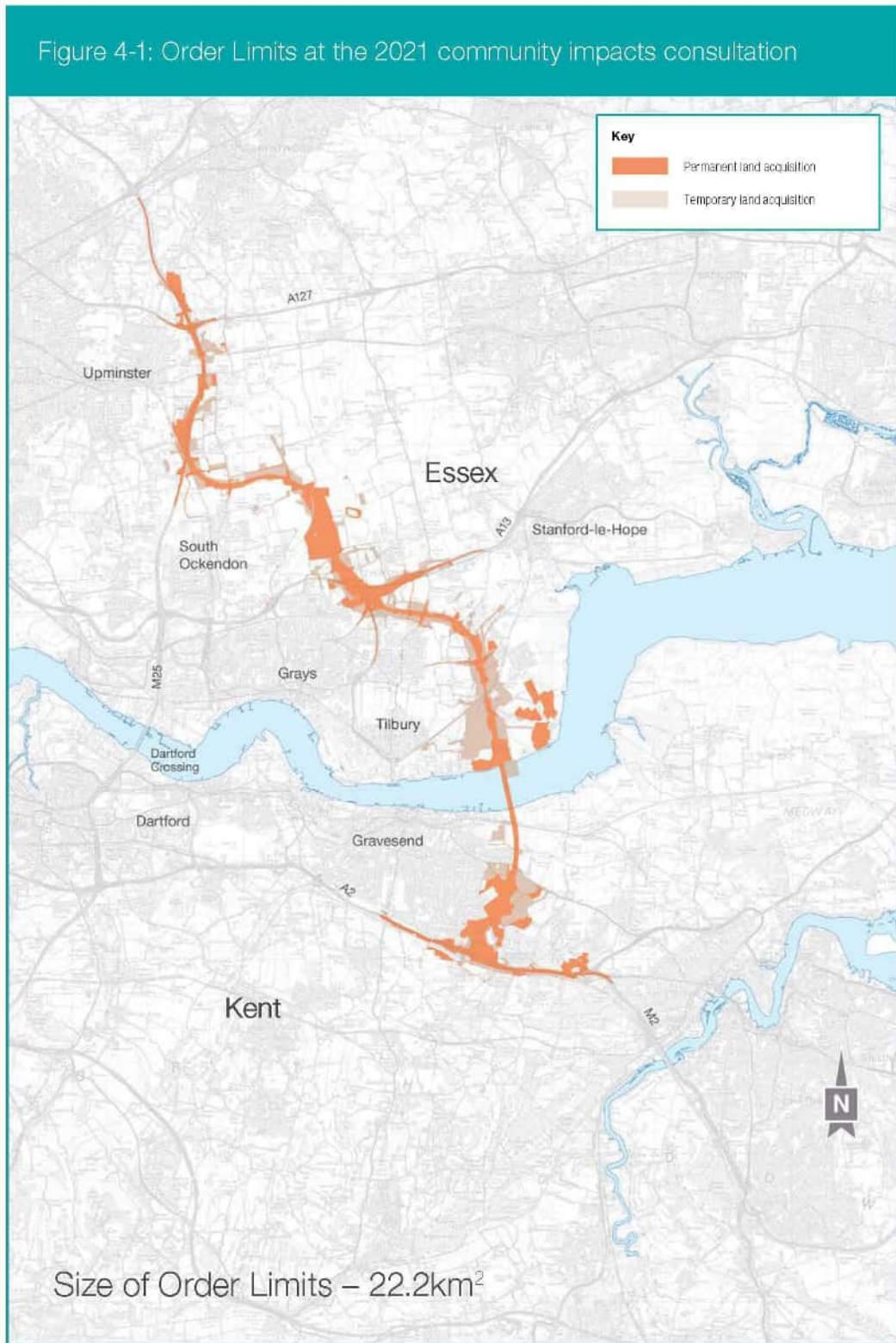
If you do not have access to the internet or require an alternative format, please call us on **0300 123 500** or email **info@lowerthamescrossing.co.uk**

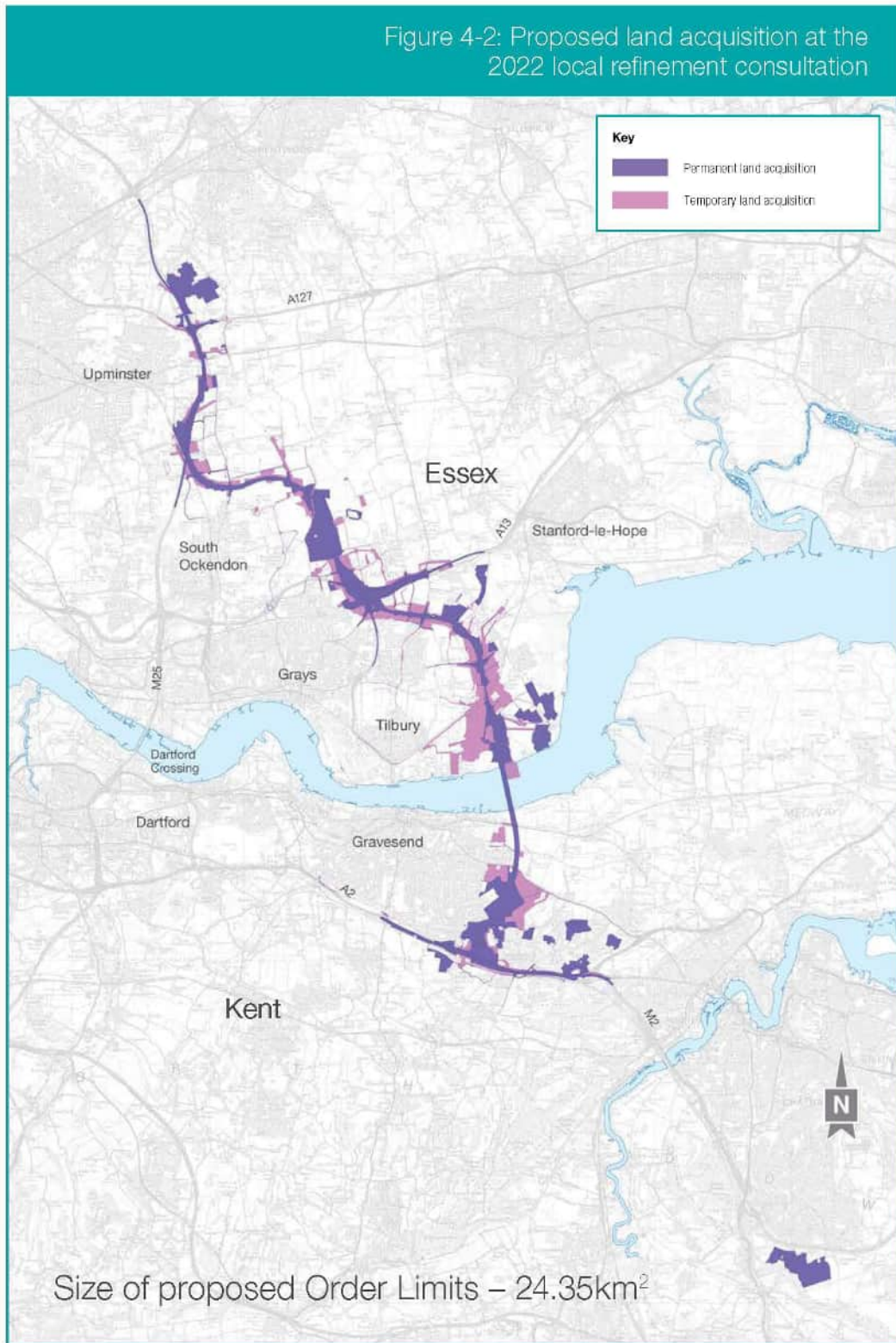
Proposed Order Limits

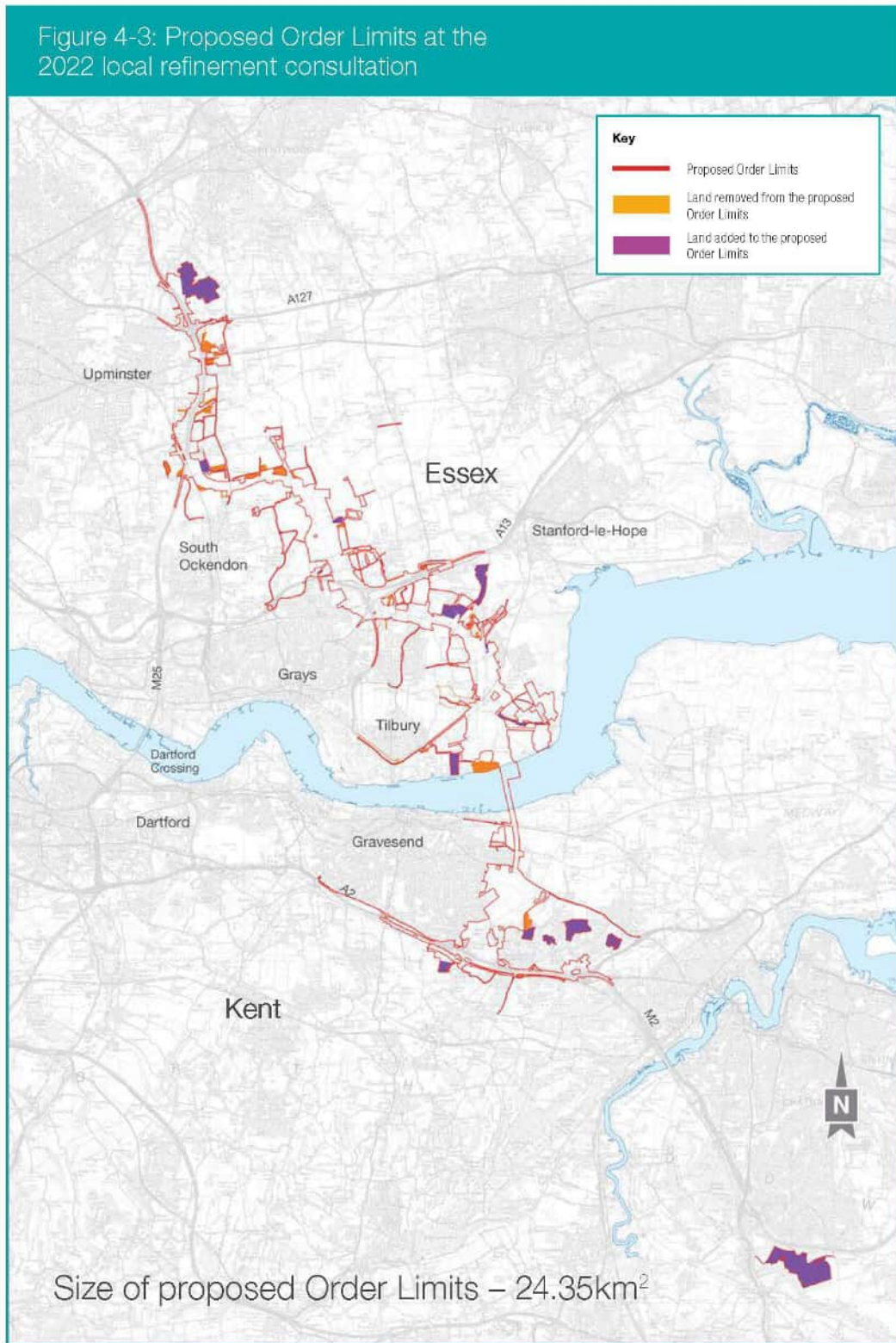
The Order Limits are the outermost edges of the Lower Thames Crossing project. They are indicated on the route section maps in this chapter by a red line. This shows the land that may be acquired or used to build and operate the project and the areas to which the DCO would apply. The Order Limits proposed at the previous consultation are indicated by a blue dashed line. Additional land now required for the project is shown by purple shading. Land removed from the Order Limits is indicated by light orange shading.

Following engagement with stakeholders, refinements to the utilities design and feedback from the community impacts consultation, we have further refined our Order Limits in certain areas. Land added to the Order Limits includes four habitat compensation areas in Brentwood, Thurrock, Shorne Woods (in Gravesham) and along the M2 corridor/Blue Bell Hill (in the boroughs of Tonbridge & Malling and Maidstone). This additional land is indicated by light green shading. These sites are proposed to compensate for the potential effects from nitrogen caused by the forecast changes in traffic as a result of the Lower Thames Crossing. There are dedicated figures showing the extents of the compensation areas along with more information on the reasons why these additional sites have been identified and included within the Order Limits in chapter 5. The figures in chapter 4 giving an overview of changes in each section of the Lower Thames Crossing route do not show all of the compensation areas such as the land near Blue Bell Hill, given its location away from the Lower Thames Crossing route.

The land within the revised Order Limits has increased from 22.2km² to 24.35km². There is no change to the number of properties in the Order Limits as detailed in the community impacts consultation.





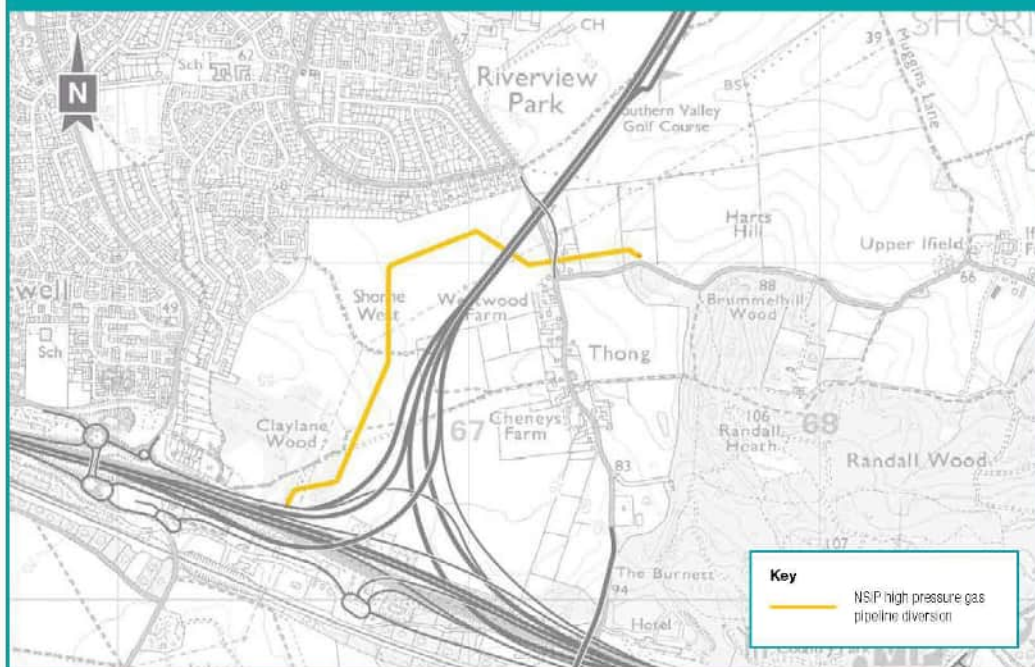


Utilities

Since the previous consultation, we have continued to work with utility companies and affected parties to develop the proposals for utility works. This has resulted in some refinements to the Order Limits and the proposed land use to deliver these works. These changes seek to ensure the road and the utility networks can be constructed and operated in a way that is sensitive to local communities and the environment.

In our community impacts consultation we identified a number of utility diversions that would meet the relevant criteria for them to be defined as Nationally Significant Infrastructure Projects (NSIPs) in their own right. As we have developed our assessments, we have identified that a gas pipeline diversion between the A2 and Thong Lane, presented in our previous consultations and shown in Figure 4-4, would also qualify as an NSIP. The proposals for diverting this gas main have not changed. Details of other utilities works that meet the relevant NSIP thresholds were presented as part of our community impacts consultation. We continue to keep the legal assessment of whether the proposed works are NSIPs under review and our DCO application will set out all of the utilities-related NSIPs for which development consent is being sought.

Figure 4-4: Gas pipeline diverted as a result of the Lower Thames Crossing



Sustainable construction

In our community impacts consultation, we reported that the construction of the project would result in more than 1,200,000 cubic metres of surplus excavated material to the north of the river. This would need to be transported via the road network for disposal and managed outside of the Order Limits. Since then, we have continued to refine our design and proposals for landscape mitigation to reduce the amount of material that would need to be transported. This includes:

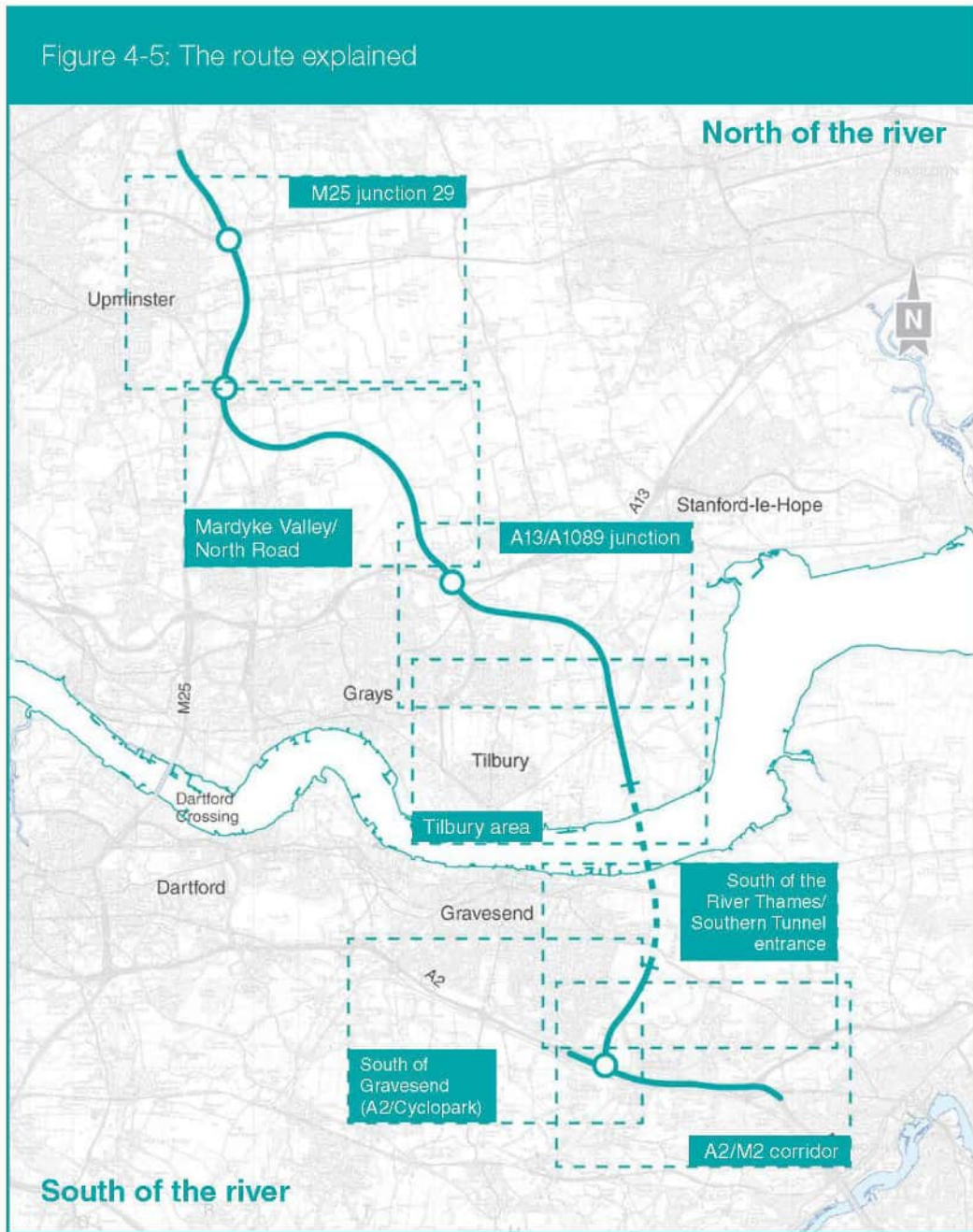
- updated landscaping design at various locations around the A13/A1089 junction and at the M25/Lower Thames Crossing junction in North Ockendon (within the previous consultation Order Limits) to provide noise mitigation bunds, enhance biodiversity and create other environmental benefits. This would involve the reuse of clean excavated material for construction activities.
- Raising the road level in cuttings where this can be achieved without increasing other impacts (for example visual and noise). This means that less material would need to be excavated and disposed of. Raising the road level in this way is proposed at a section of the route along Ockendon Link at North Road crossing ('The Wilderness') and at the M25/Lower Thames Crossing junction (North Ockendon).

These changes are described later in this chapter.

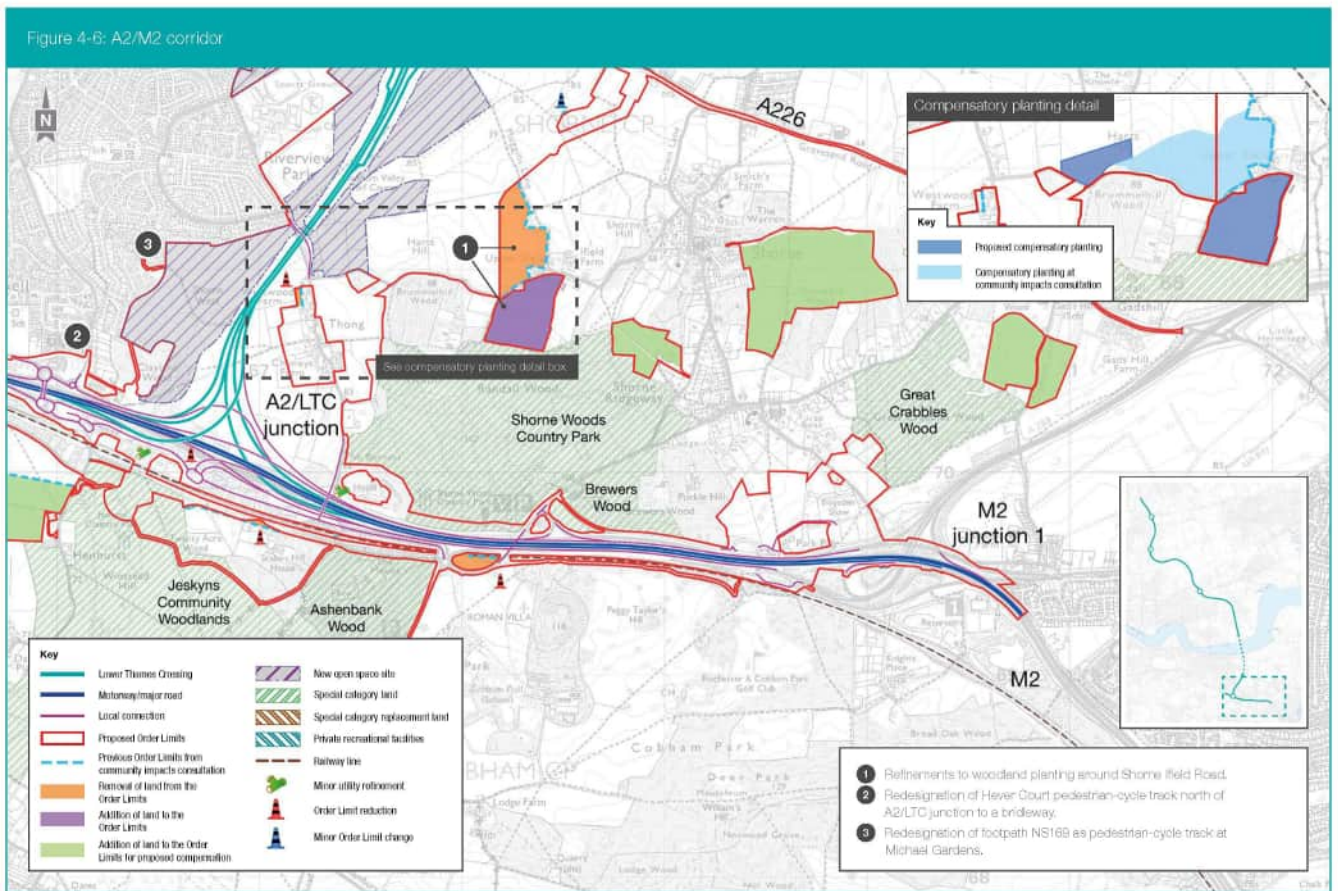
Including these proposals within the DCO application would result in a reduction of approximately 700,000 cubic metres of excavated material required to be disposed off-site. As a result, this would reduce the need to use local waste management infrastructure and reduce the truck movements on the road network during the construction period (compared with the proposals at the community impacts consultation).

To describe the changes in this chapter in more detail, we have divided the route into two sections:

- South of the river in Kent: A2/M2 corridor, south of Gravesend (A2/Cyclopark), south of the River Thames/southern tunnel entrance.
- North of the river: Tilbury area, A13/A1089 junction, Mardyke Valley/North Road, M25/junction 29.

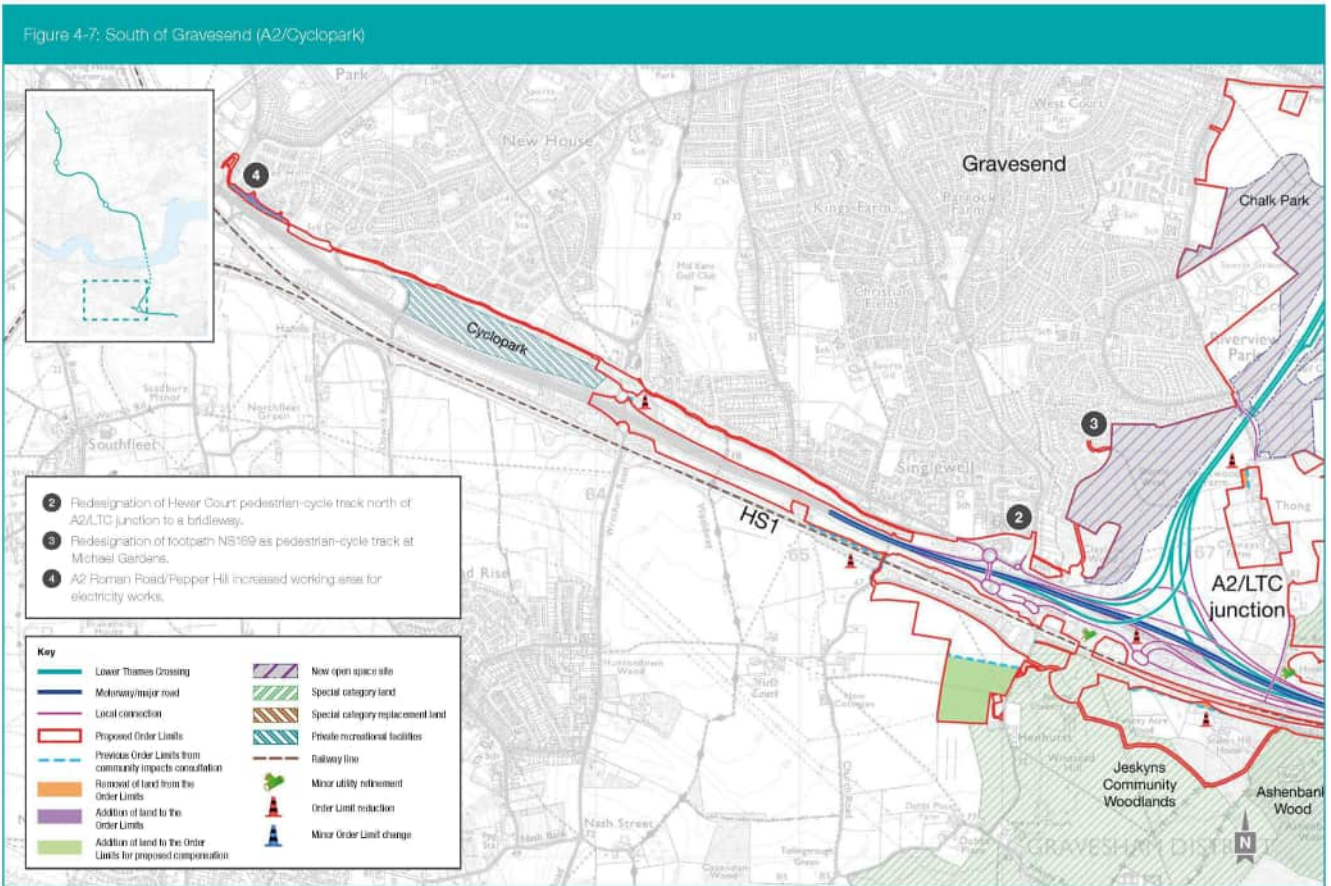


First, we describe our proposals south of the river. See section 4.2 for changes for walkers, cyclists and horse riders.

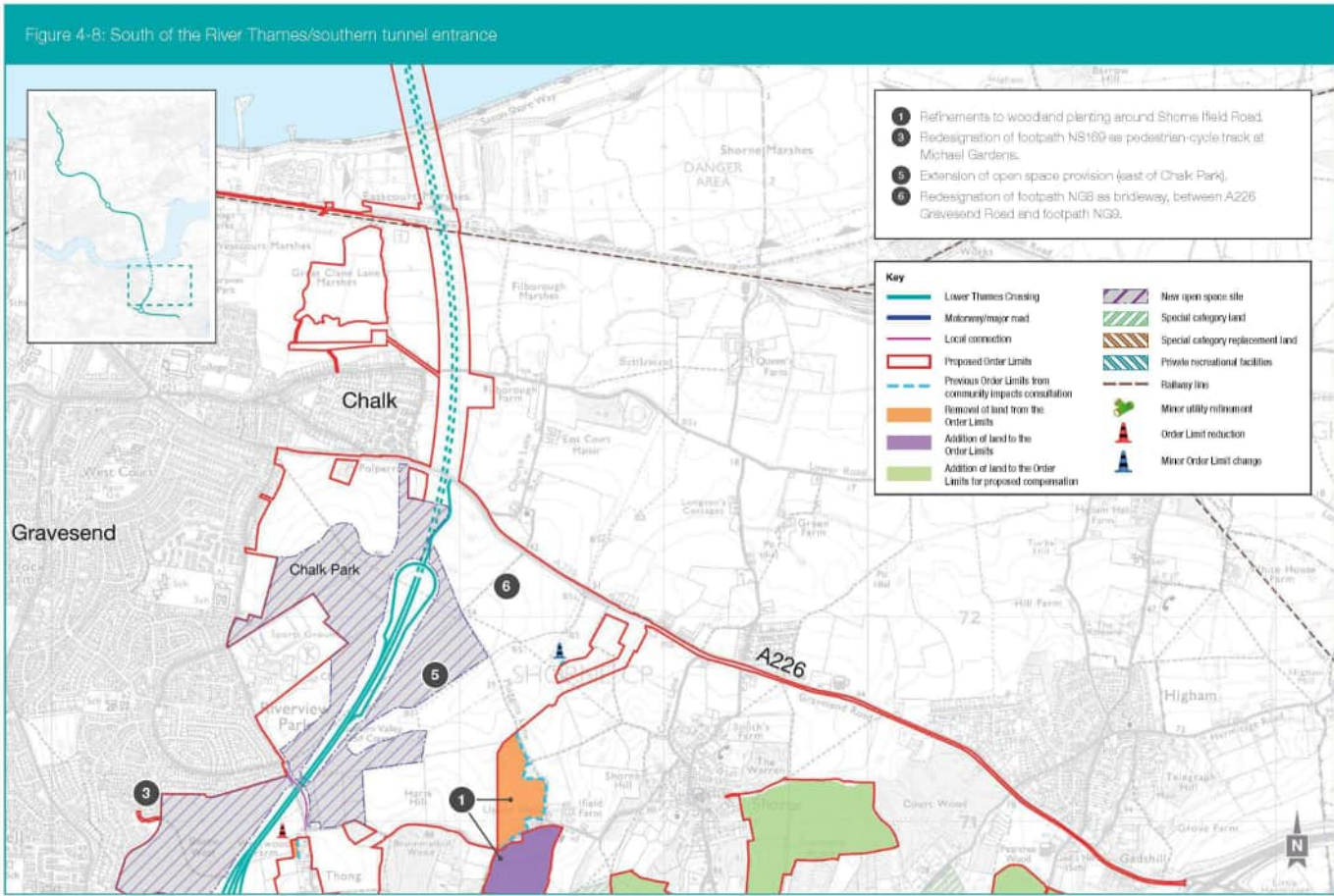


NOTE: Throughout this chapter, we refer to the Lower Thames Crossing as 'LTC'.

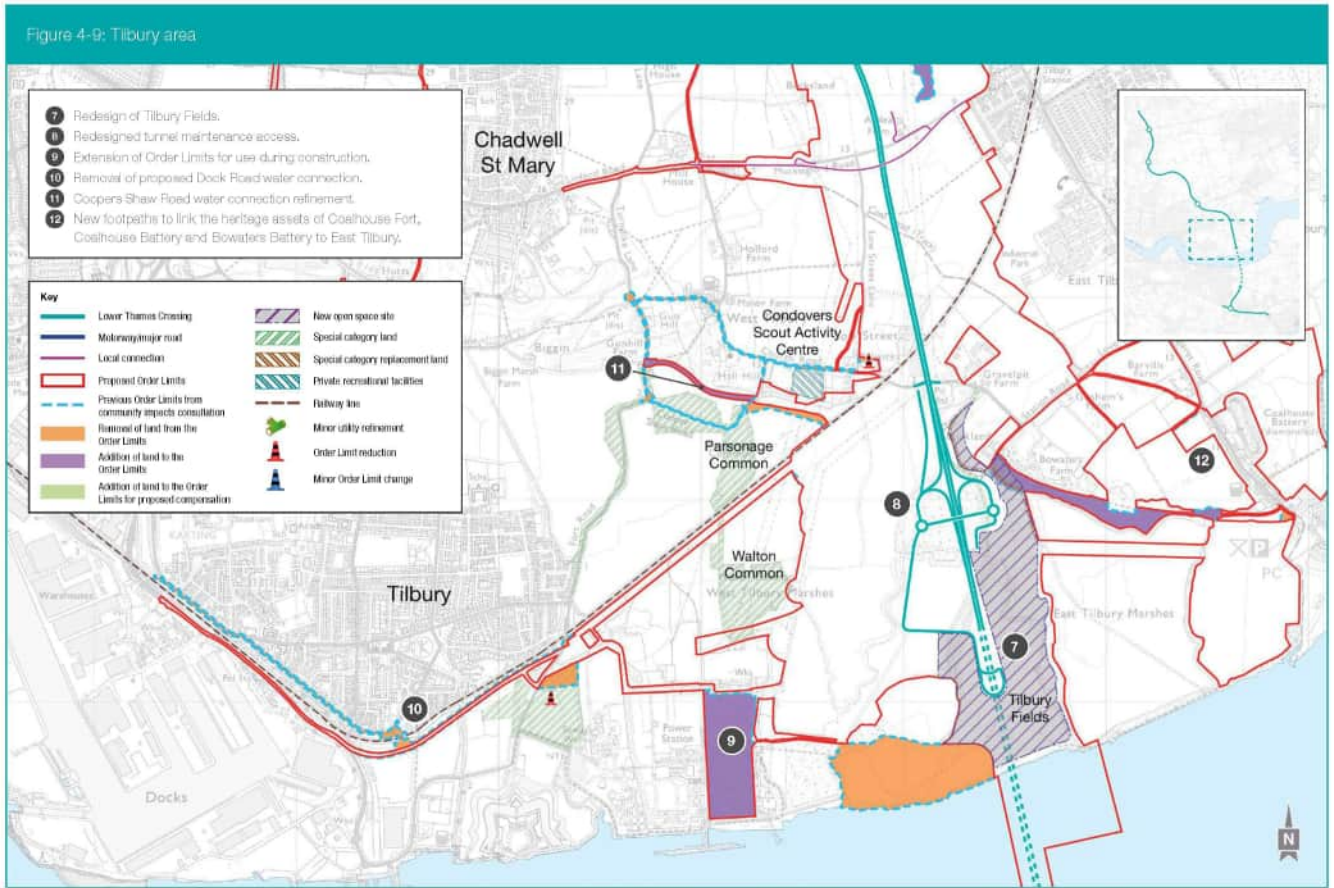
Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
1	An area north of Shorne Ifield Road and a field south of Shorne Ifield Road.	<p>Following the completion of archaeological work, and feedback received during the community impacts consultation from landowners, Shorne Woods Country Park and people with properties to the north of Shorne Ifield Road, we are proposing to move the area of compensatory woodland planting (12.5ha) to the south of Shorne Ifield Road.</p> <p>To support this change, the wider landscape design to the east of Thong Lane has been reviewed and refined following the relocation of the woodland planting. We have also extended our Order Limits to reflect this.</p> <p>This woodland is being provided as part of a wider area of planting to compensate losses to ancient woodland resulting from the construction of the utilities and highways working areas in the A2/M2 corridor.</p> <p>This planting would improve the woodland link between the Thong Lane Green Bridge and the woodlands within the Site of Special Scientific Interest (SSSI) and Shorne Woods Country Park.</p>	<p>Moving the area of proposed compensatory tree planting would avoid a significant impact on the buried archaeology associated with a medieval settlement that has been discovered north of Shorne Ifield Road, while delivering the same level of woodland planting compensation as previously proposed at our statutory consultation.</p> <p>It would also retain an area of agricultural land and maintain far-reaching views of the River Thames.</p> <p>The new area of land for compensatory woodland planting is currently used for agriculture and has been added to our Order Limits. As a result of this, there would be a change in the landscape views to the south of Shorne Ifield Road and the views from a Grade II listed property and its setting. The landscape in this location is currently an agricultural field with a woodland edge.</p> <p>The extent of woodland planting now proposed south of Shorne Ifield Road is similar to that previously proposed to the north of the road. However, the current location would relate better to existing woodland in Shorne Woods Country Park and therefore achieve a better fit with the existing landscape. The revised location would also avoid obstructing views towards the Thames Estuary and beyond for users of Shorne Ifield Road and residents.</p>



Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
4	A2, Roman Road and Pepper Hill, Gravesend.	As a result of ongoing engagement and feedback from UK Power Networks during the community impacts consultation, a change to the Order Limits along the A2 and Roman Road is proposed. This would provide a safe working space and a viable route for electricity cables and avoid the potential closure of cycle route NCR177 for a prolonged period. The Order Limits would now extend to include Roman Road and Pepper Hill.	<p>To accommodate this change, there would be an extension of approximately 1ha to the Order Limits along the A2 and Roman Road. This would move utility works marginally closer to residents than previously proposed at the community impacts consultation. However, these works would only be for approximately one month and we expect any change in noise impacts to be minor.</p> <p>There is likely to be traffic management in the form of localised single lane closures as the works progress.</p> <p>The prolonged closure of cycle route NCR177 along the A2 (which would have been a risk under our previous proposals) has been avoided. In addition, the previous proposals would have involved removing the majority of the vegetation along the A2 and Roman Road, which screens the road from residents in the area. The change means that approximately 300 metres of vegetation would be retained and would continue to provide visual and noise screening. Only 20 metres of vegetation (two 10-metre parcels) would be removed to allow for utility works.</p>



Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
5	Land at the Southern Valley Golf Club (east of the proposed southern tunnel entrance).	Following engagement with the landowner, feedback received during the community impacts consultation and further design development, we propose to permanently acquire the remaining 8ha area of Southern Valley Golf Club. This site was previously identified for temporary use during construction. This additional area would form part of the wider 92ha provision of open space land south of the river. This will therefore provide 8ha more land for public recreation than we proposed during the community impacts consultation.	<p>The additional land will be linked to the east of Chalk Park, a recreational area for the public containing new recreational routes and views to the Kent Downs Area of Outstanding Natural Beauty, by a public footpath and would provide further public access.</p> <p>The existing ground level would be maintained, and the planting would include species that provide a rich, chalk grassland habitat and woodland groups that are reflective of the local area. The land would provide additional biodiversity benefits as well as enhancing the visual experience for users of the local footpath networks.</p>



Changes to Tilbury Fields and our permanent access to the surrounding areas

The Thames Estuary is the UK's number one growth opportunity. Vital to this are Thames Freeport and the Lower Thames Crossing. Thames Freeport has the potential to deliver 25,000 new jobs and will be much better connected to the rest of the country if the Lower Thames Crossing is constructed. Together, they represent a huge opportunity for economic regeneration. Thames Freeport, connected via the Lower Thames Crossing, can maximise the beneficial use of land to the north of the Thames, which has been under-used for decades.

To support this wider regeneration of the area, we have amended our proposals for Tilbury Fields public park and environmental mitigation. The table below explains our new plans for Tilbury Fields, our permanent access proposals for the surrounding area and some further works associated with these.

The revised proposals for Tilbury Fields include more recreational routes and links to footpaths than we previously proposed, an increase in the amount of mosaic habitat proposed and improved connectivity to existing habitats. In addition, we are proposing seven landforms that will act as a visual separation from the more industrial East Tilbury and the development expected at the Freeport. We are also proposing changes to our permanent operational access arrangements to allow maintenance and emergency vehicles to access the new road in this location. In addition, we are working to align our construction activities to better support the development of the Freeport.

We have explained these changes in three sections, as outlined in the table opposite.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
7	Proposed location of Tilbury Fields.	<p>An area of land previously identified for Tilbury Fields on the western side of the area (that borders the riverfront) has been relocated to the eastern side of the LTC. This is due to the land previously identified being required for the potential future development of Thames Freeport.</p> <p>Proposed landscaping would provide accessible footpaths to the top of the landform, which connect with the existing local footpath network. New footpaths within Tilbury Fields would ensure the park could be accessed via the Two Forts Way in the south and in the north via footpath FP200. Alongside other footpath improvements in the Tilbury area, there would be enhanced recreational walks and loops connecting Tilbury Fields to the wider landscape and better access to the riverfront. For details on FP200 at Tilbury Green, see section 4.3 of this chapter on 'special category land'.</p>	<p>As a result of repositioning the proposed Tilbury Fields, the following changes in impacts to those set out at the community impacts consultation have been identified:</p> <ul style="list-style-type: none"> ■ Improved access to the riverfront as a result of moving the proposed bridleways and pathways to provide a north-south link. ■ Access to more recreational routes in this area than presented at the community impacts consultation. The newly proposed footpaths would link to existing Public Rights of Way and new permissive paths (paths that are privately owned but the owner has allowed the public to access) that are being provided by the project. For details on the recreational routes and Public Rights of Way, see section 4.2 of this guide 'Improvements for walkers, cyclists and horse riders'.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
7	Proposed location of Tilbury Fields.	<p>The landscape design for Tilbury Fields, along with the existing area of habitat to the west, would improve habitat connectivity. New areas of habitat creation within Tilbury Fields would link established ecological habitats to the west of Tilbury Fields with new habitats further to the east at Mucking Flats and Marshes landfill restoration and the Thameside Nature Reserve. The revised proposal would also introduce a new link to other new habitats proposed at Linford to the north, improving habitat connectivity in this area.</p> <p>At the community impacts consultation, we proposed two significant landforms at a maximum height of up to 22.5 metres above ordnance datum level (height of the mean sea level).</p>	<ul style="list-style-type: none"> There may be a change to the noise impacts for the residential areas towards East and West Tilbury while the landforms are being built. These changes are unlikely to be noticed above other construction activities in this area. In the community impacts consultation, we predicted that the background noise level would be exceeded on occasion at certain locations in East Tilbury (Points 1, 4, 5 and 11 of figure 12.14 of the East Tilbury ward impact summary). The changes we are proposing are predicted to result in impacts that are in line with those reported in the community impacts consultation. The operational impacts are also expected to be in line with those represented in figure 12.20 of the East Tilbury ward impact summary, with impacts ranging from major (greater than a 5dB increase) to negligible (less than a 1dB increase).

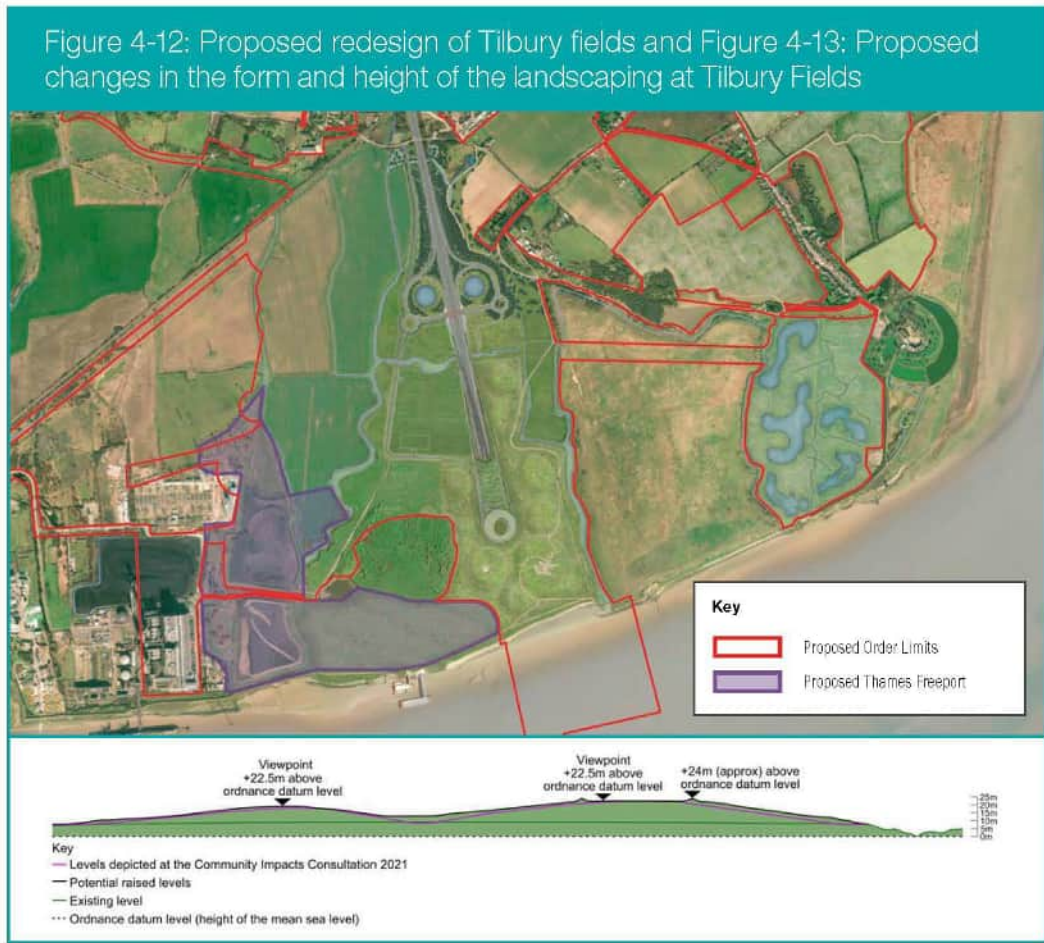
Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
7	Proposed location of Tilbury Fields.	<p>In our revised location, we are now proposing several place-making landforms that will range from 18 to 24 metres in height to the south and east of the northern tunnel entrance. These would provide a visual separation between East Tilbury and the more industrial emerging development that is expected as Thames Freeport seeks to unlock the opportunities in the local area. These landforms would also offer far-reaching views of the Thames Estuary and nearby heritage features, such as Coalhouse Fort, Cliffe Fort and Shornemead Fort.</p> <p>The largest mound, at the south-east corner of Tilbury Fields, would feature a star-shaped area 22 to 24 metres above ordnance datum level that would act as a focal and destination point.</p>	<ul style="list-style-type: none"> ■ The amount of open mosaic habitat being proposed within Tilbury Fields would marginally increase but the total area will remain at about 45ha. The habitat will, however, be across several areas within Tilbury Fields, rather than in one single area as previously proposed. ■ The landscape proposals would remain sympathetic to the historic environment as per the previous design. However, the design reflects the circular nature of Coalhouse Fort and the gun embankments of Tilbury Fort, rather than the more angular geometry of the forts within the wider Thames Estuary. The newly proposed earthworks extend further north than the previous design, and provide an opportunity to screen the views west from Coalhouse Fort of the emerging development of Thames Freeport, which is more industrial in nature. This design responds to the expected development at the Freeport.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
8	North of the tunnel entrance and south of the Tilbury Loop railway line.	<p>We have modified our proposals to include operational access roads so that maintenance and emergency vehicles can access the LTC. This will improve the safety of the new road once it is in operation.</p> <p>We have introduced a new bridge that would allow National Highways operational vehicles and emergency service vehicles to cross over the new road at this location. As a result, we have been able to remove the access road on the eastern side of the route.</p> <p>The access road along the western side of the LTC has been re-routed to allow us to reuse the haul road that was previously only required during construction, making better use of this infrastructure. The operational and emergency access to Station Road has been maintained to the west of the route, with minor amendments to connect into the modified access roads.</p> <p>There would be no access for public traffic on or off the LTC at this location. The operational access could potentially accommodate further development in the future.</p>	<p>As a result of the changes to our operational access and environmental mitigation, the following changes in impacts compared with those we presented at the community impacts consultation are predicted:</p> <ul style="list-style-type: none"> ■ The addition of the bridge over the LTC allows us to reduce the number of accesses from Station Road from two to one. ■ The new operational access arrangement will give emergency services the flexibility to turn vehicles around in the event of an incident further north or south on LTC. This was not possible with the previous operational layout at this location. ■ Aligning the access road on the western side of the LTC with the proposed construction haul road will reduce the overall level of construction works in this area, helping to reduce construction noise and air quality impacts for local residents. <p>continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
8	North of the tunnel entrance and south of the Tilbury Loop railway line.	<p>Any new road connecting to the LTC at this point would have to follow the relevant planning process at the appropriate time.</p> <p>As a result of the changes to the access roads, two further alterations have been made to the engineering design in this area:</p> <ul style="list-style-type: none"> ■ The flood protection for the tunnel entrance has been changed from flood bunds to concrete retaining walls, which can be built earlier to provide better flood protection during the construction works. On the western side, an earth embankment would blend the wall into the landscape, while on the eastern side, the wall would be integrated into the revised Tilbury Fields landforms. ■ The main attenuation pond, to contain and manage storm water, which was to the west of the LTC in this area, has now been relocated within the footprint of the new operational access. 	<ul style="list-style-type: none"> ■ The new operational access arrangement at Tilbury has been designed, in consultation with key stakeholders, with possible future development in mind, helping to avoid potentially disruptive re-work at a later date. The previous design may have required substantial work in this area. This is a significant benefit with this layout compared with that presented at the community impacts consultation. ■ The form of flood protection has been changed from flood bunds to concrete retaining walls. It is predicted that this will have a minor detrimental visual impact for those using the LTC but is unlikely to be noticeable from the west or east of the new road, due to the nearby adjacent landforms screening the LTC. ■ Moving the attenuation pond to sit within the footprint of the new operational access. <p style="text-align: right;">continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
8	North of the tunnel entrance and south of the Tilbury Loop railway line.		<p>In addition to the above:</p> <ul style="list-style-type: none"> ■ In the context of Tilbury Fields we expect that there would be minimal impacts on the landscape and views of the built heritage in this area as a result of the new bridge. ■ To accommodate the revised design, the land required to secure rights for the utility companies to construct and operate their overhead power line networks has been modified. A small section of the West Tilbury Main River would need to be realigned because of the revised operational access arrangements. This does not change the conclusions of our previous assessments, which confirmed that there would be no significant effects to the water environment in this location.



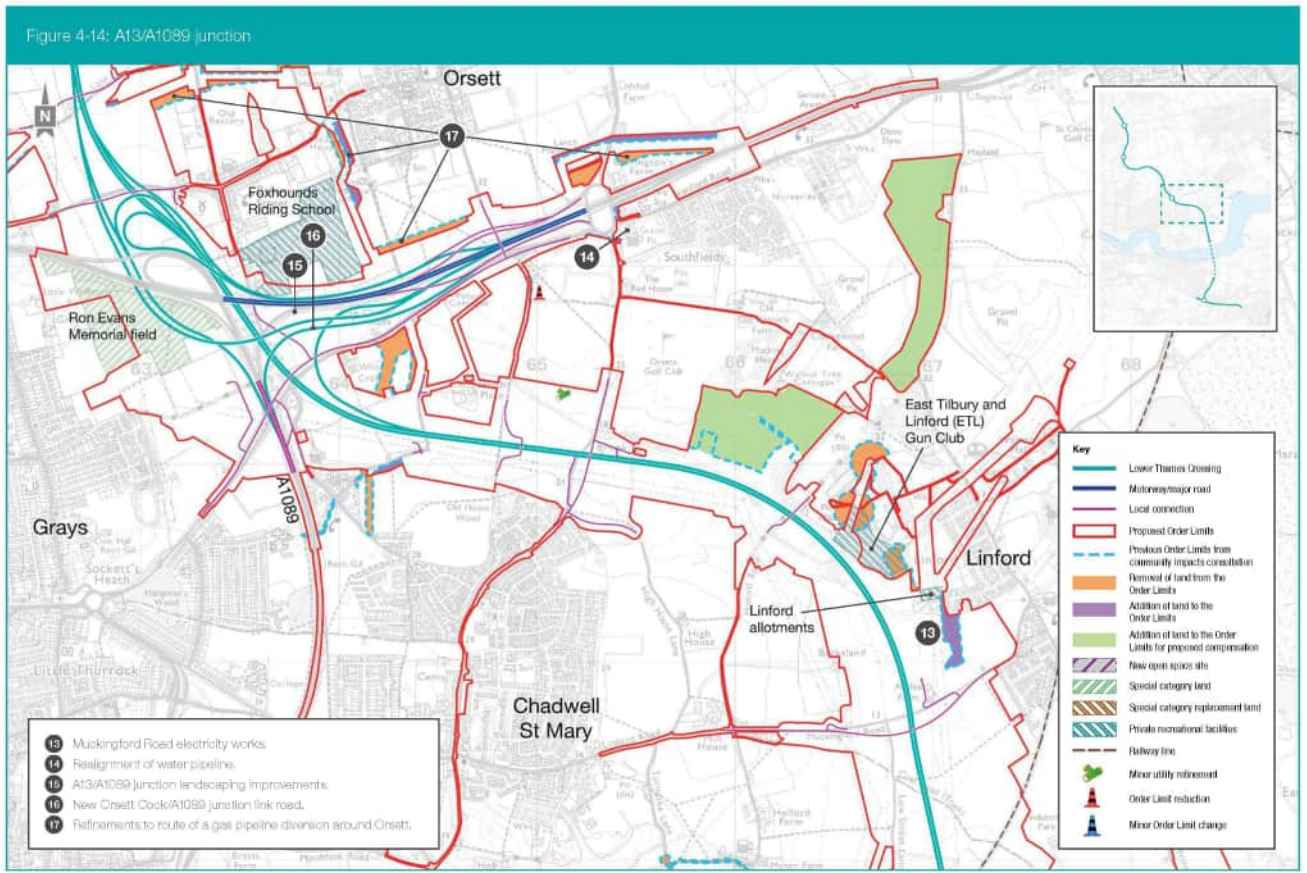


Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
9	West of the LTC, on the site of the former Tilbury Power Station.	<p>We are working with the Port of Tilbury to refine our construction activities and support the future plans for Thames Freeport. As part of this work, we have extended our Order Limits to include the former Tilbury Power Station and former coal yard sites so they can be used during construction.</p> <p>We are also working with the developers of the Thurrock Flexible Generation Plant and Port of Tilbury to coordinate the multiple construction plans and accesses for this area, increasing the sustainability of the combined development plans.</p>	<p>As this area is next to the Tilbury2 facility and has formerly been the site of a power station, activities here are not likely to lead to new significant environmental effects. This is because of the recent clearance of this industrial site.</p> <p>The measures we published as part of the community impacts consultation in the draft Code of Construction Practice and the Register of Environmental Actions and Commitments would be applied to control activities on the site.</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
10	Dock Road, Hume Avenue and Port of Tilbury.	<p>Two routes were previously proposed at the design refinement consultation to supply water to the northern tunnel entrance compound for the construction and operation of the LTC. One was along Coopers Shaw Road and the other was along Dock Road.</p> <p>Following discussions with Essex and Suffolk Water, and a further understanding of how the network operates, it has been determined that the water pipeline connection around Coopers Shaw Road (that has also been amended following feedback from the community impacts consultation and is the next detailed change in this chapter) would be sufficient.</p> <p>As a result, the previously proposed pipeline along Dock Road would no longer be required and the land associated with this proposal has been removed from the Order Limits.</p>	<p>A change to the water pipe connection means that the pipeline would not be required on a residential road (Dock Road), reducing the impact for local residents.</p> <p>Traffic management measures associated with the installation of the water pipe connection on Dock Road would no longer be required. These included lane closures and traffic lights on 1.4km of the affected road in 300-metre sections for nine months. This would reduce the impact on this road compared with proposals presented at the community impacts consultation.</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
11	Coopers Shaw Road (and fields to the north), and Gun Hill.	<p>Following ongoing discussions with Essex and Suffolk Water, further understanding of how the network operates, and having considered the potential noise impacts for residents on Rectory Road, we have decided that the proposed water pipeline should be located around Coopers Shaw Road. The new pipeline route we are proposing results in a connection point along Gun Hill and avoids impacts on common land.</p> <p>As a result, the proposed pipelines along Dock Road and Rectory Road are no longer required. The land associated with these proposals along Dock Road, Hume Avenue, the A1089 to Fort Road access road, Rectory Road, Church Lane and part of Station Road have been removed from the Order Limits.</p>	<p>Changing the route of the pipeline in the way that we propose means that we no longer impact Walton Common and Parsonage common land.</p> <p>The route of the pipeline has also been moved away from residential properties along Rectory Road, reducing potential construction noise in that location.</p> <p>Moving the route of the pipeline impacts on a new area of land to the north of Coopers Shaw Road. However, this would be temporary and the land would be reinstated once the pipeline has been installed.</p> <p>continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
11	Coopers Shaw Road (and fields to the north), and Gun Hill.		<p>There would be a need to revise the traffic management proposals as a result of this change from those presented at the community impacts consultation:</p> <ul style="list-style-type: none"> ■ there would now be a short-term closure of Gun Hill for two weeks, removing the need for the three-way traffic lights at the junction of Gun Hill, Fort Road and Coopers Shaw Road. ■ there would now be single lane traffic and traffic lights along a 50-metre stretch of Coopers Shaw Road for one month, reduced from single lane traffic along a 650-metre stretch. ■ three-way traffic lights would be removed at the junction of Gun Hill, Fort Road and Coopers Shaw Road. ■ Rectory Road/Church Road/Station Road would now be reduced to a single lane for a 150-metre section of Station Road, south of the Tilbury Loop railway line for two months, reduced from the lane closures and traffic lights in 300-metre sections across a 1.5km section for nine months.



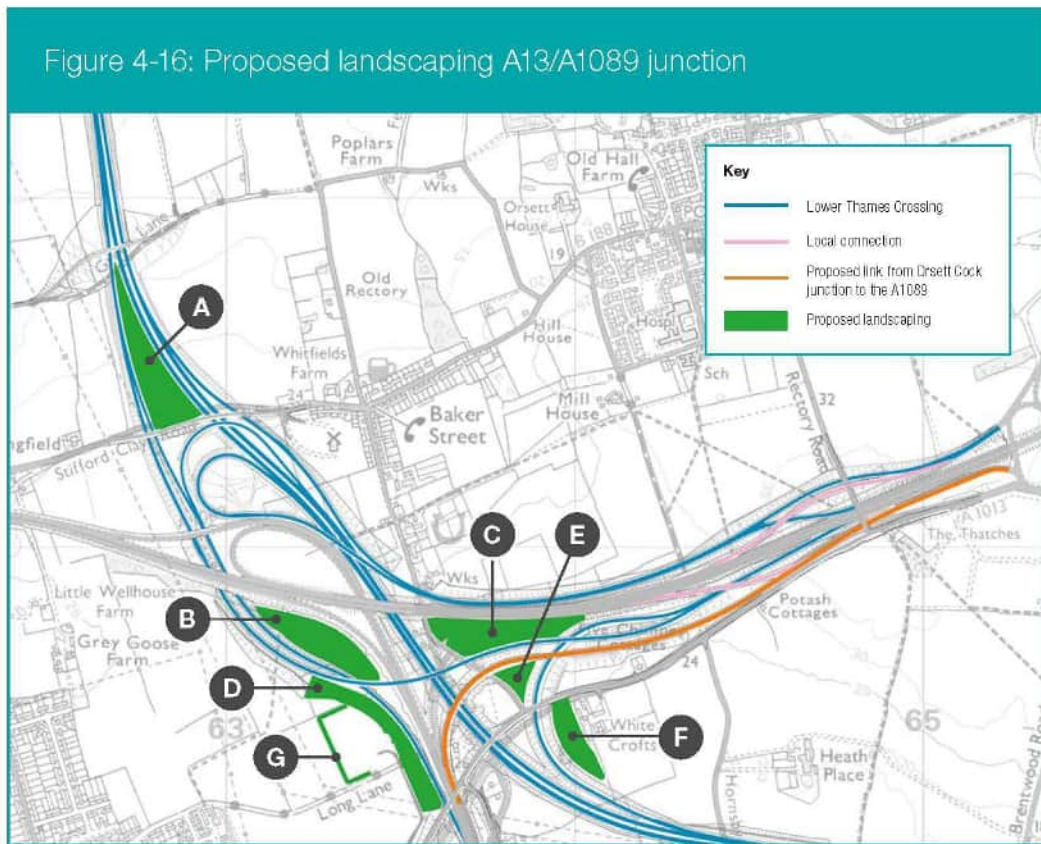
Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
13	North of Muckingford Road, west of Linford.	<p>Following the 2021 community impacts consultation and ongoing engagement with UK Power Networks, we are now proposing a new way of delivering the diversion of electricity lines in this location. This is because more detailed investigations have shown that what we previously proposed would be incompatible with the existing infrastructure in this location.</p> <p>We plan to retain part of an existing overhead powerline that we previously proposed would be underground. This would be achieved by constructing a temporary pylon, east of the existing one, between Muckingford Road and the allotments. The overhead powerlines would be realigned via the temporary pylon while the existing one is removed and a new terminal pylon is built in its place. The temporary overhead powerlines would then be relocated on to the new pylon heading north and on reaching the new terminal pylon, would be installed underground, joining the previously proposed route heading south.</p>	<p>The residents of Linford would see a new type of pylon replacing an existing one and would continue to see approximately 300 metres of existing overhead powerlines that were previously proposed to be laid underground. There would not therefore be a significant change in visual effects, compared with the existing setting.</p> <p>Some vegetation would need to be removed to complete these works.</p> <p>continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
13	North of Muckingford Road, west of Linford.	<p>The temporary pylon and overhead powerlines would then be removed.</p> <p>To achieve this, the Order Limits need to be increased to the south-west of Linford. Some of the land previously proposed for temporary use only would now need to be changed to temporary use with the permanent acquisition of rights.</p> <p>Our revised proposal would ensure that the required changes to the electricity network in this location can be delivered, while being sensitive to the local environment and community.</p>	

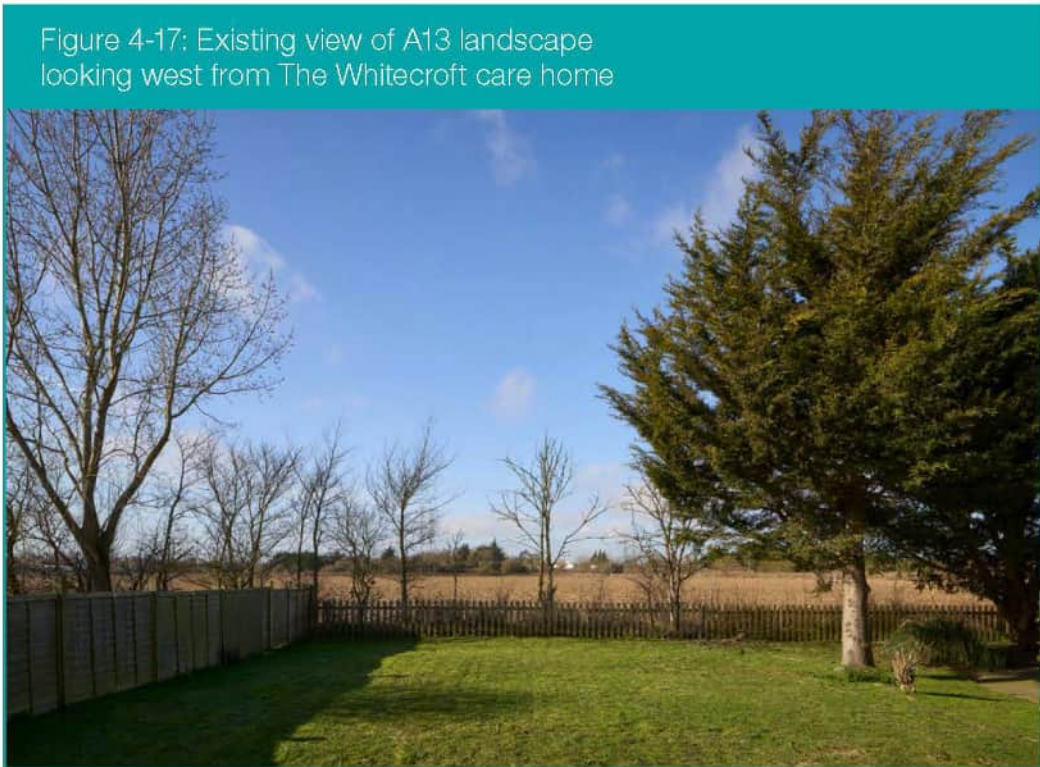


Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
14	Brentwood Road, south of the Orsett Cock junction.	<p>Following the 2021 community impacts consultation and ongoing engagement with Essex and Suffolk Water (ESW), we have developed our knowledge of how the water network would operate once diversions to the rest of the network have been carried out.</p> <p>We are proposing to divert a water pipeline along the A1013. The diverted asset severs a link with the existing water pipeline located further east and we have identified that this would have left residents without a water supply. The proposal that we are now presenting would reconnect residents by providing a new water pipe from the existing supply.</p> <p>To accommodate this proposal, there will need to be an extension of the Order Limits to enable ESW to construct the additional connection. There would also be a need to acquire permanent rights for ESW to operate and maintain this connection.</p>	<p>This change ensures that we can maintain a water supply to residents' properties.</p> <p>Installation of an additional section of water pipe would require excavations closer to residents east of Brentwood Road. This would result in a temporary increase in construction activity, including noise, for these residents. However, the works would only take place for a very short period of time. All of these works would be completed during the day and access to properties would be maintained.</p> <p>It is proposed that the works would be delivered using the traffic management measures that were published during the community impacts consultation. Traffic lights and lane closures are proposed in 300-metre sections to enable the works to take place. The proposed pipeline connection is expected to take a few weeks to complete.</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
15	Various locations around the A13/A1089 junction.	<p>We are proposing six landscaping features where the project would join the A13, as shown in Figure 4-16. This shows the extents and describes the levels of the proposed features.</p> <p>The additional landscaping would be located within the Order Limits, which we presented in the 2021 community impacts consultation, and relates to land previously identified for woodland and other planting alongside the new road. No further land would therefore be required to accommodate these changes. The details of the planting mix to be used within these new landscaped areas will be set out in the Outline Landscape and Ecology Management Plan as part of our DCO submission.</p> <p>Material for the construction of the landscape features would be re-used from elsewhere within the project, reducing the need to use local waste management facilities.</p>	<p>The placing of clean excavated material from construction activities in these areas would provide noise, landscape and visual benefits for some nearby residents and maximise these benefits.</p> <p>This is particularly apparent at Area F. In this location, the landscaping would provide partial screening to the A13 junction. This means that the landscaping feature would make the road less visible to residents of The Whitecroft care home.</p>



- A** Landscaping 2m above Stifford Clays Road and 15m above Lower Thames Crossing.
- B** Landscaping 10m above existing ground.
- C** Proposed landscaping 9m above the A13 and 17m above Baker Street.
- D** Landscaping 11m above existing ground.
- E** Proposed landscaping 11m above Baker Street.
- F** Proposed landscaping 9m above existing ground west of The Whitecroft care home.
- G** Additional landscape screening around the relocated Gammonfields Way traveller site.



Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
16	A link road south of the A13, between the Orsett Cock junction and the A1089.	<p>Following feedback from stakeholders and further comments from consultees on the traffic modelling presented at the community impacts consultation, which raised concerns about the re-routing of traffic on to local roads, we have revised the link road. This addresses these concerns, reducing the traffic on Brentwood Road and the A1013 Stanford Road in comparison to our traffic forecasts with the project that were presented in summer 2021.</p> <p>The A1089 southbound is currently accessed from a link road off the A13 westbound, which is to the west of the Orsett Cock junction.</p> <p>As part of our design, we proposed moving it so that traffic using the link road would leave the A13 earlier, and before westbound traffic from the Orsett Cock junction would join the A13.</p>	<p>The modified link road from the Orsett Cock junction would improve connectivity between the LTC and the Port of Tilbury (including the planned Thames Freeport), and central Grays as shown in Figures 4-19 and 4-20. This would reduce the impact of the LTC on traffic on a number of local roads in the area. Some roads, however, would see an increase in traffic.</p> <p>The scale and extent of the predicted changes in traffic flows differs in each peak period as shown in Figures 4-21 to 4-26 and as described in Table 1.</p> <p>As a result of the introduction of the new link road, there is expected to be a reduction in traffic flows on Brentwood Road, the A1013 Stanford Road, and west of the proposed A13/A1089 LTC junction on the M25 and A13.</p> <p>In addition, there is predicted to be an increase in traffic flows on Rectory Road/Conways Road, between the Orsett Cock junction and the A1089, Marshfoot Road, on the A1089 southbound, and southbound traffic on the new road between the M25 and the A13.</p> <p>continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
16		<p>We now propose a change to the connection from the A13 westbound to the A1089 southbound that would be accessed directly from the Orsett Cock junction. Traffic would be able to access the A1089 southbound from the A13 and Orsett Cock junction without the need to use local roads. Westbound traffic on the A13 to the east of the Orsett Cock junction would need to leave the A13 at the Orsett Cock junction to access the new link road to the A1089 southbound.</p>	<p>Figures 4-27 to 4-32 present the predicted change in traffic as a result of the project, providing an update from the information given in the community impacts consultation.</p> <p>Air quality and noise are impacted by traffic flows. Therefore, the changes in traffic flows around the A13/A1089 junction as a result of this additional link means there would be localised changes (including increases and decreases) in air quality and traffic noise levels along roads, compared with those presented at the community impacts consultation. These changes are described in Table 2.</p> <p>The air quality and noise impact of the new link road from the Orsett Cock junction will be fully assessed and presented in the Environmental Statement as part of our DCO submission.</p>

Changes to connections at the A13/A1089 junction

Figures 4-19 and 4-20 show the connections at the A13/A1089 junction between the new road and the A1089 and the A13 westbound and the A1089. Figure 4-19 shows these connections in line with the design presented at the community impacts consultation, while Figure 4-20 shows the connections as a result of the new link road.

Predicted changes in traffic since the community impacts consultation as a result of the new link road

Figures 4-21 to 4-26 show the predicted change in traffic as a result of the new link road, (compared with the 2021 community impacts consultation).

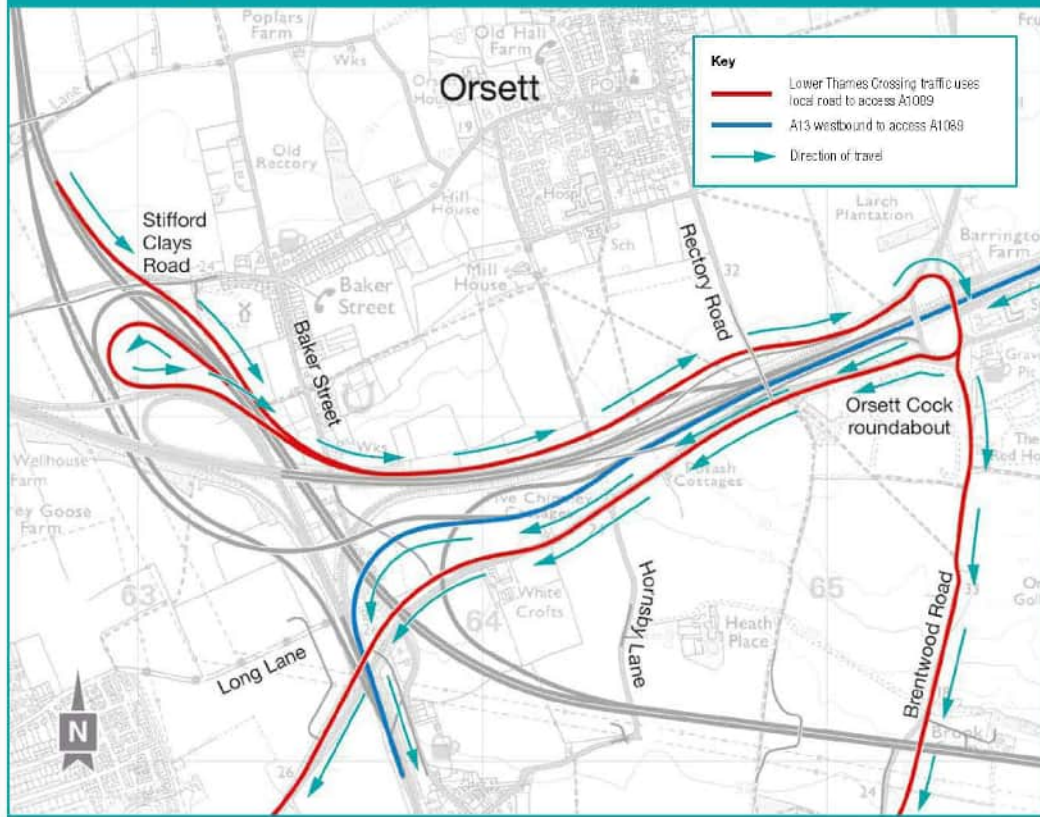
Figures 4-21 to 4-23 show the predicted changes in traffic flow and Figures 4-24 to 4-26 show predicted changes in traffic as a percentage.

Table 1 provides a summary of the predicted changes in traffic as a result of the proposed new link road from the Orsett Cock junction to the A1089.

The 'bands' in which the traffic flow changes are shown in Figures 4-21 to 4-24 differ to those presented at the community impacts consultation and those in Figures 4-27 to 4-29, to clearly show the change resulting from the new link road.

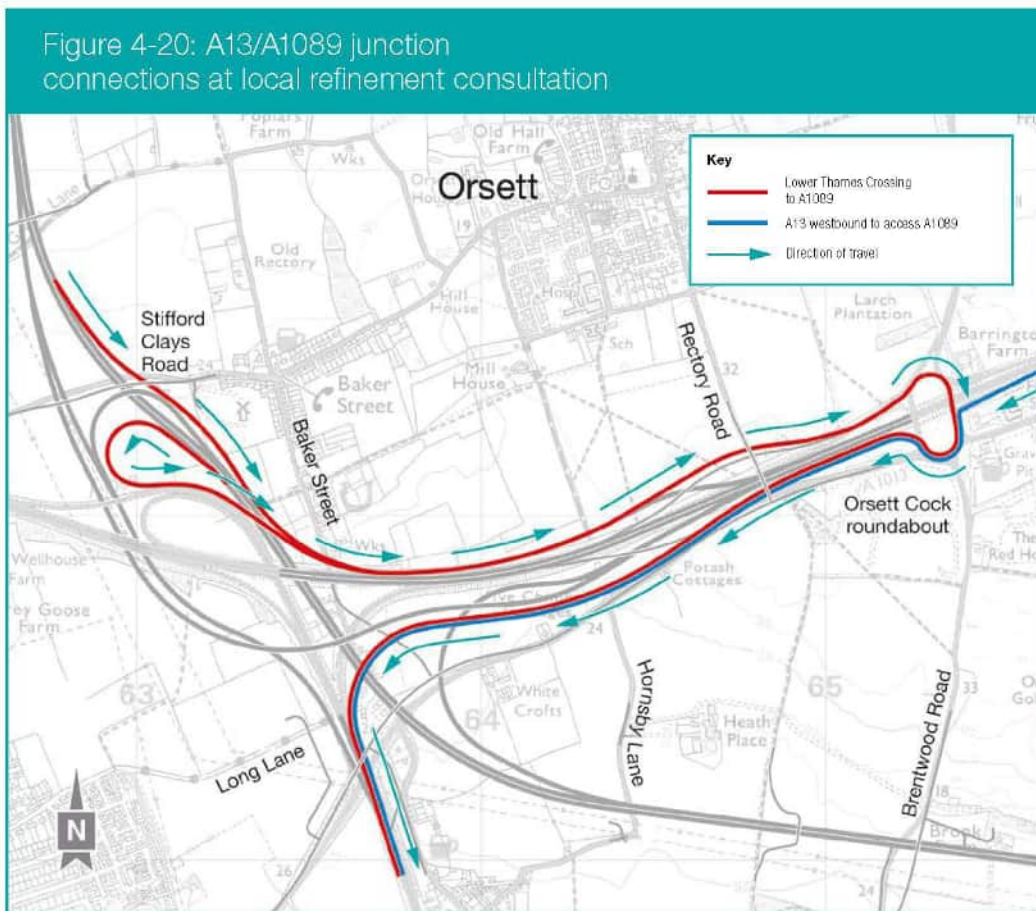
The changes are modelled in the morning peak (7am to 8am), inter peak (an average hour between 9am and 3pm), and the evening peak (5pm to 6pm) and are measured in Passenger Car Units (PCUs) per hour, where one PCU is equal to a car and 2.5 PCUs is equivalent to an HGV.

Figure 4-19: A13/A1089 junction connections at community impacts consultation



Traffic on the Lower Thames Crossing heading to the A1089. Leave the Lower Thames Crossing northbound and follow the road, looping back to cross over the Lower Thames Crossing, or leave the Lower Thames Crossing southbound and follow the road, travelling under Stifford Clays Road. These connections merge and head to the Orsett Cock junction. From there, take either the A128 Brentwood Road or A1013 Stanford Road and use the local road network to reach the A1089.

Traffic on the A13 westbound heading to the A1089. Leave the A13 westbound and follow the road, travelling over the connection between the A13 westbound and Lower Thames Crossing southbound. Continue on the road, passing over the realigned Baker Street and the Lower Thames Crossing, and join the A1089 southbound.

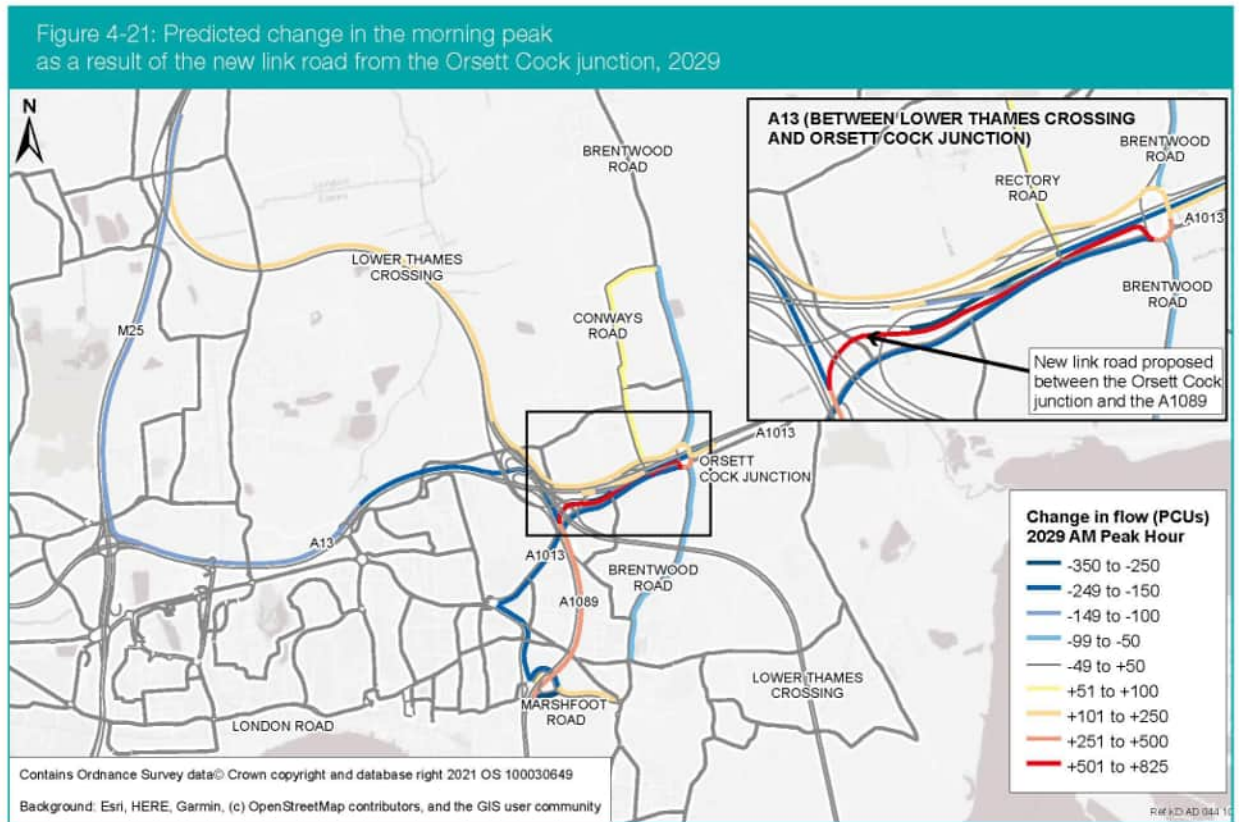


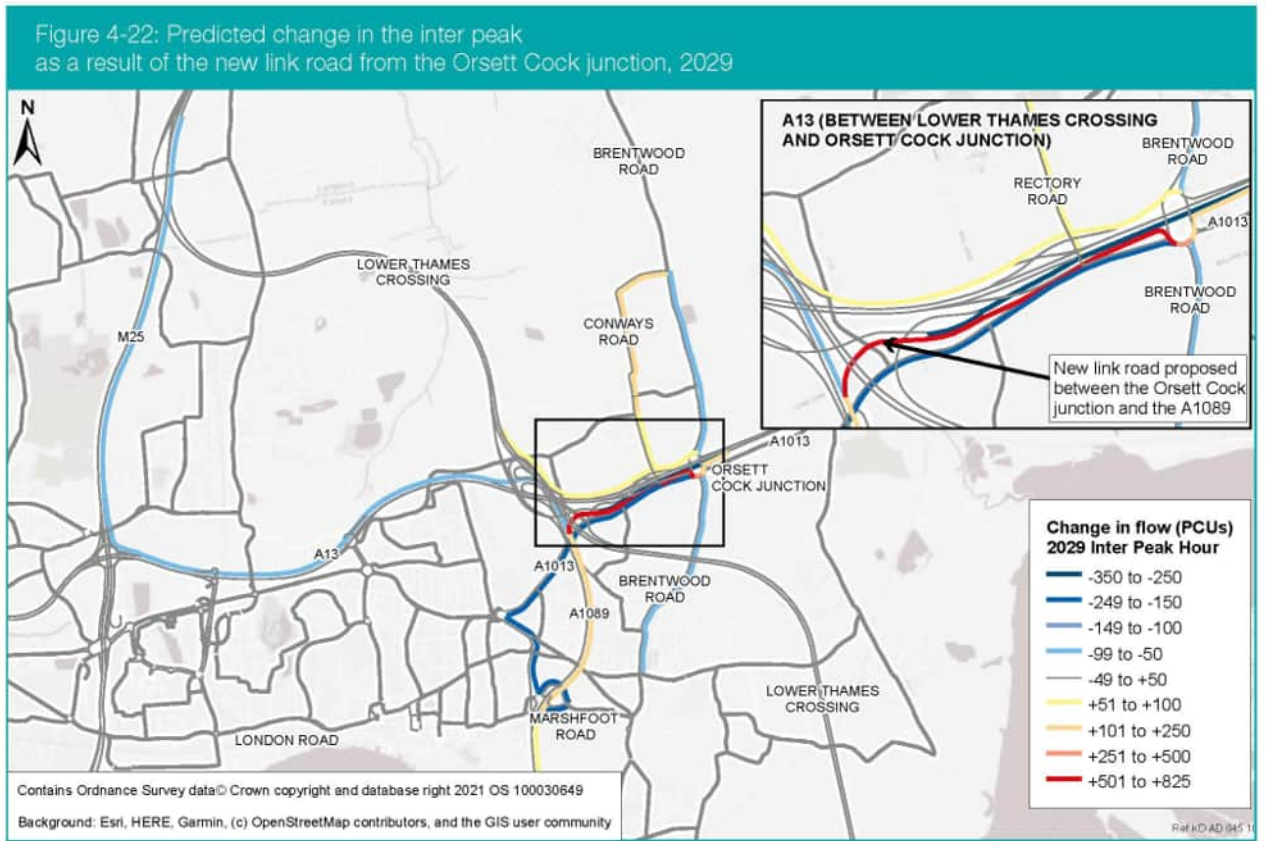
Traffic on the Lower Thames Crossing heading to the A1089. Leave the Lower Thames Crossing northbound and follow the road, looping back to cross over the Lower Thames Crossing, or leave the Lower Thames Crossing southbound and follow the road, travelling under Stifford Clays Road. These connections merge and head to the Orsett Cock junction. At the junction take the sixth exit and follow the road, travelling under Rectory Road and over the connection between the A13 westbound and Lower Thames Crossing southbound. Continue on the road, passing over the realigned Baker Street and the Lower Thames Crossing, and join the A1089 southbound.

Traffic on the A13 westbound heading to the A1089. Leave the A13 westbound at the Orsett Cock junction, and take the fourth exit and follow the road, travelling under Rectory Road and over the connection between the A13 westbound and Lower Thames Crossing southbound. Continue on the road, passing over the realigned Baker Street and the Lower Thames Crossing, and join the A1089 southbound.

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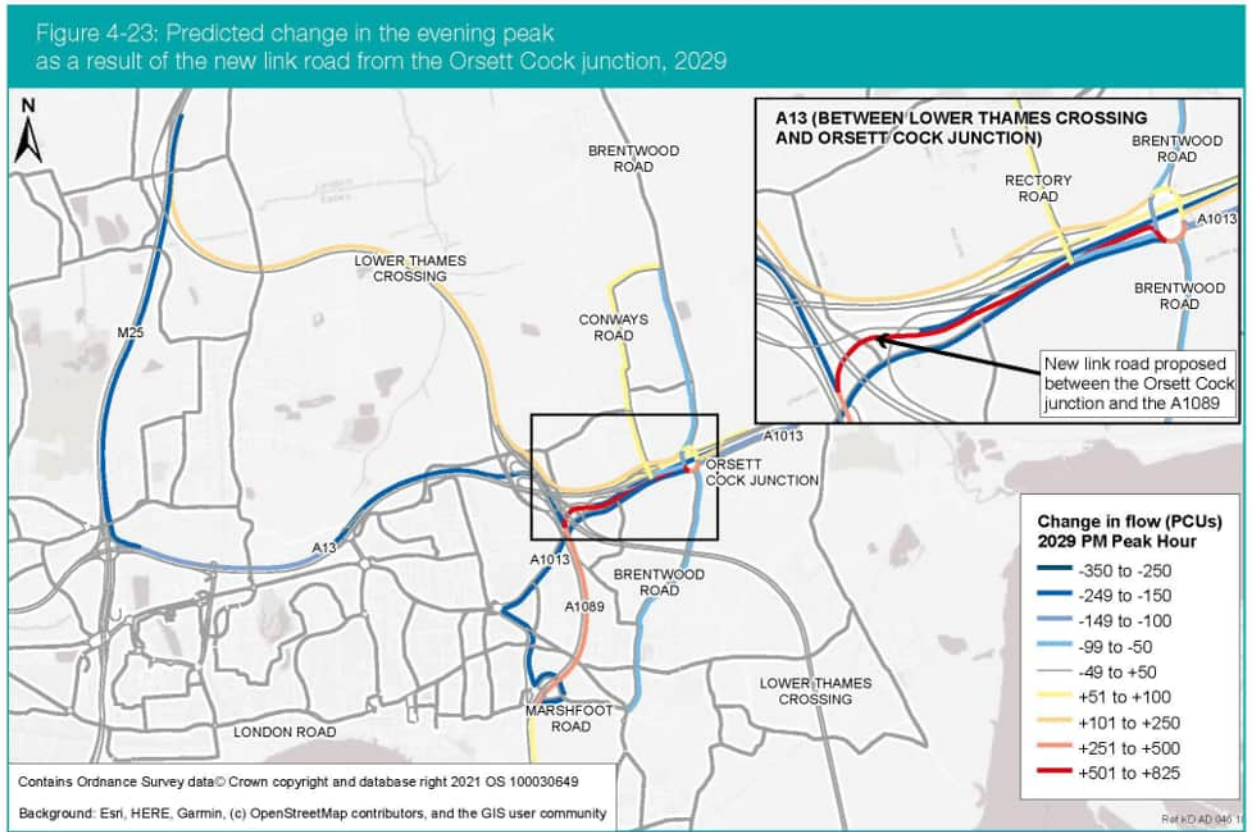
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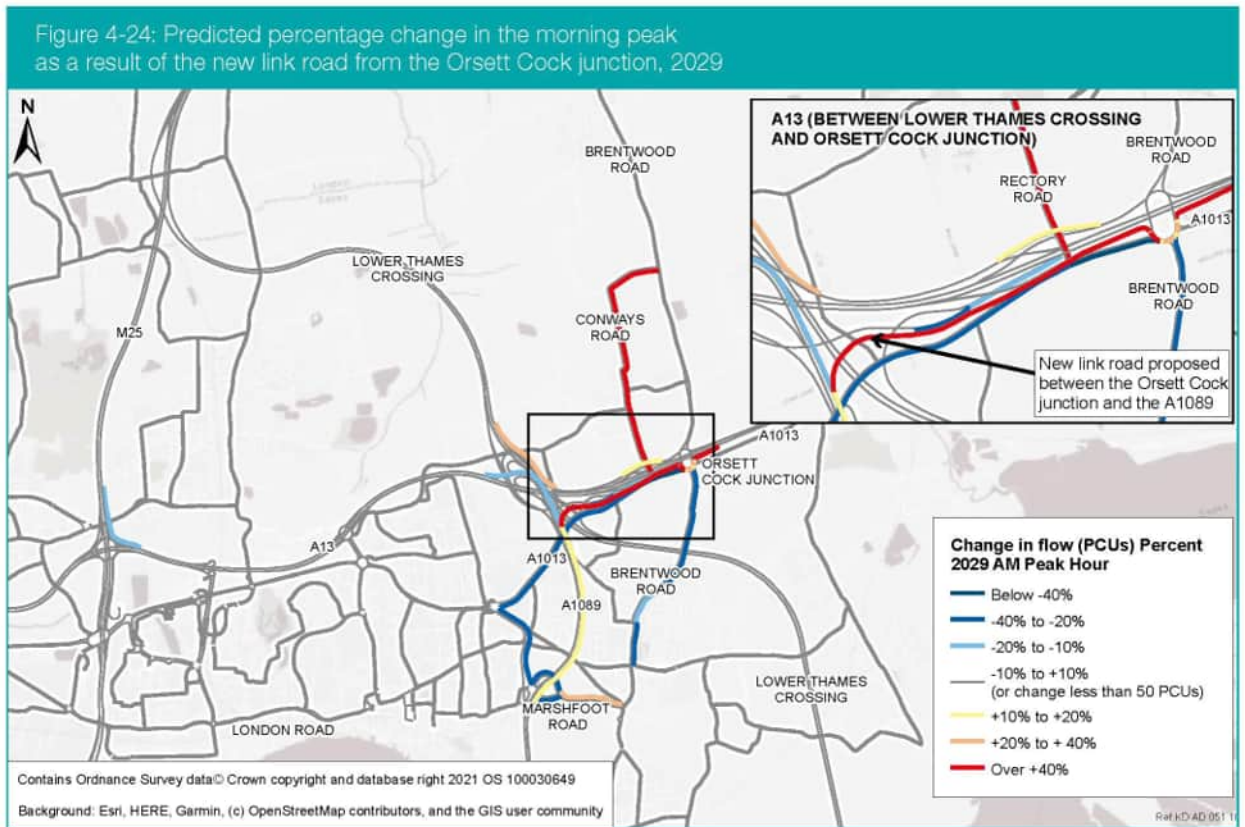




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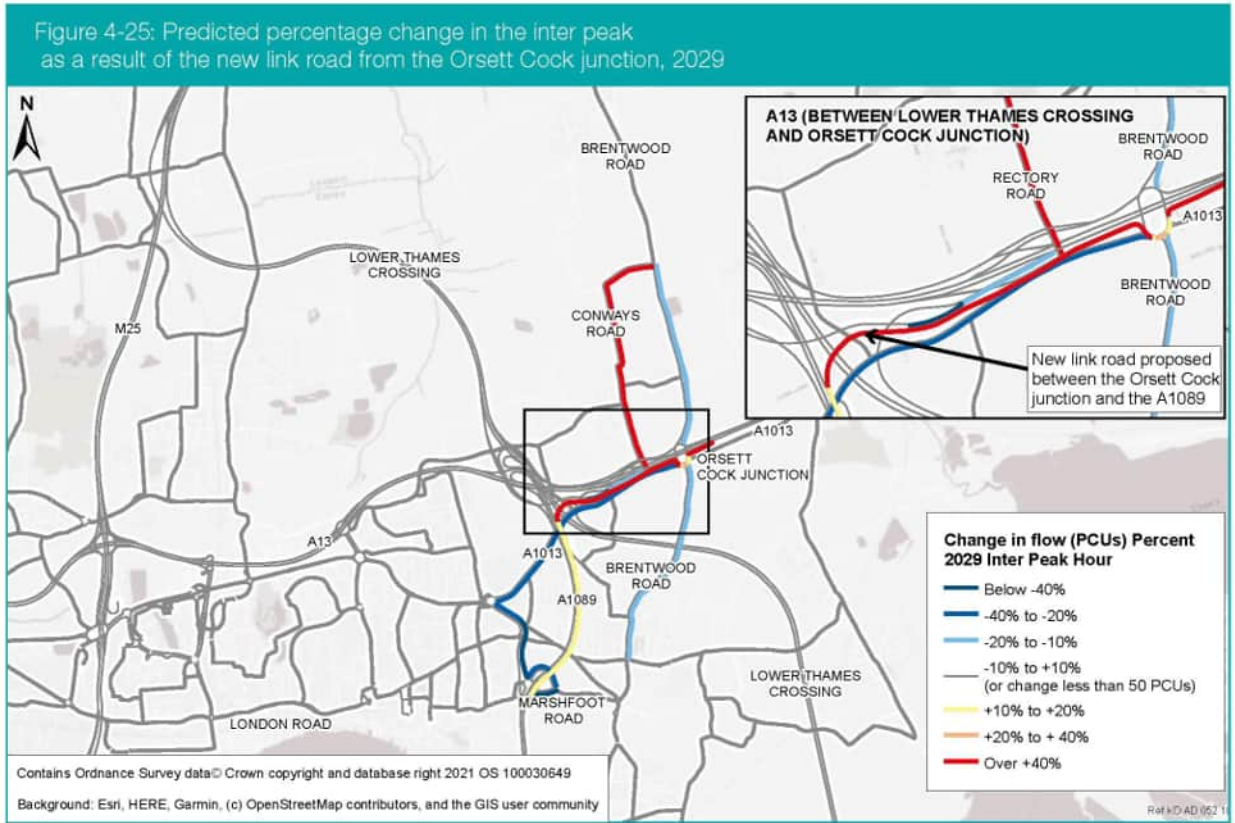
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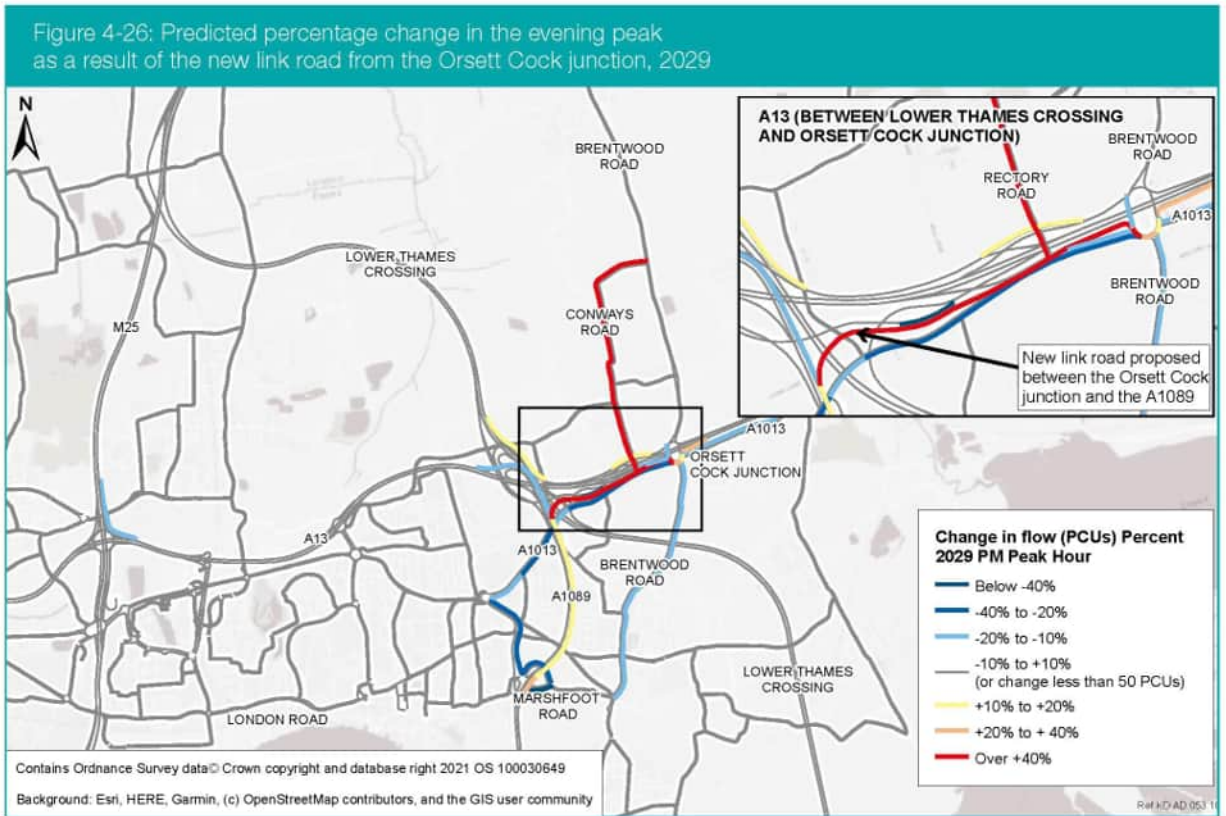


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Table 1: Description of the predicted changes in traffic from those we consulted on in 2021, as a result of the new Orsett Cock junction to A1089 link road

Road	Predicted changes in traffic as a result of the new link road
Lower Thames Crossing	Southbound traffic on the LTC between the M25 and the A13 is predicted to increase by between 101 and 250 PCUs in the morning and evening peaks, and by up to 50 PCUs in the inter peak. This would be an increase of up to 10% in all modelled time periods.
New link road	The newly proposed link road between the Orsett Cock junction and the A1089 is predicted to carry between 501 and 825 PCUs in all modelled time periods.
A13	West of the proposed A13 junction with the LTC, eastbound traffic levels on the A13 are predicted to decrease by up to 249 PCUs in the morning and evening peaks, and between 50 and 99 PCUs in the inter peak. This would be a decrease of up to 10% in all modelled time periods.
A1013 Stanford Road	South of the A13, westbound traffic levels are predicted to fall on the A1013 Stanford Road west of the Orsett Cock junction by between 150 and 249 PCUs in all modelled time periods. In the morning peak, this would be a decrease of between 20% and 40% between Rectory Road and the Daneholes roundabout, and more than 40% between Rectory Road and the Orsett Cock junction. In the inter and evening peaks this would be a decrease of between 20% and 40%.
Marshfoot Road	In the morning peak, eastbound traffic on Marshfoot Road east of the A1089 is predicted to increase by between 101 and 250 PCUs. This would be a rise of between 20% and 40%.
A1089	On the A1089, southbound traffic between the A13 and the junction with Marshfoot Road is predicted to rise by between 251 and 500 PCUs in the morning peak, 101 and 250 PCUs in the inter peak and 251 and 500 PCUs in the evening peak. This would be an increase of between 10% and 20% in all modelled time periods. Southbound traffic on the A1089 between the junction with Marshfoot Road and the Asda roundabout is also predicted to increase by between 51 and 100 PCUs in the inter and evening peaks. This would be a rise of up to 10%.

Road	Predicted changes in traffic as a result of the new link road
<p>Brentwood Road</p>	<p>Brentwood Road runs north-south through the Orsett Cock junction. It is predicted to see a decrease in traffic southbound of between 50 and 99 PCUs in the morning and inter peak periods between its junctions with Conways Road and Linford Road. North of the A13, this would be a drop of up to 10% in the morning peak and between 10% and 20% in the inter peak. South of the A13, this would be a decrease of between 20% and 40%.</p> <p>In the evening peak, it is predicted that north of the A13, there would be a decrease of between 50 and 99 PCUs as far as the junction with Conways Road. South of the A13, there would be a predicted drop southbound of between 50 and 99 PCUs as far as the junction with Marshfoot Road. North of the A13, there would be a decrease of up to 10%, while south of the A13, there would be a drop of between 10% and 20%.</p>
<p>Conways Road and Rectory Road</p>	<p>North of the A13, traffic on Conways Road/Rectory Road is predicted to increase by between 51 and 100 PCUs westbound/southbound in the morning peak and northbound/eastbound in the evening peak.</p> <p>During the inter peak, westbound/southbound traffic on Conways Road/Rectory Road is predicted to increase by between 101 and 250 PCUs to the junction with the B188 High Road. A rise of between 51 and 100 PCUs is predicted on Rectory Road between the junction with the B188 High Road and the A1013. This would mean an increase of more than 40% in all modelled time periods.</p>

Predicted changes in traffic as a result of the Lower Thames Crossing

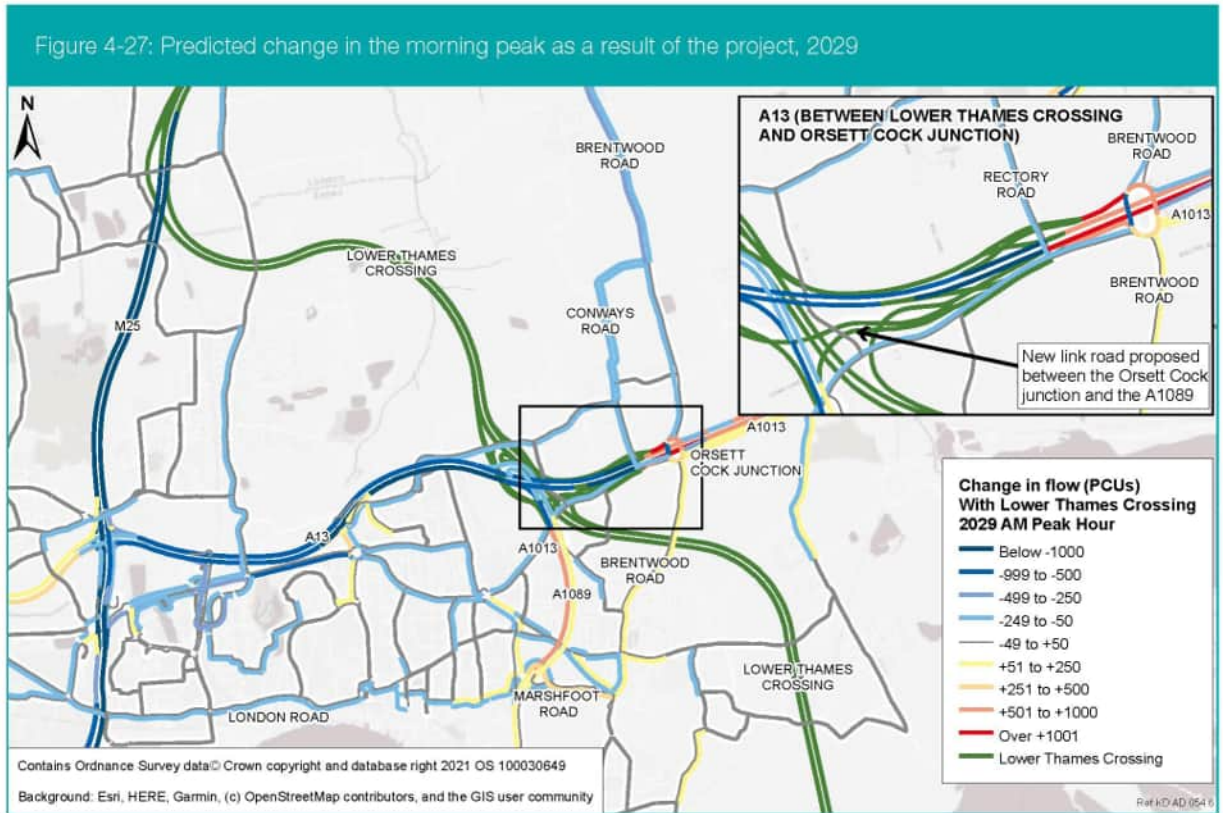
While Figures 4-21 to 4-26 present the predicted change in traffic as a result of the new link road between the Orsett Cock junction and the A1089 only, Figures 4-27 to 4-32 show the forecast change in traffic as a result of the project overall.

These figures provide an updated picture of the predicted impact of the project on the road network from that shown in the Operations update at the community impacts consultation.

Figures 4-27 to 4-29 show the predicted change in traffic volumes, and Figures 4-30 to 4-32 show the predicted change in traffic as a percentage.

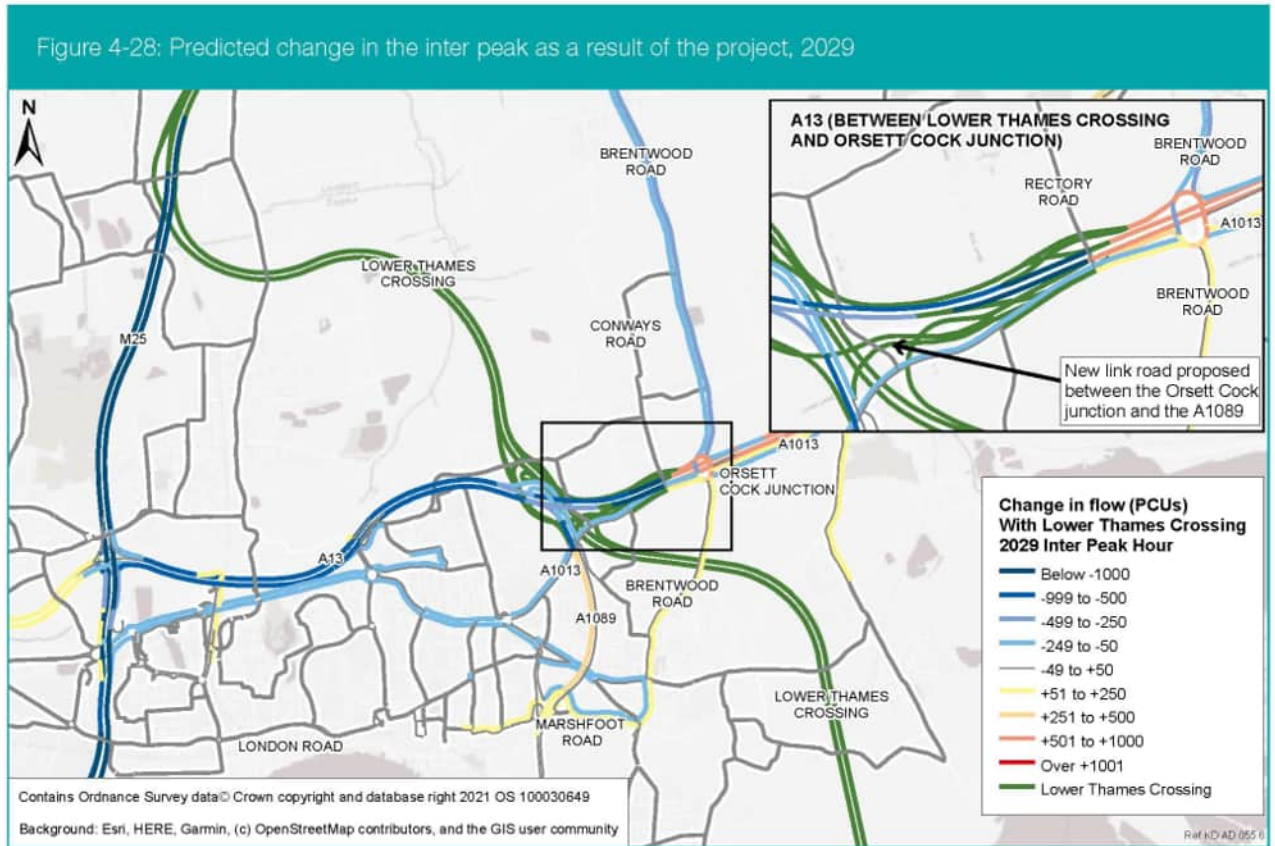
The area shown is where our predictions have changed since the community impacts consultation. Elsewhere, our predicted impacts on the road network remain the same.

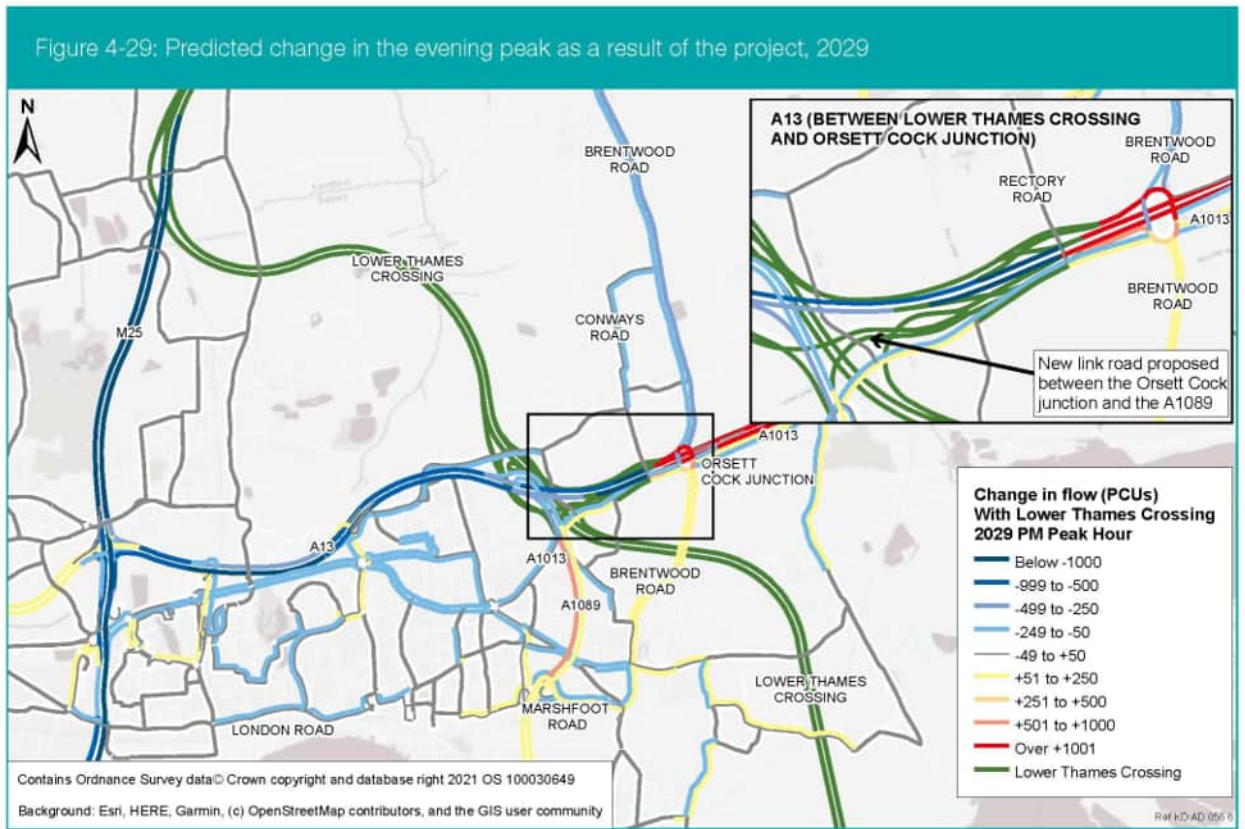
The changes are modelled in the morning peak (7am to 8am), inter peak (an average hour between 9am and 3pm), and the evening peak (5pm to 6pm) and are measured in Passenger Car Units (PCUs) per hour, where one PCU is equal to a car and 2.5 PCUs is equivalent to an HGV.



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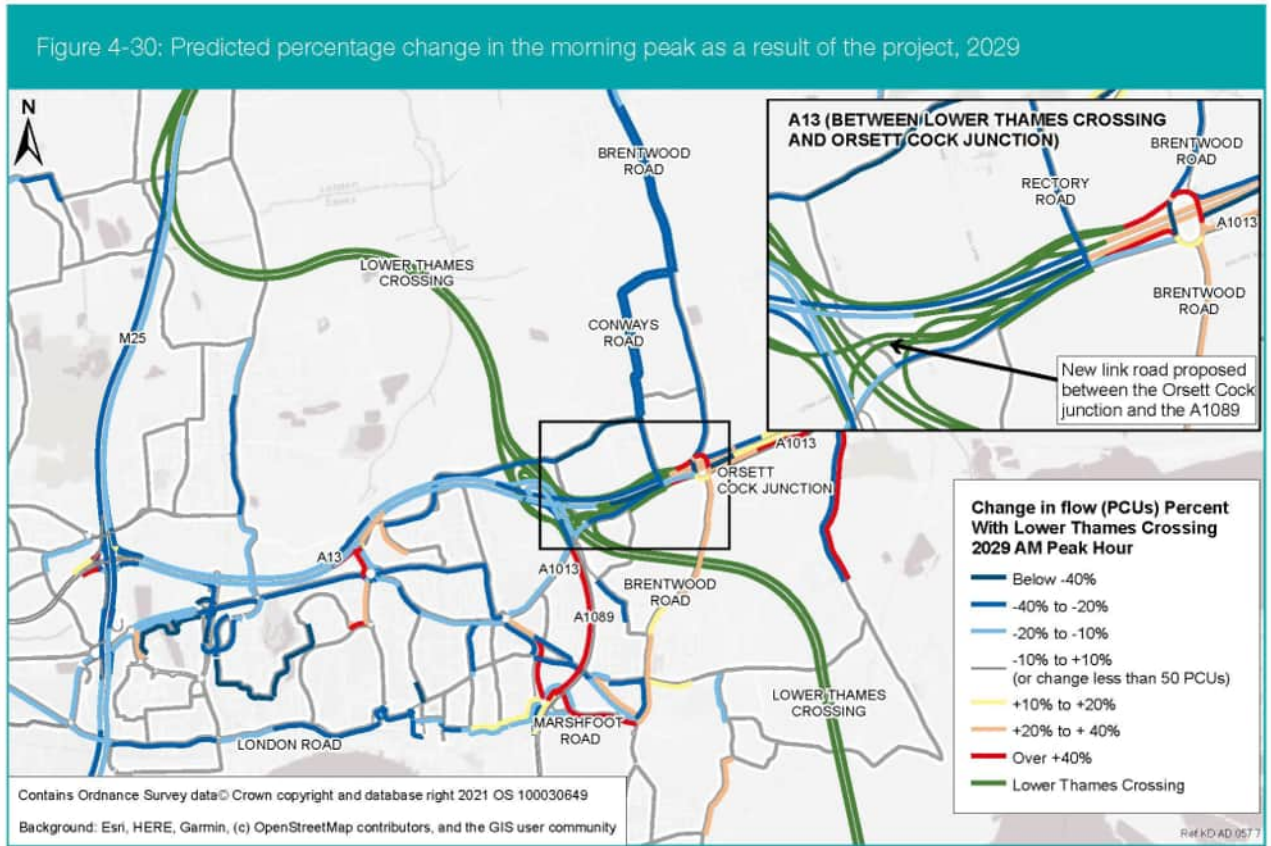
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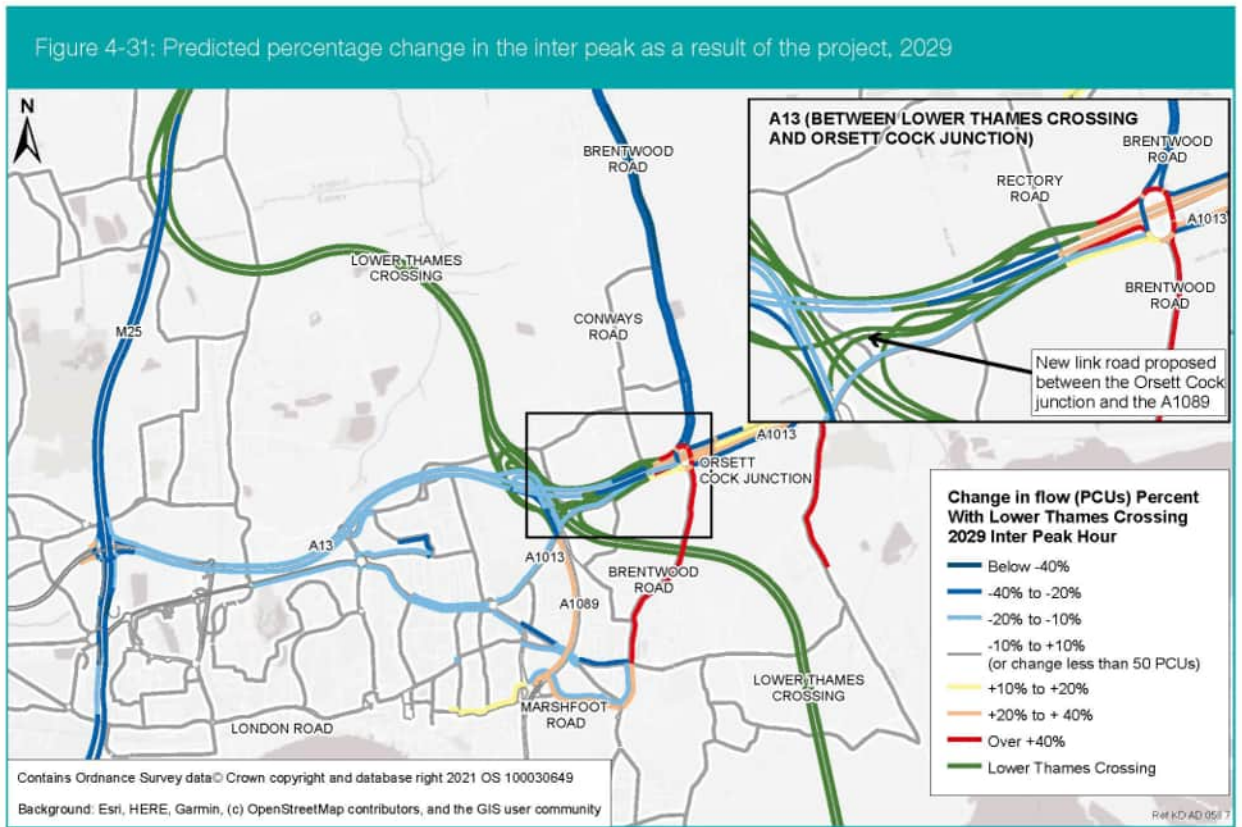




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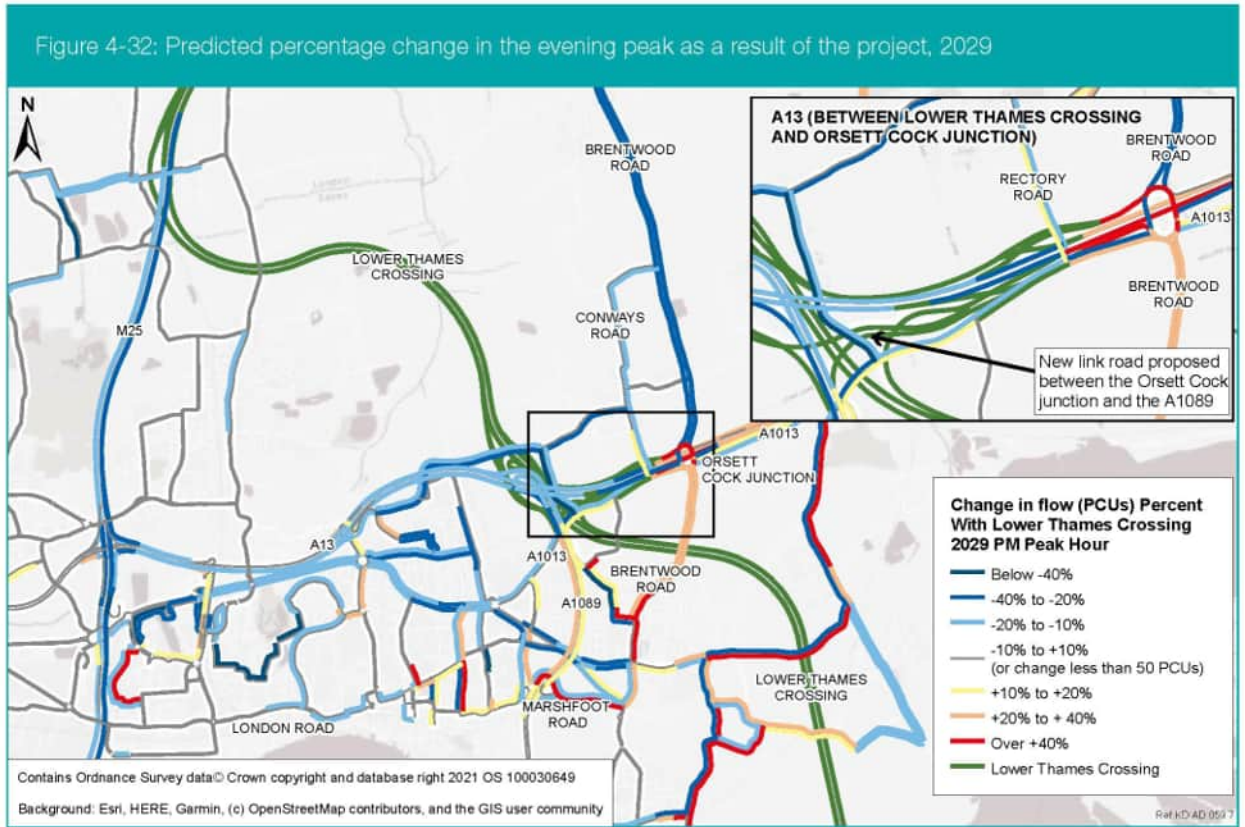
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Air quality and noise impacts predicted as a result of the newly proposed A13/A1089 link road

Air quality and noise are directly affected by the predicted changes in traffic flows that result from the newly proposed A13/A1089 link road.

At the community impacts consultation, we presented noise and air quality impacts for wards directly affected by the scheme. These impacts were based on the predicted traffic flows from the community impacts consultation version of the project's transport model.

To understand if there would be changes to air quality or noise impacts as a result of the newly proposed A13/A1089 link presented at this consultation, we compared the predicted traffic flows presented at the community impacts consultation with our latest traffic modelling (which includes the newly proposed link road). The table on the next page presents our findings.

Where increases in predicted traffic flows have been identified, this may lead to greater changes in air quality and road traffic noise than those presented at the community impacts consultation. Where reductions in predicted traffic flows have been identified, this may lead to an improvement in air quality and road traffic noise compared with those presented at the community impacts consultation. However, when looking at the overall impact of the project, it is expected that the impacts will be in line with those presented previously.

Table 2: Predicted changes in air quality and noise impacts from those presented at the community impacts consultation, as a result of the new Orsett Cock junction to A1089 link road

Road	Predicted changes in noise and air quality as a result of the new link road
<p>Rectory Road, Conways Road and High Road (eastern end)</p>	<p>As a result of the new proposal, it is expected that Rectory Road, Conways Road and High Road (the eastern end) may see an increase in predicted traffic flows.</p> <p>However, the predicted changes to road traffic noise along Rectory Road, Conways Road and High Road are similar to those presented at the community impacts consultation, with negligible (less than 1dB(A)) to minor (1 to 2.9dB(A)) reductions in noise compared with if the LTC was not built (as shown in Figure 16.20 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along Rectory Road, Conways Road and High Road is also predicted to result in similar air quality impacts to those presented at the community impacts consultation. Changes in air quality in this area presented at the community impacts consultation were predicted to be negligible, compared with if the LTC was not built (as shown in Figure 16.21 of the Ward impact summaries – North of the river part 1).</p>

Road	Predicted changes in noise and air quality as a result of the new link road
Brentwood Road	<p>As a result of the new proposal, a reduction in traffic flows is predicted along Brentwood Road north and south of the Orsett Cock junction.</p> <p>However, the change in predicted traffic flows along Brentwood Road north and south of the Orsett Cock junction is not predicted to result in a change to noise impacts which we presented at the community impacts consultation.</p> <p>Changes in road traffic noise along Brentwood Road north of the Orsett Cock junction are expected to remain similar to those presented at the community impacts consultation, with minor (1 to 2.9dB(A)) reductions predicted, compared with if the LTC was not built (as shown in Figure 16.20 of the Ward impact summaries – North of the river part 1).</p> <p>With regard to Brentwood Road south of the Orsett Cock junction, noise impacts are again expected to remain similar to those presented at the community impacts consultation, with negligible impacts (less than 1dB(A)) increasing to major (greater than 5dB(A)) increases in noise where Brentwood Road approaches and crosses the new road (as shown in Figure 15.19 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along Brentwood Road north and south of the Orsett Cock junction are predicted to result in similar air quality impacts to those presented at the community impacts consultation. Changes in air quality presented at the community impacts consultation were predicted to range from minor improvements along Brentwood Road north of the Orsett Cock junction to a minor worsening along Brentwood Road south of the Orsett Cock junction, compared with if the LTC was not built (as shown in Figures 15.20 and 16.21 of the Ward impact summaries – North of the river part 1).</p>

Road	Predicted changes in noise and air quality as a result of the new link road
<p>Roads west and east of the A13/A1089 junction</p>	<p>As a result of the new proposal, traffic flows on the A13 to the west of the A13/A1089 junction and eastbound traffic flows east of the Orsett Cock junction are predicted to see a reduction, although these changes are unlikely to be significant. Predicted increases in forecast traffic flows may occur at the LTC southbound off-slip to the east of the A13/A1089 junction, along the new link road between the Orsett Cock junction and the A1089, and at the westbound A13 off-slip on to the Orsett Cock junction.</p> <p>However, the change in predicted traffic flows along the westbound A13 off-slip is predicted to result in similar noise impacts to those presented at the community impacts consultation, which predicted a major (greater than 5dB(A)) reduction in road traffic noise compared with if the LTC was not built (as shown in Figure 16.20 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along the westbound A13 off-slip and eastbound traffic flows east of the Orsett Cock junction are predicted to result in similar air quality impacts to those reported at the community impacts consultation. Changes in air quality in this area presented at the community impacts consultation were predicted to range from negligible to a minor worsening in air quality, compared with if the LTC was not built (as shown in Figure 16.21 of the Ward impact summaries – North of the river part 1).</p> <p>The new proposal is predicted to see an increase in traffic flows, which is likely to increase noise impacts close to the southbound off-slip of the Lower Thames, to the east of the A13/A1089 junction. At the community impacts consultation, we presented the noise impacts of the proposed southbound off-slip for the LTC, to the east of the A13/A1089 junction. This showed moderate (3 to 4.9dB(A)) to major (greater than 5dB(A)) reductions in noise levels, as a result of the LTC's proposed low-noise road surfacing and junction earthworks (as shown in Figure 16.20 of the Ward impact summaries – North of the river part 1). The link road proposed at this consultation is likely to increase road traffic noise as a result of predicted increased traffic flows.</p>

Road	Predicted changes in noise and air quality as a result of the new link road
<p>A1013 Stanford Road</p>	<p>As a result of the new proposal, a reduction in traffic flows is predicted close to the A1013 Stanford Road.</p> <p>However, the change in predicted traffic flows along the A1013 Stanford Road is predicted to result in similar noise impacts with those presented at the community impacts consultation. Changes in road traffic noise along this section of A1013 Stanford Road are expected to remain similar to those presented at the community impacts consultation, with minor (1 to 2.9dB(A)) reductions predicted, compared with if the LTC was not built (as shown in Figure 16.20 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along the A1013 Stanford Road is predicted to result in similar air quality impacts to those presented at the community impacts consultation. Changes in air quality in this area presented at the community impacts consultation were predicted to result in a minor worsening in air quality, compared with if the LTC was not built (as shown in Figure 16.21 of the Ward impact summaries – North of the river part 1).</p>
<p>A1089 southbound</p>	<p>As a result of the new proposal, the A1089 southbound between the A1013 and the Marshfoot Road junction is predicted to see an increase in traffic flows.</p> <p>The change in predicted traffic flows along the A1089 southbound is predicted to result in noise impacts similar to those presented at the community impacts consultation. Changes in road traffic noise along this section of the A1089 southbound are expected to remain similar to those presented at the community impacts consultation with minor (1 to 2.9dB(A)) reductions predicted, compared with if the LTC was not built (as shown in Figures 15.19 and 17.18 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along the A1089 southbound is predicted to result in air quality impacts similar to those presented at the community impacts consultation. Changes in air quality in this area presented at the community impacts consultation were predicted to be negligible, compared with if the LTC was not built (as shown in Figures 15.20 and 17.19 of the Ward impact summaries – North of the river part 1).</p>

Road	Predicted changes in noise and air quality as a result of the new link road
<p>Marshfoot Road</p>	<p>As a result of the new proposal, reductions in traffic flows are predicted close to Marshfoot Road.</p> <p>The change in predicted traffic flows along Marshfoot Road is predicted to result in similar noise impacts to those presented at the community impacts consultation. Changes in road traffic noise along this section of Marshfoot Road are expected to remain similar to the community impacts consultation with negligible (less than 1dB(A)) changes predicted, compared with if the LTC was not built (as shown in Figures 14.15, 15.19 and 17.18 of the Ward impact summaries – North of the river part 1).</p> <p>The change in predicted traffic flows along Marshfoot Road is predicted to result in similar air quality impacts to those presented at the community impacts consultation. Changes in air quality in this area presented at community impacts consultation were predicted to be negligible, compared with if the LTC was not built (as shown Figures 14.16, 15.20 and 17.19 of the Ward impact summaries – North of the river part 1).</p>

The air quality and noise impacts of the new link road between the Orsett Cock junction and the A1089 will be fully assessed and presented in the Environmental Statement included as part of our DCO submission.



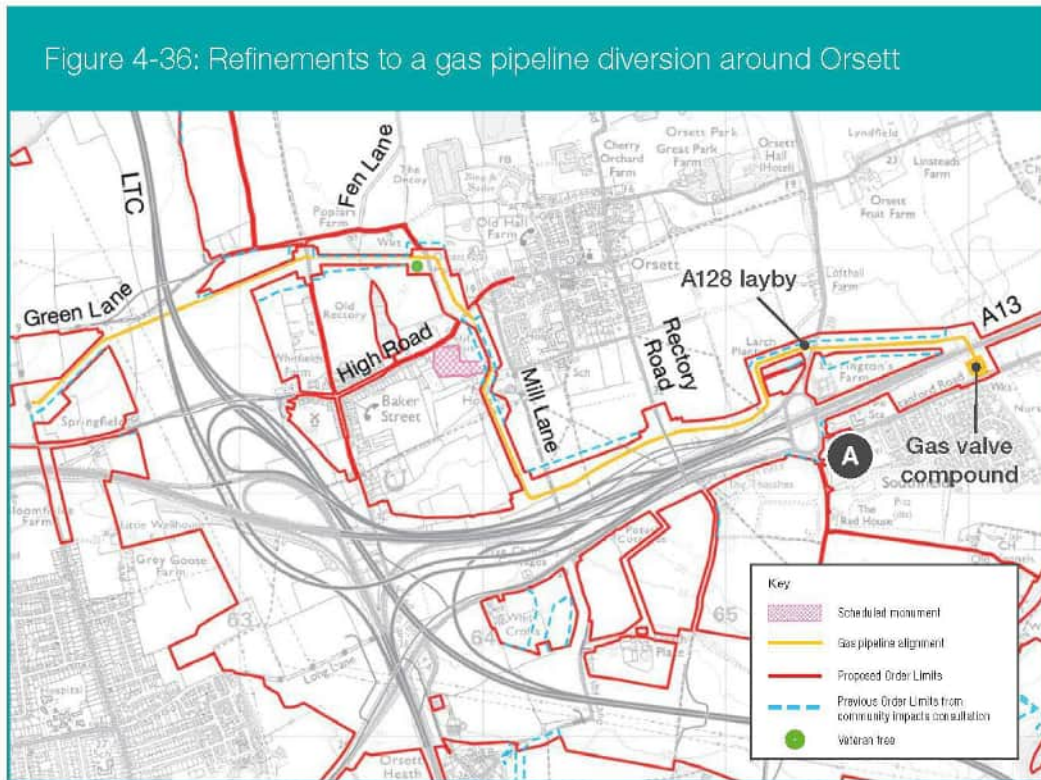
Figure 4-34: Community impacts consultation view of A13/A1089 looking south



Figure 4-35: Proposed view of A13/A1089 looking south

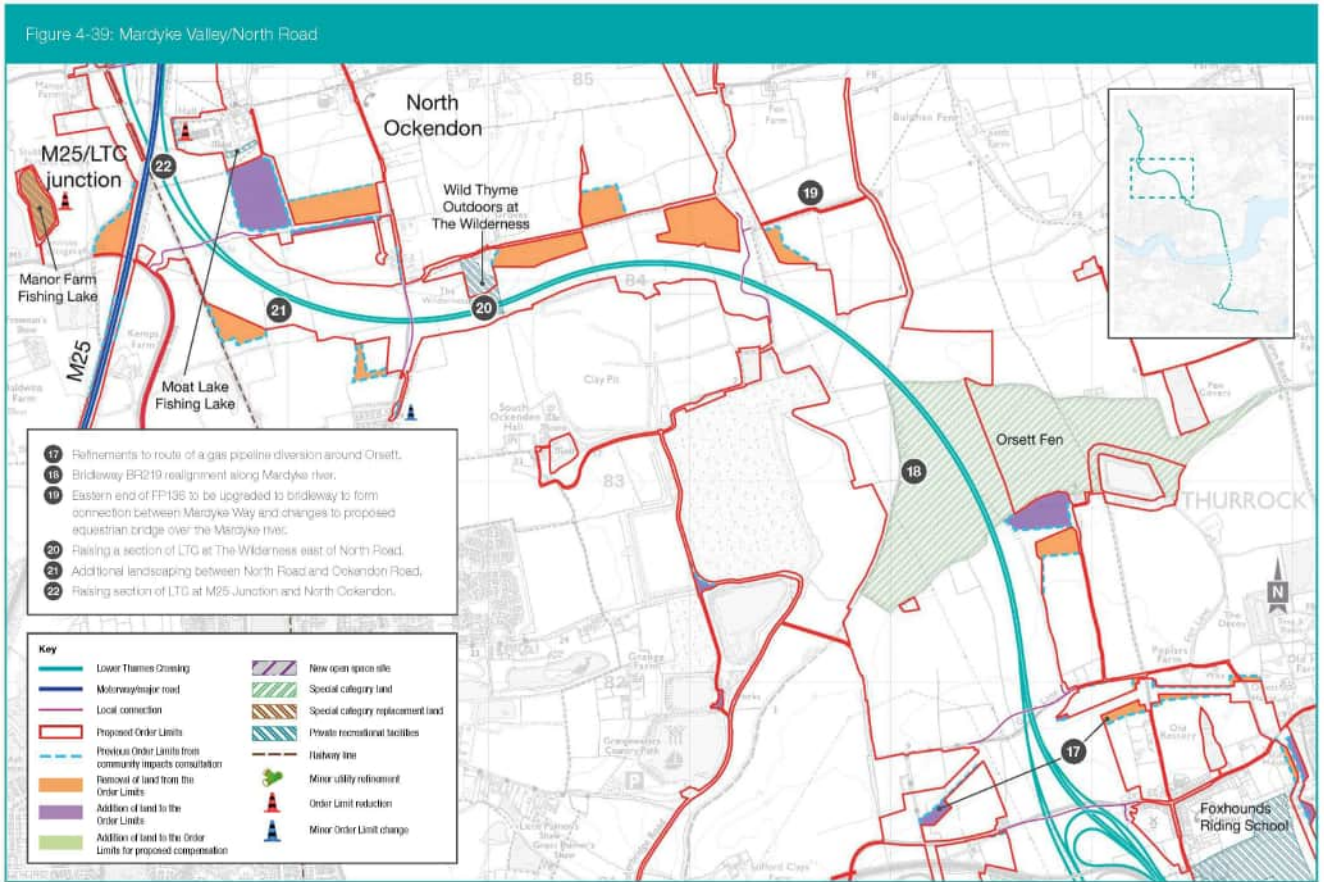


Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
17	North of the A13, from Baker Street to near the A128 Brentwood Road and east of the Orsett Cock junction, south of the A13.	<p>We propose to refine the route of a gas pipeline diversion in this location, to avoid a scheduled monument west of Orsett. The Order Limits have been modified as a result of this change and the pipeline can now pass through a gap in the existing vegetation, removing a risk to a veteran tree.</p> <p>There would be a minor extension of the Order Limits to allow for modifications to be completed to the existing network east of Orsett Cock junction.</p> <p>The new gas pipeline alignment is shown in Figure 4-36.</p> <p>We are carrying out assessments to understand whether the change we are proposing to the route of this pipeline affects the NSIP status of the diversion. Our DCO application will set out all of the utilities NSIPs for which consent is being sought.</p>	<p>Realigning this gas pipeline diversion and amending the working area means we can avoid a significant impact on a scheduled monument. We can also retain a veteran tree that was previously at risk of removal from the gas pipeline diversion.</p> <p>To the west of Mill Lane the working area would move east by 30 metres, bringing it within 50 metres of the nearest residential property. The gas pipeline would move east by seven metres.</p> <p>Construction noise levels here are not predicted to exceed the existing background noise levels. The existing vegetation would screen the visual impact of moving the works closer to these residential properties.</p> <p>There would be a closure of the A128 southern access to a layby for up to two months. Access to the layby from the north would not be affected.</p>

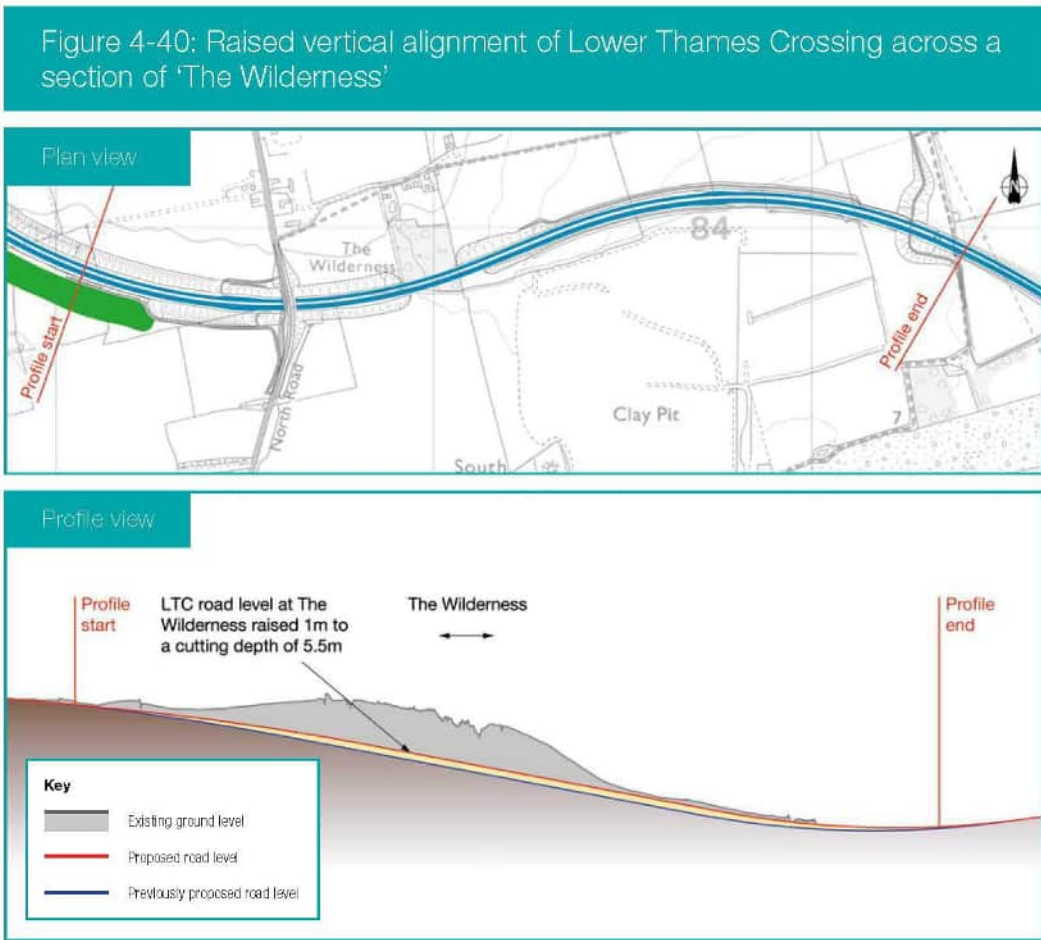


A Additional land added to complete works on existing gas pipeline.

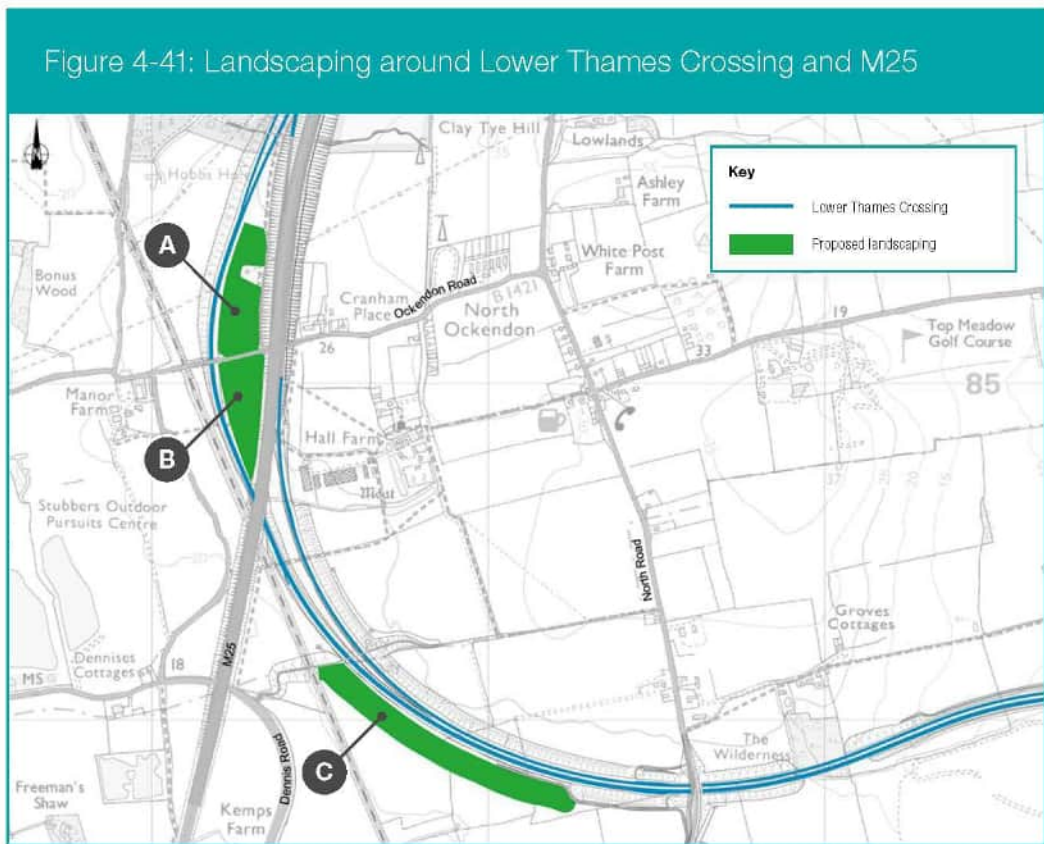




Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
20	Section of the route that passes under North Road crossing (near The Wilderness).	<p>At our previous consultation the 2.2km section of road at this location was proposed to be in a cutting up to 6.5 metres below ground level.</p> <p>As a result of further design refinement, we are proposing to raise the road alignment while maintaining the required headroom clearance beneath existing structures.</p> <p>The depth of the cutting would be reduced by one metre to 5.5 metres below ground level for around 2.4km.</p>	<p>By raising the road in this location the amount of excavated material being removed by road would be considerably reduced.</p> <p>The change in road level would be marginal. There would be no significant change in noise and visual impacts during construction and operation for nearby communities.</p>



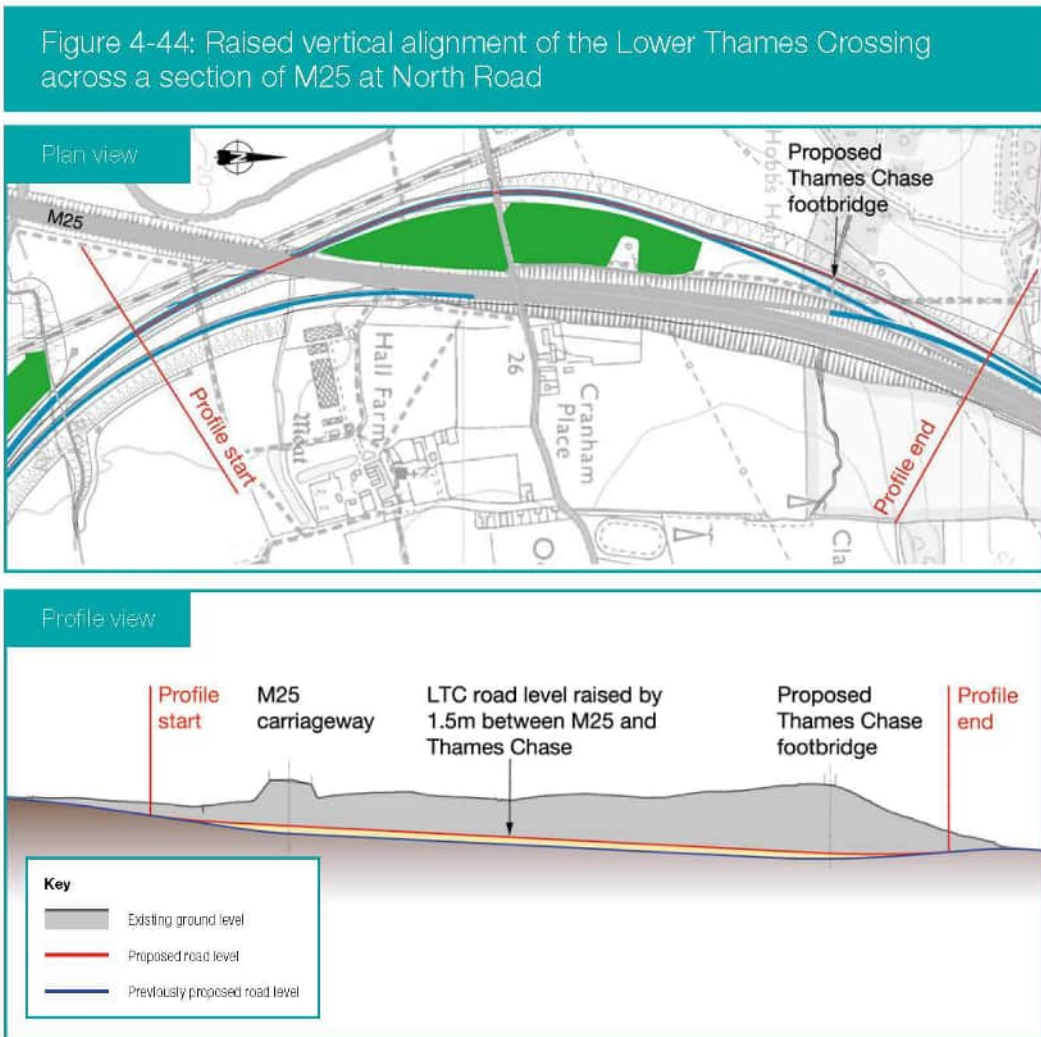
Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
21	M25/LTC junction (North Ockendon).	<p>We are proposing additional landscaping up to six metres from the existing ground level with planting around the M25/LTC junction.</p> <p>We are also proposing two other landscaping features (areas A and B) around the junction between the LTC and the M25.</p> <p>Figure 4-41 shows the extent and describes the levels of the three features proposed. The additional landscaping would be within the Order Limits presented in the 2021 community impacts consultation and would relate to land identified for woodland and other planting along the new road. No further land would be required to accommodate this change. The detailed planting mix to be used within these new landscaped areas will be included in the Outline Landscaping and Ecological Management Plan as part of our DCO submission.</p> <p>Material for the construction of the landscape features would be re-used from elsewhere within the project, reducing the need to use local waste management facilities.</p>	<p>The placing of clean excavated material from construction activities in this area would provide noise, landscape and visual benefits for some nearby residents and maximise these benefits.</p> <p>This is particularly apparent at Area C, where the most significant landscaping changes are proposed. In this location, the LTC would be constructed below ground level, so the road would be less visible to local residents. It would also reduce the level of noise for surrounding communities.</p>

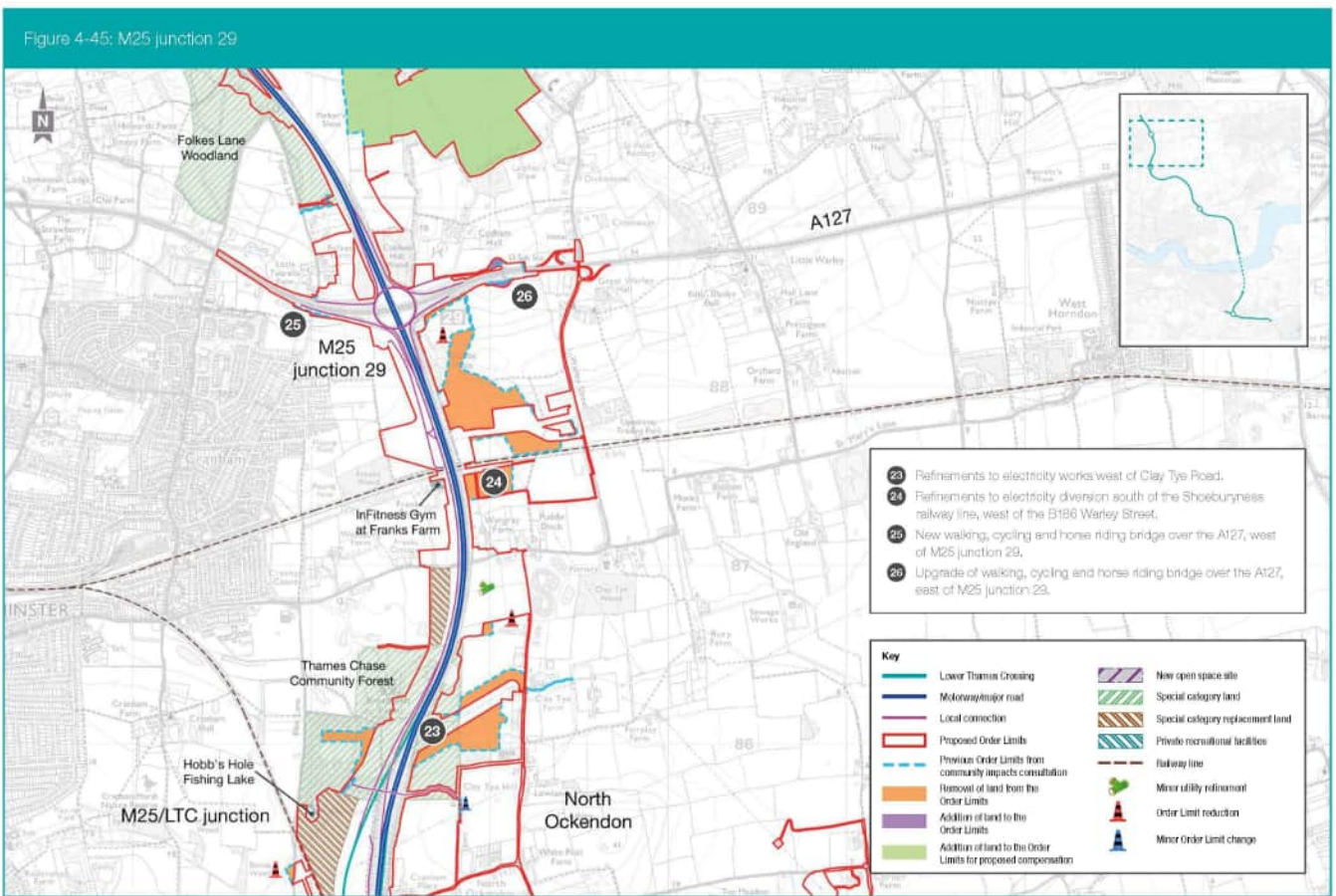


- A** Additional landscaping between the M25 and Lower Thames Crossing, sloping down 13.5m from Ockendon Road to Lower Thames Crossing.
- B** Landscaping 15m above Lower Thames Crossing and 10m above the existing M25 at its highest point.
- C** Landscaping 6m above existing ground and 5m above Lower Thames Crossing.

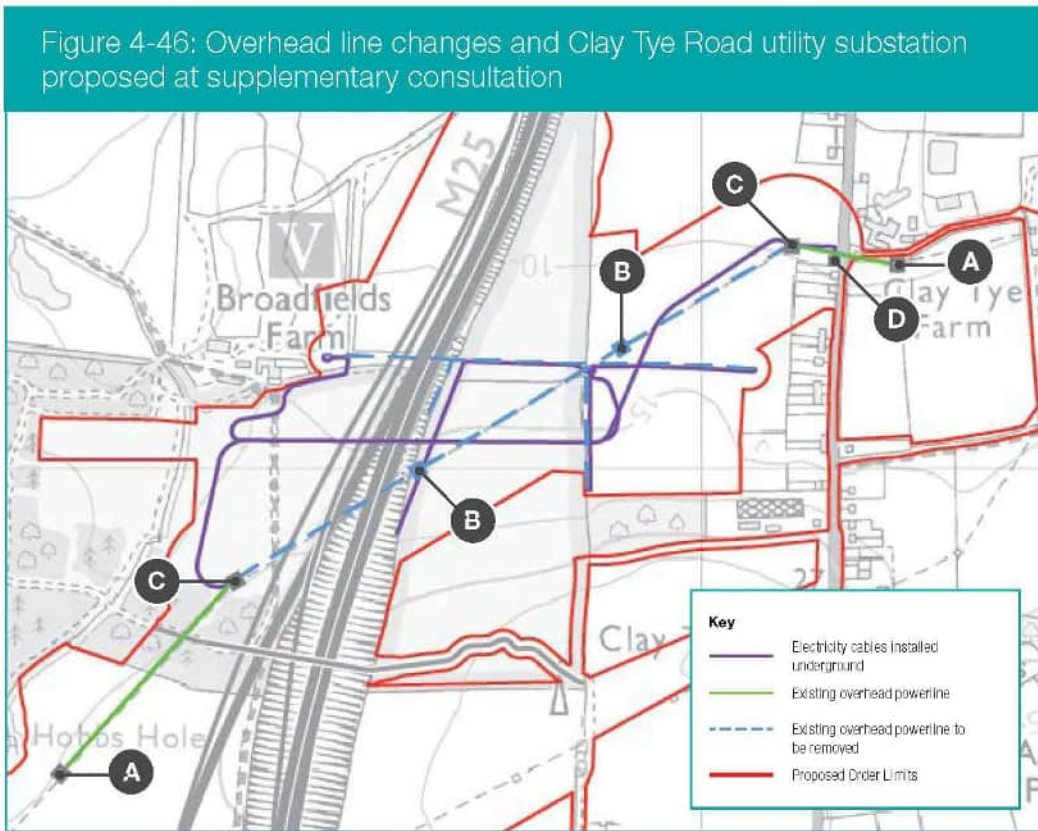


Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
22	LTC/M25 junction (North Ockendon).	<p>At our previous consultation, the 1.5km section of road at this location was proposed to be in a cutting up to 11.3 metres below ground level.</p> <p>As a result of further design refinement, we are proposing to raise the height of the road alignment while maintaining the required headroom clearance beneath existing structures.</p> <p>The depth of the cutting at the LTC/M25 junction would be reduced by 1.5 metres to 9.8 metres below ground level for around 1.5km.</p>	<p>By raising the road alignment in this location the amount of excavated material removed by road would be considerably reduced.</p> <p>The change in height would be marginal and there would be no significant change in noise and visual impacts here during construction and operation.</p>

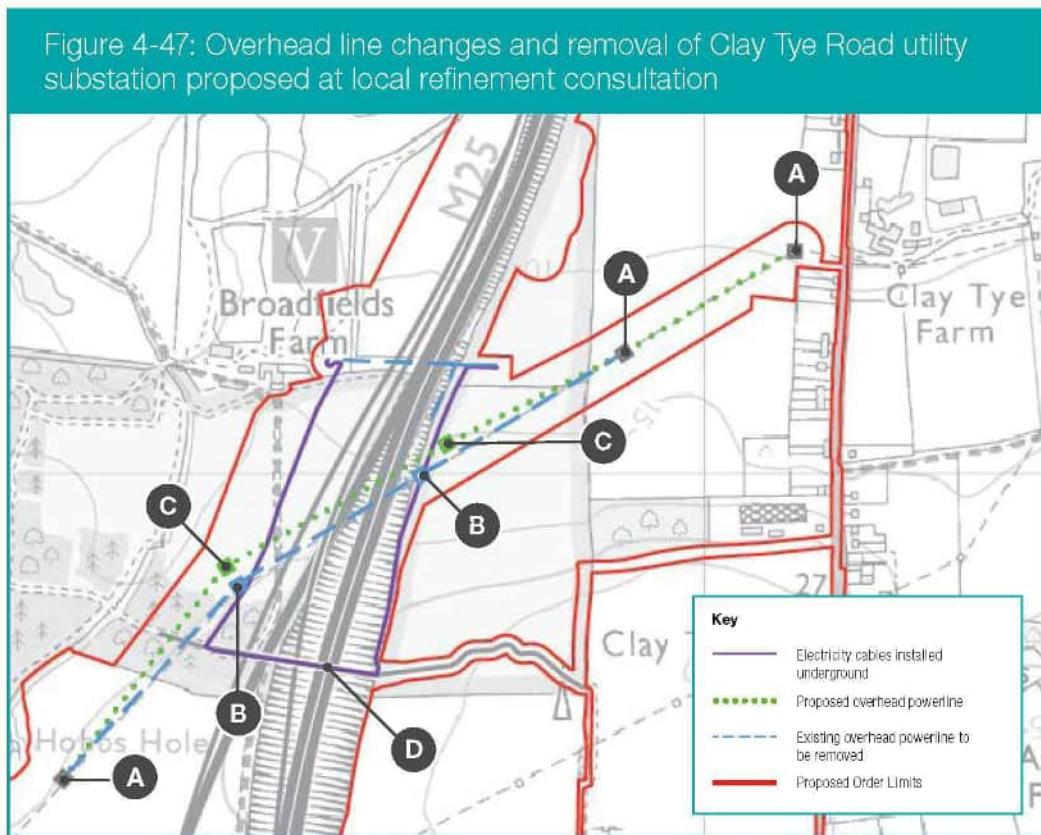




Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
23	To the west of Clay Tye Road and within Thames Chase Community Forest, Upminster.	<p>Following site investigations by the utility company (UK Power Networks) and feedback from landowners, we have refined our proposal to divert electricity cables in this location, as proposed at the supplementary consultation (see Figure 4-46). Overhead powerlines would now be diverted along two new taller pylons north of their current position either side of the M25. We would also divert another electricity cable through the proposed Thames Chase footbridge, removing the need for trenchless installation of the cables under the M25, as previously proposed at the supplementary consultation (see Figure 4-46).</p> <p>This change would use more of the existing electricity infrastructure to deliver the proposal and removes the requirement for a substation to be built along Clay Tye Road.</p> <p>It also reduces the extent of works previously proposed to the east and west of the M25, resulting in some changes to the Order Limits in this location.</p>	<p>The new proposal reduces the amount of land and time required for construction of the utility diversion in the Thames Chase Community Forest and neighbouring farmland as cables would no longer need to be installed under the M25.</p> <p>While there would be an increased visual impact associated with the overhead powerlines from the plans presented at the community impacts consultation, our new proposal only results in a minor change to the existing overhead powerlines in this location.</p> <p>Our revised proposal would require the removal of some vegetation in Thames Chase Community Woodland, which would be replanted.</p>



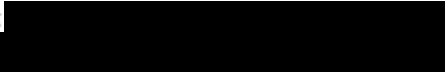
- A** Existing pylon to be retained.
- B** Existing pylon to be removed.
- C** Existing pylon to be modified to a terminal pylon.
- D** Proposed substation location.



- A** Existing pylon to be retained.
- B** Existing pylon to be removed.
- C** New pylon to be constructed.
- D** Modified alignment of underground electric cable diversion within the footbridge..

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
24	South of the Shoeburyness railway line (between Upminster and Laindon), west of the B186 Warley Street.	<p>As first proposed at supplementary consultation in March 2020, we would need to divert an existing electricity cable in this location. The diversion would still be required but we are proposing a refinement that would reduce its impact. The change we are now proposing, which has been discussed with UK Power Networks, involves moving the construction area 30 metres to the east.</p> <p>This proposal would result in a reduction in the Order Limits to the north of Tyes Stud Farm as the land is no longer needed.</p> <p>Permanent rights of access would be required from Warley Street for the operation and maintenance of the network by UK Power Networks. There would also be a minor increase in the Order Limits to the east of the cable diversion to accommodate the construction of these works.</p>	<p>This proposal means the works to divert this electricity cable can be moved further away from residential properties, reducing construction impacts for residents.</p> <p>Access for construction, operation and maintenance of the cable is now proposed to be from the east through neighbouring agricultural fields and past some residential properties. It is anticipated that any future access requirements would be infrequent.</p> <p>Traffic lights or similar are now proposed on the B186 (Warley Street) for two weeks to build the access.</p>

4.2 Improvements for walkers, cyclists and horse riders

The Lower Thames Crossing would create almost 3km of new or improved pathways for every 1km of new road. This would encourage active travel and promote health and wellbeing across the region. New bridges and paths would connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites and employment centres. For more information please visit 

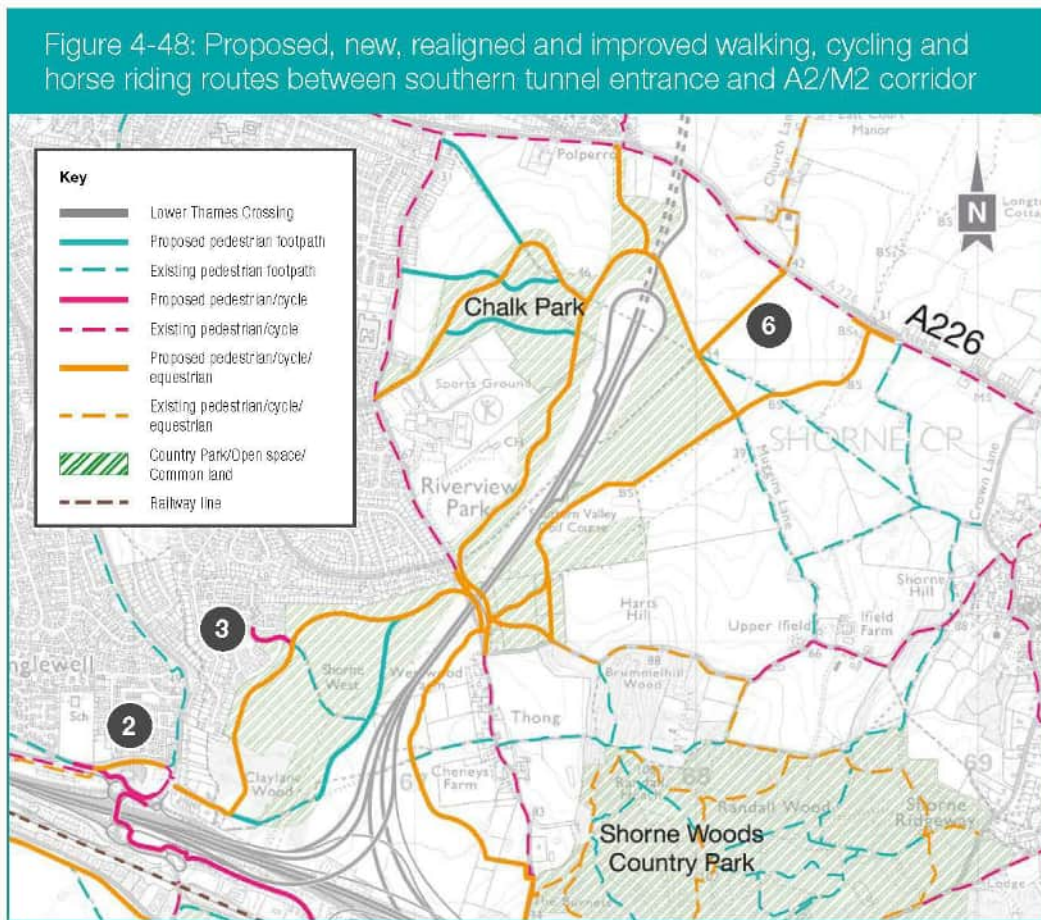
In this consultation, we are proposing some changes to our plans for walking, cycling and horse riding routes.

To the south of the river our proposals include:

- redesignation of Hever Court pedestrian-cycle track north of the A2/Lower Thames Crossing junction to a bridleway
- redesignation of footpath NS169 as a pedestrian-cycle route at Michael Gardens
- redesignation of footpath NGB, south of the A226 Gravesend Road

To the north of the river our proposals include:

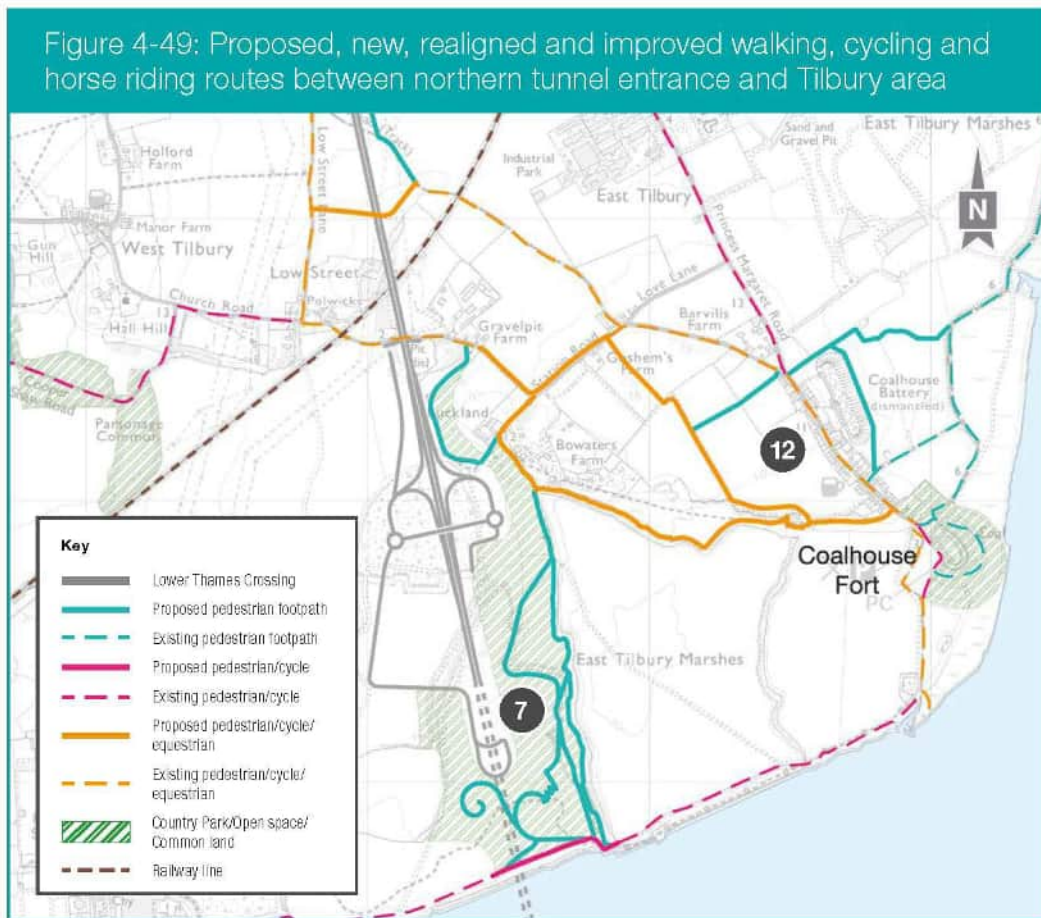
- new footpaths to link the heritage assets of Coalhouse Fort and Bowaters Battery to East Tilbury
- the realignment of BR219 along the Mardyke river
- upgrading the walking, cycling and horse riding bridge over the A127, east of M25 junction 29
- a new walking, cycling and horse riding bridge over the A127 west of junction 29
- the eastern end of FP136 to be upgraded to a bridleway link to Mardyke Way. The proposed equestrian bridge over the Mardyke River would be a footbridge and the existing footbridge to the north would be replaced with an equestrian bridge.



- 2 Redesignation of Hever Court pedestrian-cycle track north of A2/LTC junction to a bridleway.
- 3 Redesignation of footpath NS169 as pedestrian-cycle track at Michael Gardens.
- 6 Redesignation of footpath NG8 as bridleway, between A226 Gravesend Road and footpath NG9.

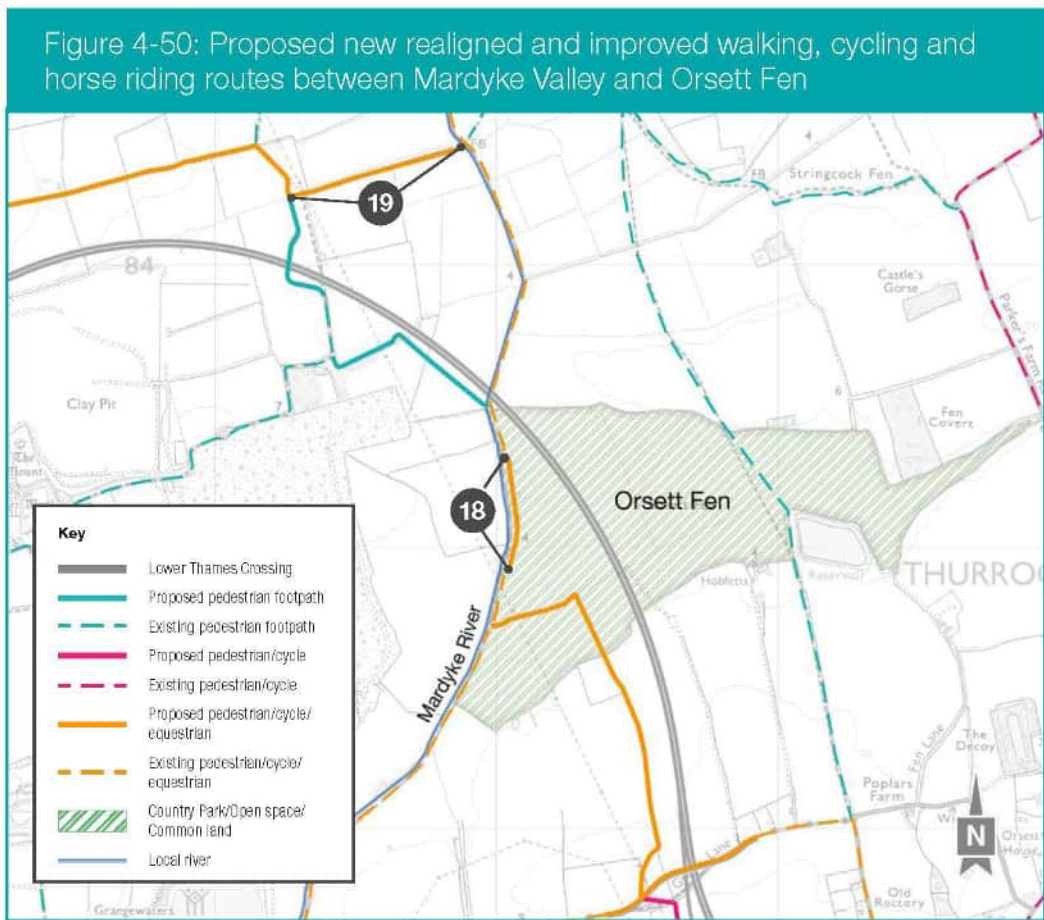
Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
2	Hever Court Road, Gravesend.	Following discussions with the British Horse Society, we propose a redesignation of the Hever Court pedestrian-cycle track north of the A2/LTC junction to a bridleway. This would improve connections from the existing bridleway that runs alongside cycle route NCR177 to footpath NG17, which would be upgraded from a footpath to a bridleway. This improved connectivity would link existing bridleway provision and newly created routes to Chalk Park via the new green bridge at Thong Lane over the A2/M2.	Improved local connections for horse riders.
3	Michael Gardens (off Astra Drive), Gravesend.	Following discussions with the British Horse Society, footpath NS169 would be redesignated as a pedestrian-cycle track rather than the bridleway proposed at the community impacts consultation. This redesignation is as a result of public concerns about horses near the children's play area in Michael Gardens and the lack of stables in this location.	Reduced local connectivity for horse riders than in previous proposals for footpath NS169.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
6	A226 Gravesend Road, Gravesend.	<p>Following discussions with the British Horse Society and its request for an equestrian route parallel to the A226 Gravesend Road, the footpath and verge along that road was considered unsuitable for horse riders due to the narrow verges.</p> <p>In response, we now propose that the northern section of footpath NG8 would be redesignated for walkers, cyclists and horse riders. This links up to Lower Higham Road via Church Lane and would cross the A226 Gravesend Road. This north-south link to Church Lane would improve access to the existing east-west route along Lower Higham Road.</p>	<p>There would be improved local connectivity for walkers, cyclists and horse riders towards Lower Higham Road and across the A226 Gravesend Road.</p>



- 7 Redesign of Tilbury Fields to provide link from BR58 (Coal Road) to FP200 through this area.
- 12 New footpaths to link the heritage assets of Coalhouse Fort, Coalhouse Battery and Bowaters Battery to East Tilbury.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
12	Land north of, and next to, Coalhouse Fort, East Tilbury and Bowaters Battery.	<p>Following the feedback received at the community impacts consultation, we are proposing to include new Public Rights of Way and permissive path links to the heritage sites of Coalhouse Fort and Bowaters Battery, and to East Tilbury. These new connections would create a variety of alternative routes that walkers, cyclists and horse riders on the coastal path could use to access Bowaters Battery and Coalhouse Fort. This would provide recreational and heritage benefits for the area.</p> <p>As part of the Tilbury Fields redesign proposals in this area (detailed on page 45), we have also identified an opportunity to provide a link from BR58 (Coal Road) to FP200 through this area. This would be designated as a bridleway. New footpaths within Tilbury Fields would ensure the park can be accessed via the Two Forts Way in the south and in the north by FP200. Alongside other footpath improvements in the Tilbury area, there would be enhanced recreational walks and loops connecting Tilbury Fields to the wider landscape with better access to the riverfront.</p>	This change would provide improved connections for recreational and heritage visitors in this area.

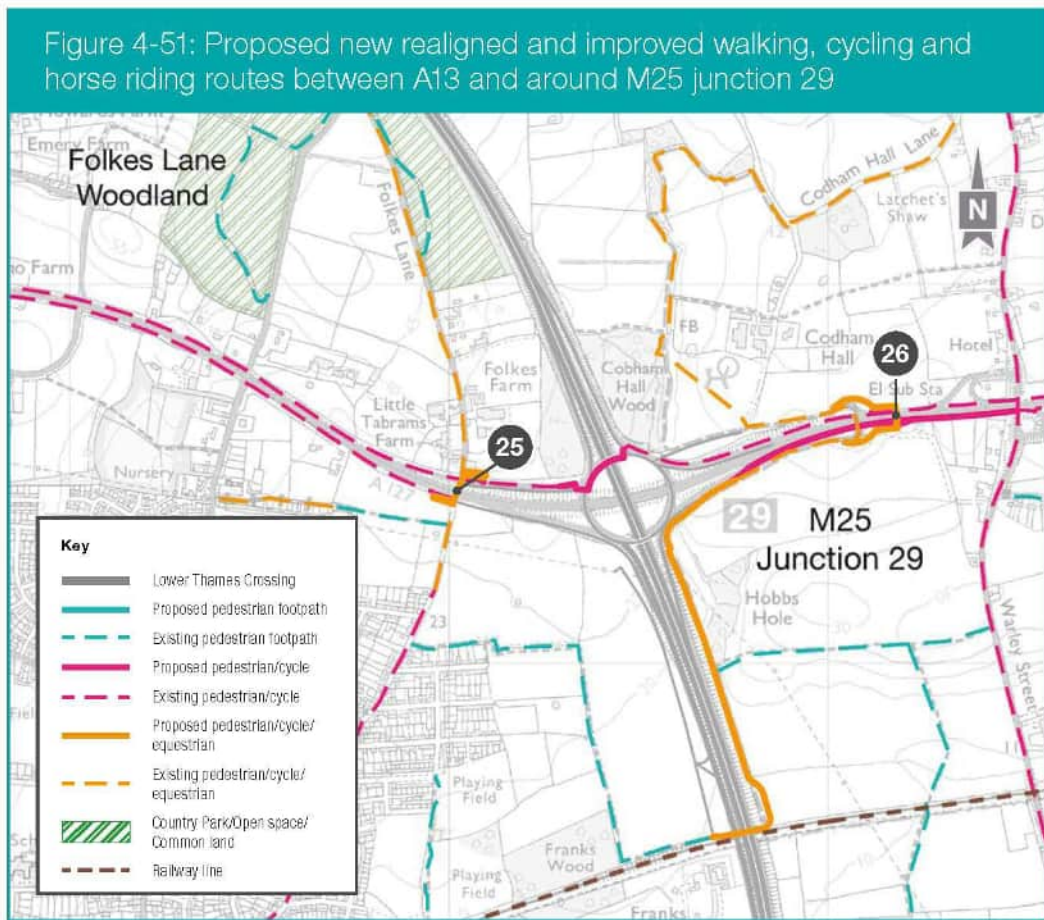


- 18 Bridleway BR219 realignment along Mardyke river.
- 19 Eastern end of FP136 to be upgraded to bridleway to form connection between Mardyke Way and FP135, replacement of pedestrian bridge over Mardyke with equestrian bridge.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
18	Mardyke River, western edge of Orsett Fen.	<p>At the community impacts consultation, we set out our mitigation proposals for an area of water vole habitat in the Mardyke Valley. Since then, we have been discussing the layout of the habitat with Natural England and we have put in place a minor refinement to its design.</p> <p>The bridleway is proposed to move three metres east of its current route and would cross a new area of water vole habitat via bridges to the east of the Mardyke River.</p>	This refinement has resulted in a need to change the alignment of a short section of the existing bridleway BR219, running along the eastern bank of the Mardyke River.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
19	To the west of the Mardyke River.	<p>At the community impacts consultation, we set out our proposals to partially upgrade footpath FP136 to a bridleway which was to cross the new road via a new bridge and connect to bridleway BR219 just south of the new road viaduct on the eastern side of the Mardyke River.</p> <p>Following feedback from interested parties, we have amended the proposal in this area to provide a realigned bridleway link to the existing Mardyke Way bridleway BR219. Footpath FP136 would be upgraded to a bridleway to the west of the Mardyke between the river and the northern end of the bridge over the LTC. Features such as a gate and/or a stile would be installed to reduce and mitigate the likelihood of unauthorised vehicles accessing the route.</p>	<p>By upgrading the existing footpath FP136 to a bridleway north of LTC, this would improve the user experience as the route of the bridleway would be located further away from the new road and follow a more scenic route.</p> <p>continued...</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
19	To the west of the Mardyke River.	<p>The proposed link between FP136 and BR219 south of the LTC would remain as a footpath instead of the previously proposed bridleway. There would also be utilities and maintenance access along the length of the new route with restricted maintenance access for utilities and the viaduct. Consequently, the previously proposed equestrian bridge that would cross the Mardyke River to the south of the new road would be amended to a footbridge, while the existing footbridge to the north would be replaced with an equestrian bridge.</p>	



- 25 New walking, cycling and horse riding bridge over the A127, west of M25 junction 29.
- 26 Upgrade of walking, cycling and horse riding bridge over the A127, east of M25 junction 29.

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
25	A127 crossing, west of the M25, junction 29.	<p>At our community impacts consultation, we proposed a walking-cycling bridge to the west of M25 junction 29. Following feedback from the London Borough of Havering and local cyclists' groups, we are now proposing a new bridge for walkers, cyclists and horse riders linking Moor Lane in the south to Folkes Lane in the north.</p> <p>At present, pedestrians walking on the footways alongside the A127 and passing underneath the M25 can use crossing points over the slip roads connecting the A127 to the M25. The changes to the road network associated with the LTC would take away these crossing points, removing the connection across the M25 along the southern side of the A127, rerouting pedestrians across the northern side of the M25 junction 29 roundabout. The newly proposed bridge improves the connectivity, by providing a crossing of the A127 to the west of the M25, allowing rerouted pedestrians to return to the southern side of the A127 more safely.</p>	<p>A new bridge would allow walkers, cyclists and horse riders to cross between north and south footways to both sides of the M25, ensuring east-west connectivity.</p> <p>This would address some of the historical severance caused by the A127.</p> <p>Construction of the bridge across the A127 to the west of junction 29 would have a minor impact on an area of Franks Wood and Cranham Brickfields Site of Nature Conservation, south of the A127.</p> <p>This area of woodland is protected by a Tree Preservation Order and some of the trees covered by this would need to be removed to allow the footbridge to be installed.</p> <p>Replacement planting would be provided for any trees or vegetation lost as part of construction of the footbridge and this would be secured through the updated Environmental Masterplan and Outline Landscape and Ecology Management Plan.</p> <p>There would also be utility diversions associated with bridge construction.</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
25	A127 crossing, west of the M25, junction 29.	<p>This additional bridge would also provide quicker and safer access from Cranham in the south to Hole Farm, an area of compensatory woodland planting that would form a new community woodland being developed in partnership with Forestry England.</p> <p>A local extension to the Order Limits would be required to enable the construction of ramps leading up to the new bridge and to complete localised utility diversions.</p>	<p>During construction of the new bridge, there would be a temporary closure of the footway that runs along the north side of the A127 eastbound off-slip. Pedestrian access would be maintained via a temporary local diversion along an area of land immediately next to the existing path, which would be in place for approximately three months.</p> <p>The section of footway that connects Moor Lane to the south side of the A127 westbound on-slip would also be temporarily closed for approximately three months so the new bridge could be built. Potential diversions in this area would be discussed with relevant stakeholders.</p>

Map reference	Location of the change	Lower Thames Crossing proposals	Impact of the change
26	Proposed A127 walking cycling and horse riding crossing east of M25 junction 29, Great Warley.	<p>In response to stakeholder feedback from the British Horse Society and Essex County Council, the proposed pedestrian-cycle bridge over the A127 east of M25 junction 29 (added to the proposals following the design refinement consultation), has been updated since the community impacts consultation. It would now also accommodate horse riders and includes a link to bridleway BR183. This means horse riders would no longer be dependent on the existing bridge across the A127 that is currently shared with vehicles (including HGVs).</p> <p>The new bridge would link into the existing BR183 bridleway via a series of ramps, and would still be accessible for pedestrians and cyclists. A modification is now proposed to make the new bridge accessible to horse riders through the addition of equestrian parapets (barriers at a correct height for horse riders to ensure the safety of riders, horses and drivers on the road below).</p>	<p>As a result of this change, there would be improved local connections and a safer crossing of the A127 for horse riders.</p> <p>This proposal would mean that horse riders would no longer need to share the existing bridge across the A127 with vehicles.</p> <p>This would therefore be safer for horse riders crossing the A127.</p>

Figure 4-52: Existing view over the A127 to the west of J29



Figure 4-53: Proposed view of new bridge over the A127 to the west of J29



4.3 Special category land

At the community impacts consultation, we presented information on special category land that would be directly affected by the Lower Thames Crossing and its construction.

Where we refer to special category land, we are using the definition from the Acquisition of Land Act 1981.

- 'Common' includes any land subject to be enclosed under the Inclosure Acts 1845 to 1882, and any town or village green.
- 'Fuel or field garden allotment' means any allotment set out as fuel allotment, or a field garden allotment, under an Inclosure Act.
- 'Open space' means any land laid out as a public garden, or used for the purposes of public recreation, or a disused burial ground.

Replacement land is defined for the purposes of Section 131 as 'Land which is not less in area than the Order land and which is no less advantageous to the persons, if any, entitled to rights of common or other rights, and to the public.'

Since our last consultation, we have updated our proposals at Tilbury Green, Walton and Parsonage Common and Thames Chase Community Forest.

The route section map figures throughout chapter 4 show special category land, but in addition, only the replacement special category land that has changed since the previous consultation is shown.

In the table below we describe the special category land and changes to the impact that the new road would have. We also outline proposals for how and where we would replace areas of special category land that the project would impact. The land would be subject to compulsory purchase, either permanent acquisition or the acquisition of rights over the land, or would be subject to temporary possession to construct the new road.

Map showing section of the route	Location of the change	Lower Thames Crossing proposals	Impact of the change
Tilbury area	<p>Tilbury Green. This area of land is registered common land and allows for public access. It includes FP200 and links into other footpaths within the surrounding area.</p>	<p>Our proposals close to Tilbury Green have changed to accommodate emerging plans for Thames Freeport, located immediately west of the project on the north bank of the River Thames. The area of Tilbury Green within the Order Limits has not changed but the area that is proposed to be acquired permanently has increased from approximately 7,400 square metres to approximately 12,500 square metres.</p> <p>Areas of the diverted footpath would be designated as common land so they benefit from the same rights as the affected parts of FP200. The replacement land comprises approximately 12,800 square metres compared with approximately 12,500 square metres that is proposed to be acquired. The replacement land would be no less advantageous for the public.</p>	<p>We propose to permanently acquire sections of FP200 for the new road and landscaping. We also need to take temporary possession of a small area of FP200 for environmental mitigation. Permanent rights would be acquired over this area to support and manage the reinstated habitats.</p> <p>We are proposing an alternative route for FP200 that links the new open space at Tilbury Fields to the network of footpaths in the area, providing improved access to the riverfront.</p> <p>The footpath would be upgraded to a bridleway so it can be used by horse riders as well as pedestrians. For more information about the change, refer to the Tilbury area section of this chapter.</p>

Map showing section of the route	Location of the change	Lower Thames Crossing proposals	Impact of the change
Tilbury area	<p>Walton Common and Parsonage Common. The land is registered as common land and provides scrub and grassland, which is valuable for wildlife and drainage.</p>	<p>Construction of the Thurrock Flexible Generation Plant (TFGP) NSIP, separate to the LTC, would result in the permanent loss of approximately 10.1ha of Walton Common. A Section 16 (Commons Act 2006) application has been submitted in connection with TFGP to de-register the area of Walton Common affected by the TFGP proposal. If successful, the existing site would no longer be common land and an area of approximately 11.6ha immediately to the north would instead be designated as common land.</p> <p>We propose to reduce the Order Limits around Fort Road and the Port of Tilbury entrance to avoid impacts on Walton Common. For more information, refer to the 'Coopers Shaw Road water connection refinement' change within the Tilbury area section of this chapter. The area of Walton Common and Parsonage Common within the Order Limits has been reduced from approximately 25,750 square metres to approximately 10,100 square metres.</p> <p>No replacement land is proposed because any impacts on Walton Common would be temporary. Land would be reinstated to its original use following completion of the works. Its existing use would therefore not be affected.</p>	<p>We need to take temporary possession of a small section of Walton Common for utility works for the northern tunnel entrance. Permanent rights would be acquired over this area for maintenance.</p> <p>We would also need to take temporary possession of an area of Walton Common to support construction of the project.</p> <p>A Section 38 (Commons Act 2006) application would be submitted to allow construction works on the common land where only temporary possession is sought.</p> <p>Should TFGP's Section 16 (Commons Act 2006) application be approved, this area of Walton Common would be de-registered before our works begin, and therefore no longer comprise common land.</p>

Map showing section of the route	Location of the change	Lower Thames Crossing proposals	Impact of the change
M25/J29	<p>Thames Chase Community Forest. This site consists of open fields, walking tracks and a mix of vegetation including memorial trees. It is designated as open space.</p>	<p>We have further developed our utility diversion proposals to refine the land needed at this location. We would use more of the existing utilities infrastructure to deliver our proposals.</p> <p>The revised proposal now diverts overhead powerlines along two new taller pylons north of their current position either side of the M25. It would divert another electricity cable through the proposed Thames Chase footbridge, removing the trenchless installation of the cables under the M25 as previously proposed. For more information, refer to the 'Refinements to electricity works west of Clay Tye Road' change within the M25 junction 29 section of this chapter.</p> <p>The replacement land covers approximately 156,100 square metres. This is no less in area than the land proposed to be permanently acquired and the land that may be less advantageous once the necessary rights are acquired. The proposals for the replacement land are unchanged from our previous proposals. The replacement land would provide new woodland and biodiversity mitigation, and would include a mixture of grassland, scrub and trees. It would provide equal accessibility and would be no less advantageous for the public.</p>	<p>We propose to permanently acquire part of the site for the new road and earthworks. Permanent rights would also be required for the diversion of utilities.</p>

Case study: Hole Farm

National Highways own agricultural land north of the M25 junction 29 known as Hole Farm. We are proposing to create the largest community woodland in the East of England and convert the farm into a woodland-dominated mosaic of wildlife-rich habitats. This would be done through a combination of natural regeneration and planting.

The site will be managed by Forestry England on behalf of National Highways. Forestry England is supporting the Government's target of planting 30,000ha of new woodland every year by 2025 to help deliver ambitious plans to become net-carbon zero by 2050.

As part of the Lower Thames Crossing, approximately 2.92ha of Hole Farm has already been proposed as replacement land for part of the existing Folkes Lane Woodland replacement land and this plan remains unchanged.

Since the community impacts consultation, the Lower Thames Crossing Order Limits have been extended to include most of Hole Farm, excluding the buildings. Up to 75ha of the site have been identified to provide compensation for the potential impacts of nitrogen deposition on designated ecological sites as a result of vehicles using the Lower Thames Crossing (refer to chapter 5 for more information).

The site is considered appropriate for nitrogen deposition compensation because it would link with existing woodlands that form part of the habitat network in this area.

The compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Community Forest partners. The masterplan would also include proposals for the facilities associated with a community woodland, such as a tree nursery and a visitors' centre.

Community engagement to inform the development of the masterplan for the site is ongoing and a public consultation on the proposals will be carried out ahead of an application being submitted to Brentwood Borough Council to change the use of the site and create the visitor facilities. It is proposed that the facilities, which do not form part of the proposed compensatory planting, would be consented separately from the Lower Thames Crossing DCO application. The final amount of land within Hole Farm allocated to nitrogen deposition compensatory planting would align with the overall aspirations, and masterplan, for the whole site.

4.4 Private recreational facilities

In addition to impacting special category land, the new road would also affect a number of private recreational facilities, such as sports clubs and fishing lakes.

We propose to either acquire all or part of these sites (or rights over these sites), or use the areas temporarily to build the new road, or the sites may be affected by the project's construction activities and are located outside of the Order Limits.

We have reported how our proposals affect private recreational facilities at previous consultations. At the community impacts consultation, we provided an update on our plans at three sites where our design had changed. Since then, only our proposals at Linford Allotments have been refined for this consultation.

Our updated plan for this site is described in the table below.

Section of the route	Land description	Description of the impact on the land
A13/A1089 junction	<p>Linford Allotments</p> <p>This is located off Lower Crescent in Linford.</p>	<p>Linford Allotments is located within the Order Limits, and we propose to take temporary possession of the site for the construction of utility works.</p> <p>Since the community impacts consultation, our utilities design has changed slightly in this location. We are proposing to divert both existing overhead electricity powerlines onto a temporary alignment over the allotments, and then back to the existing alignment permanently after the works are complete. Please see the Muckingford Road electricity works change in chapter 4 for further information.</p> <p>This would result in a temporary impact on the use of the allotments during construction, including restriction on the use of the site during the works. These works would be similar in nature to those undertaken for the routine operation and maintenance of the existing utilities assets in this location. This would not prevent the existing use of the allotments following the completion of works.</p>

Since the community impacts consultation, we have continued to engage with landowners near the project. Although there are no new material impacts on these sites, the facilities below have been highlighted through ongoing engagement and project development, so we are taking the opportunity to provide information in relation to them.

Section of the route	Land description	Description of the impact on the land
Tilbury area	<p>Condovers Scout Activity Centre</p> <p>This is located between East and West Tilbury. It provides holiday facilities, as well as space for camping.</p>	<p>A small section (approximately 150 square metres) of the site in the south-west corner is needed temporarily during construction for water utility connection works. The working area for the utility works is largely located outside of the site and would not affect its existing operation. The works will not impact the use of the activity centre.</p>
A13/A1089 junction	<p>East Tilbury and Linford (ETL) Gun Club</p> <p>This is a private clay pigeon shooting club located in Linford. The site is also used by an air rifle club, East Tilbury and Linford Field Target Club.</p>	<p>Part of the site is needed to install a new overhead electricity power line. This would involve vegetation clearance in the north-east of the site, and restrictions during construction. Permanent rights would be required in this area for the operation and maintenance of the power line.</p> <p>We are engaging with the occupants to support their continued operation during the construction and operation of the LTC .</p>
A13/A1089 junction	<p>Foxhound Riding School</p> <p>This is located to the north of the A13, east of Baker Street. It provides equestrian facilities including an indoor school and jumping field.</p>	<p>We propose to acquire a small part of the site currently used by Foxhound Riding School alongside the A13. The site is accessed from Baker Street, which we propose to use to access the main and utilities working areas during construction.</p> <p>The site may experience temporary impacts during construction, such as noise disturbance, because of its proximity to the project. We are working with Foxhound Riding School to support their continued operation during this period.</p>

Section of the route	Land description	Description of the impact on the land
Mardyke Valley/North Road	Moat Lake (end of Church Lane) Fishing Lake This is a privately owned fishing lake let out to fishing clubs.	This lake is not within our Order Limits, however the project is proposing to improve the access used for this lake. While there will not be any direct impact on the operation of the lake, we are also proposing to move the M25 compound to the south of the fishing lake. We are currently in ongoing discussions with the landowner.
Mardyke Valley / North Road	Wild Thyme Outdoors, Wilderness This is a privately owned woodland that is used to provide outdoor foraging and education services, with activities primarily for children.	The project would impact on the operation of the existing recreational facilities at The Wilderness, as the new road would be constructed in a section of the site preventing operations. We are currently in ongoing discussions with the landowner and the operator to explore solutions for addressing this impact.
M25/J29	InFitness Gym, Franks Farm This is a privately owned gym that operates within Franks Farm.	This site is located outside of the Order Limits, however the access from the south is inside the Order Limits for the purposes of utilities diversion works. Access to the gym would be maintained at all times. It is not expected that the operation of the gym would be affected, although the outdoor area to the north may have access restricted during the construction period. We are currently in ongoing discussions with the landowner and operator. Please see the refinement to electricity diversion north of St Mary's Lane change in chapter 4 of this guide for further information.

Section of the route	Land description	Description of the impact on the land
M25/J29	<p>Manor Farm Reservoir Fishing Lake</p> <p>This is a privately owned fishing lake let out to fishing clubs.</p>	<p>We propose to permanently install bat boxes on the existing lakeside trees around the lake. This would require permanent rights for the monitoring and maintenance of this mitigation. We do not expect these works to affect the use of the fishing lake or cause disruption to its users. We are currently in ongoing discussions with the landowner.</p>
M25/J29	<p>Hobb's Hole Fishing Lake</p> <p>This is a privately owned fishing lake let out to fishing clubs.</p>	<p>Excluding the access this site is located outside of the Order Limits. However, it would be surrounded by the proposed replacement land for the Thames Chase Community Forest. The site could continue to be used for the purposes of fishing although the access arrangements may change. We are currently in ongoing discussions with the landowner to explore solutions for addressing this impact.</p>



Have your say

You can provide your feedback about this chapter by answering questions 1, 2 and 4 in the response form for this local refinement consultation.

5

Assessment of the impacts of nitrogen deposition and proposals for mitigation and compensation

Introduction

This chapter explains the impacts on the environment of nitrogen emissions from traffic flows that would change as a result of building and operating the Lower Thames Crossing. As well as explaining our assessments, we set out our proposals for mitigating and compensating for the predicted impacts. In this instance, mitigation means measures that would reduce the amount of nitrogen emitted, while compensation refers to proposals to offset the emissions by planting new habitats and enhancing existing ones.

As well as addressing congestion at the Dartford Crossing and its approach roads, the Lower Thames Crossing's objectives include minimising adverse impacts on health and the environment. The new route has been designed to be the greenest road ever built in the UK. It features the country's longest road tunnel, which would protect the River Thames and nearby wetlands, and seven green bridges to maintain habitat connectivity.

Once open, the new road would form an essential part of the UK's transport network. Ambitions laid out in the Government's Transport Decarbonisation Plan will see the sale of new petrol and diesel cars phased out by 2030, with the same expected for heavy goods vehicles from 2035 or 2040, dependent on vehicle class. The future of road travel is a zero carbon one, powered by zero carbon energy sources, hydrogen and biofuels. As more and more petrol and diesel vehicles are replaced by electric ones, we expect to see the environmental impacts of vehicle emissions go down over time.



Have your say

You can provide your feedback about this chapter by answering question 3 in the response form for this local refinement consultation.

Why are we consulting on additional proposals?

Throughout the design and development of the Lower Thames Crossing, we have carried out assessments to understand its impact on the environment. These have included looking at the predicted changes in traffic flows when the new road opens, which has helped us understand the potential impacts of vehicle emissions on the environment.

It is important to assess nitrogen emitted from vehicle exhausts because after it enters the atmosphere, it falls on habitats (a process known as 'nitrogen deposition') and can affect the way plants grow. For example, the nitrogen can act as a fertiliser, which can be either good or bad for the plants depending on the extent of deposition. As such, it is important to understand the impact of nitrogen deposition and take steps to reduce the impacts where they are likely to be significant.

Our assessments of vehicle emissions have always been in line with the existing guidance for major road projects. Since our last consultation, we have revised our assessment methodology in light of the latest scientific opinion and after discussions with Natural England. Our assessment of the impact of vehicle emissions now includes consideration of the impact of ammonia emitted from exhausts, as well as considering the nitrogen oxides (NOx). Many petrol and diesel vehicles now use catalytic converters to reduce the emissions of some pollutants, such as NOx, but these catalytic converters emit ammonia as a by-product which, along with NOx, can also contribute to nitrogen deposition. Our revised methodology accounts for this and provides a robust assessment of nitrogen deposition and its potential impacts on designated habitats.

Government data shows that nitrogen levels from road transport and other sources have fallen by 79% since 1990. While it is not part of our assessments, as our assessments are precautionary, it is predicted that this downward trend will continue and accelerate as a result of the Government's ongoing decarbonisation policies. This will result in many plants and habitats near roads improving over time as they are impacted less by nitrogen deposition from vehicles.

However, our latest assessments, which include ammonia emissions, show that changes to vehicle emissions when the Lower Thames Crossing is open may slow down the rate at which nitrogen levels reduce in some locations near the new road. The assessed locations are designated sites (habitats of ecological importance) within 200 metres of the affected roads. As a result of the new road opening, the nitrogen deposition reduction at those sites would not go down as quickly as it would if the Lower Thames Crossing were not built, potentially resulting in the quality of those habitats not recovering as quickly as they would otherwise.

We have already carried out surveys of many of the designated sites to understand how vulnerable the habitats may be to changes in nitrogen deposition. As it is necessary to carry out some surveys at a particular time of year, these are ongoing.

We have undertaken preliminary nitrogen deposition assessments for these areas based on the available traffic modelling. As the seasonal surveys continue, we will refine our assessments and finalise our proposals for mitigation and compensation, and these will be included in our DCO application. By taking this approach, we can ensure our mitigation and compensation proposals are sufficient to address any nitrogen deposition effects from the implementation of the Lower Thames Crossing.

Which designated sites are likely to be significantly affected?

Our assessment identifies which designated sites are likely to be significantly affected by nitrogen deposition on the basis of the precautionary approach we have taken to the future of vehicle decarbonisation. The assessment of significance includes considering the amount of nitrogen deposited, the importance of the site, the current condition of the site, the sensitivity of the site's plants to nitrogen, the duration of the predicted nitrogen impacts, and the proportion of the site affected. More information about our assessments can be found in the appendix.

The construction of the Lower Thames Crossing would have no significant impact on nitrogen deposition.

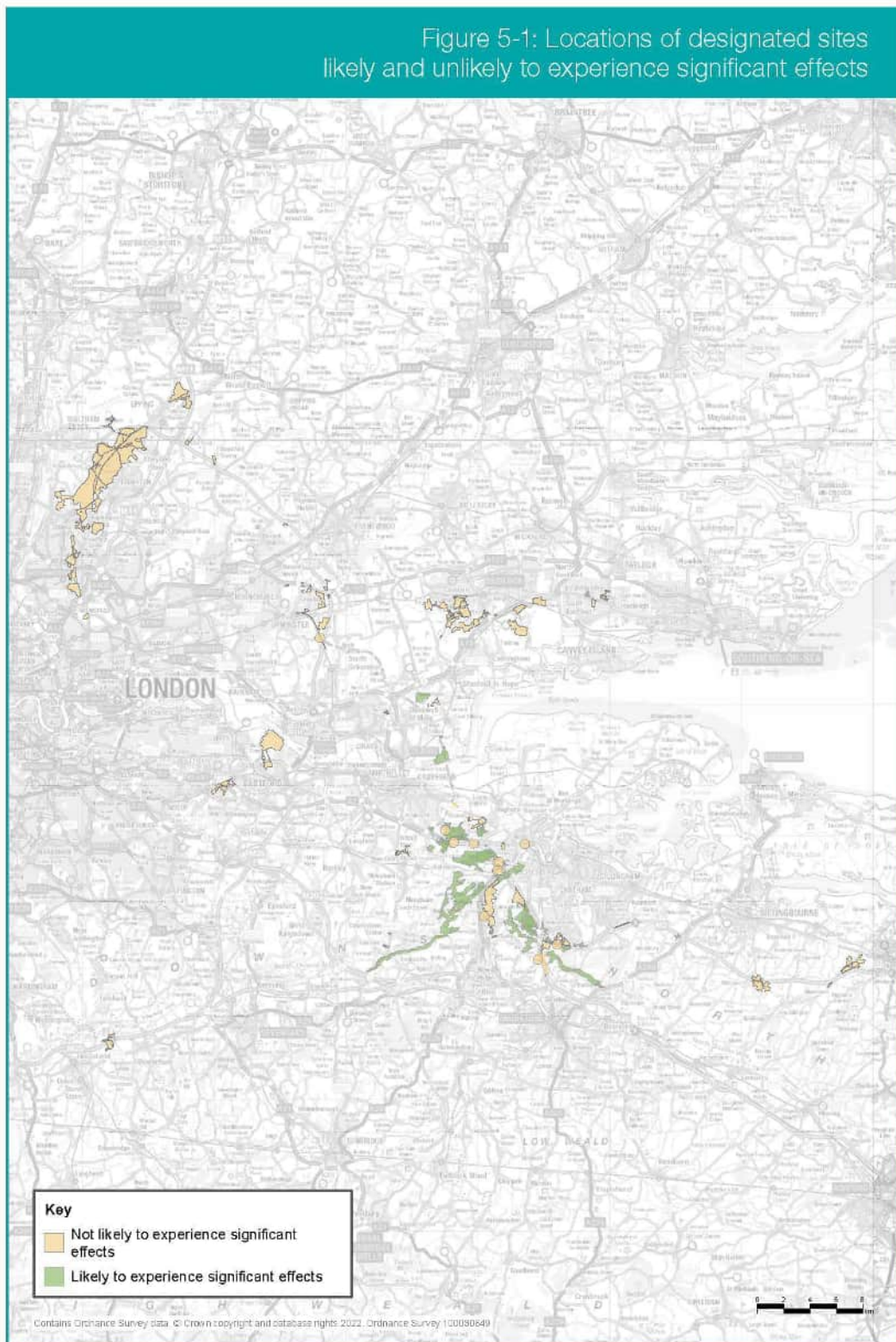
When the new road is open, our precautionary assessments have found that there would be a risk of significant nitrogen deposition effects at approximately 60 of the 136 designated sites being assessed. None of the 60 are internationally important designated sites, such as the Thames Estuary and Marshes Ramsar and Special Protection Area.

The combined area of the significantly affected designated sites is approximately 250ha. However, there is a possibility that the size of this area may change once additional surveys and further detailed assessments have been carried out.

Figure 5.1 shows the designated sites likely to be affected, based on our current assessments, with most of them south of the River Thames clustered in two locations:

- Along the A2 and M2 between the proposed A2/M2 junction with the Lower Thames Crossing and M2 junction 2
- Around M2 junction 3 and the A229 at Blue Bell Hill

The designated sites north of the River Thames that are most likely to experience significant effects, are more scattered but we have identified two clusters where most of the significant effects are likely to occur. These are mainly adjacent to the proposed route of the Lower Thames Crossing and consist of a Site of Special Scientific Interest, five ancient woodlands, five local wildlife sites, and a veteran tree. (Veteran trees are those that have a high ecological value, such as providing habitats for insects and fungus.)



What mitigation and compensation measures are proposed?

The mitigation and compensation measures explained below are designed to reduce or compensate for any significant effects of nitrogen deposition once the new road is open.

Where the risk of significant impacts from nitrogen deposition has been identified, we have investigated mitigation measures that would reduce these effects. Where we have not identified any appropriate mitigation measures to reduce the impacts on nearby habitats, we are proposing compensation measures by creating new habitats and enhancing existing ones.

National Highways' standards states that the following mitigation measures should be considered where there are predicted to be significant effects on designated sites:

1. Reducing vehicle speeds to mitigate air quality effects.
This can involve enforcement of an existing 70mph speed limit or reduction of an existing 70mph limit to 60mph.
2. Installation of vertical barriers at least 9 metres high.

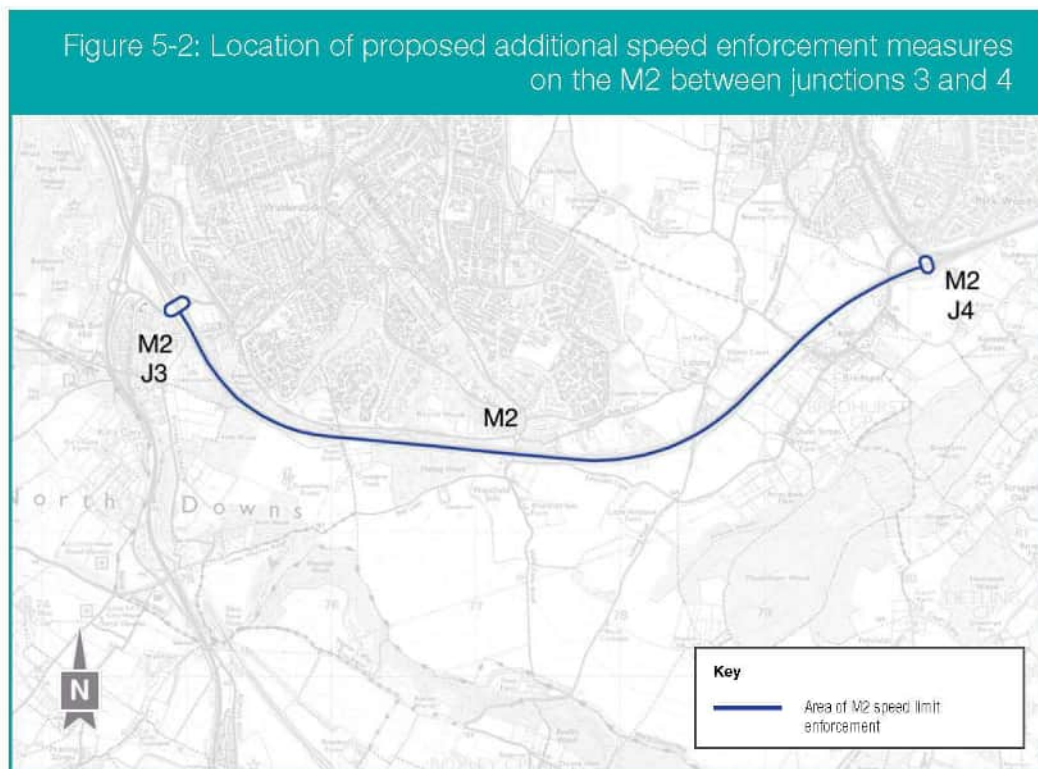
Our investigations have concluded that there are no sections of motorway where reducing the speed limit is the best solution to managing nitrogen deposition as a result of the new road opening. Furthermore, installing nine-metre-high barriers between the road and the affected designated sites would have too many negative impacts for this to be appropriate mitigation. The appendix includes more information about why these measures are deemed unsuitable.

Speed enforcement

Traffic data shows that the speed limit is exceeded by some motorists on some sections of the road network. Driving at faster speeds increases nitrogen emissions, so by enforcing the speed limit on certain sections of road, average vehicle speeds can be brought down, reducing nitrogen deposition on nearby designated sites.

Following our assessment of nitrogen deposition, we have been considering whether installing speed cameras on the M2 between junctions 3 and 4 (see Figure 5.2) once the Lower Thames Crossing is open would be effective in encouraging road users to drive at the legal speed limit, on top of existing enforcement measures. This would provide additional encouragement for motorists to obey speed limits, on top of existing speed enforcement measures. This location has been chosen because our traffic modelling shows that some motorists are likely to exceed the speed limit here when the Lower Thames Crossing is open. There would be no change to the speed limit, which would help maintain traffic flows and journey times.

We are reviewing whether additional speed enforcement measures at this location would be feasible, taking into account all relevant considerations (e.g. cost, technical feasibility).



Epping Forest Special Area of Conservation

Our assessment has concluded that there would be no significant effects on Epping Forest Special Area of Conservation because nitrogen deposition at this designated site would be very small. However, we understand that Natural England or other parties may disagree and consider mitigation to be necessary. For this reason, we have investigated mitigation measures that would reduce nitrogen deposition effects on Epping Forest. We have investigated reducing the speed limit from 70mph to 60mph on the M25 westbound between junctions 27 and 26 for four years from the Lower Thames Crossing opening. Our assessment shows that this would have the effect of reducing nitrogen deposition, but we do not consider this measure necessary and are not proposing it.

Proposed compensation land

Where there are no appropriate mitigation measures, then we have identified how best to offset the impacts of nitrogen deposition by creating new compensatory habitats. Creating new habitats would offset the potential significant effects on the designated sites affected by nitrogen deposition. While the primary purpose of the land would be as compensation for nitrogen deposition, the land could also provide additional benefits such as:

- Increasing public access to the countryside. If appropriate we would consider making these sites publicly accessible in a way that complements their primary function as compensatory habitats.
- Improving the appearance of the local landscape by planting new trees and other plants.
- Enhancing biodiversity by increasing the number of linked habitats.
- Planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the project.

Our current proposal is that our DCO application should contain the powers to create approximately 250ha of new wildlife-rich habitats. Where possible, these would be linked to existing habitats, improving biodiversity along new 'green corridors'.

We consider this to be a comprehensive response to the risk of adverse effects on habitats from nitrogen deposition.

Once our full assessments are complete, as a potential additional compensation measure we are looking at whether it would be appropriate to establish a fund to provide financial and technical support for measures that would address any specific effects that are not adequately compensated through new planting. If, following additional assessment and engagement, this is considered appropriate, we would work with stakeholders and landowners to develop these plans. More information about the potential fund can be found in the appendix.

Compensation sites

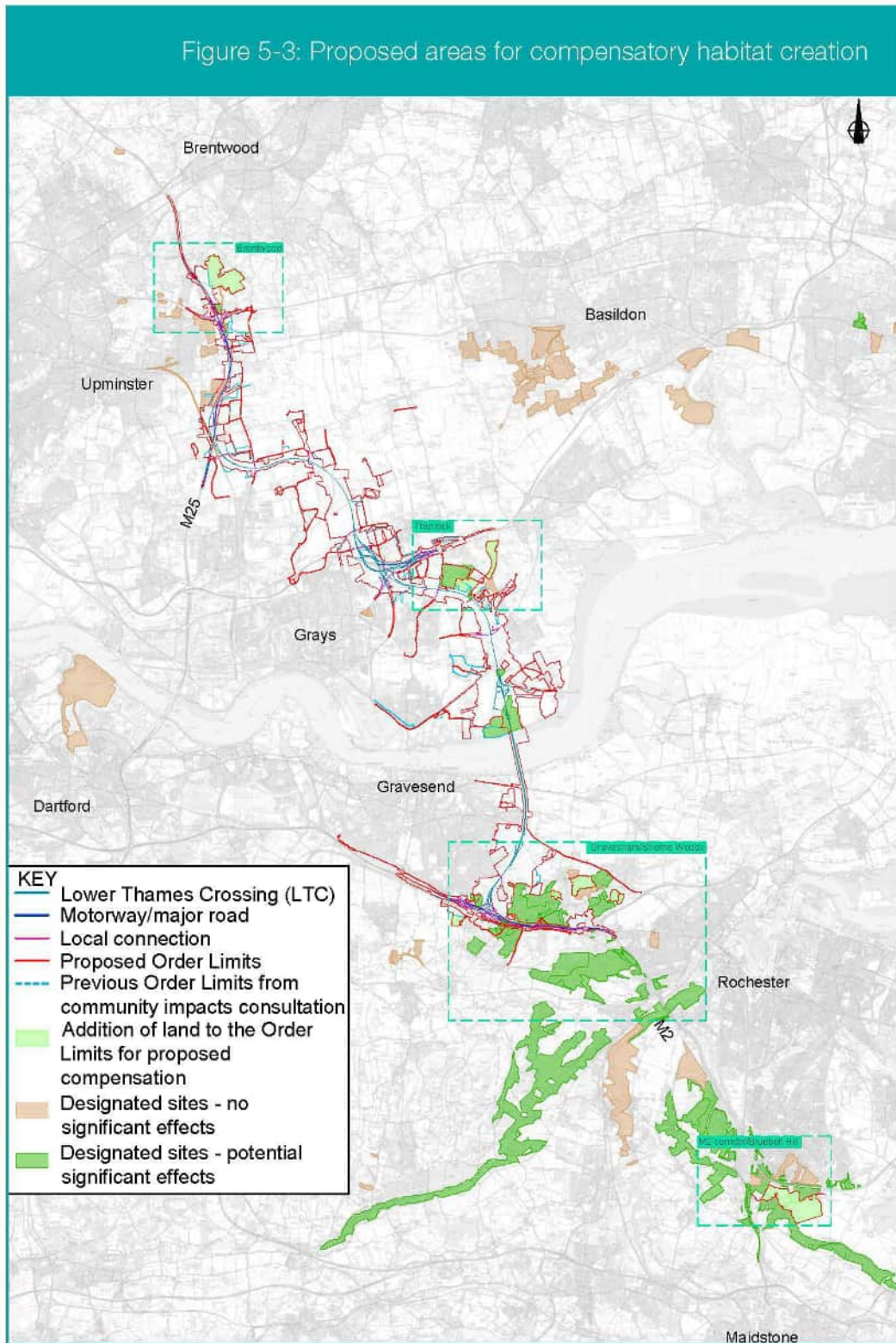
We have worked with Natural England and the relevant local planning authorities to identify sites that would be suitable for our habitat creation proposals. Following this exercise, we have identified 279ha of land that are considered suitable for habitat creation. Following the conclusions of our on-going assessments and this consultation, we intend to refine our proposals to provide approximately 250ha of compensatory habitat. The land is located in four areas:

- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields, Thurrock
- Hole Farm, Brentwood

The sites were identified using a detailed selection methodology, which is explained in the appendix. In these locations, significant new areas of wildlife-rich habitats would be created, along with smaller areas that connect habitats that have previously been fragmented. The conclusions of our ongoing work will allow us to refine our proposals further and the final proposals will be included in our DCO application.

Before starting the habitat creation works, we would erect security fencing around the perimeter of the compensation areas. The landscape planting would involve initial ground preparation works, including removal of vegetation where required and preparation of soils using tractors and excavators to get the appropriate soil conditions for the required planting. Planting would be carried out at the first available planting season. The season of planting would depend on the species selected and when we gain access to the land. In some cases, areas may be allowed to naturally regenerate so that local plants have the chance to establish from seed. An effort would be made to retain vegetation but where it is beneficial to remove it, clearance would be carried out during winter where possible, to avoid impacts on breeding birds. Where this is not practicable, clearance would be supervised by an Ecological Clerk of Works to ensure no nests are disturbed or destroyed.

The planting of the compensation sites would be developed to have beneficial environmental impacts against other environmental factors, such as landscape. Where it is possible that environmental impacts may occur as a result of the proposed change in land use, these would be minimised through sympathetic design and the application of the control measures set out in the Code of Construction Practice (CoCP) and the Outline Landscape and Ecology Management Plan. We do not expect there to be any impacts from the habitat creation works on noise levels or air quality. Draft versions of these documents were shared during the community impacts consultation, and these will be updated to reflect the new compensation sites and included in our DCO application. Our assessments of the impact of planting of the compensation sites will be included in the Environmental Statement, which will also form part of our DCO application.



Compensation area M2 corridor/Blue Bell Hill

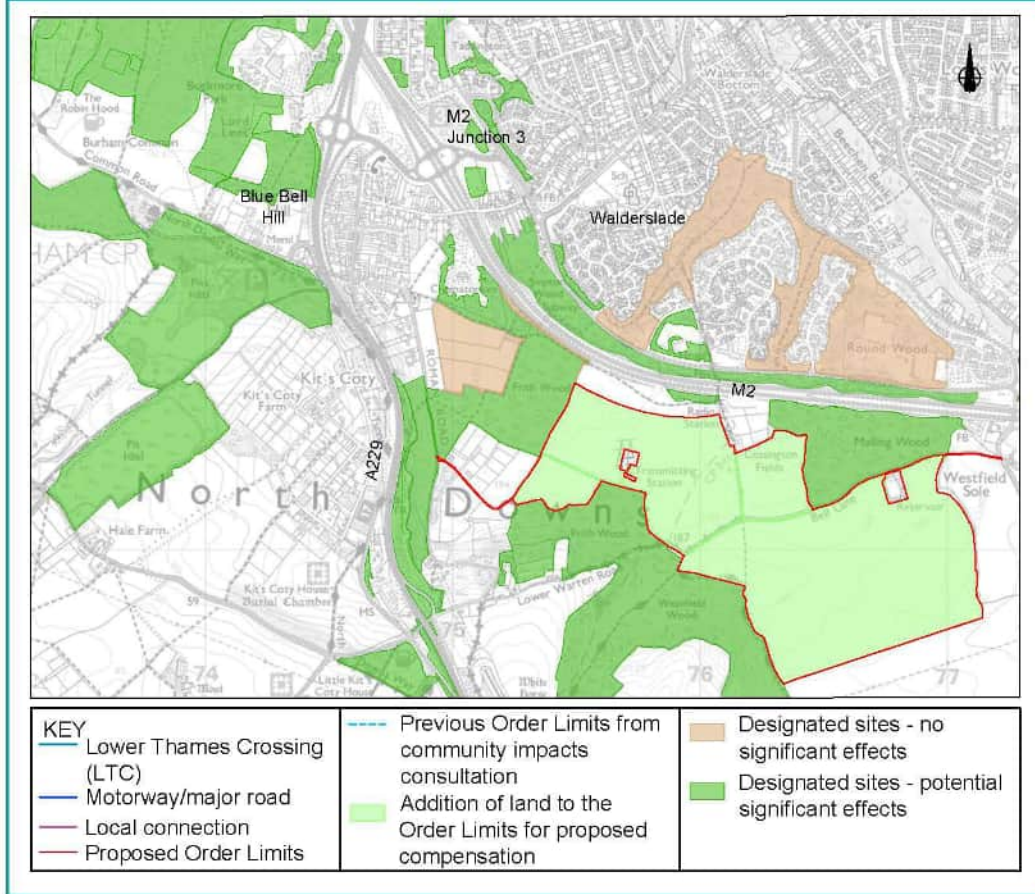
This is made up of four parcels of privately owned farmland totalling approximately 104ha and would form one large area for habitat creation. They have been identified due to their size and proximity to several affected designated habitats, as well as other designated sites that are not impacted by the Lower Thames Crossing. The number of these sites bordering this area, such as Frith and Westfield Woods, provides an opportunity to enhance ecological links, including to the North Downs Woodlands Special Area of Conservation. We would create mosaic habitats dominated by woodland but designed to enhance existing habitats.

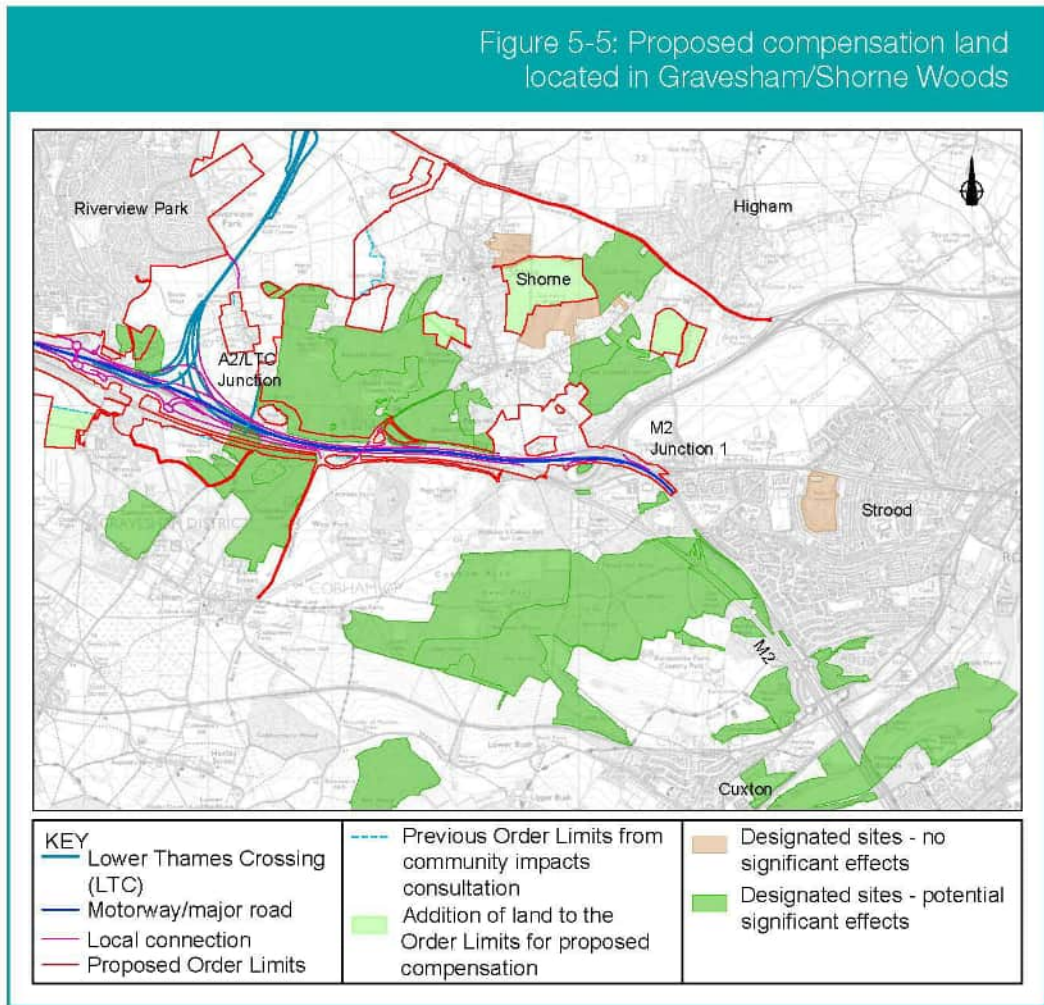
The compensation area is located within Kent Downs Area of Outstanding Natural Beauty (AONB). This provides an opportunity to compensate for the effects of nitrogen deposition and provide wider ecological and biodiversity benefits for habitats and landscape along the M2/A2 corridor. It would also provide visual screening of an existing overhead powerline in the AONB.

Additionally, historic maps show that this currently farmed compensation area was wooded in the nineteenth century. This recent past means that, it would be more appropriate for woodland creation for both ecological and landscape reasons than other areas that have been cleared of woodland for longer.

Further work will also be carried out to identify potential opportunities for the compensation area to connect to the North Downs Way.

Figure 5-4: Proposed compensation land in the M2 corridor and Blue Bell Hill area





Compensation area Gravesham/Shorne Woods

This compensatory area is made up of four parcels of privately owned land, as show in Figure 5-5. Together, they total approximately 55ha. They have been identified due to their location in relation to affected habitats and their suitability to improve connectivity between existing habitats.

Creating new habitats here would reconnect existing woodland across the Shorne Woods area that has been subject to severance and isolation in the past. The parcels are also next to, or form part of, a wider approach to mitigation and compensation, with other areas to be planted as mitigation, for instance, for loss of ancient woodland. The combination of these parcels of land and other mitigation would comprehensively enhance habitats in this area through natural regeneration and targeted planting.

The northern proposals, located to the north of the A2, include three parcels of agricultural land totalling approximately 46ha. These are next to Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and ancient woodlands. The parcels of land would not create a single large area of new habitat but would link existing woodlands and habitats. They would be carefully designed, planted and managed to support and enhance the specific habitats within the adjacent woodlands.

The western site, which is currently farmed and located south of the A2, is close to Ashenbank Woods and totals approximately 9ha. This area has been identified due to its proximity to an impacted site and it is also next to woodland planting mitigation for the loss of ancient woodland. It would therefore provide ecological benefits, including improved links for existing habitats and the creation of a larger ecological area through mitigation and compensation. Its selection and planting would establish a mosaic of woodland in other habitats that enhances existing habitats and integrates with the landscape.

Compensation area Thurrock

Two parcels of land totalling approximately 45ha have been identified in Thurrock (see Figure 5-6) for compensatory planting. The eastern area of land shown on the map is publicly owned, whereas the area to the west is private farmland. Both are located to the south of the A13 in Southfields and are close to designated sites and existing woodland that are impacted by nitrogen deposition. Creating new wildlife-rich habitats would increase connectivity between existing habitats, which would be beneficial both ecologically and from a landscape perspective.

The privately owned site was identified as it is a farmed field next to an impacted habitat. We would use a combination of natural regeneration (where woodlands develop naturally from seeds that have fallen on the ground) and planting to create wooded areas next to existing ones that merge into more open habitats. To be sensitive to the valley landscape, these could include parkland featuring scattered trees in grasslands.

The eastern area is a brownfield site, formerly used for landfill, owned by Thurrock Council. It mostly consists of grassland with some sections of scrub. It was identified because:

- It would reduce the need to use further areas of farmland
- It would reduce the impact on other landowners and productive land
- It is in a good position for connecting habitats.

We would encourage the development of wildlife-rich habitats on this site by promoting natural regeneration, with targeted planting where necessary. Our proposals would need to carefully take into consideration any constraints from the site's former use as a landfill. Prior to any soil disturbance or vegetation removal, to prevent the potential disturbance of residual contamination appropriate risk assessments would be carried out. The Contractor undertaking the works would provide method statements for acceptance by National Highways and, if required, consultation with the Environment Agency before starting works.

Figure 5-6: Proposed compensation land located in Thurrock

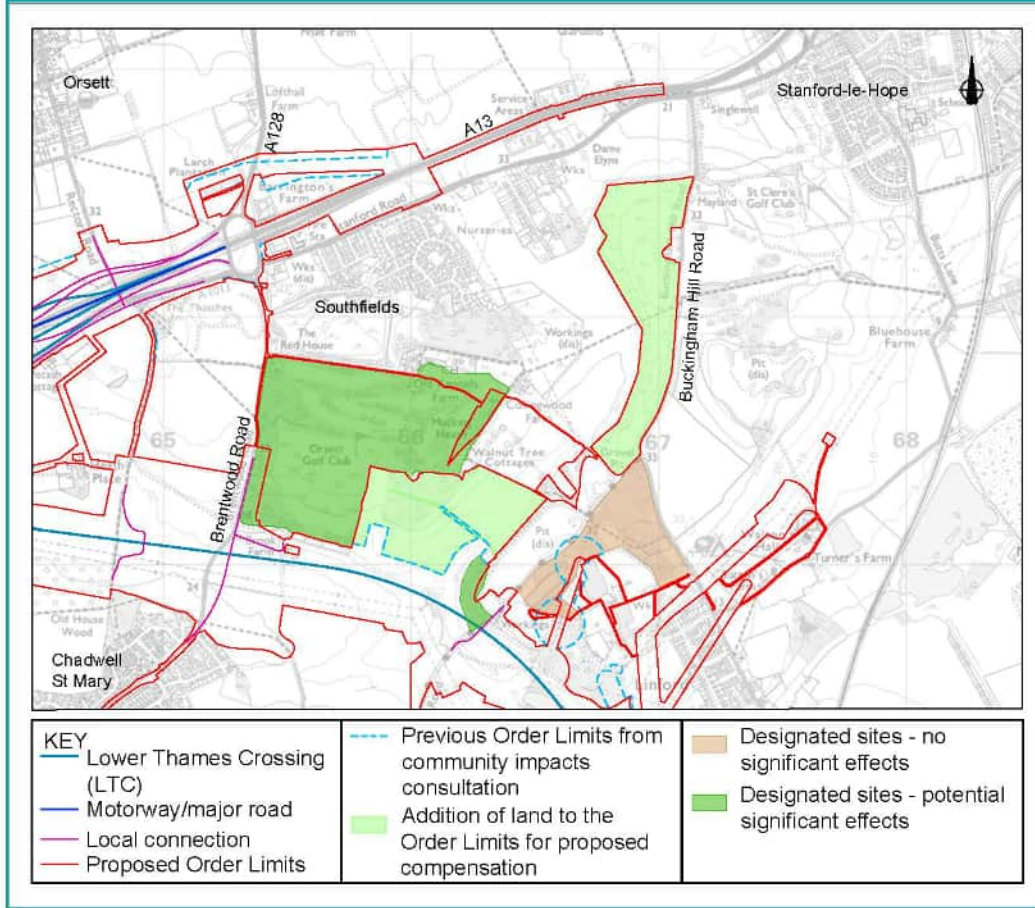
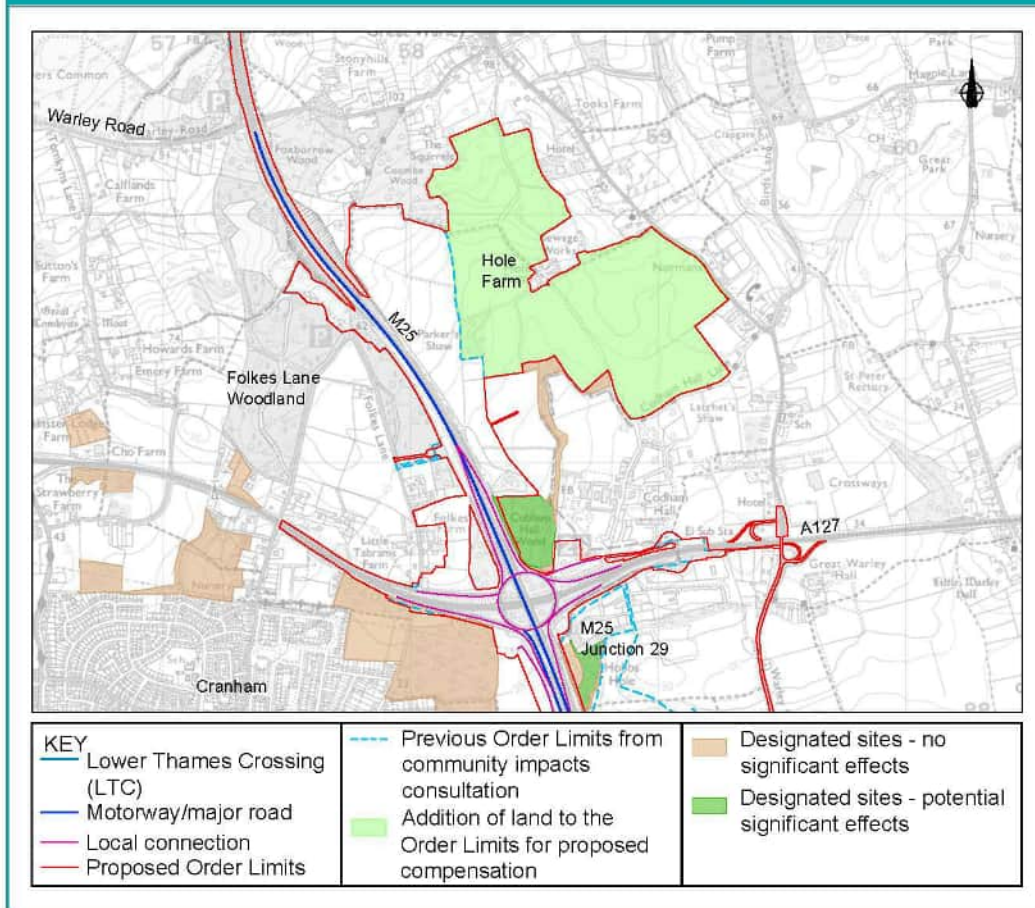


Figure 5-7: Proposed compensation land at Hole Farm, located in Brentwood



Compensation area Hole Farm, Brentwood

Most of the Hole Farm site was purchased by National Highways in 2021 to deliver benefits for communities and the environment. Working in partnership with Forestry England and the wider Thames Chase Community Forest partners, the site was identified as providing an opportunity to create a new community woodland that would become part of the Thames Chase Community Forest network. This would build on the small proportion of the site adjacent to the M25 that was already needed by the Lower Thames Crossing to provide public open space replacement for works at Folkes Lane Woodland.

Following our assessments, we identified Hole Farm, which is currently used for agricultural purposes, as a location for compensatory habitat creation because it is close to Codham Hall Woods and other designated sites. It would also link with the existing woodlands that form part of the habitat network in this area. There is an existing farmhouse and paddock within Hole Farm which will be retained and these are not included in our proposals for Hole Farm.

We are considering using up to 75ha of the Hole Farm site as compensatory planting to offset against the risk from impacts of nitrogen deposition caused as a result of traffic using the Lower Thames Crossing. Within this 75ha, we would convert the existing farmland to a woodland-dominated mosaic of wildlife-rich habitats through a combination of natural regeneration of habitats and planting.

This compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Community Forest partners. The masterplan will also include proposals for the facilities associated with a community woodland such as a tree nursery and a visitor centre. A period of community engagement to inform the development of the masterplan for the site is on-going and a public consultation on the proposals will be undertaken ahead of an application being submitted to Brentwood Borough Council to change the use of the site and create the required visitor facilities. It is proposed that these elements would be consented separately from the Lower Thames Crossing DCO application. The final amount of land within Hole Farm allocated to nitrogen deposition compensatory planting will align with the aspirations, and masterplan, for the overall site.

Next steps

Ongoing work

This document has recorded the work we are doing to address the potential risks to nearby habitats from nitrogen deposition from traffic using the Lower Thames Crossing. It explains our work in progress and our current thinking about the right approach to mitigation and compensation. We have more assessments to carry out but the feedback from this consultation will inform the approach that we submit and secure as part of our DCO application.

Our work includes:

- Refinement of assessments based on finalised traffic and air quality modelling.
- A decision on whether to implement additional speed enforcement on the M2 between junctions 3 and 4, followed by further development of these proposals, which would be informed by the responses to this consultation and site surveys.
- Further development and refinement of the proposals for compensation measures, informed by the responses to this consultation, including:
 - desk-based assessments and site visits to collect further information on constraints affecting potential compensation sites (such as utilities not previously identified) and opportunities (including connections to existing woodland or habitats of ecological value)
 - refining the proposed compensation areas
 - defining and agreeing overarching objectives and environmental design principles for each compensation area
 - outline design of the compensation areas, covering species mix, layout, maintenance and management requirements
- Ongoing engagement with stakeholders, including landowners, throughout the development of our mitigation and compensation proposals.
- Development of the habitat management fund if it is considered necessary to complement the new habitat creation. This includes further measures to address specific impacts that may not be fully compensated through the new habitat creation.

Design and assessment

Our assessments of the impact of nitrogen deposition on ecological habitats and our proposals for mitigating and compensating for it will be included in the Environmental Statement and the Habitats Regulations Assessment that will form part of our DCO application.

The Order Limits presented in this consultation include the potential locations for compensation planting outlined above.

The location of the compensation areas will be shown in our DCO application and would, with the exception of Hole Farm, be the subject of compulsory acquisition powers, as a fallback measure should we be unable to reach an agreement with landowners. The location of the compensation areas will be presented in the Environmental Masterplan, which will form part of the ES and the DCO application. The outline management and maintenance requirements will be presented within the Outline Landscape and Ecological Management Plan (OLEMP), which will detail the proposed management of the landscape and ecological elements of the Lower Thames Crossing. A draft copy of the OLEMP was consulted on during our community impacts consultation. It will be further developed with additional detail for our DCO application. Furthermore, all the new compensation areas would be subject to the requirements and controls set out in the DCO and associated documents.

The compensation proposals that are currently being assessed and refined will be included within the EIA and reported within the Environmental Statement. This will cover environmental assessments of any potential effects on cultural heritage, landscape and visual, terrestrial biodiversity, soils and other relevant topics if required following desk-based assessments and site visits. If the ongoing work confirms that the mitigation measures are to be progressed, these will also be included within the Environmental Statement.

6

How to have your say

Please let us know your views on the changes presented in this local refinement consultation. All the consultation information, including the response form, is available at



You can have your say using any of the methods listed below.

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



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.



Telephone

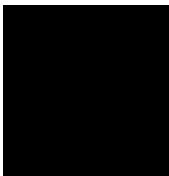
You can book a call back from a member of the project team to provide comments on the changes. From 12 May 2022, call us on 0300 123 5000 to book an appointment weekdays between 9am and 5pm.



Email

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

Please note, we cannot guarantee that responses sent to any other address will be considered. Responses will be accepted until 23:59 on 20 June 2022.



Scan me

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

Data privacy notice

We are committed to protecting your personal information. Whenever you provide 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 National Highways 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:

- National Highways
- 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.

Find out more

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by National Highways.

For more information, see our full data privacy statement at



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Find out more

All our consultation materials are available online at

They include:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 – Engineering Plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the Guide to local refinement consultation

Website

Visit our website at

- watch videos explaining the proposals
- explore an interactive map
- view the consultation documents, including the response form and maps

Events

For the most up-to-date list of events, please refer to our website at
or phone us.

Locations to review and collect consultation materials

The consultation materials will be available to collect and map books will be available to review, at deposit locations from 12 May 2022:

Kent and Gravesham

- Cuxton Library, Bush Road, Cuxton, Rochester ME2 1EY
- Gravesend Library, Windmill Street, Gravesend DA12 1BE
- Maidstone Library, Kent History & Library Centre, James Whatman Way, Maidstone ME14 1LQ
- Snodland Library, 15-17 High Street, Snodland ME6 5DA

Thurrock, Essex and Havering

- Brentwood Library, New Road, Brentwood CM14 4BP
- Chadwell Library, Brentwood Road, Chadwell St Mary, Grays RM16 4JP
- Grays Library, Thameside Complex, Orsett Road, Grays RM17 5DX
- Romford Central Library, St Edwards Way, Romford RM1 3AR

For the most up-to-date list of venues, please refer to our website at [\[REDACTED\]](#) / or phone us.

Locations to take away consultation materials

The guide, response form and Freepost return envelope will be available to collect from 12 May 2022 at the following locations:

Kent and Gravesham

- Coldharbour Library, Coldharbour Road, Northfleet, Gravesend DA11 8AE
- Dartford Library, Central Park, Market Street Dartford DA1 1EU
- Higham Library, Villa Road, Higham, Rochester ME3 7BS
- Larkfield Library, Martin Square, Aylesford ME20 6QW
- Meopham Library, Wrotham Road, Meopham, Gravesend DA13 0AH
- Riverview Park Library, The Alma, Leander Drive, Gravesend DA12 4NG
- Shorne Woods Visitor Centre, Gravesend DA12 3HX
- Strood Library, 133 High St, Strood, Rochester ME2 4TJ

Thurrock, Essex and Havering

- Belhus Library, South Ockendon Centre, Derry Avenue, South Ockendon RM15 5DX
- Corringham Library, St Johns Way, Corringham Stanford-le-Hope SS17 7LJ
- East Tilbury Library, Princess Avenue, East Tilbury RM18 8ST
- Harold Hill Library, 19a Farnham Road, Romford RM3 8ED
- Stanford-le-Hope Library, High Street, Stanford-le-Hope SS17 0HG
- Tilbury Library, Tilbury Hub, Civic Square, Tilbury RM18 8AD
- Upminster Library, 26 Corbets Tey Road, Upminster RM14 2BB

More venues could become available during the consultation period, so please check our website for updates at



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Information videos

Videos explaining our proposals are available on our website. They include captioning and a British Sign Language interpreter. For more information, visit



Telephone surgery

You can book a call back from a member of the project team to discuss any questions. Call us on **0300 123 5000** to book an appointment.

Home delivery

If you do not have access to the internet, you can order printed copies of this guide, a feedback form and Freepost return envelope.

Please call us on 0300 123 5000 to request a consultation pack. This pack, including delivery is free of charge – there is a limit of one pack per household.

Previous Lower Thames Crossing consultations

Documents from our previous consultations are available online at



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



AP1

Appendix (AP) - Nitrogen deposition impact assessment, mitigation and compensation for the Lower Thames Crossing

Introduction

In chapter 5 of the guide, we provide an overview of the work being carried out to understand the impact of nitrogen emissions as a result of traffic using the Lower Thames Crossing and the wider affected road network. Chapter 5 also includes a summary of our mitigation and compensation proposals. This appendix provides more information about how our assessments are carried out and the proposals to mitigate against, and compensate for, the potential impacts from nitrogen caused by the forecast changes in traffic as a result of the Lower Thames Crossing.

As part of our assessment of the impacts of the Lower Thames Crossing on the environment, we have considered the impacts of vehicle emissions on human health and ecological habitats. These assessments have included consideration of the nitrogen that is emitted into the atmosphere from vehicle emissions, which, when it falls on habitats, is a process known as 'nitrogen deposition'. This can affect how plants and habitats grow: for example, it can act as a fertiliser, which can be either good or bad for the plants depending on the extent of deposition. As such, it is important to understand the impact of nitrogen deposition and take steps to reduce the impacts where they are likely to be significant.

Our assessments of vehicle emissions have always been in line with the existing guidance for major road projects. Since our last consultation, we have revised our assessment methodology in light of the latest scientific opinion and after discussions with Natural England. Our assessment of the impact of vehicle emissions now includes consideration of the impact of ammonia emitted from exhausts, as well as considering the nitrogen oxides (NOx).

Many petrol and diesel vehicles now use catalytic converters to reduce the emissions of some pollutants, such as NO_x, but these catalytic converters emit ammonia as a by-product which, along with NO_x, can also contribute to nitrogen deposition. Our revised methodology accounts for this and provides a robust assessment of nitrogen deposition and its potential impacts on designated habitats. The impacts of vehicle emissions on human health presented in our community impacts consultation have not changed. While there are some differences in predicted traffic flows near the revised A13/A1089 junction compared with the information presented during that consultation, the overall air quality impact on human health is unlikely to change as a result of the changes in traffic flows and, as such, the new road's impacts on health are not considered to be significant.

Nitrogen is an important component of organic life forms and is vital for plant life. It can be found in the atmosphere as pure nitrogen and in compounds, including nitrogen dioxide (NO₂), nitric oxide (NO) and ammonia (a compound formed of nitrogen and hydrogen, NH₃). Here, we use the term nitrogen to refer to all these compounds.

Although naturally occurring, nitrogen can be released into the atmosphere through activities such as heating properties, agricultural practices (including the use of fertilisers) and from petrol and diesel vehicles on the roads. A change in nitrogen levels can have wide-ranging effects on the way ecosystems function, both negative and positive including the speed of growth of plants and decomposition. Too much nitrogen can also become toxic to plants.

Across the UK, levels of nitrogen (both NO_x and nitrogen deposition) at designated sites, an area of land that has been designated for nature conservation and/or the study of wildlife, typically exceed statutory air quality thresholds and recommended levels for habitats. However, Government data shows that nitrogen levels from road transport and other sources have fallen by 79% since 1990. While it is not part of our assessments, as our assessments are precautionary, it is predicted that this downward trend will continue and accelerate due to the policy commitments outlined in the Government's plan, Decarbonising Transport: A Better, Greener Britain (July 2021)¹. The decrease in petrol and diesel vehicles and the increased use of electric vehicles and other measures will also contribute to this reduction.

Our assessments

Traffic and air quality modelling

The Lower Thames Crossing is a major new road and, once the road is open, traffic is forecast to reduce on some roads (cutting congestion and improving journey times), but traffic is also forecast to increase on some other roads. Where traffic increases, there would be an increase in nitrogen deposition on habitats in close proximity.

The 'affected road network' is an area within which traffic forecasts could influence our air quality assessment. This has been identified using National Highways assessment criteria contained within the Design Manual for Roads and Bridges (DMRB). Figure AP 1-1 shows the extent of the affected road network, the extent of which may be refined upon completion of our traffic modelling.

1 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf



We have assessed the potential impact of traffic on air quality, with these assessments being carried out in line with DMRB guidance LA105⁶, which is the document that sets out the requirements for assessing and reporting the effects of highway projects on air quality in the UK.

To predict how traffic would change with and without the Lower Thames Crossing, we used the project's transport model, which has been built in line with the Department for Transport's (DfT) Transport Analysis Guidance. These predicted changes in traffic flow have been used to carry out our air quality modelling, which predicts the impacts of changing vehicle emissions on the affected road network.

The air quality model is used to forecast the amount of nitrogen deposition on habitats along the affected road network. We then use information from the UK's Air Pollution Information System database⁸ to understand how emissions would affect habitats.

Following our community impacts consultation, we have continued to work with Natural England to better understand how the nitrogen released through vehicle emissions should be assessed. As mentioned above, our assessment of the impact of vehicle emissions now includes consideration of the impact of ammonia emitted from exhausts, as well as considering NOx. This revised methodology aligns with emerging science and methodologies for assessing nitrogen deposition. This is in addition to our assessments of NOx, which we had considered in our previous assessment and presented in our Preliminary Environmental Information Report at statutory consultation and in our Ward impact summaries during the community impacts consultation.

3 Air Pollution Information System: 

Assessing air quality impacts on designated sites

In line with the methodology set out in DMRB LA105, our assessment involves considering the impact of nitrogen deposition on designated ecological sites within 200 metres of the affected road network. 'Designated sites' are areas of land that have special status as protected areas because of their ecological and cultural importance.

There are many designated sites along the affected road network. These are mainly woodland and include Ramsar sites, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest (SSSI), Local Nature Reserves, Local Wildlife Sites, Nature Improvement Areas, ancient woodland, and veteran trees.

We are carrying out an Environmental Impact Assessment (EIA) to consider the potential and residual impacts of the Lower Thames Crossing on local communities and the environment during construction and once the new road is open. The EIA also identifies measures that could be taken to reduce (mitigate) the negative impacts. The assessments that make up the EIA will be reported in the project's Environmental Statement, which will form part of our application for a DCO later in 2022.

A Habitats Regulations Assessment (HRA) is also being carried out to consider whether the Lower Thames Crossing would negatively impact the conservation objectives of any internationally important designated sites. These must be considered in our HRA and include Special Areas for Conservation, Special Protection Areas and Ramsar sites. They are also referred to as the 'National network of internationally important designated sites'.

The HRA has two stages:

- 'Screening', where any likely significant effects are identified (stage 1)
- 'Appropriate assessment' (stage 2), where any likely significant effects are assessed to determine whether they would adversely affect the integrity of the designated site, taking into account any mitigation proposed. (Assessment of 'site integrity' is a consideration of the effects on the structure and function of the habitats within the site.)

Like the EIA, the HRA assesses potential impacts, identifies mitigation, and sets out any residual impacts. However, the HRA requires a higher degree of evidence to demonstrate that there would be no significant effects on the integrity of the assessed sites. The assessments that make up the HRA will be reported in the HRA Statement to Inform an Appropriate Assessment, which will also form part of our DCO application.

As part of the EIA and HRA assessments, we are in the process of surveying the potentially affected designated sites, allowing us to collect extra information about their features and their condition to better understand how they might be affected by the predicted changes in nitrogen deposition when compared with if the Lower Thames Crossing were not implemented.

We have already carried out surveys of many of the designated sites to understand how vulnerable the habitats may be to changes in nitrogen deposition. As it is necessary to carry out some surveys at a particular time of year, these are ongoing.

We have undertaken preliminary nitrogen deposition assessments for these areas based on the available traffic modelling, using a precautionary approach to assumptions about the speed with which transport will decarbonise. As the seasonal surveys continue, we will refine our assessments and finalise our proposals for mitigation and compensation, and these will be included in our DCO application. By taking this approach, we can ensure our mitigation and compensation proposals are sufficient to address any nitrogen deposition effects from the implementation of the Lower Thames Crossing.

Both the EIA and the HRA consider the concentration of deposited nitrogen, the size of the area being impacted, and the duration of the predicted impact. Along some roads, there would be a decrease in nitrogen deposition due to a forecast reduction in traffic. However, along roads where there is a predicted increase in traffic, then our assessments show a rise in nitrogen deposition compared with the situation if the Lower Thames Crossing was not built. When an increase in nitrogen deposition is predicted, our assessments (in accordance with DMRB LA105) use two thresholds to identify where we need to investigate in more detail:

- For designated sites assessed under the EIA, in line with DMRB LA105, we carried out further investigations where we identified a potential increase in nitrogen deposition of more than 0.4kg of nitrogen per hectare per year, which is the level above which there could be an impact on those habitats.
- For internationally designated sites assessed under the HRA, we investigated further where we identified a potential increase in nitrogen deposition of at least 1% of a level known as the Lower Critical Load. This is the estimated level of nitrogen exposure that may lead to degradation of the designated sites.

If nitrogen levels are predicted to exceed the relevant threshold for a designated site that does not mean that adverse impacts would be significant, but it highlights that further investigation is needed.

For sites where thresholds would be exceeded, we have carried out a qualitative assessment of whether the effects from nitrogen deposition would be significant on each impacted habitat. A professional judgement has been made by competent specialists as to whether the effects would be significant based upon the following criteria:

- the importance of the designated site, such as whether it is of international, national or county-level significance
- whether the features of the designated site (for example, plant species) would be sensitive to the effects of nitrogen deposition. If not, it is unlikely that the effects would be significant
- the current condition of the designated site, such as whether it is already in a poor condition and whether nitrogen deposition would worsen the situation
- the duration of the impacts on the site predicted as a result of the Lower Thames Crossing. The longer the site would be affected, the more likely the effects would be considered significant
- the proportion of the site that would be affected. The greater the proportion, the more likely an effect would be considered significant.

Avoidance, mitigation and compensation

The ability to avoid all adverse effects has been considered as part of the assessment and review of where thresholds are exceeded. The Lower Thames Crossing route and design has been selected after extensive development, engagement, and consultation. Moving the route to avoid nitrogen deposition on designated sites within 200 metres of the new road and affected road network would be likely to have negative impacts on the environment elsewhere and would potentially make it unviable.

The potential for mitigation measures has been assessed in line with the DMRB LA105, which states that they should be viable and provide a quantifiable change to the effects. For each affected ecological site or habitat, the need for mitigation, and its potential feasibility, was assessed. Further information can be found under Mitigation measures.

Where we cannot avoid or directly mitigate the risk of the impacts of nitrogen deposition, creating wildlife-rich habitats will add to the stock of high-quality woodland in the area and how well it is connected to other habitats in the landscape. These measures will be put in place on a precautionary basis to ensure that the overall coherence of the network of protected sites and habitats is maintained by enhancing the resilience of the network of habitats that supports each affected site. Further information can be found in the Compensation measures section.

Results of the assessments

For the opening year of the Lower Thames Crossing and during its operation in the 2030s, the revised methodology for assessing nitrogen deposition has so far led to more extensive potential effects being identified than previously identified. No significant effects are reported during construction.

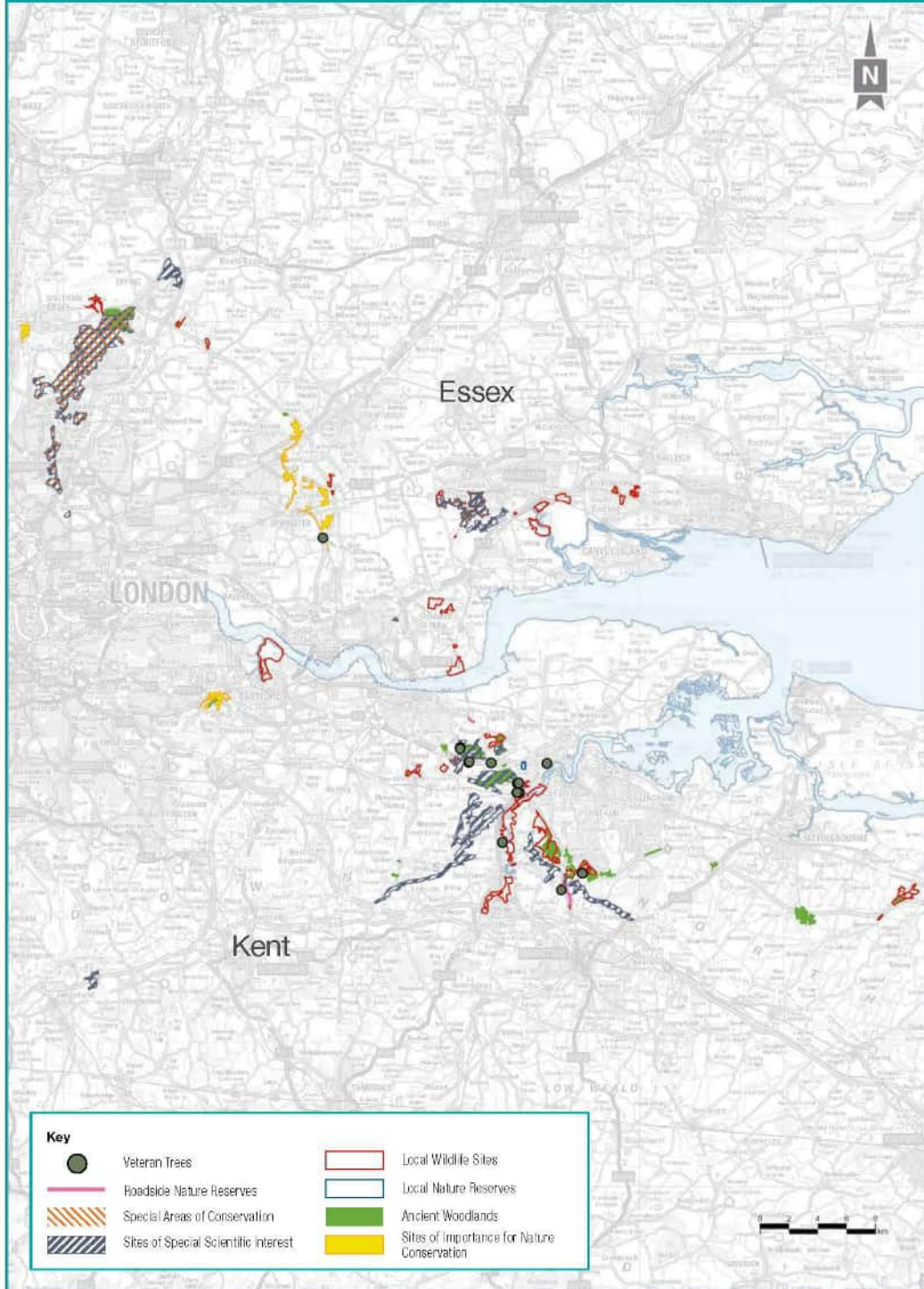
The results presented here are the conclusions of the assessment work completed to date. Our assessment work will continue, and our final conclusions will be presented in our DCO application.

For the EIA, 136 designated sites were identified for assessment. These are shown in Figure AP 1-2 below comprising:

- 9 sites of SSSI
- 1 local nature reserve
- 37 local wildlife sites
- 14 sites of importance for nature conservation
- 7 roadside nature reserves
- 1 nature improvement area
- 40 areas of ancient woodland
- 26 veteran trees
- 1 country park (also categorised as a local wildlife site)

In some cases, there is an overlap of the designations, such as where part of an SSSI is also designated as a local nature reserve, a local wildlife site, or includes ancient woodland. Epping Forest, one of the SSSIs considered in the EIA, is also a Special Area for Conservation, which is considered in the HRA.

Figure AP 1-2 Location of ecological receptors where further assessment is required



The significantly impacted sites

As described above, in the stage 2 HRA, our assessments to date have concluded that there would be no adverse effects on the integrity of any internationally important designated sites.

Our preliminary EIA assessment to date (including surveys of sites where the DMRB LA105 threshold is exceeded) has identified on a precautionary basis the potential for significant effects at approximately 60 of the 136 sites being assessed. The combined area of the potentially significantly affected designated sites is approximately 250 ha. However, there is a likelihood that this area may change (increase or be reduced) once additional surveys and further detailed assessment have been carried out, including the results of our traffic and air quality modelling, which will be presented in our DCO application.

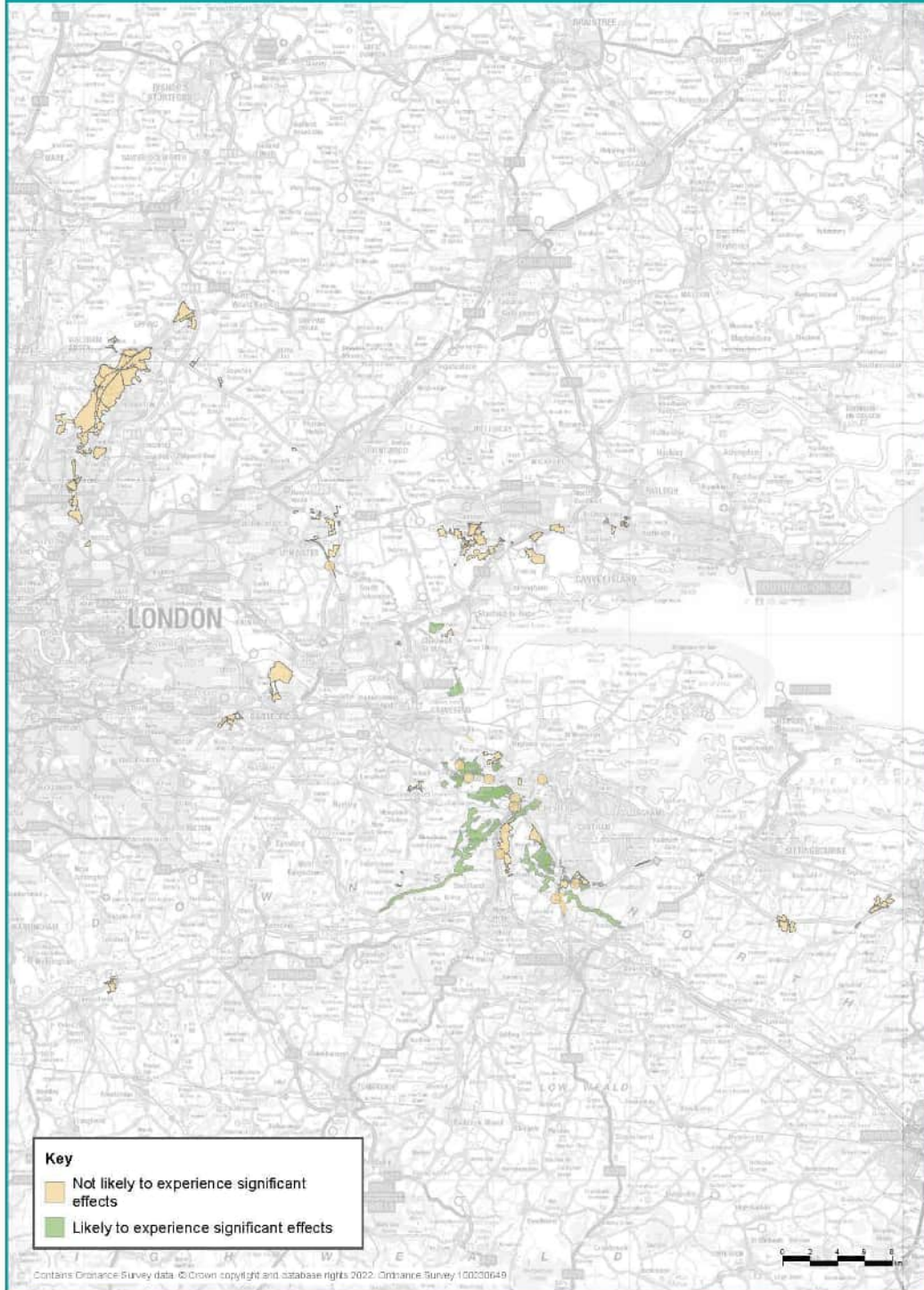
Figure AP 1-3 shows the designated sites likely to be reported as experiencing significant effects based on our preliminary assessments, under the EIA. Most of those that are predicted to experience significant effects are south of the River Thames and are clustered in two locations:

- Along the A2 and M2 between the proposed A2/M2 junction with the Lower Thames Crossing and M2 junction 2
- Around M2 junction 3 and the A229 at Blue Bell Hill

The designated sites north of the River Thames that are most likely to experience significant effects, are more scattered but we have identified two clusters where most of the significant effects are likely to occur. These are mainly adjacent to the proposed route of the Lower Thames Crossing and consist of a SSSI, five ancient woodlands, five local wildlife sites and a veteran tree.

For the EIA, the nitrogen deposition site survey assessments are currently ongoing, and the information presented here represents our initial conclusions (see the section on ongoing work below). We will continue to refine our assessments as more information is made available and report on them in our DCO application.

Figure AP 1-3: Locations of designated sites likely and unlikely to experience significant effects



Mitigation measures

Where the potential for significant adverse effects has been identified, we have been investigating options to avoid, mitigate or compensate for them. As stated above, our assessment has concluded that to realise the benefits that the Lower Thames Crossing would provide, these effects cannot be avoided, so it is necessary to consider mitigation and compensation.

National Highways' guidance for carrying out air quality assessments (DMRB LA105) states that mitigation measures must be viable and provide a quantifiable change. It also states that the following mitigation measures should be assessed for suitability, alongside any other proposed viable mitigation.

LA105 mitigation options assessed

The mitigation measures that are set out in LA105, which we have assessed are:

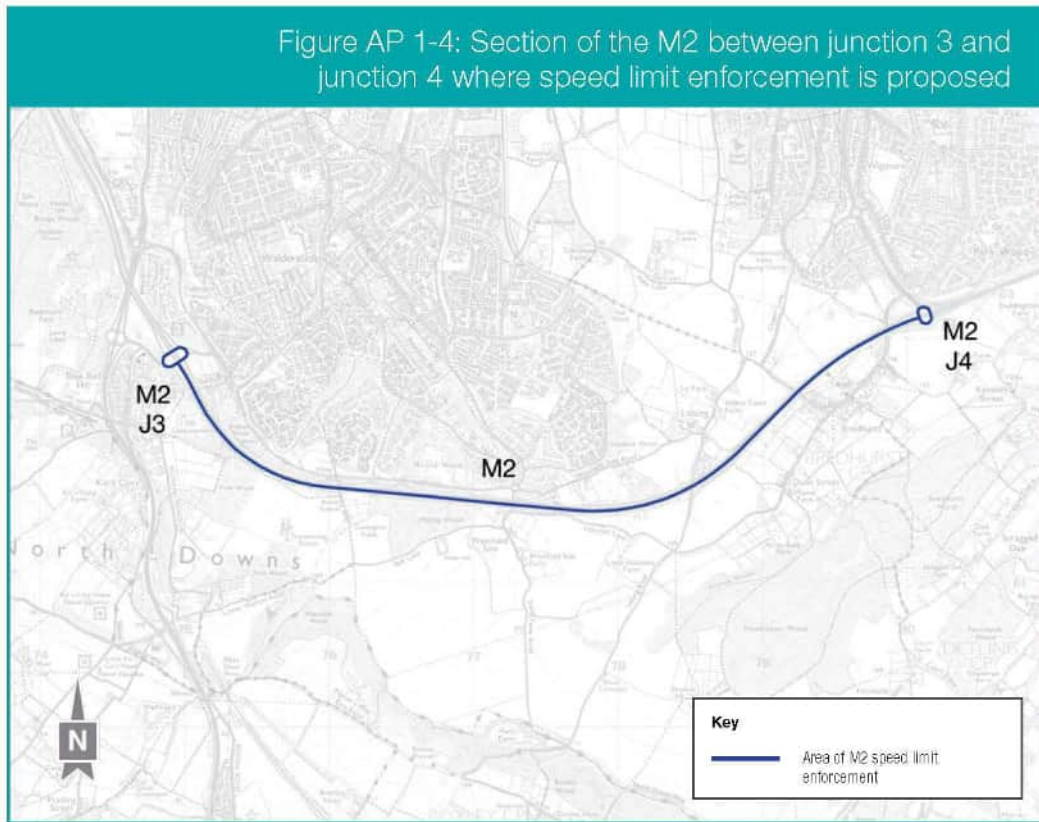
1. Reducing vehicle speeds to mitigate air quality effects. This can involve enforcement of an existing 70mph limit or reduction of an existing 70mph speed limit to 60mph
2. Installation of vertical barriers at least 9 metres high.

1. Speed limits

1.1 Enforcement

Traffic data shows that the speed limit is exceeded by some motorists on some sections of the road network. Driving at faster speeds increases nitrogen emissions, so by enforcing the speed limit on certain sections of road, average vehicle speeds can be brought down, reducing nitrogen deposition on nearby designated sites. We have been considering whether installing speed enforcement cameras on certain sections of road would be effective in encouraging road users to drive at the legal speed limit, on top of existing speed enforcement measures. There would be no change to the speed limit, which is preferable as it would maintain traffic flows and journey times.

Our work to date has found that this measure would only be effective along sections of the road network where traffic typically exceeds the speed limit of 70mph. Traffic modelling suggests that traffic typically exceeds the speed limit primarily on the M2 between junctions 3 and 4 (as shown in Figure AP 1-4). As a result, additional speed enforcement at this location could be effective due to its proximity to some affected designated ecological sites.



As part of our ongoing assessments, we are reviewing whether additional speed enforcement measures would be feasible in this location, taking into account all relevant considerations (e.g. cost, technical feasibility). Should this be the case, then the area of significantly affected habitats would be reduced, as the mitigation would mean that there would no longer be significant effects on some of the sites near to this section of the M2.

1.2 Speed limit reductions

Speed limit reductions involve implementing 60mph speed limits (in accordance with DMRB LA105) along sections of the road network currently designated as 70mph to reduce the average speed of traffic on that section of road. Lowering the speed limit works in a similar way to speed enforcement cameras, reducing the average speed of traffic on that section of road and so reducing nitrogen deposition. Roads where the average speed is lower than 60mph have been discounted because the reduction would not adequately reduce the nitrogen deposition.

For the HRA, our assessment has concluded there would be no adverse effects on the integrity of internationally designated sites because nitrogen deposition would be insignificant, so we consider mitigation unnecessary. However, we understand that at Epping Forest Special Area of Conservation, Natural England or other parties may disagree with some of our assessment and consider mitigation to be necessary. If this is the case, that would be a matter for consideration during the examination of the DCO application.

To understand the implications, we investigated mitigation measures to avoid or reduce effects on Epping Forest Special Area of Conservation. We have investigated reducing the speed limit from 70mph to 60mph on the M25 westbound between junctions 27 and 28 for four years from the Lower Thames Crossing opening. Our assessment shows that this measure would have the effect of reducing nitrogen deposition, but we do not consider this measure necessary as our assessment concludes there would be no adverse effects on the Epping Forest Special Area of Conservation, and we are not proposing it.

For the EIA, we have identified that speed limit reductions along two sections of the M2 - between junctions 1 and 4, and between junctions 3 and 4 - would help reduce nitrogen deposition at nearby designated sites. However, further assessments, including traffic modelling, found that speed limit reductions on these sections of motorway would result in other negative impacts. These include increased traffic and emissions on local roads as motorists sought alternative routes as a result of increased journey times on the strategic road network. As such, we are not proposing a speed limit reduction in these locations as mitigation for effects in the EIA.

2. Vertical barriers at least nine metres high

DMRB LA105 guidance states that vertical barriers at least nine metres high should be considered as a mitigation option. This type of barrier encourages nitrogen emissions to rise to a height where it can disperse and dilute, reducing its impact on nearby habitats on the other side of the barrier.

We have carried out a review of the affected road network to identify locations where vertical barriers could be installed. Our initial assessment has found that there are no sections of the affected road network where it would be feasible to install them. The initial step in our review was to filter out potential environmental effects and where the installation was not technically feasible for engineering reasons. This is primarily where:

- Their installation could have adverse effects on heritage features. These barriers should not be sited within 200 metres of any location with a heritage designation, which includes listed buildings, scheduled monuments, and registered parks and gardens.
- Negative landscape and visual effects could be introduced. These barriers are not suitable near (within 10 metres) to residential properties.
- They could impact protected trees. These barriers are not appropriate within one metre of any veteran trees, trees subject to Tree Preservation Orders, or within 15 metres of ancient woodland.
- Their installation could have adverse effects on heritage features. These barriers should not be sited within 25 metres of any Conservation Areas or within 200 metres of any location with a heritage designation, which includes listed buildings, scheduled monuments, and registered parks and gardens.
- There is insufficient space on the carriageway to allow installation.

In addition, 80 percent of the Lower Thames Crossing is proposed to be below ground in either a tunnel, cutting or false cutting. At these locations, installing a barrier would not be feasible and no benefits could be accrued.

Four of the 60 sites identified did not fall within roads that met the criteria outlined above and therefore warranted further exploration. The affected road network adjacent to the remaining four sites was reviewed to see whether the barriers could be installed in these locations. Our assessment has concluded that at these remaining locations barriers would not be feasible.

- Low Street Pit Local Wildlife Site (West Tilbury): to mitigate the effects on this receptor a barrier would be required on the Lower Thames Crossing Tilbury Viaduct; this would result in additional visual impacts as the viaduct is elevated. There would also be potential impacts on overhead lines if installed in this location.
- Goshems Farms Local Wildlife Site (Tilbury): Installing barriers at this location would not be technically feasible as it lies in the footprint of the proposed road and supporting structures, mainly the Lower Thames Crossing northern tunnel entrance and excavated material landscaping. In addition no nitrogen deposition benefits could be accrued as a barrier in this location would be in a cutting which would prevent the nitrogen from dispersing at a sufficient height.
- Cuxton Pit No. 3 Local Wildlife Site (Medway): This is located east of the M2 Junction 2, adjacent to A228 Sundridge Hill. A continuous barrier could not be provided in this location as access would be required to the M2 roundabout /slip road. Barriers are not appropriate where breaks in the barrier would be required to allow access to slip roads.
- River Medway Between Cuxton and Temple Marsh Local Wildlife Site: The site is located under the existing M2 Medway Bridge. The barriers would not be suitable on the existing road bridge as structural and wind loading issues could arise.

While barriers of this type would offer air quality benefits to the designated ecological areas behind them, their scale and appearance would have adverse effects as set out above.

For these reasons, we do not consider the installation of barriers of this type to be appropriate to mitigate nitrogen deposition effects from the Lower Thames Crossing, and therefore they have been discounted.

Additional mitigation options assessed (outside LA105)

In addition to the mitigation measures set out in DMRB LA105, we also investigated other measures for preventing nitrogen from reaching designated sites. These included installing air quality purifying or filtering technologies to reduce nitrogen going to the adjacent habitat. However, these measures have been shown to be ineffective at the scale required for a road project, so these were also discounted.

Compensation measures

For the HRA, no compensation for Epping Forest Special Area for Conservation is required. This is because as mentioned above under 'Mitigation measures' our assessment concludes that there would be no adverse effects on site integrity.

For the EIA, our assessments have concluded that avoidance and mitigation of the impacts of nitrogen deposition are not feasible, apart from potential speed enforcement on a section of the M2 (junctions 3 to 4), which we are continuing to investigate. This is why we are proposing compensation measures to offset the risk of significant effects from nitrogen deposition from changes in traffic flows as a result of the Lower Thames Crossing.

The nitrogen deposition from changes in traffic caused by the Lower Thames Crossing may impact on the growth of plants in habitats, particularly woodland. Where we cannot avoid or directly mitigate the risk of those impacts, creating wildlife-rich habitats will add to the stock of high-quality woodland in the area and how well it is connected to other habitats in the landscape. These measures would be put in place on a precautionary basis to ensure that the overall coherence of the network of protected sites and habitats is maintained by enhancing the resilience of the network of habitats that supports each affected site.

After engagement with Natural England two options for compensation have been considered:

1. habitat creation
2. a fund to manage existing habitats

1. Habitat creation

We have used an appropriate methodology and followed the latest guidance and advice from Natural England, to assess the potential impacts of the Lower Thames Crossing and understand the benefits of our compensation proposals.

For this consultation, we have identified several sites that are considered suitable for compensatory habitat. These sites are split across four areas totalling 279ha. Subject to further engagement (including with Natural England, local authorities and landowners), additional assessments and the outcomes of this consultation, we intend to refine our proposals to create wildlife-rich habitats and expect this to amount to around 250ha. Our proposals will then be submitted as part of our DCO application. We consider this to be a precautionary but proportionate response to the theoretical risk of potential degradation of designated sites.

We have considered:

- Creating multiple, small, new habitat sites
- Using a landscape scale compensation approach

The landscape scale approach is one that seeks to accrue multiple benefits from habitat creation. For example, providing social benefits such as public access with additional environmental benefits such as climate change resilience and increased biodiversity. By creating new habitats on a large scale (rather than in a series of scattered sites), these benefits can be enhanced.

After consideration, and following guidance provided by the Department for Environment, Food and Rural Affairs and Natural England, the landscape scale compensation approach was progressed. This offers long-term enhancements and improvements in quality to the wider ecological network of habitats, building resilience to climate change, and providing strong green corridors for the movement of species across the landscape. Multiple new smaller habitat sites would be less resilient to external pressures such as extreme weather and would not offer landscape scale corridors where protected species could move.

The habitat creation proposals would include habitat types that are similar or complementary to ones that are likely to be significantly affected, which are mostly woodlands. It would therefore include a variety of habitats linked to woodland ones, such as grassland and scrub.

Additional benefits of our compensation proposals

As well as offsetting the impacts of nitrogen deposition, our compensation land proposals would bring significant additional benefits including:

- Increased public access to the countryside. If appropriate, we would consider making these sites publicly accessible in a way which complements their primary function as compensatory habitats.
- Improving the appearance of the local landscape by planting new trees and other plants.
- Enhancing biodiversity by increasing the number of linked habitats.
- Planting new habitats that would absorb carbon dioxide from the atmosphere, reducing the carbon impacts of the project.

Habitat site selection methodology

We have selected a package of sites and these are identified in the Compensatory Areas section below. In selecting the sites to include in the application, we were guided by our selection criteria and our on-going engagement.

To identify potential areas for compensation, we engaged with Natural England and the relevant Local Planning Authorities, using the following methodology and engagement:

1. Ranking the ecological suitability of areas based on the proximity to designated receptors, in particular SSSIs and ancient woodlands.
2. Identifying potentially suitable areas of land by analysing how any new habitats could connect with existing ones.
3. Excluding areas that are not suitable for tree planting such as areas allocated for development, roads, water features, and those already planted or within 200 metres of the affected road network.
4. Excluding areas where it was considered that existing land uses should not be changed, for example good quality agricultural land, registered common land or land used for recreational purposes.
5. Excluding sites that contain known environmental constraints including existing wildlife-rich habitats (such as designated sites), heritage designations (e.g. areas within 200 metres of scheduled monuments or Grade I or II* listed buildings), and flood risk areas.
6. Further filtering of suitable areas by specialist teams, including heritage, landscape, utilities, land referencing and planning.
7. Developing a shortlist of possible sites with the best ecological opportunities and no, or manageable, constraints.

2. A fund to manage existing habitats

We are considering establishing a habitat management fund to provide additional compensation for nitrogen deposition. If after carrying out additional assessment and engagement such a fund is deemed necessary and appropriate to address specific impacts which would not be properly compensated by the creation of new woodland, then details of the fund would be developed in conjunction with stakeholders, including engagement with specific landowners and managers. Once established, the fund would be open to applications that meet the following objectives:

- Support the management of the most biodiverse significantly affected existing sites and habitats to improve site conditions and build long-term resilience for these sites. This management must be above the existing or planned management of the location.
- Support measures on land linked to significantly affected designated sites and habitats through adverse impact pathways (for example, to fund landowners to reduce the use of fertilisers), which would reduce existing adverse effects on those designated sites and habitats and therefore improve their resilience.

Identified compensation sites

We have identified potential sites for habitat creation in the following four areas, which are also shown in Figure AP 1-5:

- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields, Thurrock
- Hole Farm, Brentwood

Within these areas, we used our selection methodology to identify parcels of land that could be used for habitat creation. In these locations, significant new areas of wildlife-rich habitats will be created, along with smaller areas that connect existing habitats that have been fragmented in the past.

We are having on-going discussions with the owners of the parcels of land that we have identified for compensatory planting. Our proposal is that the land on which the compensatory planting would be carried out will be included in our DCO application and where necessary we would seek powers to compulsorily acquire it. As with all land required for the project, we would also progress discussions with landowners to acquire sites by agreement.

We will continue to work closely with relevant stakeholders (including landowners), Natural England and local authorities to make sure our proposals achieve a sufficient quality of compensation.

Before starting the habitat creation works, we would erect security fencing around the perimeter of the compensation areas. The landscape planting would involve initial ground preparation works, including removal of vegetation where required and preparation of soils using tractors and excavators to get the appropriate soil conditions for the required planting. Planting would be carried out at the first available planting season. The season of planting would depend on the species selected and when we gain access to the land. In some cases, areas may be allowed to naturally regenerate so that local plants have the chance to establish from seed. An effort would be made to retain vegetation but where it is beneficial to remove it, clearance would be carried out during winter where possible, to avoid impacts on breeding birds. Where this is not practicable, clearance would be supervised by an Ecological Clerk of Works to ensure no nests are disturbed or destroyed.

The planting of the compensation sites would be developed to have beneficial environmental impacts against other environmental factors, such as landscape. Where it is possible that environmental impacts may occur as a result of the proposed change in land use, these would be minimised through sympathetic design and the application of the control measures set out in the Code of Construction Practice (CoCP) and the Outline Landscape and Ecology Management Plan. We do not expect there to be any impacts from the habitat creation works on noise levels or air quality. Draft versions of these documents were shared during the community impacts consultation and these will be updated to reflect the new compensation sites and included in our DCO application. Our assessments of the impact of planting of the compensation sites will be included in the Environmental Statement, which will also form part of our DCO application.

Further information on the habitat creation areas as detailed in chapter 5 is provided below.

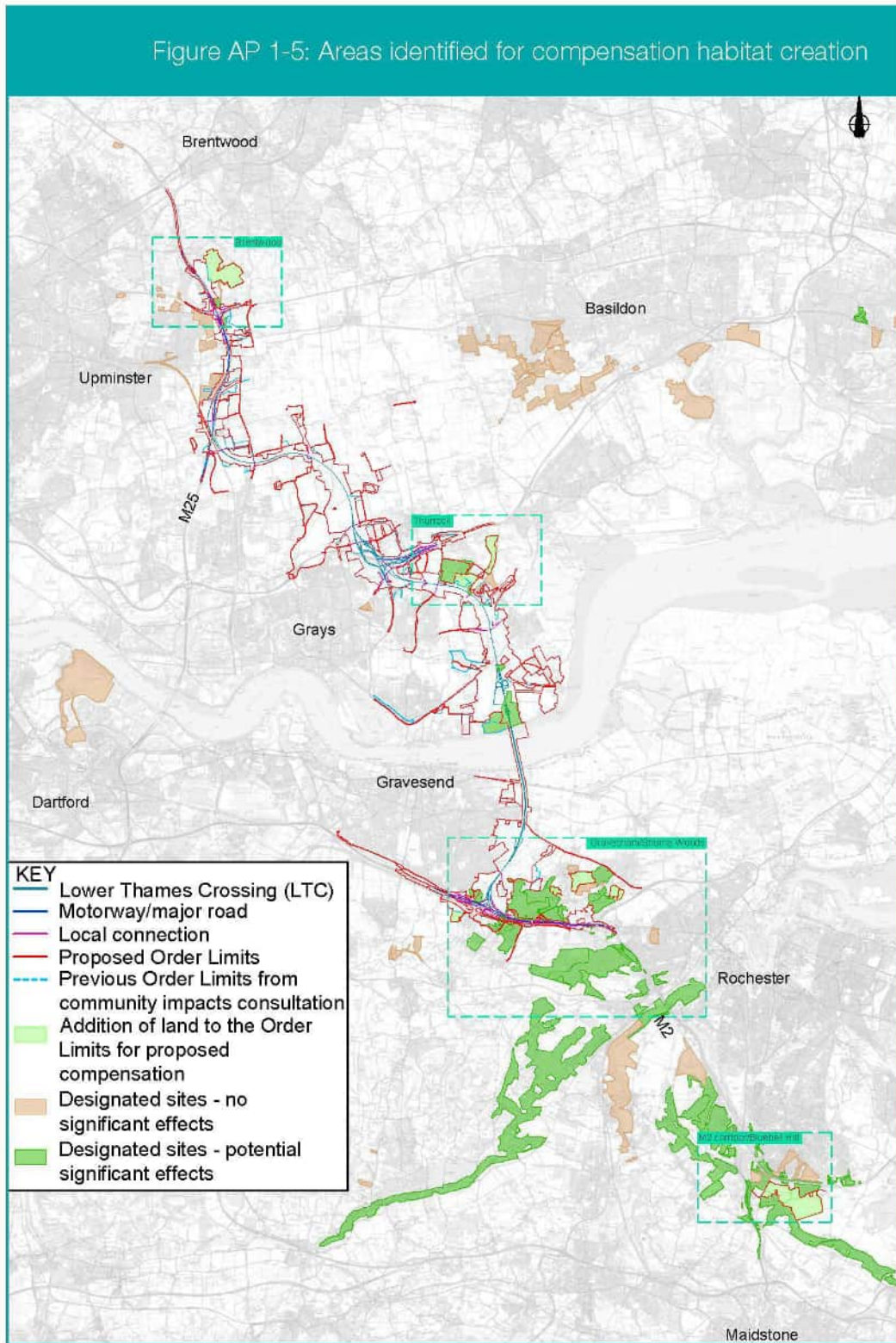
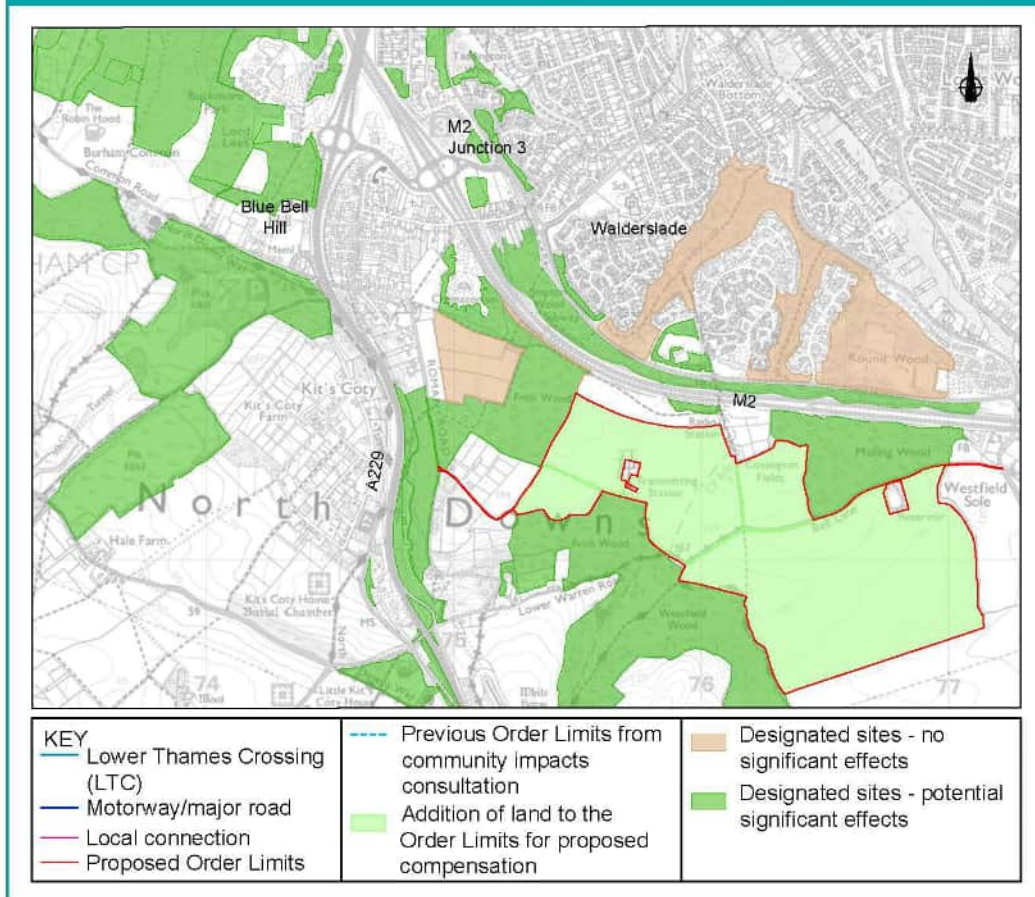


Figure AP 1-6: Proposed compensation land in the M2 corridor and Blue Bell Hill area



Compensation area M2 corridor/Blue Bell Hill

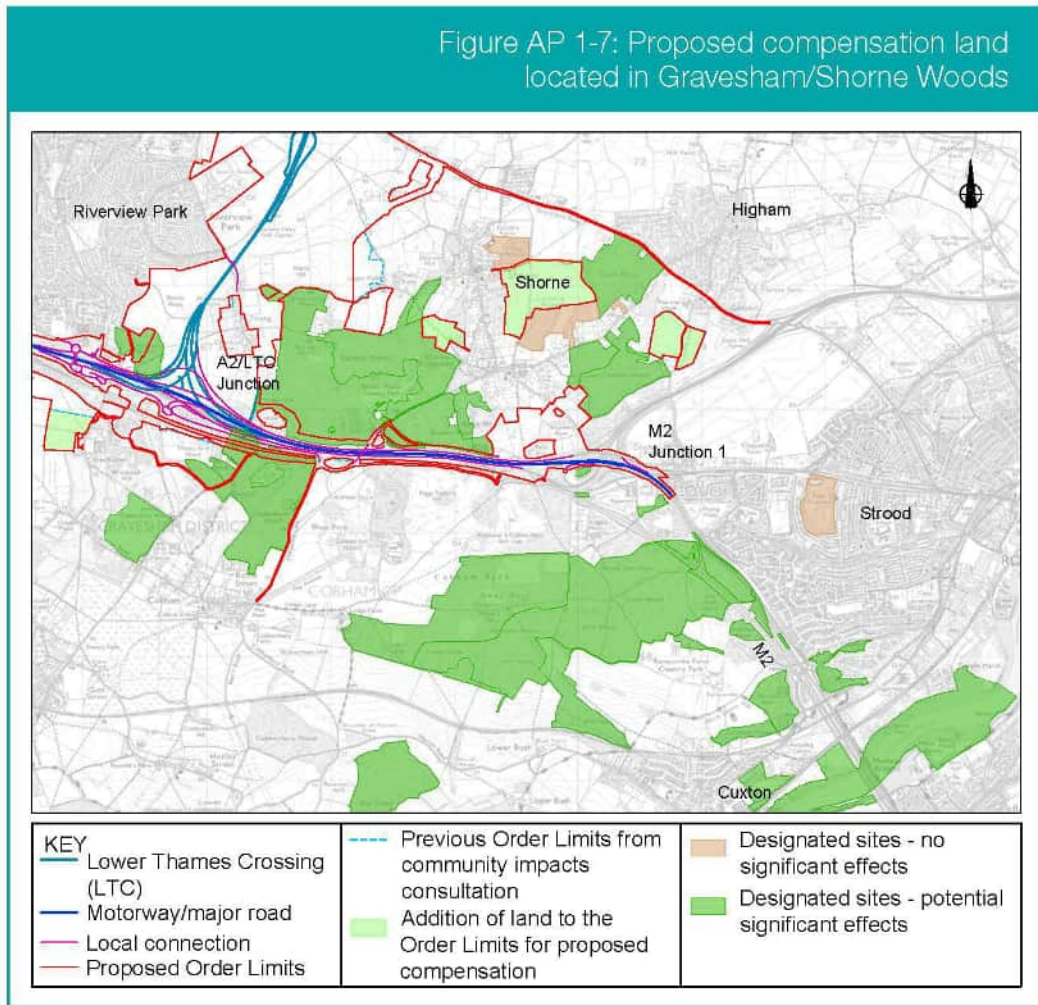
This is made up of four parcels of privately owned farmland totalling approximately 104ha and would form one large area for habitat creation. They have been identified due to their size and proximity to several affected designated habitats, as well as other designated sites that are not impacted by the Lower Thames Crossing. The number of these sites bordering this area, such as Frith and Westfield Woods, provides an opportunity to enhance ecological links, including to the North Downs Woodlands Special Area of Conservation. We would create mosaic habitats dominated by woodland but designed to enhance existing habitats.

The compensation area is located within Kent Downs AONB. This provides an opportunity to compensate for the effects of nitrogen deposition and provide wider ecological and biodiversity benefits for habitats and landscape along the M2/A2 corridor. It would also provide visual screening of an existing overhead powerline in the AONB.

Additionally, historic maps show that this currently farmed compensation area was wooded in the nineteenth century. This recent past means that, it would be more appropriate for woodland creation for both ecological and landscape reasons than other areas that have been cleared of woodland for longer.

Further work will also be carried out to identify potential opportunities for the compensation area to connect to the North Downs Way.

Figure AP 1-7: Proposed compensation land located in Gravesham/Shorne Woods



Compensation area Gravesham/Shorne Woods

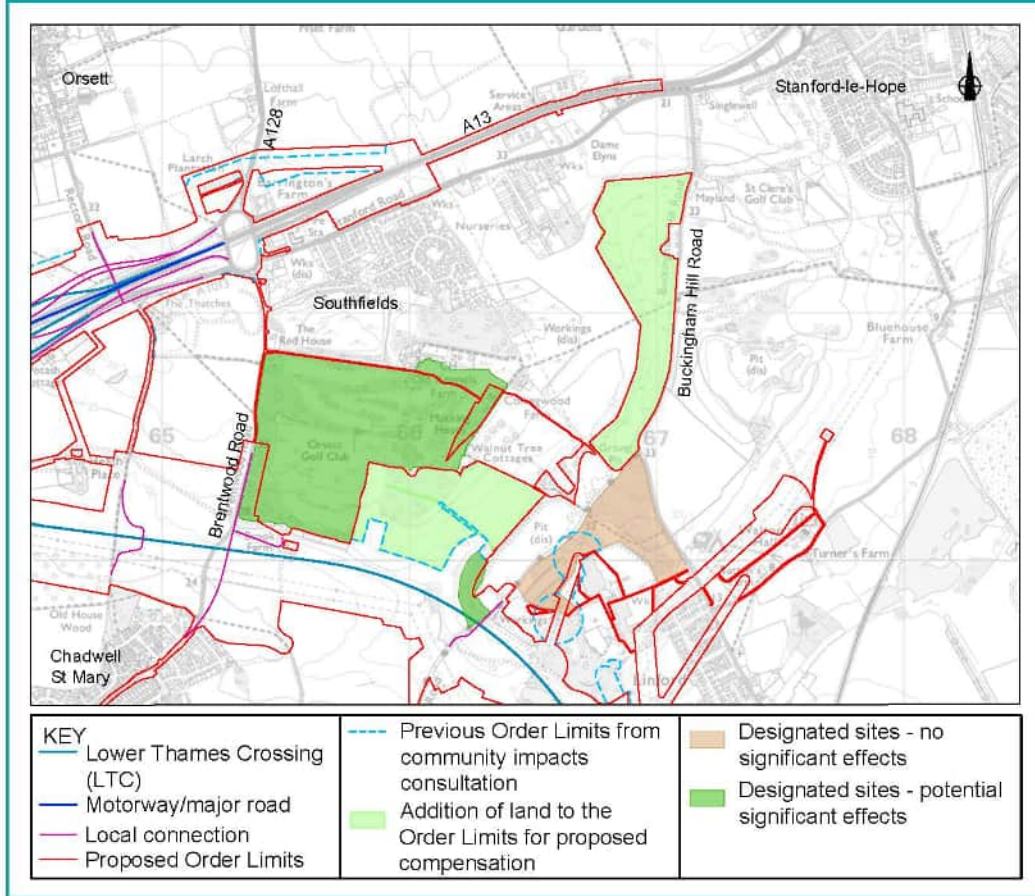
This compensatory area is made up of four parcels of privately owned land, as show in Figure AP 1-7. Together, they total approximately 55 ha. They have been identified due to their location in relation to affected habitats and their suitability to improve connectivity between existing habitats.

Creating new habitats here would reconnect existing woodland across the Shorne Woods area that has been subject to severance and isolation in the past. The parcels are also next to, or form part of, a wider approach to mitigation and compensation, with other areas to be planted as mitigation, for instance, for loss of ancient woodland. The combination of these parcels of land and other mitigation would comprehensively enhance habitats in this area through natural regeneration and targeted planting.

The northern proposals, located to the north of the A2, include three parcels of agricultural land totalling approximately 46 ha. These are next to Shorne and Ashenbank Woods SSSI, Great Crabbles Wood SSSI and ancient woodlands. The parcels of land would not create a single large area of new habitat but would link existing woodlands and habitats. They would be carefully designed, planted and managed to support and enhance the specific habitats within the adjacent woodlands.

The western site, which is currently farmed and located south of the A2, is close to Ashenbank Woods and totals approximately nine ha. This area has been identified due to its proximity to an impacted site and it is also next to woodland planting mitigation for the loss of ancient woodland. It would therefore provide ecological benefits, including improved links for existing habitats and the creation of a larger ecological area through mitigation and compensation. Its selection and planting would establish a mosaic of woodland in other habitats that enhances existing habitats and integrates with the landscape.

Figure AP 1-8: Proposed compensation land located in Thurrock



Compensation area Thurrock

Two parcels of land totalling approximately 45ha have been identified in Thurrock (see Figure AP 1-8) for compensatory planting. The eastern area of land shown on the map is publicly owned, whereas the area to the west is private farmland. Both are located to the south of the A13 in Southfields and are close to designated sites and existing woodland that are impacted by nitrogen deposition. Creating new wildlife-rich habitats would increase connectivity between existing habitats, which would be beneficial both ecologically and from a landscape perspective.

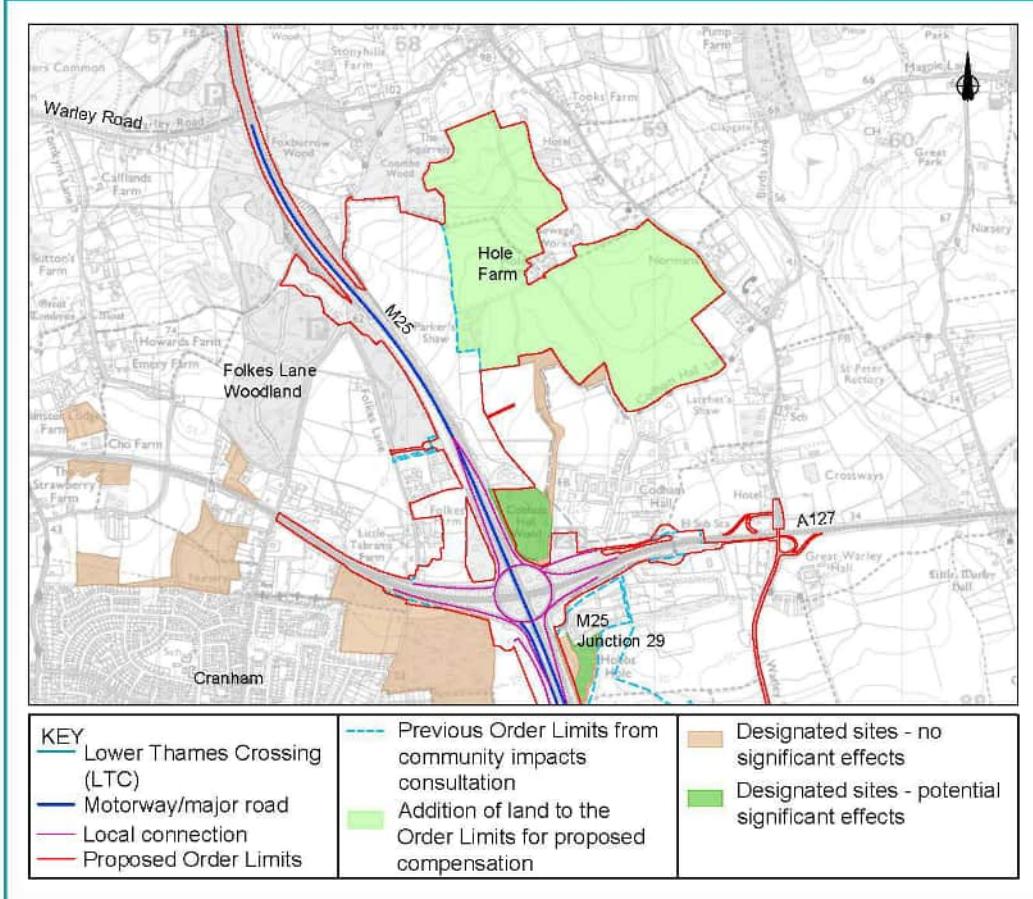
The privately owned site was identified as it is a farmed field next to an impacted habitat. We would use a combination of natural regeneration (where woodlands develop naturally from seeds that have fallen on the ground) and planting to create wooded areas next to existing ones that merge into more open habitats. To be sensitive to the valley landscape, these could include parkland featuring scattered trees in grasslands.

The eastern area is a brownfield site, formerly used for landfill, owned by Thurrock Council. It mostly consists of grassland with some sections of scrub. It was identified because:

- It would reduce the need to use further areas of farmland
- It would reduce the impact on other landowners and productive land
- It is in a good position for connecting habitats.

We would encourage the development of wildlife-rich habitats on this site by promoting natural regeneration, with targeted planting where necessary. Our proposals would need to carefully take into consideration any constraints from the site's former use as a landfill. Prior to any soil disturbance or vegetation removal, to prevent the potential disturbance of residual contamination appropriate risk assessments would be carried out. The Contractor undertaking the works would provide method statements for acceptance by National Highways and, if required, consultation with the Environment Agency before starting works.

Figure AP 1-9: Proposed compensation land at Hole Farm, located in Brentwood



Compensation area Hole Farm, Brentwood

Most of the Hole Farm site was purchased by National Highways in 2021 to deliver benefits for communities and the environment. Working in partnership with Forestry England and the wider Thames Chase Community Forest partners, the site was identified as providing an opportunity to create a new community woodland that would become part of the Thames Chase Community Forest network. This would build on the small proportion of the site adjacent to the M25 that was already needed by the Lower Thames Crossing to provide public open space replacement for works at Folkes Lane Woodland.

Following our assessments, we identified Hole Farm, which is currently used for agricultural purposes, as a location for compensatory habitat creation because it is close to Codham Hall Woods and other designated sites. It would also link with the existing woodlands that form part of the habitat network in this area. There is an existing farmhouse and paddock within Hole Farm which will be retained, and these are not included in our proposals for Hole Farm.

We are considering using up to 75ha of the Hole Farm site as compensatory planting to offset against the risk from impacts of nitrogen deposition caused as a result of traffic using the Lower Thames Crossing. Within these 75ha, we would convert the existing farmland to a woodland-dominated mosaic of wildlife-rich habitats through a combination of natural regeneration of habitats and planting.

This compensatory planting would form part of, and integrate with, the masterplan for the entire site that is being developed in partnership with Forestry England and the wider Thames Chase Community Forest partners. The masterplan will also include proposals for the facilities associated with a community woodland such as a tree nursery and a visitor centre. A period of community engagement to inform the development of the masterplan for the site is on-going and a public consultation on the proposals will be undertaken ahead of an application being submitted to Brentwood Borough Council to change the use of the site and create the required visitor facilities. It is proposed that these elements would be consented separately from the Lower Thames Crossing DCO application. The final amount of land within Hole Farm allocated to nitrogen deposition compensatory planting will align with the aspirations, and masterplan, for the overall site.

Ongoing work

This document has recorded the work we are doing to address the potential risks to nearby habitats from nitrogen deposition from traffic using the Lower Thames Crossing. It explains our work in progress and our current thinking about the right approach to mitigation and compensation. We have more assessments to carry out but the feedback from this consultation will inform the approach that we submit and secure as part of our DCO application.

Our work includes:

- Refinement of assessments based on finalised traffic and air quality modelling
- A decision on whether to implement additional speed enforcement on the M2 between junctions 3 and 4, followed by further development of these proposals, which would be informed by the responses to this consultation and site surveys
- Further development and refinement of the proposals for compensation measures, informed by the responses to this consultation, including:
 - desk-based assessments and site visits to collect further information on constraints affecting potential compensation sites (such as utilities not previously identified) and opportunities (including connections to existing woodland or habitats of ecological value)
 - refining the proposed compensation areas
 - defining and agreeing overarching objectives and environmental design principles for each compensation area
 - outline design of the compensation areas, covering species mix, layout, maintenance and management requirements
- Ongoing engagement with stakeholders, including landowners, throughout the development of our mitigation and compensation proposals
- Development of the habitat management fund if it is considered necessary to complement the new habitat creation. This includes further measures to address specific impacts that may not be fully compensated through the new habitat creation.

Design and assessment

Our assessments of the impact of nitrogen deposition on ecological habitats and our proposals for mitigating and compensating for it will be included in the Environmental Statement and the Habitats Regulation Assessment that will form part of our DCO application.

The Order Limits presented in this consultation include the potential locations for compensation planting outlined above.

The location of the compensation areas will be shown in our DCO application and would, with the exception of Hole Farm, be the subject of compulsory acquisition powers, as a fallback measure should we be unable to reach an agreement with landowners. The location of the compensation areas will be presented in the Environmental Masterplan, which forms part of the Environmental Statement and the DCO application. The outline management and maintenance requirements will be presented within the Outline Landscape and Ecological Management Plan, which details the proposed management of the landscape and ecological elements of the Lower Thames Crossing. A draft copy of the Outline Landscape and Ecology Management Plan was consulted on during our community impacts consultation. It will be further developed with additional detail for our DCO application. Furthermore, all the new compensation areas would be subject to the requirements and controls set out in the DCO and associated documents.

The compensation proposals that are currently being assessed and refined will be included within the EIA and reported within the Environmental Statement. This will cover environmental assessments of any potential effects on cultural heritage, landscape and visual, terrestrial biodiversity, soils and other relevant topics if required following desk-based assessments and site visits. If the ongoing work confirms that the mitigation measures are to be progressed, these will also be included within the Environmental Statement.

This page has been left intentionally blank.

Please submit your response by
23:59 on 20 June 2022

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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National Highways Limited registered in England and Wales number 09346983

Letters

Plate T.4 Letter to existing prescribed section 42(1) (a)-(c) consultees on 11 May 2022

National Highways
1st Floor, Woodlands
Manton Lane
Bedford
MK41 7LW
0300 123 5000 (local rate call)
info@lowerthamescrossing.co.uk

11 May 2022

Dear

Lower Thames Crossing: Local Refinement Consultation between 12 May and 20 June 2022

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

As summarised below, we have previously held several public consultations on our proposals, each of which has sought to develop and improve our plans based on feedback from consultees and our ongoing assessments. We are now launching a new consultation – the Local Refinement Consultation – as part of which we are seeking feedback on some changes to the project. Responses to this consultation will help to inform our application for permission to construct and operate the project, which we plan to submit to the Planning Inspectorate later this year.

Our consultation proposals include changes to our plans for new open space sites in the vicinity of the new road, improvements to the provision of facilities for walkers, cyclists and horse riders, changes to our landscaping proposals and to our plans affecting local utilities. Our proposals also include additional environmental compensation habitat.

As a statutory consultee under section 42 of the Planning Act 2008, we have previously consulted with you as part of our earlier project consultations. We are writing to you now so that you are able to provide feedback on our proposals for this consultation. You can do so by making use of the information and material described later in this letter under '**How to view the Local Refinement Consultation materials.**'

Consultations to date

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

This 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:

• 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:

• 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.

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

• Community impacts consultation – 14 July to 8 September 2021

Having reviewed our plans and considered feedback provided by local authorities and the Planning Inspectorate, we then held a further consultation on:

- 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

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

How to view the Local Refinement Consultation materials

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

Home delivery: If you do not have access to the internet, you can order a printed copy of the guide to consultation, a feedback form, Freepost return envelope and set of plans, 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

or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed on the proposals, we will host a series of information events at locations along the route. 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 20 June 2022.

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: [REDACTED]

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 to book an appointment.

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 National Highways 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 National Highways, see our full data privacy statement:

[REDACTED]

Yours sincerely,

[REDACTED]
Gareth Protheroe
Development Director
National Highways

Plate T.5 Letter to new prescribed section 42(1) (a)-(c) consultees on 11 May 2022

	National Highways 1st Floor, Woodlands Manton Lane Bedford, MK41 7LW
--	---

info@lowerthamescrossing.co.uk

11 May 2022

Dear

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

As you may be aware, National Highways is developing plans for the Lower Thames Crossing, which is a new road project that would connect Kent with Thurrock and Essex via a tunnel beneath the river Thames.

As summarised below, we have previously held several public consultations on our proposals, each of which has sought to develop and improve our plans based on feedback from consultees and our ongoing assessments and design work. We are now launching a new consultation – the Local Refinement Consultation – as part of which we are seeking feedback on some changes to the project. Responses to this consultation will help to inform our application for permission to build and operate the project, which we plan to submit to the Planning Inspectorate later this year.

Our consultation proposals include changes to our plans for new open space sites in the vicinity of the new road, improvements to the provision of facilities for walkers, cyclists and horse riders, changes to our landscaping proposals and to our plans affecting local utilities. Our proposals also include additional environmental compensation habitat.

Your organisation has been identified as a statutory consultee under section 42 of the Planning Act 2008. As required by that section, we are therefore consulting with you so that you are able to provide feedback on our latest proposals or on any of the proposals included in the earlier consultations described below under 'Consultation to date.' Information on how to do so is provided later in this letter, under 'How to view the Local Refinement Consultation materials.'

Consultation to date

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

This 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:



- **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, 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: [REDACTED]

- **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.

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

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

Having reviewed our plans and considered feedback provided by local authorities and the Planning Inspectorate, we then held a further consultation on:

- 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

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

How to view the Local Refinement Consultation materials

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

Home delivery: If you do not have access to the internet, you can order a printed copy of the guide to consultation, a feedback form, Freepost return envelope and set of plans, 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

[REDACTED] 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 at locations along the route. 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 20 June 2022.

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 [REDACTED]

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 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 for the Local Refinement Consultation.

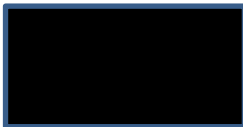
We will ensure that any comments submitted to the above response channels are carefully reviewed, and the Consultation Report we submit as part of our Development Consent Order application will explain how we have considered the feedback we received.

Please note that National Highways 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 National Highways, see our full data privacy statement:

[REDACTED]

Finally, as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended), we are 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
National Highways

Plate T.6 Letters to new and existing consultees identified as section 42(1)(d) on 12 May 2022

The content of the letters was modified to reflect the nature of the potential impacts of the Project on each specified land interest.

	Sarah Collins Land and Property Lead Lower Thames Crossing 1st Floor Woodlands Manton Lane Bedford MK41 7LW 0300 123 5000 (local rate call) info@lowerthamescrossing.co.uk 12 May 2022
--	---

Dear

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

We are writing to let you know that an interest in land that you hold has been identified as being potentially affected by the Lower Thames Crossing – the National Highways project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

Under section 42 of the Planning Act 2008, we are consulting with you so that you are able to provide us with feedback on any aspect of the proposals. More information on the consultation process is set out later in this letter.

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

Your interest, as described in the table below, is within or partially within the Order Limits.

Title number	Land description	Status at May 2022
E	F	G

An explanation of what the status presented in the table means is explained below.

|

Half-width

As your property adjoins a highway that is within the project's Order Limits, 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' interest.

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

The project may also affect you if you hold one or more of the following interests within or adjacent to the Order Limits: wayleaves, restrictions on title, covenants, easements, rights to mines, minerals or subsoil, options, cautions, notices or other form of legal interest.

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

Consultation

Local refinement consultation – 12 May to 20 June 2022

As part of our response to the feedback we received from previous consultations, our plans have developed, and we are now proposing to make some further refinements to the Lower Thames Crossing. Changes to our plans include amendments to utilities infrastructure, routes for walkers, cyclists and horse riders, and two open space sites: Tilbury Fields and Chalk Park. We are proposing to change how traffic on the A13 corridor would access the A1089 by providing a new link road from the Orsett Cock junction to the A1089 southbound which would improve connectivity. Our proposals also include new areas of land to compensate for the effects of nitrogen deposition on habitats, which may occur as a result of changes to traffic flows after the Lower Thames Crossing opens. This includes some new areas of land that were not affected by our plans prior to this consultation.

How to view the local refinement consultation materials

Online: Consultation materials will be available from 12 May 2022 by visiting our webpage at [REDACTED]

Home delivery: If you do not have access to the internet, you can order printed copies of this guide, a feedback form and Freepost return envelope.

Please call us on 0300 123 5000 to request a consultation pack. This pack, including delivery is free of charge – there is a limit of one pack per household.

Information Videos: Videos explaining our proposals are available on our website. They include captioning and a British Sign Language interpreter. For more information, visit [REDACTED]

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 to answer your questions. You can book a call back from a member of the project team to discuss any questions. From 12 May 2022, call us on 0300 123 5000 to book an appointment on weekdays between 9am and 5pm.

For more information on the surgery, please visit our website at [REDACTED] or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed and up-to-date on our proposals, we intend to host a series of information events along the route. Details of these events, as well as information points and deposit locations where we will make the local refinement consultation materials available for review, can be found on our website at [REDACTED]. Alternatively, you can call 0300 123 5000.

How to respond to the consultation – responses will be accepted until 23.59pm on 20 June 2022.

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 [REDACTED]

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.

Telephone: You can book a call back from a member of the project team to provide comments on the changes. From 12 May 2022, call us on 0300 123 5000 to book an appointment weekdays between 9am and 5pm.

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

Please note, we cannot guarantee that responses sent to any other address will be considered. Responses will be accepted until 23.59 on 20 June 2022.

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 make sure 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 National Highways may be asked to make copies of representations available to the Planning Inspectorate. For more information on how your personal data is retained and used by National Highways, see our full data privacy statement at [REDACTED].

Previous consultations

As you may know, we have already held several stages of public consultation on our proposals. The details of these are set out below

Statutory consultation – 10 October to 20 December 2018

We held a statutory consultation on our project proposals from 10 October to 20 December 2018. This 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, an explanation of the predicted environmental impacts of the project (contained in the preliminary environmental information report) and our approach to user charging.

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

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, National Highways 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 our webpage at

Design refinement consultation – 14 July to 12 August 2020

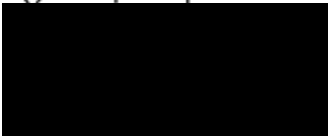
Following the supplementary consultation, we continued to work with our stakeholders and statutory consultees to develop our design of the new road. This resulted in a number of refinements, which we then consulted on.

You can find our design refinement consultation documents by visiting our webpage at

Community impacts consultation – 14 July to 8 September 2021

As part of our development of the proposals and to provide further information to local people about the likely effects of the new road on the local community and the environment, we carried out a further round of consultation between July and September 2021 called the community impacts consultation. For more information, please visit our webpage at:

If you have any questions regarding your land or property, 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.



Sarah Collins
Land and Property Lead
Lower Thames Crossing

Our ref: A_CRM
EX-WDB

Name
Line 1
Line 2
Line 3
City
County
Postcode
Country

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

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

12 May 2022

Dear C Name,

Lower Thames Crossing: local refinement consultation from 12 May to 20 June 2022

We have previously written to formally notify you, as required by section 42 of the Planning Act 2008, that land or property you own, or an interest in land that you hold, has been identified as being potentially affected by the Lower Thames Crossing – the National Highways project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

As described later in this letter, we are providing an opportunity to respond to a further consultation on updated proposals.

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

Your property, as described in the table below, is within or partially within the Order Limits or may otherwise be potentially affected by the proposals.

Title number	Land description	Status at July 2021	Status at May 2022
E	F	G	H

An explanation of what the status presented in the table means is explained below.

Inside Order Limits

If all or part of your property is within the Order Limits, 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 Order Limits and why these areas are needed.

If your property is within the Order Limits you may be eligible to serve a blight notice on National Highways 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://nationalhighways.co.uk/our-work/lower-thames-crossing/communities/>.

The project may also affect you if you hold one or more of the following interests within or adjacent to the Order Limits: wayleaves, restrictions on title, covenants, easements, rights to mines, minerals or subsoil, options, cautions, notices or other form of legal interest.

I have enclosed a Land Use Plan with this letter that identifies the areas included within our Order Limits and why these areas are needed.

Consultation

Local refinement consultation – 12 May to 20 June 2022

As part of our response to the feedback we received from previous consultations, our plans have developed, and we are now proposing to make some further refinements to the Lower Thames Crossing. Changes to our plans include amendments to utilities infrastructure, routes for walkers, cyclists and horse riders, and two open space sites: Tilbury Fields and Chalk Park. We are proposing to change how traffic on the A13 corridor would access the A1089 by providing a new link road from the Orsett Cock junction to the A1089 southbound which would improve connectivity. Our proposals also include new areas of land to compensate for the effects of nitrogen deposition on habitats, which may occur as a result of changes to traffic flows after the Lower Thames Crossing opens. This includes some new areas of land that were not affected by our plans prior to this consultation.

How to view the local refinement consultation materials

Online: Consultation materials will be available from 12 May 2022 by visiting our webpage at [REDACTED].

Home delivery: If you do not have access to the internet, you can order printed copies of this guide, a feedback form and Freepost return envelope.

Please call us on 0300 123 5000 to request a consultation pack. This pack, including delivery is free of charge – there is a limit of one pack per household.

Information Videos: Videos explaining our proposals are available on our website. They include captioning and a British Sign Language interpreter. For more information, visit [REDACTED]

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 to answer your questions. You can book a call back from a member of the project team to discuss any questions. From 12 May 2022, call us on 0300 123 5000 to book an appointment on weekdays between 9am and 5pm.

For more information on the surgery, please visit our website at [REDACTED] or call 0300 123 5000.

To keep stakeholders and members of the local community fully informed and up-to-date on our proposals, we intend to host a series of information events along the route. Details of these events, as well as information points and deposit locations where we will make the local refinement consultation materials available for review, can be found on our website at [REDACTED]. Alternatively, you can call 0300 123 5000.

How to respond to the consultation – responses will be accepted until 23.59pm on 20 June 2022

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 [REDACTED].

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.

Telephone: You can book a call back from a member of the project team to provide comments on the changes. From 12 May 2022, call us on 0300 123 5000 to book an appointment weekdays between 9am and 5pm.

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

Please note, we cannot guarantee that responses sent to any other address will be considered. Responses will be accepted until 23.59 on 20 June 2022.

We will make sure 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 National Highways 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 National Highways, see our full data privacy statement: at [REDACTED]

Previous consultations

As you may know, we have already held several stages of public consultation on our proposals. The details of these are set out below.

Statutory consultation – 10 October to 20 December 2018

We held a statutory consultation on our project proposals from 10 October to 20 December 2018. This 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, an explanation

of the predicted environmental impacts of the project (contained in the preliminary environmental information report) and our approach to user charging.

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

[REDACTED]

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, National Highways 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 our webpage at:

[REDACTED]

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 of the new road. This resulted in a number of refinements, which we then consulted on.

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

[REDACTED]

Community impacts consultation – 14 July to 8 September 2021

As part of our development of the proposals and to provide further information to local people about the likely effects of the new road on the local community and the environment, we carried out a further round of consultation between July and September 2021 called the Community Impacts Consultation.

For more information, please visit our webpage at:

[REDACTED]

If you have any questions regarding your land or property, 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

Sarah Collins

Land and Property Lead

Lower Thames Crossing

Plate T.7 Follow-up extension letter sent on 24 May 2022 to consultees identified as section 42(1)(d) whose original letters had been sent up to two days late

Our ref: A_CRM
LRCON-EXT

Owner lines 1-7 ONLY

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

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

24 May 2022

Dear C_Name,

Lower Thames Crossing: local refinement consultation

We recently wrote to you in connection with our local refinement consultation, which was launched on 12 May 2022.

We are aware that you may not have received our letter until shortly after the launch of the consultation. We are sorry about this and want to ensure that you have enough time to consider and provide feedback on our proposals.

We are therefore writing to let you know that, in view of the short delay between the launch of the consultation and receipt of our letter, we will accept a response from you until 23.59 on 22 June 2022. We have set out below how you can provide feedback between 23.59 on 20 June 2022, which remains the official close date for the consultation, and 23.59 on 22 June 2022.

Please note that this extension is only available to you and any other party who has received this letter from National Highways.

All the documents relating to the local refinement consultation are available to see at [REDACTED]. Please refer to our original letter for details on the local refinement consultation, how to view the project refinements and how to respond to the consultation.

Please note that, after 23.59 on 22 June 2022, we will be unable to accept a response from you and it will not be considered as part of the local refinement consultation.

Please also note that the online response form will be closed after 20 June 2022. The only ways to respond between 00.00 on 21 June 2022 and 23.59 on 22 June 2022, will be via the Freepost and email addresses listed below.

Post: FREEPOST LTC CONSULTATION

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

Email: LTC.CONSULTATION@TRAVERSE.LTD

If you have any questions regarding this letter or your land or property, 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

Sarah Collins
Land and Property Lead
Lower Thames Crossing

Plate T.8 Letter to the Planning Inspectorate informing of the launch of the Local Refinement Consultation (issued on a non-statutory basis)

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

National Highways
1st Floor, Woodlands
Manton Lane
Bedford
MK41 7LW
0300 123 5000 (local rate call)
info@lowerthamescrossing.co.uk

10 May 2022

Dear XXX

Lower Thames Crossing: Local Refinement Consultation between 12 May and 20 June 2022

I am writing to inform you that National Highways will shortly launch the latest phase of non-statutory consultation on our proposals for the Lower Thames Crossing, which is a new road project that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames. That consultation – the Local Refinement Consultation – will begin on 12 May and end after a period of over five weeks on 20 June 2022.

Our consultation proposals include changes to our plans for new open space sites and public parks in the vicinity of the proposed new road, including changes to help facilitate the planned Thames Freeport. They also involve a revised connection between the Orsett Cock roundabout and the A1089, improvements to the provision of facilities for walkers, cyclists and horse riders, as well as changes to our landscaping proposals and to our plans affecting local utilities. They also include additional environmental compensation habitat.

In addition to this letter, we have today provided you with electronic copies of the material that we have produced for consultation, as well as examples of the letters that have been sent to our statutory consultees and to identified land interests.

All of the consultation materials, with the exception of those letters, will be published on our consultation website: [REDACTED]. It will also be possible for consultees to request a free home delivery of consultation materials, to inspect them at a series of deposit locations or to collect copies at our information events. Our efforts to ensure high public awareness of the consultation include a leaflet to all properties close to our proposals, email notifications to our extensive contacts database, as well as advertisements and public notices in local newspapers.

The following is a list of the documents that will be published for the consultation:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans

- Local refinement consultation leaflet
- Response Form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

I hope this information is useful to you. Please let me or any other member of the Lower Thames Crossing team know if you have any queries.

Yours sincerely,
Gareth Protheroe



Development Director
National Highways

Local authority engagement

Plate T.9 Update email to host local authorities about rescheduling the consultation until after the election period, sent on 1 March 2022

Dear Cllr XXX,

I am writing to confirm that we have decided to postpone our Local Refinement Consultation. Following our consultation with you on the proposed timing of the consultation, we believe that the consultation will be of maximum value if it is held after Easter and the preelection period.

This consultation is focused on a limited number of changes to the project, but it is nevertheless very important to us that we create the best possible opportunity for the public and stakeholders to provide feedback on the proposals. We therefore propose the following updates to the consultation timings:

- We propose holding a longer consultation – 5 weeks in total, rather than 4 - launching at 00.01 on Thursday 12 May 2022 closing on Monday 20 June 2022 at 23.59
- Local authorities will have an additional one-week governance extension period. The deadline for local authority responses will be 23.59 on Monday 27 June 2022

We are also increasing the number of event venues and locations where the public can refer to and take away consultation information. We now propose to hold additional events at:

- Tilbury (venue to be confirmed)
- Chalk (venue to be confirmed)

This increases the total number of events from the seven proposed events to nine. We are also confirming event venues with Maidstone Borough Council and Tonbridge and Malling Borough Council, and will include these in our updated plans.

We propose adding the following locations where consultation materials will be available to view and take away:

- Chadwell St Mary Library – take away consultation materials and response form, plus view reference materials and technical documents
- Tilbury Hub – take away consultation materials and response form
- Dartford Library - take away consultation materials and response form

We will use the additional time ahead of the consultation to keep up momentum in our technical engagement with local authorities and making progress on key issues with our stakeholders.

We will consult with your officers in the coming days to share our revised start date for the consultation and other matters relevant to the consultation. Please do reach out if you have any questions or comments.

Best Wishes,

XXX

XXX Local Government Lead

External Affairs - Lower Thames Crossing

**National Highways Customer
Contact Centre 0300 123 5000**



Plate T.10 Update note to host local authorities about their feedback on the Non-Statutory SoCC Addendum, sent on 4-7 March 2022

Non-Statutory Statement of Community Consultation Addendum Update on Local Authority Feedback

Thank you for your feedback on the draft non-statutory Statement of Community Consultation (SoCC) Addendum for our Local Refinement consultation. As key stakeholders, your suggestions and input help us to improve the SoCC Addendum and ensure that the consultation can be as effectively delivered as possible.

This update outlines the key areas in which Local Authorities have provided feedback on the SoCC Addendum and provides our response to those issues. Further to this note, we will also issue a final SoCC Addendum which will incorporate changes and suggestions based on feedback.

Dates and duration

Those local authorities holding elections on 5 May raised concerns that our planned consultation period would run concurrently with the pre-election period. Additionally, the consultation period would have coincided with the Easter break and Local Authorities were concerned that there would not be sufficient time for officers to consider the proposals and for Members to approve Local Authorities' responses at committee.

Therefore, we have revised our timings to avoid the pre-election period and Easter period. We have increased the consultation period from four weeks to five weeks and allowed extra days to account for the Spring bank holiday and Platinum Jubilee bank holiday. We therefore propose the following consultation timings:

- The proposed launch date for the local Refinement consultation is 00.01 on **Thursday 12 May 2022** and proposed close on **Monday 20 June 2022 at 23.59**
- Local authorities will have an additional **one-week governance extension period**. The deadline for those local authority responses is 23.59 on **Monday 27 June 2022**

Authorities choosing to make use of the extension period are asked to submit a draft response by 20 June 2022. The final, post-governance version to be submitted by Monday 27 June 2022 should be submitted with track changes or comment boxes to indicate any updates that have been made.

Feedback request: We believe that these revised timings address the issues raised as part of the consultation on the draft SoCC Addendum. If you have any other comments or would like to raise further considerations, please let us know.

Events venues and information locations

We asked for feedback on event venues and locations where the public can refer to and take away consultation information.

We now propose to hold additional events at:

- **Tilbury (venue to be confirmed)**
- **Gravesham (venue to be confirmed)**

This increases the total number of events from the seven proposed in the non-statutory SoCC Addendum to nine. We are also confirming event venues with Maidstone Borough Council and Tonbridge and Malling Borough Council and will include a final list of venues in the final SoCC Addendum when issued.

We propose adding the following locations where consultation materials will be available to review and take away:

- **Chadwell St Mary Library** – take away consultation materials and response form, plus view reference materials and technical documents
- **Tilbury Hub** – take away consultation materials and response form
- **Dartford Library** – take away consultation materials and response form

We are proposing some alterations to some other locations based on proximity to proposed changes, opening times and accessibility to the public. We no longer propose to provide locations in Medway as there is no land in Medway affected by the proposed changes. We'll provide a full, updated list in the final SoCC Addendum.

Sharing information ahead of consultation

Some local authorities requested that further technical information was provided as part of consultation or suggested that current assessments were incomplete. While we consider that the scope of the consultation is appropriate, we will continue to engage with authorities in relation to technical documents as the scheme progresses towards application.

Feedback request: In addition to sharing technical information with you as part of our ongoing engagement, we would like to offer you a preview of the consultation materials shortly before consultation launch on 12 May. Please let us know if such a session would be of interest.

Video content

We now propose to provide videos which show and explain key aspects of the scheme, rather than interactive webcasts. Any consultees with additional queries will be able to raise them via other channels such as phone or email.

Changes to the SoCC Addendum text and images

We received some suggestions for minor changes to the SoCC Addendum text and images, and will incorporate these changes where possible and where they offer an improvement to the document. We will discuss these with officers and include any taken forward in the final SoCC Addendum.

Further discussion

If you would like to discuss any of the matters raised in this update or in relation to the SoCC Addendum, please speak to your stakeholder relationship manager.

Plate T.11 Approach to Local Refinement Consultation

Lower Thames Crossing: Local Refinement Consultation

Non-Statutory Statement of Community Consultation (SoCC) Addendum

Introduction:

1. As part of ongoing Project development, discussions with our stakeholders, and feedback from the community impacts consultation, National Highways is proposing a small number of refinements to the Project, and to provide additional environmental compensation and mitigation measures. To enable the public and stakeholders to provide feedback on these proposals, we will deliver a further non-statutory public consultation to be launched in May 2022.
2. Information regarding our consultation proposals can be found below.

Local Refinement Consultation

3. This latest consultation will include:
 - An update following the Community Impacts Consultation covering some of the most common issues raised by the public and stakeholders.
 - Details of the further refinements which we are now proposing to make to the Project following further Project development and the Community Impacts Consultation. These changes include:
 - changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freeport
 - more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
 - replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
 - a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
 - further improvements to our landscaping proposals
 - further refinement of utility works to enable the project to be built
 - refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
 - additional environmental compensation and mitigation
4. Based on the scope of the consultation proposals, supporting information, and the anticipated level of public interest, we are holding a consultation over a period of five and a half weeks.
5. The launch date for the local refinement consultation is at 00.01 on Thursday 12 May 2022, closing at 11.59 pm on 20 June 2022.
6. In line with the statutory consultation SoCC, this latest consultation will build on our previous consultations:
 - Route Consultation (January 2016)
 - Statutory Consultation (October 2018)
 - Supplementary Consultation (January 2020)

- Design Refinement Consultation (July 2020)
 - Community Impacts Consultation (July 2021)
7. Although this consultation is non-statutory, it does include some statutory elements to ensure all statutory requirements of the Planning Act 2008 process are fulfilled. This includes notifying new land interest holders about the consultation in accordance with section 42 of the Planning Act 2008.
 8. The Local Refinement Consultation non-statutory SoCC Addendum provides an overview of the proposals we will be consulting on, as well as the ways stakeholders and local communities will be able to access, engage with, and provide feedback on the proposals.
 9. This Addendum is part of our ongoing engagement with local authorities, communities and other stakeholders on the Project.

Project overview

10. The Project is 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.
11. The Project is classified as a Nationally Significant Infrastructure Project (NSIP), as defined by the Planning Act 2008. This means that National Highways is required to submit an application to the Planning Inspectorate for permission to construct and operate the Project, known as a Development Consent Order (DCO).
12. The proposals also include utility diversions associated with and located across the LTC Project. A small number of these utility diversions qualify as NSIPs in their own right and will form part of the DCO application for the Project.
13. 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 COVID-19 pandemic with the aim being to resubmit the DCO application in 2022.
14. The channels available are similar to those used during previous consultations and are outlined below. In addition, this document includes information about how to obtain paper copies of documents, including a response form.
15. In line with earlier consultations, we 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 guide 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.
16. 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. If Government guidance changes and evolves, we would look to adjust our approach accordingly.

Consultation Materials

17. All consultation materials, which are described in detail below, will be available on the consultation website at [REDACTED]. We will also provide key documents such as the guide to local refinement consultation,

response forms and envelopes, at as many deposit locations and information points as possible close to the proposed Project (see the table below for further details). Map books will also be available at deposit locations.

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response Form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

Guide to Local Refinement Consultation

18. The guide to local refinement consultation will present all the information that is being consulted upon in this consultation and provide an overview of the consultation process, including the consultation period, and explain how the public and stakeholders can have their say. It will include:
- **Project overview** – reintroducing the Project including its aims and objectives; reaffirming our commitment to providing benefits for local communities; and an update on the DCO application.
 - **You said, we did** – a brief summary of the feedback received to the Community Impacts consultation and an introduction to some of the changes we are proposing in this consultation.
 - **Changes since the community impacts consultation** – providing more information about the changes we now propose to make to the Project.
 - **Assessment of the impacts of nitrogen deposition and proposals for mitigation and compensation** – This chapter sets out the further work we have undertaken to assess the impacts on the environment of nitrogen deposition from vehicle emissions on sensitive habitats. As well as explaining our assessments, we also set out our proposals for mitigating and compensating for the predicted impacts.
 - **How to have your say** – providing details about the consultation process including the consultation deadline and how the public can provide their feedback.
 - **Find out more** – providing a list of the consultation documents, link to the Project website and the details of public events and videos, locations to review or collect materials and telephone surgeries to provide feedback over the phone.

Map Books

19. We will publish map books for the public and stakeholders. These will include the changes to the Project shown through general arrangements, land use and engineering plans. We will only publish those engineering drawings where the highways design has changed since the community impacts consultation. We will also present large scale plans of the Project.

Response form and Freepost envelope

20. 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

21. We are partnering with a member of the UK Association for Accessible Formats (UKAAF) to produce an Easy Read version of the guide to local refinement consultation.

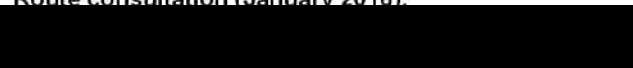

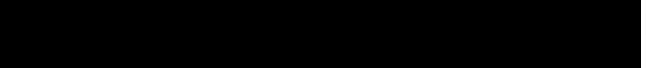
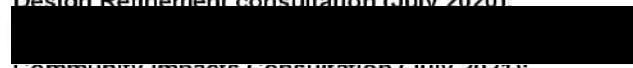
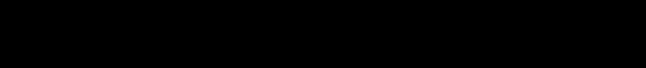
Consultation publicity

22. Overview of consultation publicity channels:

Channel	Details
23. Website	<p>All consultation materials will be available to view on a dedicated consultation website at [REDACTED] from consultation launch at 00.01 on 12 May 2022 until 23.59 on 20 June 2022, but the materials will be available on the website for reference after the consultation closes. The website will include:</p> <ol style="list-style-type: none"> 1. Digital interactive Geographic Information System (GIS) maps 2. Videos explaining the proposed changes 3. A document section with access to the consultation materials 4. Links to find out more information on booking a telephone call-back with optional screen sharing, the events listings (more information below) and other ways to find out more about the consultation <p>The website will meet accessibility guidelines.</p> <p>The website will provide a link to our dedicated online response form, where it will be possible to respond to each of the consultation questions.</p> <p>The consultation will also be promoted on the Lower Thames Crossing project website at [REDACTED]</p> <p>Information about the Project presented at previous consultations can be found at:</p> <ol style="list-style-type: none"> 1. Route consultation (January 2016): [REDACTED] 2. Statutory Consultation (October 2018): [REDACTED] 3. Supplementary Consultation (January 2020): [REDACTED] 4. Design Refinements Consultation (July 2020): [REDACTED]

	<p>5. Community Impacts Consultation (July 2021):</p> 
24. Events	<p>An event programme is planned so people can speak to the Project team and access a range of exhibition materials including boards, videos and reference documents and pick up copies of consultation materials.</p> <p>The programme will consist of nine Public Information Events (PIEs), four south of the River Thames and five to the north.</p> <p>The locations and venues are listed below and are based on the following criteria:</p> <ol style="list-style-type: none"> 1. Accessible to communities who will be affected by the refinements 2. Have the capacity to hold the expected numbers of visitors; and 3. Have the ability to accommodate the event and allow additional planning and layout measures to meet evolving Covid-19 guidance. <p>The proposed venues are:</p> <p>South of the River</p> <ul style="list-style-type: none"> • Bridgewood Manor Hotel, Near Blue Bell Hill, Walderslade Woods, Chatham, ME5 9AX • Cascades Leisure Centre, Thong Lane, Gravesend, DA12 4LG • Shorne Village Hall, 16 The Street, Shorne, DA12 3EA • Village Hotel - Maidstone, Castle View, Forstal Road, Maidstone, ME14 3AQ <p>North of the River</p> <ul style="list-style-type: none"> • The Civic Hall, Blackshots Lane, Grays, RM16 2JU • Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS • North Street Hall, 24 North Street, Hornchurch, RM11 1QX • East Thurrock Community Association, 77 Corringham Road, Stanford-le-Hope, SS17 0NU • Tilbury Community Association, Civic Square, Tilbury, RM18 8AA
25. Consultation leaflet	<p>A leaflet will be distributed directly to an area including all postcodes within 2km of the route of the proposed Lower Thames Crossing and to postcodes in proximity to proposed new areas of compensatory habitat for the potential impacts of nitrogen deposition on designated ecological sites. 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>
26. Email	<p>Information about the consultation and notifications encouraging people to respond to the consultation will also be sent to an</p>

<p>screen-sharing service</p>	<p>The telephone services will be available on days when there are no physical events 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 three-hour window via the consultation website or by calling the National Highways' Contact Centre.</p> <p>A screen-sharing 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>34. 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>35. Ongoing programme of stakeholder engagement</p>	<p>In addition to the various consultation activities, we will endeavour to offer meetings and conference calls to discuss the proposals with local authorities and parish councils in the affected areas.</p>
<p>36. Community and stakeholder briefings</p>	<p>We 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>37. 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>38. Deposit locations and information points</p>	<p>We 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 will hold the guide to local refinement consultation, paper copies of the consultation response form and Freepost return envelopes.</p> <p>Following a similar approach to the Design Refinement consultation and Community Impacts Consultation, we propose to have deposit locations and information points distributed appropriately around the Project. See Appendix 2 for deposit locations and information points.</p>

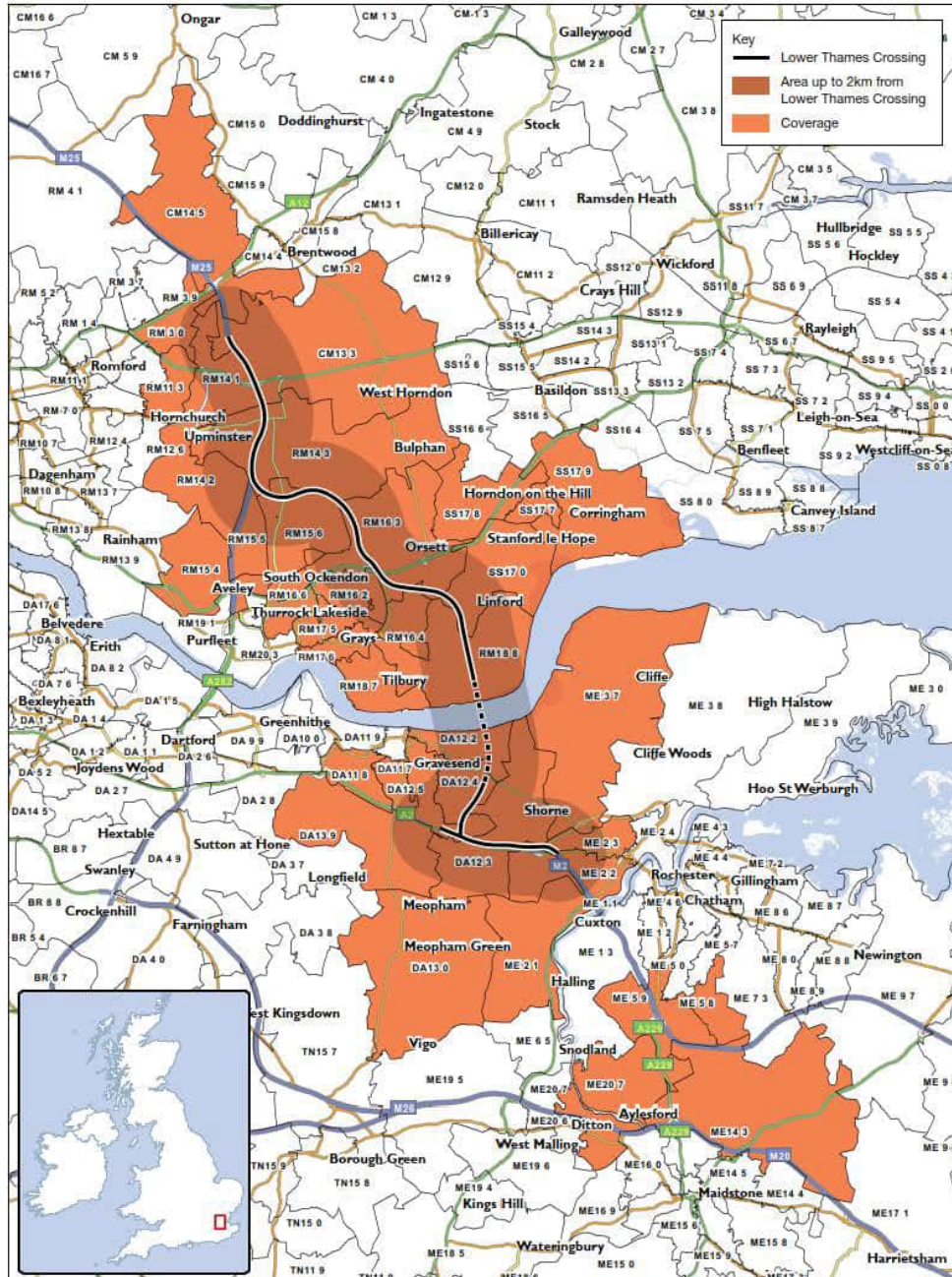
<p>39. Copies of consultation documents on request</p>	<p>For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Requests will be taken before the consultation starts, and delivery times may vary.</p> <p>Documents from all consultations to date will be available and free to download online through the following links:</p> <ol style="list-style-type: none"> 1. Route consultation (January 2016):  2. Statutory consultation (October 2018):  3. Supplementary consultation (January 2020):  4. Design Refinement consultation (July 2020):  5. Community Impacts Consultation (July 2021):  <p>Information on how to order the consultation materials will be included in the promotional leaflet and on the consultation website.</p>
<p>40. Alternative formats</p>	<p>In the same way as previous consultations, an Easy Read version of the guide to local refinement consultation will be produced and a Braille version will be available on demand.</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>41. Customer contact centre</p>	<p>The National Highways' 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>We will also brief local authority customer contact centres, so they can provide the public with information about the consultation as well.</p>
<p>42. Hard-to-reach populations</p>	<p>We will continue to work closely with local authorities, community groups and representatives to identify relevant stakeholders who cannot access digital resources, to ensure 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, we are 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"> • issuing information leaflets to an area including all postcodes within 2km of the route of the proposed Lower Thames

	<p>Crossing and to postcodes in proximity to proposed new areas of compensatory habitat for the potential impacts of nitrogen deposition on designated ecological sites.</p> <ul style="list-style-type: none">• publishing notices in local and national newspapers before consultation launch.• the initiatives introduced by the Project as part of the Design Refinement Consultation and the Community Impacts Consultation such as the ordering of consultation materials free of charge and a telephone service, available on days when there are no physical events to ensure the consultation is accessible to everyone, will be continued. <p>An Easy Read version of the guide to local refinement consultation will be produced, as well as a Braille version on demand and British Sign Language translation on the longer videos.</p> <p>We will consider any requests for material in other formats as they arise and look at providing the best solution to ensure consultees can engage with our materials.</p> <p>We are 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

43. 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 a 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 comments to: LTC.CONSULTATION@TRAVERSE.LTD
 - **Telephone:** We are offering additional support to help consultees to provide feedback over the phone. It will be possible to call us on 0300 123 5000 weekdays between 9am and 5pm to book an appointment.

Appendix 1: Leaflet distribution area including all postcodes within 2km of the route of the proposed Lower Thames Crossing and to postcodes in proximity to proposed new areas of compensatory habitat for the potential impacts of nitrogen deposition on designated ecological sites



Appendix 2 – Deposit locations and information points

Brentwood

Deposit location

- Brentwood Library, New Road, Brentwood CM14 4BP

Havering

Deposit location

- Romford Central Library, St Edwards Way, Romford RM1 3AR

Information points

- Harold Hill Library, 19A Farnham Road, Harold Hill RM3 8ED
- Upminster Library, 26 Corbets Tey Road, Upminster RM14 2BB

Dartford

Information point

- Dartford Central Library & Museum, Central Park, Market Street, Dartford, DA1 1EU

Gravesend

Deposit location

- Gravesend Library, Windmill St, Gravesend DA12 1BE

Information points

- Coldharbour Library, Coldharbour Rd, Northfleet, Gravesend DA11 8AE
- Higham Library, Villa Rd, Higham, Rochester ME3 7BS
- Meopham Library, Wrotham Road, Meopham, Gravesend DA13 0AH
- Riverview Park Library, The Alma, Leander Drive, Gravesend, DA12 4NG
- Shorne Woods Visitor Centre, Brewers Road, Shorne, Gravesend DA12 3HD

Medway

Deposit Location

- Cuxton Library, Bush Road, Cuxton, Rochester, ME2 1EY

Information point

- Strood Community Hub, 133 High Street, Strood, Rochester, ME2 4TJ

Maidstone

Deposit Location

- Kent History & Library Centre, James Whatman Way, Maidstone ME14 1LQ

Tonbridge and Malling

Deposit location

- Snodland Library 15 – 17 High Street, Snodland, Kent, ME6 5DA

Information point

- Larkfield Library, Martin Square, Aylesford ME20 6QW

Thurrock

Deposit locations

- Chadwell St Mary Library, Brentwood Rd, Chadwell St Mary, Grays RM16 4JP
- Grays Library, Orsett Rd, Grays RM17 5DX

Information points

- Belhus Library, South Ockendon Centre, Derry Avenue, South Ockendon, RM15 5DX
- Corringham Library, St Johns Way, Corringham, Stanford-le-Hope, SS17 7LJ
- East Tilbury Library, Princess Ave, East Tilbury, Tilbury RM18 8ST
- Stanford-Le-Hope Library, 26 High St, Stanford-le-Hope SS17 0HG
- Tilbury Library, part of Tilbury Hub, Civic Square, Tilbury, RM18 8AD

Notification and publicity

Plate T.12 Email to key statutory and non-statutory groups, sent on 12 May 2022.

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

Lower Thames Crossing - Local Refinement Consultation launched

Following our announcement in April, the Lower Thames Crossing's Local Refinement Consultation is now live.

This consultation will build on previous rounds of consultation and the feedback received. You can find out more about feedback from our last consultation by reading our [REDACTED]

About this consultation

This Local Refinement Consultation will run for five weeks from Thursday 12 May to Monday 20 June 2022. You can find full details about this consultation, including, our *Guide to local refinement consultation*, interactive map, online videos and drop-in event locations by going to [REDACTED]

The consultation will seek feedback on a number of very specific refinements to our proposed design including:

- More public open space to the east of the tunnel entrance in Kent, connected to Chalk Park - a proposed new public park overlooking the Thames
- The redesign of Tilbury Fields – our proposed new public park in Thurrock – to allow for the delivery of the Thames Freeport, which has the potential to deliver 25,000 new jobs
- Modifying the emergency and maintenance access to the northern tunnel entrance, providing safer operation of the tunnel facilities and better access for emergency services
- Replacing a slip road on the A13 junction with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on local roads
- A new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including improved bridleways
- Further refinement of utility works to enable the project to be built
- Additional environmental compensation and mitigation with potential woodland and green open space

A full list of changes is included in our [REDACTED] which you can find on our [REDACTED]

Find out more and have your say

We have already distributed a [REDACTED] to properties within 2km and will be raising awareness about our consultation through an active media, social media and email campaign.

We will offer a range of ways for local communities and stakeholders to find out more information including:

- [REDACTED]
- Events at locations in Kent, Thurrock and Havering
- Telephone call backs
- [REDACTED]
- You will be able to respond to the consultation by completing an [REDACTED] sending a form via Freepost, by email or over the phone.

If you have any questions, or would like any more information in the meantime please don't hesitate to contact me.

Kind regards

Lower Thames Crossing - Community Engagement
T: +44 7827 461324

Working on behalf of National Highways

Table T.2 List of statutory and non-statutory groups who received the email described in Plate T.12

<p>Local businesses and business groups</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, Logistics UK, British Chamber of Commerce, Essex Developers Group, Institution of Civil Engineers, Opportunity South Essex.</p>
<p>Community groups</p>	<p>Thurrock Mind, Thurrock Local Access Forum, Essex Ramblers, Kent Advanced Drivers , The University of the Third Age (U3A), Guru Nanak Darbar Gurdwara, Hi Kent, Havering Association for People with Disabilities, Gammon Field Travellers site, Chalk Church, Access Brentwood, Newbury Signs, Kent Association for the Blind, Thurrock Coalition, Thurrock Centre for Independent Living, Thurrock Lifestyle Solutions, Brentwood Access Group, British Deaf Association, Gravesham Rotary Club, Thurrock CVS, East Tilbury Library, Change4life, Sikh Community, Thurrock Foodbank, Shorne Parish Council, Cobham Parish Council, Higham Parish Council, Cuxton Parish Council, Luddesdown Parish Council, Meopham Parish Council, Aveley Forum, Belhus & South Ockendon Community Forum , Bulphan Village Community Forum, Chadwell St Mary Community Forum , Orsett Community Forum, Corringham, Fobbing & 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, Thames Chase Community Forest, British Horse Society North, British Horse Society South, Essex Bridleway Association, Dartford and Gravesend Ramblers , Kent Countryside</p>

	Access Forum, Cycling UK, Dartford and Gravesham Cycling Forum, Havering Cyclists
Leaders and senior officers of nearby local authorities	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.
Leaders, ward-level representatives and senior officers of all the directly affected local authorities	Brentwood Borough Council, Dartford Borough Council, Essex County Council, Gravesham Borough Council, Kent County Council, London Borough of Havering, Medway Council, Thurrock Council.
Local emergency services	East of England Ambulance, Essex County Fire and Rescue, Essex Police, Kent Fire and Rescue, Kent Police, South East Coast Ambulance.
Members of Parliament	<p>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.</p> <p>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, Louie French MP for Old Bexley & Sidcup, James Duddridge MP for Rochford & Southend East, John Baron MP for Basildon & Billericay.</p> <p>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, Anna Firth 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.</p>
Statutory environmental bodies and non-statutory environmental groups	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 T.13 Email sent to contacts on the Project's customer database, sent on 12 May 2022

We've made some local changes to our plans following our consultation in 2021



Lower Thames Crossing Local refinement consultation

May 2022

Local refinement consultation open until 23:59 20 June 2022



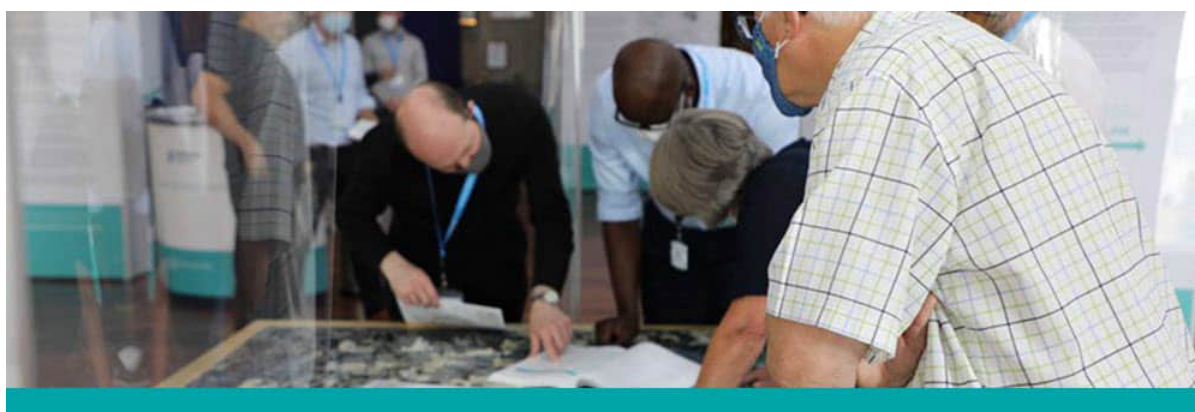
Visit our consultation website [\[redacted\]](#)

A new consultation has started on some proposed changes to the Lower Thames Crossing, as we prepare to submit our application for a Development Consent Order later this year.

We are seeking your feedback on:

- changes to the design of a new public park on the north bank of the Thames (Tilbury Fields) to make space for the planned Thames Freeport
- modified access to the northern tunnel entrance, providing safer operation of the tunnel facilities and better access for emergency services

- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 in Thurrock to reduce traffic impacts on some local roads
- a new footbridge over the A127 in Havering and improvements to pathways for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226 in Gravesham
- further improvements to landscaping proposals
- our plans for the changes needed to utilities in the local area
- additional environmental compensation and mitigation
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes

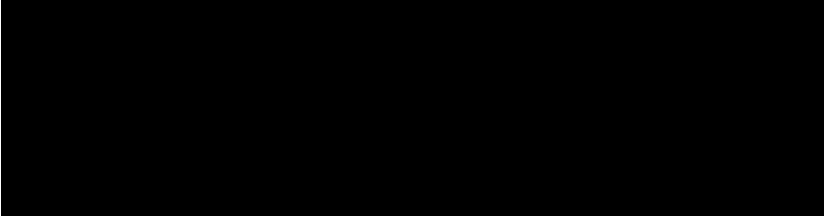



Find out more and have your say

You can visit our dedicated consultation website [\[redacted\]](#) to watch videos explaining the proposed changes, view an interactive map, find the consultation documents and complete an online response form.


You can also view and collect consultation materials at a local library near you or visit one of our consultation events to speak to a member of the project team. See the events list via our website [\[redacted\]](#)

You can find out more about the Lower Thames Crossing on:



Phone: 0300 123 5000 (local rate call)
Email: info@lowerthamescrossing.co.uk
Website: 

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  to unsubscribe or to change your Subscription Preferences.

Notices

Table T.3 Details of non-statutory newspaper notices publicising the Local Refinement Consultation

Publication name	Week 1	Week 2
National newspaper		
The Times	Thursday 12 May 2022	Thursday 19 May 2022
Local newspapers		
Essex Chronicle	Thursday 12 May 2022	Thursday 19 May 2022
Kent Messenger	Thursday 12 May 2022	Thursday 19 May 2022
London Gazette	Thursday 12 May 2022	Thursday 19 May 2022
Romford Recorder	Friday 13 May 2022	Friday 20 May 2022
Thurrock Gazette	Thursday 12 May 2022	Thursday 19 May 2022
Bromley News Shopper	Wednesday 11 May 2022	Wednesday 18 May 2022
Trade journals		
Lloyd's List	n/a	Wednesday 18 May 2022
Fishing News	n/a	Thursday 19 May 2022

Plate T.14 Local Refinement Consultation non-statutory notice



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 20 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2020/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cook roundabout to the A1088 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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/lower-thames-crossing-consultation-2018/>, 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/lower-thames-crossing-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/lower-thames-crossing-consultation-2020/design-refinement-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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at <https://ltoconsultation2022.nationalhighways.co.uk/>
- **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.CONSLTATION@TRAVELSERVICES.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 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely
Matt Palmer, Executive Director
Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://ltoconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://ltoconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). The consultation materials are available to order via the following channels:

- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk
- By ordering on the consultation website at <https://ltoconsultation2022.nationalhighways.co.uk/>

Local Refinement Consultation notices in local, national and trade media

Plate T.15 Notice in The Times, 12 May 2022

5/12/22, 4:38 PM

Times 120522 Page 54.jpg

Legal Notices

NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

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- <https://highwaysengland.citizenspace.com/ltr/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/ltr/consultation>
- <https://highwaysengland.citizenspace.com/ltr/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/ltr/community-impacts-consultation-2021/>

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- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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 Thurock 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/ltr/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/ltr/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/ltr/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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online:** Fill in the response form at <https://lrcconsultation2022.nationalhighways.co.uk/>
- 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@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.

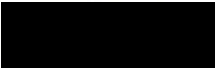
Responses will be accepted until 11.59pm on 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely



Matt Palmer
Executive Director
Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://lrcconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://lrcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

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Plate T.16 Notice in the Essex Chronicle, 12 May 2022

THURSDAY, MAY 12, 2022 CHRONICLE 41

Public Notices

Public Notices



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED OF Bridge House, 1 Vantage, First Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 29 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/ltr/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/ltr/community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cook roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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 2.8-mile (4.5km) 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/ltr/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/ltr/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/ltr/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 provide the following documents at deposit locations, close to the proposed Project route:

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The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at <https://trconsultation2022.nationalhighways.co.uk/>
- **Freepost:** Send your response form or comments to: FREEPPOST LTC CONSULTATION (the Freepost address is the only text needed on the envelope, and no stamp is required)
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We cannot guarantee that responses sent to us in any other way will be considered.

Responses will be accepted until 11.59pm on 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Marton Industrial Estate, Marton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>. Yours sincerely

Matt Palmer, Executive Director
Lower Thames Crossing
Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://trconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://trconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

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ENVIRONMENT AGENCY ANNOUNCEMENT OF INTENTION NOT TO PREPARE AN ENVIRONMENTAL STATEMENT REGULATIONS 5 OF THE ENVIRONMENTAL STATEMENT REGULATIONS 1999 AS AMENDED BY SI 2005/1395, SI 2006/1818 AND SI 2017/7080

EAN Recovery Programme 2021 – Flood Repair Works at Clements Green/South Woodham Ferrers

The Environment Agency gives notice that it proposes to carry out improvement works to a flood defence embankment close to Clements Green Creek to the East of South Woodham Ferrers near to Crocklewell Road, South Woodham Ferrers, Chelmsford, Essex CM3 5YX (NGR TQ8217 8713), over a distance of approximately 200 metres. The proposed improvement works will involve the following: Repairs to sections of earth embankment which have failed through slope slippage. Repairs comprise the excavation of the slipped earth, installing a row of sheet piles below ground (which will not be visible when the works are complete) and stabilising the embankment using good quality material in conjunction with an internal soil reinforcement membrane. The embankment will then be reseeded with grass. On completion, the embankment will look the same as it did before the slippage took place.

The Environment Agency considers that the improvement works are not likely to have significant effects on the environment and does not intend to prepare an environmental statement in respect of them. The works are located in an area designated for its environmental importance and, as a result, the following activities have been undertaken/reports produced:

- Provision of an Environmental Action Plan (EAP) to protect the environment from the proposed works.
- Provision of a Precautionary Working Method Statement (PWMS) to protect ecology.
- Assent to work within the Site of Special Scientific Interest (SSSI) shall be sought from Natural England under the terms of the Wildlife and Countryside Act 1981.
- Appropriate Assessment under the terms of the Conservation of Habitats and Species Regulations 2017 (as amended) in respect to the Rambar site, Special Protection Area (SPA) and Special Area of Conservation (SAC) shall be sought.
- Liaison with Chelmsford City Council Environmental Health in respect to noise.
- Provision of a heritage impact assessment.
- Provision of a preliminary compliance Water Environment Regulations (WER) assessment.

The above reports provide all the information on the site's ecological sensitivities, potential impacts and proposed mitigation that would also be included within an Environmental Statement for EIA and Planning purposes.

The following documents are available for inspection: (i) EAP; (ii) PWMS; (iii) Heritage assessment; (iv) WER assessment. These can be viewed at the Environment Agency's Kingfisher House, Peterborough (full address given below) between 10.00am and 2.00pm, Monday to Friday.

Any person wishing to make representations in relation to the likely environmental effects of the proposed improvement works should do so, in writing, to the address specified below, within 30 days of the date of publication of this notice.

Nicola Oldfield (Senior Project Manager), Environment Agency, Kingfisher House, Galloway Way, Orton Gildhay, Peterborough PE2 5ZB
(email: nicola.oldfield@environment-agency.gov.uk)

CHELMSFORD CITY COUNCIL HYLANDS HOUSE AND PARK CREAMFIELDS FESTIVAL

Arrangements for 2022

Notice is given that during the preparation of this year's CREAMFIELDS Festival certain specified parts of Hylands Park will not be accessible to the public, and other parts may be difficult to reach due to vehicles and machinery operating in these areas between 19th May and 14th of June 2022.

The permissive footpath from Walford Church and the Cemetery Way permissive footpath will both be closed between the 30th May and 8th June 2022.

Hylands House and Park is closed for public access between the 1st June to the 5th May (inclusive). Visitors are encouraged to enjoy one of the other Chelmsford parks during this period. Details of other parks can be obtained from www.loveyourchelmsford.co.uk/green-spaces.

A leaflet for visitors to the park which provides further information regarding these arrangements, together with a map will be available from the park or by contacting 01245 605561.

Admission to the CREAMFIELDS Music Festival will be by ticket only, and information regarding this event can be found in the organiser's web site at - www.creamfields.co.uk.

Chelmsford City Council and the event organiser Festival Republic apologise for any inconvenience caused, and thank you for your cooperation with these arrangements.

CHELY ALVYS CHAMBERLIN (Signed)

Pursuant to the Towns Act 1925 any person having a claim against or an interest in the Estate of the above named, late of Walford Court, Orton Gildhay, Peterborough PE2 5ZB, who had on 24/05/2022, any claim or interest in the estate and interests of which they have had notice.

IBC Essex Planning & Management Ltd, Suite 2, 14-12 Bowdler St, Bowdler, Essex, CM3 5BJ

LICENSING ACT 2003 NOTICE OF APPLICATION FOR PREMISES LICENCE

NOTICE IS GIVEN THAT Chelmsford FX&B Ltd has applied to Chelmsford City Council on 10 May 2022 for the grant of a premises licence to use the premises at Zerbino 20 High Street, Chelmsford, Essex CM1 1JG for the provision of the sale by year of alcohol for consumption to be received by or on behalf of the licensee on 11.00 to 22.30, six days per week set out in the application.

Any person who wishes to make a representation in relation to this application must give notice in writing to: The Licensing Team at: Civic Centre, Civic Street, Chelmsford CM1 1JG or by email to: licensing@chelmsford.gov.uk by no later than 02 June 2022 using the grounds set out in the application.

The register and a record of the application will be posted on the Council's website www.chelmsford.gov.uk for the attention of the Council's officers during office hours. It is to be noted, under section 109 of the Licensing Act 2003, in knowledge of representations a final statement is to be made in connection with an application for a premises licence and the Council will be unable to consider such an application until it is made.

Thomas J Thomas (Licence Holder) **FX&B Ltd** (Licence Holder) **FX&B Ltd** (Licence Holder)

APPLICANTS FOR A PREMISES LICENCE: Notice is hereby given that FX&B (UK) Ltd has applied to Chelmsford City Council for a Premises Licence to use the premises at Zerbino 20 High Street, Chelmsford, Essex CM1 1JG for the provision of the sale by year of alcohol for consumption to be received by or on behalf of the licensee on 11.00 to 22.30, six days per week set out in the application.

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ELSEVIE ANDERSON (Deceased)

Pursuant to the Towns Act 1925 any person having a claim against or an interest in the Estate of the above named, late of 48 Victoria Avenue, Great Baddow, Chelmsford, Essex, CM8 1BA, who had on 24/05/2022, any claim or interest in the estate and interests of which they have had notice.

Gepp Solicitors, 5 Springfield Lyons Approach, Springfield, Chelmsford, Essex CM2 8JL (01245 627721)

SYLVA LOUISE PERCY (Deceased)

Pursuant to the Towns Act 1925 any person having a claim against or an interest in the Estate of the above named, late of Walford Court, Orton Gildhay, Peterborough PE2 5ZB, who had on 24/05/2022, any claim or interest in the estate and interests of which they have had notice.

Lloyd Andrew Travers, Holly House Business Centre, Chelmsford, Essex CM2 8JL (01245 627721)

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Any item any price free online

Plate T.17 Notice in the Kent Messenger, 12 May 2022

44 May 12-May 19, 2022 Tuesday

www.kentonline.co.uk

To advertise: 01634 227670

PUBLIC NOTICES

PUBLIC NOTICES



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

NON-STATUTORY LOCAL REFINEMENT CONSULTATION
NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 29 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2016, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2016 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

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- <https://highwaysengland.ch2spaces.com/tc/consultation>
- <https://highwaysengland.ch2spaces.com/tc/consultation-2020>
- <https://www.thamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.ch2spaces.com/tc/community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tibury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1080 to reduce traffic impacts on several local roads
- a new footbridge over the A137 and further improvements for walkers, cyclists and horse riders including better brideway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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
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- upgrades to the M25, A2 and A13 where it connects to these 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 consult via 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.

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To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

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The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online: Fill in the response form at <https://tccconsultation2022.nationalhighways.co.uk/>
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We cannot guarantee that responses sent to us in any other way will be considered.

Responses will be accepted until 11.59pm on 20 June 2022.

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National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/private-and-notion/>.

Your sincerely

Mark Palmer, Executive Director

Lower Thames Crossing

Consultation website

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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 12 May 2022 by visiting <https://tccconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

For those unable to access the Internet or concerned about visiting a consultation event, deposit location or information point, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). The consultation materials are available to order via the following channels:

- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk
- By ordering on the consultation website at <https://tccconsultation2022.nationalhighways.co.uk/>

PUBLIC NOTICES



M20 MOTORWAY (JUNCTION 8) TEMPORARY TRAFFIC RESTRICTIONS

Notice is hereby given that National Highways Limited intends to make an Order on the M20 Motorway in the County of Kent, under Section 14(3)(a) of the Road Traffic Regulation Act 1984 to prevent traffic incursion into works proposed to be executed in the vicinity of the road.

The effect of the Order would be to authorise the overnight closure of the road connecting the M20 Junction 8 roundabout to the A20 roundabout.

This measure would be in the interests of road safety while contractors working on behalf of Kent County Council undertake carriageway and all associated works on the adjoining A20.

It is expected that the work would last for approximately 5 weeks starting on or after Monday 6th June 2022. The overnight closure would take place between 20:00 and 06:00 (maximum period).

The Order would come into force on 3rd June 2022 and have a maximum duration of eighteen months, ceasing when the works are complete.

Traffic affected by the closure would be diverted via other junctions of the M20 and by using the A20 and the A249.

The temporary closures and diversion routes would be clearly indicated by traffic signs when they are in operation during the works period.

For further information, contact National Highways Limited, Ref: NH/2022/26202.

National Highways Limited, Company No. 03440363, 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@nationalhighways.co.uk.

www.nationalhighways.co.uk

Swale Borough Council Notice of Applications

22/501962/FULL - 11 ORCHARD PLACE FEVERSHAM KENT ME13 8AP - Part demolition of existing wall, erection of a single storey rear hill extension, insertion of roof lights and solar panels including removal of existing modern render finish and to restate the original brickwork, replacement of existing UPVC windows with timber double glazed vertical sliding sash windows and changes to fenestration. Erection of a workshop building within the rear of the garden. Reason: 1

22/501990/LBC - 19 DONALD LAITHOUSE LOWER ROAD TEBYNUM SITTINGBOURNE KENT - Listed Building Consent for addition of thermal and acoustic insulation, to replace sections of modern plastering with traditional lime plaster; to replace modern mill panels with traditional breathable materials. Application to supplement Listed Building Consent 15/2022/LBC/Reasons: 4

22/501700/FULL - TONGE MILL CHURCH ROAD TONGE KENT ME9 9AP - Replacement of chain link metal gate with a wooden gate of the same size (retrospective), addition of a small wooden pedestrian gate and creation of an open block paved courtyard. Reasons: 1,4

22/501792/FULL - OFFICES OLD RIDGES FARM LEYSWOOD ROAD EASTHOVE SHELFBUSSESS - Erection of 2 No. roofs over existing external cattle yards. Reasons: 5

22/501612/FULL - 124 EAST STREET SITTINGBOURNE KENT ME10 4FC - Erection of a 2 bedroom bungalow. Reason: 1

22/502087/FULL - 126 MARINE PARADE SHEERNESS KENT ME12 2BE - Change of use of property from 2no. flats and ground floor storage to 1no. five-bedroom dwelling, including erection of a two-storey side and front extension with terrace on roof, external rendering to ground floor walls, and replacement doors. Creation of gravel drive and parking area to front, and erection of new front wall and railings (part retrospective). Reason: 4

22/501890/FULL - 14 ORCHARD PLACE FEVERSHAM KENT ME13 8AP - Erection of a single storey side and rear extension with 2no. roof lights. Erection of new fence panel and gate to rear. Reasons: 1

22/501830/FULL - 1 3 HOME STREET EAST OF MILLERUM WAY SHEERNESS KENT ME12 1N1 - Erection of a 4-storey building comprising of ground floor shop and 9no. 1 bed flats on the first, second and third floors with bin and bike storage and communal garden to the rear. Reasons: 1,4,6

22/501996/FULL - 2 THE MALL FEVERSHAM KENT ME13 8LL - Full conversion into a habitable space including 3 No. water radiators; erection of a log and bicycle store; creation of off road car parking spaces including 7x2m electric car charging point; alterations to fenestration. Reason: 1

22/501891/FULL - 84 PRESTON STREET FEVERSHAM KENT ME13 8RU - Replacement of existing first-floor metal central single-glazed casement windows (2no. on the front elevation and 2no. on the rear elevation) with double-glazed UPVC casement windows of matching fenestration. Reasons: 1,4

22/502088/LBC - 126 MARINE PARADE SHEERNESS KENT ME12 2BE - Listed Building Consent for works associated with the conversion of the property from 2no. flats and ground floor storage to 1no. five-bedroom dwelling, including erection of a two-storey side and front extension with terrace on roof, external rendering to ground floor walls, replacement doors, and internal alterations (works shared). Reason: 4

22/502009/FULL - 5 QUEENS ROAD FEVERSHAM KENT ME13 8RU - Conversion of the existing outbuilding to a habitable space with a new chimney, insertion of a roof light to the front and larger dormer window to rear. Alterations to fenestration. (Re-submission of 21/501212/FULL) Reason: 1

22/502034/FULL - 10 STATION ROAD FEVERSHAM KENT ME13 8EB - Proposed loft conversion with front and rear dormer windows. Reason: 1

Reasons for advertisement key:

- 1 - May affect a Conservation Area
- 4 - May affect a Listed Building or Setting
- 5 - Major Development
- 6 - May affect a Public Right of Way

You may view and comment on applications at <http://pa.micknet.gov.uk> or comment by email at planning.comments@micknet.gov.uk; alternatively by post to: MKPS, Maidstone House, King Street, Maidstone, ME15 6JQ

Applications can also be viewed online by visiting Shoppey Gateway, 38-42 High Street, Sheerness, ME12 1RL, or Alexander Centre, 13 Preston Street, Investment, ME13 8RL, or SBC, Swale House, East Street, Sittingbourne, ME10 3HT

Any comments should be made by 2nd June 2022, quoting the application number. All comments will be publicly displayed on the website. Advert date: 12.05.22



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Registered with the Advertising Standards Authority

Plate T.18 Notice in the London Gazette, 12 May 2022

ENVIRONMENT & INFRASTRUCTURE

WANDSWORTH BOROUGH COUNCIL TOWN AND COUNTRY PLANNING ACT 1990 SECTION 247 YORK ROAD SW11 3RD

THE LONDON BOROUGH OF WANDSWORTH hereby gives notice that it has made an Order under Section 247 of the Town and Country Planning Act 1990 to authorise the stopping up of the highway described in the First Schedule of this Notice.

THE ORDER IS MADE to enable the development described in the Second Schedule to this notice to be carried out in accordance with the planning permission granted under Part III of the Town and Country Planning Act 1990 by the London Borough of Wandsworth on 5 December 2019 under local planning authority reference 2017/0745. COPIES OF THE ORDER AND RELEVANT PLAN MAY BE INSPECTED FREE OF CHARGE between 09:00 and 17:00 during a period of 28 days commencing on Thursday 12 May 2022 at Wandsworth Town Hall, Wandsworth High Street, London SW18 2PU. Interested parties can also view the draft order and stopping up plan at: <https://www.wandsworth.gov.uk/roads-and-transport/road-safety/traffic-management-orders-tmos/>.

ANY PERSON aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein on the ground that it is not within the powers of the above Act or that any regulation made thereunder has not been complied with in relation to the Order may, within 6 weeks of Thursday 12 May 2022, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

THE FIRST SCHEDULE

Areas of Highway to be Stopped Up

That part of York Road, London SW11 3RD, consisting of an area of 24.55m² running from a point north to south on the east side of 100 and 110 York Rd for a distance of 13.32m, and from a point east to west on the east side of 100 and 110 York Rd across the York Rd footway for a distance of 3.69m. THE

SECOND SCHEDULE

The Location

The Candle Factory, 100 and 110 York Road, Wandsworth, London, SW11 3RD

The development

Erection of a 25-storey building comprising 136 flats (with balconies) and ground floor retail floorspace (Class A1). Demolition of car showroom on Bridges Court and erection of a five-storey building to provide ground floor retail (Class A1) floorspace and office floorspace (Class B1) on first to fourth floors. Excavation to create basements comprising 85 car parking and 344 cycle parking spaces, gym, plant and refuse/recycling stores. Alterations and erection of two additional storeys (and 2nd/3rd floor links) and roof terrace to retained York Road buildings with retail (Class A1) and office use (Class B1). Provision of a terrace of six single storey retail use units (Class A1/A2/A3/A4). Provision of amenity space, public realm, landscaping, play space, car parking, and paving to Bridges Court. Dated 12 May 2022

Mark Maidment, Chief Executive, Town Hall, Wandsworth SW18 2PU
(4068593)

NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/lower-thames-crossing-consultation/>

- <https://highwaysengland.citizenspace.com/ltc/consultation>
- <https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>

- <https://highwaysengland.citizenspace.com/ltc/community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freeport
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

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

ENVIRONMENT & INFRASTRUCTURE

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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online: Fill in the response form at <https://ltcconsultation2022.nationalhighways.co.uk/>
- 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
- 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 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Matt Palmer, Executive Director, Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://ltcconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://ltcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

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- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk
- By ordering on the consultation website at <https://ltcconsultation2022.nationalhighways.co.uk/> (4068598)

Property & land

PROPERTY DISCLAIMERS

**NOTICE OF DISCLAIMER UNDER COMMON LAW
DISCLAIMER OF WHOLE OF THE PROPERTY**

T S ref: BV22204632/1/MIN

1 In this notice the following shall apply:

Company Name: **SAIRA ZEENAT RAJA- IN BANKRUPTCY**

Company Number:

Interest:

Title number: NGL78895

Property: The Property situated at 43 Morrab Gardens, Ilford IG3 9HG 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 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 10 March 2022.

Assistant Treasury Solicitor

9 May 2022

(4065200)

**NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE
COMPANIES ACT 2006
DISCLAIMER OF WHOLE OF THE PROPERTY**

T S ref: BV22205049/1/RB

1 In this notice the following shall apply:

Company Name: **BURYWOOD PROPERTIES LIMITED**

Company Number: 01092676

Interest: freehold

Title number: EX368134

Property: The Property situated at Land forming part of Chancery Grove, Blackheath, Colchester, 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 28 March 2022.

Assistant Treasury Solicitor

9 May 2022

(4065201)

**NOTICE OF DISCLAIMER UNDER COMMON LAW
DISCLAIMER OF WHOLE OF THE PROPERTY**

T S ref: BV22204632/2/MIN

1 In this notice the following shall apply:


Company Name: **SAIRA ZEENAT RAJA- IN BANKRUPTCY**

Company Number:

Interest: freehold


Plate T.19 Notice in the Romford Recorder, 13 May 2022

romfordrecorder.co.uk Friday 13 May 2022
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PUBLIC NOTICES

Legal and Public Notices



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY LOCAL REFINEMENT CONSULTATION
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- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2020/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
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During the 2018 statutory consultation, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2018/>, 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/lower-thames-crossing-consultation-2020/>.

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Anyone may comment on the proposals or otherwise respond to this consultation.

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- **Online:** Fill in the response form at <https://lrcconsultation2022.nationalhighways.co.uk/>
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- **Email:** Send your comments to LTC.CONSULTATION@TRAVERSELTD.CO.UK
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If you would like further information about this notice, the consultation or the Project, please contact National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely
Matt Palmer, Executive Director
Lower Thames Crossing

Consultation website
The consultation website will be available to access anytime from 12 May 2022 at <https://lrcconsultation2022.nationalhighways.co.uk/>. Details regarding the consultation services and ways of accessing consultation materials and information can also be found here.

Telephone surgery
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Consultation materials on demand
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- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk
- By ordering on the consultation website at <https://lrcconsultation2022.nationalhighways.co.uk/>

CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS
IMPORTANT: These Conditions contain an indemnity if you breach Your warranties to Us.

1. General
 - 1.1. These Conditions apply to any advertisement which You have asked Us to publish on Your behalf in a Title (the "Advertisement") and by making such an offer (an "Order") You agree to be bound by these Conditions in that respect.
 - 1.2. These Conditions override any terms stipulated by You on order forms or elsewhere unless We accept those terms in writing. If we do so, these Conditions will apply except to the extent that they are inconsistent with anything so agreed by Us.
2. Definitions
 - "We" and "Us" means, and "Our" refers to, the Company which is the publisher of the Title in which You have asked Us to publish Your Advertisement.
 - "Title" means any publication or Website which We publish.
 - "You" means, and "Your" refers to, the person placing the Order with Us and where that person is an advertising or other agency placing the Advertisement on behalf of their client that agency agrees that it has placed the Order as principal.
3. Order
 - 3.1. We may insist on You submitting Your Order in writing and if We do so You will not be deemed to have placed an Order until We receive it in writing. If We do not insist that You submit Your Order in writing it is deemed to be placed when the initial Order is made, subject to the terms and conditions below. If You deliver copy instructions to Us, We may treat this as an Order unless it is clearly marked as "not constituting an Order".
 - 3.2. We will notify You if We do not accept Your Order within 3 working days of receiving it. Publication of the Advertisement will mean We have accepted the Order.
 - 3.3. We are not obliged to accept Your Order or to publish any Advertisement placed by You and cannot guarantee insertion, special position, the date or the classification of any such Advertisement, or the distribution of the Title. We will not be liable for any loss or damage incurred as a result of Our failure in these respects. We may reject any Order (in whole or part) prior to (any) publication by notice to You and (to the extent rejected) We will refund any pre-payment in that case but will have no further liability.
 - 3.4. We may carry forward an Advertisement not inserted to the next suitable issue of a Title.
 - 3.5. If You place an Order but fail to provide copy/artwork by the publication deadline, We may repeat any previous relevant Advertisement from You for which We have copy, or use a filler, and charge You the full price of Your Order in any event.
4. Advertising standards, legal obligations and third party rights
 - 4.1. You confirm and warrant to Us that the copy You provide and the publication by Us of an Advertisement are not in breach of any law or regulation and that the copy You provide to Us will:
 - be legal, decent, honest and truthful;
 - not result in a breach of any relevant Code of Practice, including other provisions of the Advertising Standards Code of Practice
 - not breach any legislation;
 - not be defamatory;
 - not infringe any copyright, trademarks or other legal rights of any person or company and that You have received any consent needed to refer to or portray people (expressly or impliedly) in the Advertisement;
 - when appearing on any Archant Website will not contain hyperlinks or metatags linking to the advertiser's own Website unless express prior permission has been granted by Archant.
 - 4.2. You agree:
 - to indemnify Us in respect of all costs, damages and other charges We incur or to which We are subject as a result of publication of any Advertisement pursuant to Your Order where there is a breach of any warranty given by You to Us;
 - not to be in breach of contract in relation to the Order/Advertisement;
 - that We may store, reproduce and distribute copy relating to any Advertisement, including by electronic means;
 - that We may without notice or warning destroy any box office correspondence or communication received in response to an Advertisement which We think it inappropriate to deliver;
 - that We may hold Your details on record for a reasonable period and contact You about future advertising opportunities which We believe may be of interest to You;
 - that any material submitted by You is held by Us at Your own risk and should be insured by You against loss or damage from what ever cause. We reserve the right to destroy without notice all such property after the date of its last appearance in an advertisement unless You have given written instructions to the contrary;
 - that You acknowledge that We shall have no liability for any variation of up to 10% in the final published size of any advertisement.
5. Cancellation
 - 5.1. We are not obliged to accept a cancellation request (which We may require to be made in writing). All magazine cancellations must be made in writing at least one calendar month prior to the publication date. All other cancellations should be made within four working days of publication.
 - 5.2. If We accept a cancellation for part of a series of Advertisements, We may substitute You for any insertions in that series which are not cancelled.
6. Artwork
 - 6.1. We retain copyright (and any other intellectual property rights) in all Our artwork, copy and other materials in any Advertisement (even if combined with any of Your copyright materials). In addition, You agree that We own the copyright in the typographical arrangement of all Advertisements. No copy in any form will be returned unless agreed in writing by Us at the time of placing the Order.
 - 6.2. We will not be liable for accidental loss or damage to Your copy, including artwork and photographs, in any format. Accordingly, Our liability for non-accidental damage to Your copy will be limited to the value of the medium in which they are embodied.
 - 6.3. Errors, omissions or inaccuracies in Advertisements
 - 7.1. We will not be liable for:
 - any error (including but not limited to spelling and text errors), misprint, inaccuracy or omission in Advertisements, a proof of which has been agreed by You;
 - any error (including but not limited to spelling and text errors), misprint, inaccuracy or omission in an Advertisement, if that error is notified to Us more than one week after its publication;
 - any error (including but not limited to spelling and text errors) misprint, inaccuracy or omission in a second or subsequent Advertisement in a series;
 - any error (including but not limited to spelling and text errors) misprint, inaccuracy or omission in an Advertisement which does not detract from the essence of that Advertisement.
 - 7.2. Where We acknowledge an error (including but not limited to spelling and text errors) misprint, inaccuracy or omission We will, at Our choice, either publish the corrected Advertisement, or issue You a credit note to a value not exceeding the price of the Advertisement and this will be the limit of Our liability in respect of the error, misprint, inaccuracy or omission.
8. Payment
 - 8.1. Except where We state otherwise, all prices are exclusive of VAT.
 - 8.2. You will pay for an Advertisement on placing an Order, unless credit terms have been agreed. You will be sent an invoice unless You have pre-paid (or a direct debit arrangement is in place), in which case You will only be sent an invoice if You request one.
 - 8.3. Credit terms are that payment is due seven days from the date of invoice, unless You apply for, and We grant, a monthly account.
 - 8.4. A query on an item on an invoice issued by Us will not affect the time at which You are liable to pay the rest of that or any other invoice issued by Us.
 - 8.5. If You do not pay a sum due to Us by the due date, all sums due by You to Us become payable on the due date for the sum not paid and We may suspend further advertising for You and charge You compensation and interest according to the Law of Payment of Commercial Debts (Interest) Act 1998.
9. Applicable Law
 - 9.1. Nothing in these conditions shall exclude or limit Our liability for death or personal injury caused by Our negligence, for Our fraud or otherwise to the extent it would be illegal to do so.
 - 9.2. These Conditions shall be governed by and construed in accordance with the laws of England and Wales.


ARCHANT | Regional Ltd. Reg. No. 00019300 ENGLAND
Registered Office: PROSPECT HOUSE, ROUEN ROAD, NORWICH NR1 1RE

Plate T.20 Notice in the Thurrock Gazette, 12 May 2022

www.thurrockgazette.co.uk

THURSDAY MAY 12, 2022

Thurrock Gazette 29



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/lower-thames-crossing-consultation/>
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- <https://lowerthamescrossing.consultationonline.co.uk/>
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National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

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

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 provide the following documents at deposit locations, close to the proposed Project route:

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- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online:** Fill in the response form at <https://ltcconsultation2022.nationalhighways.co.uk/>
- Freepost:** Send your response form or comments to: FREPOST LTC CONSULTATION (the Freepost address is the only text needed on the envelope, and no stamp is required)
- Email:** Send your comments to LTC.CONSUATION@TRAVERSELTD
- 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 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely
Matt Palmer, Executive Director
Lower Thames Crossing
Consultation website

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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 12 May 2022 by visiting <https://ltcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

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Plate T.21 Notice in the Bromley News Shopper, 11 May 2022

Wednesday, May 11, 2022

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TRAFFIC & Roads

Transport for London Public Notice

ROAD TRAFFIC REGULATION ACT 1984

THE A21 GLA ROAD (TWEEDY ROAD/ KENTISH WAY/ BROMLEY COMMON, LONDON BOROUGH OF BROMLEY) (TEMPORARY PROHIBITION OF TRAFFIC AND STOPPING) ORDER 2022

- Transport for London hereby gives notice that it intends to make the above named Traffic Order under section 14(1) of the Road Traffic Regulation Act 1984 for the purpose specified in paragraph 2. The effect of the Order is summarised in paragraph 3.
- The purpose of the Order is to enable street lighting works to take place on the A21 GLA Road - Tweedy Road, Kentish Way, Bromley Common and Hastings Road.
- The effect of the Order will be to prohibit any vehicle from:
 - entering Widmore Road eastbound at its junction with A21 Tweedy Road/ Kentish Way;
 - stopping on A21 Hastings Road/ Bromley Common between its junction with Brewery Road and a point 120 metres north of its junction with Oakley Road;
 - entering or exiting Hastings Road from the A21 Hastings Road;
 - entering, exiting or proceeding on Church Lane between its junctions with Hastings Road and the A21 Hastings Road;
 - turning right into Stockwell Close from Kentish Way northbound.

Works will be phased such that some restrictions will apply only at certain times. The Order will be effective at certain times between 9:00 PM on 28th May 2022 and 5:00 AM on 26th September 2022 or when the works have been completed whichever is the sooner. The prohibitions will apply only during such times and to such extent as shall from time to time be indicated by traffic signs.
- The prohibitions will not apply in respect of:
 - any vehicle being used for the purposes of those works or for fire brigade, ambulance or police purposes;
 - anything done with the permission or at the direction of a police constable in uniform or a person authorised by Transport for London.
- At such times as the prohibitions are in force an alternative route will be indicated by traffic signs. For Widmore Road closure via Widmore Road westbound, Market Square, High Street, London Road, Tweedy Road, College Road and Plaisio Lane to normal route of travel. For Church Lane closure via Hastings Road and A21 Hastings Road or reverse to normal route of travel. For Stockwell Close closure via Kentish Way northbound, Widmore Road, Market Square, High Street, London Road, Tweedy Road and Kentish Way to normal route of travel.

Dated this 11th day of May 2022
Claire Wright
Co-ordination and Permitting Area Manager,
Transport for London, Palestra, 197 Blackfriars Road, London, SE1 8NJ

LOCALIQ

Let us help you create the perfect business profile.

Get your business on 'the map' - Google maps can be found easily in searches beyond directories. You will be given a link to update your business profile if you want to change opening hours, services offered, add new images etc;

NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

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Yours sincerely
Matt Palmer, Executive Director

Lower Thames Crossing Consultation website

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Plate T.22 Notice in The Times, 19 May 2022

Legal Notices

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NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
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- 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.

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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/ltr/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/ltr/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 provide the following documents at deposit locations, close to the proposed Project route:

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- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

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The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at <https://lrc-consultation2022.nationalhighways.co.uk/>
- **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@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.

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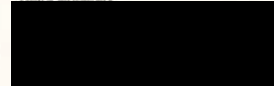
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If you would like further information about this notice, the consultation or the Project, please contact National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Marnton Industrial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

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely



Matt Palmer
Executive Director
Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://lrcconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://lrcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

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Plate T.23 Notice in the Essex Chronicle, 19 May 2022

42 CHRONICLE THURSDAY, MAY 19, 2022

Public Notices

Public Notices



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Stage House, 1 Watna Tree Close, Gulliford, GU11 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2018, a statutory consultation from 30 October to 26 December 2018, a non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenpace.com/tc/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenpace.com/tc/consultation>
- <https://highwaysengland.citizenpace.com/tc/consultation-2021>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenpace.com/tc/community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 29 June 2022. This consultation will seek feedback on:

- changes to the design of Tibury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park - the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orwell Clock roundabout to the A1088 to reduce traffic impacts on some local roads
- a new footbridge over the A137 and further improvements for walkers, cyclists and horse riders including better bridge connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

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

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
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Yours sincerely,
Mait Palmer, Executive Director
Lower Thames Crossing

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CHRISTINE MCGUINNESS
NEW BOOK

A Beautiful Nightmare

'There are so many tough moments I've been through and there will be revelations that will shock people, but as the name of my story also suggests, I've tried to take a 'beautiful' from every nightmare'



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Plate T.24 Notice in the Kent Messenger, 19 May 2022

Newsdesk: 01622 695666

www.kentonline.co.uk

May 19-May 25, 2022 Trusted News 41

Classified

PUBLIC NOTICES

PUBLIC NOTICES

**Tunbridge Wells Borough Council
Notice of Applications**

22/01212/FULL - 3 - 5 LONSDALE GARDENS ROYAL TUNBRIDGE WELLS KENT TN1 1HX - Minor Material Amendment to 21/01785/FULL (alterations to internal layout, external appearance, and to parking and landscaping). **Reasons: 1, 5, 4**

22/01222/LBC - 1 THE DOWN COTTAGES THE DOWN LAMBERHURST TUNBRIDGE WELLS KENT - Listed Building Consent: Internal alterations to create a family bathroom from existing WC and adjoining lobby area, including changes to existing stud walls and creation of two new doorways. **Reasons: 4**

22/00913/LBC - HUNTS COTTAGE 1 HUNTS LANE GOUDHURST CRANBROOK KENT - Replacement of existing timber window due to damage caused by rot. **Reasons: 4**

22/01229/LBC - DEVEY LODGE PEMBRURY GRANGE ROYAL TUNBRIDGE WELLS KENT TN2 4RP - Listed Building Consent - Replacement and increase in size of two Velux windows and addition of two new Velux windows. **Reasons: 4**

22/01091/FULL - THE EDGECUMBE THE COMMON ROYAL TUNBRIDGE WELLS KENT TN4 8BX - Demolition of existing side extension, removal of Marquee, erection of single storey rear and side extensions. Proposed external and internal alterations to existing building. Proposed hard and soft landscaping. **Reasons: 4**

22/00823/LBC - 20 MOUNT SION ROYAL TUNBRIDGE WELLS KENT TN1 1TZ - Listed Building Consent - The works are comprised of: 1) move the existing kitchen from the basement floor to the first floor 2) remove a doorway in the first floor lounge and reinstating wall section 3) remove plastic weatherproof paint from the building's exterior, make good any damaged lime render and repaint using breathable materials. **Reasons: 4**

22/01174/FULL - GLEBE PLACE BRENCHLEY ROAD BRENCHLEY TONBRIDGE KENT - Demolition of part garage; re-construction of external walls to include new entrance and exit doors, re-construction of entire roof. **Reasons: 1**

22/01092/LBC - THE EDGECUMBE THE COMMON ROYAL TUNBRIDGE WELLS KENT TN4 8BX - Demolition of existing side extension. Proposed single storey rear and side extensions. Proposed external and internal alterations to existing building. Proposed hard and soft landscaping. **Reasons: 4**

22/01216/FULL - 72 PROSPECT ROAD ROYAL TUNBRIDGE WELLS KENT TN2 4SX - Erection of flat roof dormer to rear. Infill of doorway, installation of french doors to rear and internal alterations. **Reasons: 1**

22/01052/FULL - 20 CALVERLEY ROAD ROYAL TUNBRIDGE WELLS KENT TN1 2TB - Refurbishment and fit out of existing retail unit. **Reasons: 1**

22/01120/FULL - TILE BARN HOUSE STANDEN STREET BENEDEN CRANBROOK KENT - Internal and external alterations to the Listed Barn to bring it into residential use and to connect it to the existing Oast house along with refurbishment of the Oast House. **Reasons: 4**

22/01121/LBC - TILE BARN HOUSE STANDEN STREET BENEDEN CRANBROOK KENT - Listed Building Consent - Internal and external alterations to the Listed Barn to bring it into residential use and to connect it to the existing Oast house along with refurbishment of the Oast House. **Reasons: 4**

22/01127/FULL - BROOMLANDS COTTAGE NORTH BROOM LANE LANGTON GREEN TUNBRIDGE WELLS KENT - Alterations to the North Cottage including removal of garage and internal alterations. (Proposed works to Landscaping, stables and Broomlands under application 22/01100/FULL). **Reasons: 4**

22/00825/FULL - THE CLAREHUNT 18 GROVE HILL ROAD ROYAL TUNBRIDGE WELLS KENT TN1 1RZ - Removal of Condition 2 of 20/03265B/FULL - The marquee hereby approved shall only be used for the months of September to March, where it shall then be removed and left in a tidy state, unless otherwise agreed by the Local Planning Authority. **Reasons: 1**

22/01126/LBC - BROOMLANDS COTTAGE NORTH BROOM LANE LANGTON GREEN TUNBRIDGE WELLS KENT - Listed Building Consent - Alterations to the North Cottage including removal of garage and internal alterations. (Proposed works to Landscaping, stables and Broomlands under application 22/01101/LBC). **Reasons: 4**

22/01191/FULL - 7 BOYNE PARK ROYAL TUNBRIDGE WELLS KENT TN4 8EL - Demolition of existing dwelling; Erection of a building incorporating 3 dwellings plus an associated Coach House. New access onto Somerville Gardens. Associated hard and soft landscaping. **Reasons: 1**

22/01324/FULL - CALVERLEY GROUNDS MOUNT PLEASANT AVENUE ROYAL TUNBRIDGE WELLS KENT TN1 2SH - Temporary change of use of part of Calverley Grounds to provide an ice rink including associated changing area, cafe, lighting, Christmas chalets and plant equipment for a period of 12 weeks per year until 2028. **Reasons: 4, 1**

21/04239/FULL - FORMER DULWICH PREPARATORY SCHOOL COURSE HORN LANE CRANBROOK KENT TN1 7XP - Demolition of existing dwelling and erection of replacement two storey detached dwelling with detached single garage. (Revised details to permission 19/02136/FULL). **Reasons: 4, 6**

22/01071/FULL - FIELD HOUSE NEWELL PARK ROYAL TUNBRIDGE WELLS KENT TN4 8NW - Proposed demolition of part of wall, rebuilding of demolished wall with increased height, removal of low brick structure. **Reasons: 1**

Reasons for advertisement key:

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

You may view the application on our website.

Please note: All planning related correspondence for Tunbridge Wells Borough Council should be sent to: TWBC Planning Technical Team, Town Hall, Tunbridge Wells, Kent TN1 1RS or by email to planning@tunbridgewells.gov.uk

Any representations should be made in writing no later than **10.06.2022** quoting the application number. All comments will be publicly viewable during the consideration of the application and thereafter. Advert Date: 20.05.2022



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLISCHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

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Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

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- <https://highwaysengland.citizenspace.com/tc/consultation>
- <https://highwaysengland.citizenspace.com/tc/consultation-2020>
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Yours sincerely

Matt Palmer, Executive Director
Lower Thames Crossing

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Plate T.25 Notice in the London Gazette, 19 May 2022

STATE

NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2016, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 6 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2016 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2020/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2021/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A10a9 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better brideway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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 2016 statutory consultation, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/lower-thames-crossing-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/lower-thames-crossing-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/lower-thames-crossing-consultation-2021/>.

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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online: Fill in the response form at <https://lrcconsultation2022.nationalhighways.co.uk/>
- 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
- 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 20 June 2022.

LONDON GAZETTE | CONTAINING ALL NOTICES PUBLISHED ONLINE ON 19 MAY 2022 | 9633

STATE

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Matt Palmer

Executive Director

Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://ltccconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://ltccconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

For those unable to access the internet or concerned about visiting a consultation event, deposit location or information point, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). The consultation materials are available to order via the following channels:

- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk

- By ordering on the consultation website at

<https://ltccconsultation2022.nationalhighways.co.uk/> (407555a)

Property: Unit 17 Compass West, Compass Industrial Park, Speke, Liverpool L24 1 YA

Interest: Leasehold

Tenancy Deed: Dated 16 June 2020 and made between Industrials UK LP acting by their general partner Industrials UK GP LLC (1) and Home and Media Sound Specialists Ltd (2)

The Duchy Solicitor: THE SOLICITOR FOR THE AFFAIRS OF THE DUCHY OF LANCASTER

2. IN PURSUANCE of the powers granted by Section 1013 of the Companies Act 2006 THE DUCHY SOLICITOR as nominee for HER MAJESTY IN RIGHT OF HER MAJESTY'S DUCHY OF LANCASTER in whom the property and rights of the Company vested pursuant to Section 1012 of the Companies Act 2006 when the Company was dissolved on the Dissolution Date HEREBY DISCLAIMS the title of Her Majesty in Right of Her Majesty's Duchy of Lancaster (if any) in the Property the vesting of the Property having come to his notice on 5 March 2022

DATED: 27 April 2022

Solicitor for the Affairs of the Duchy of Lancaster (40745e3)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV2220531a/1/RB

1 In this notice the following shall apply:

Company Name: **NEIL AVERY PUBLIC LIMITED COMPANY**

Company Number: 01511327

Previous Name of Company: Neil Avery and Associates Limited

Interest: freehold

Title number: GM4429e3

Property: The Property situated at Station Works, Bury Road, Radcliffe, being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 701e5, 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 29 March 2022.

Assistant Treasury Solicitor

16 May 2022 (40710e1)

Property & land

PROPERTY DISCLAIMERS

T S Ref: BV22011372/2/RB

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

1. In this Notice the following shall apply:

Company Name: **GREENLEAS MANAGEMENT COMPANY LIMITED**

Company Number: 05179405

Title Number: EGL49495a

Interest/Asset: All the perpetual yearly registered rent charge: All rights, benefits, provisions and interests whatsoever created in a Rent Charge dated 30th September 2005 referred to in Title number EGL49495a

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 2119, Croydon (DX 325e01 Croydon 51).

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 her notice on 29 April 2022.

Dated 9 May 2022

Assistant Treasury Solicitor

(Section 3 Treasury Solicitor Act 1a76) (4072700)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV2220531a/2/RB

1 In this notice the following shall apply:

Company Name: **NEIL AVERY PUBLIC LIMITED COMPANY**

Company Number: 01511327

Previous Name of Company: Neil Avery and Associates Limited

Interest: leasehold

Title number: GM310090

Property: The Property situated at 2a Park Street and land adjoining 2a Park Street, Bury Greater Manchester being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 701e5, 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 29 March 2022.

Assistant Treasury Solicitor

16 May 2022 (40710e2)

NOTICE OF DISCLAIMER UNDER S.1013 OF THE COMPANIES ACT 2006

1. In this Notice the following shall apply:

Company Name: **Home and Media Sound Specialists Limited**

Company Number: 12e2920a

Dissolution Date: 21 December 2021

Plate T.27 Notice in the Thurrock Gazette, 19 May 2022

www.thurrockgazette.co.uk

TRAFFIC & Roads

thurrock.gov.uk

PUBLIC NOTICE
Buckingham Hill Road, East Tilbury Road, Waltons Hall Road, Northumberland Road – Linford (Temporary prohibition or restriction on roads) No. 051 - Order 2022

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:-

i) Prohibit any vehicle from travelling along Buckingham Hill Road between its junctions with Stanford Road and East Tilbury Road.

ii) Prohibit any vehicle from travelling along East Tilbury Road between its junctions with Buckingham Hill Road and Muckingford Road.

iii) Prohibit any vehicle from travelling along Waltons Hall Road between its junctions with Butts Lane and Buckingham Hill Road.

iv) Prohibit any vehicle from exiting Northumberland Road onto Buckingham Hill Road.

v) Prohibit any vehicle from travelling along Butts Lane between its junctions with Mucking Wharf Road/Waltons Hall Road and St Andrews Way.

2) The purpose of the Order is to enable Thurrock Council to carry out carriageway resurfacing.

The alternative routes are as follows:

i) For northbound vehicles – Muckingford Road, Linford Road, Brentwood Road, Orsett Cock Roundabout and Stanford Road and vice versa for southbound vehicles.

ii) There is no alternative route for East Tilbury Road, however access will be maintained to all residents via the use of Gatenem, this includes Essex Gardens, Dorset Gardens, Hamphshire Gardens, Devonshire Gardens and Lower Crescent.

iii) For southbound vehicles – Butts Lane and London Road and then following main diversion as above, for northbound vehicles, it will be using the main diversion from Muckingford road. It.

iv) To exit Northumberland Road diversion is via Somerset Road and Lower Crescent and then follow the main diversion.

v) Access to and from Mucking Wharf Road will be via Gatenem.

3) The Order will come into force on Tuesday 24th May at 19:00hrs. The closure will be in force nightly between the hours of 19:00 and 05:00, the Order may be extended for a longer period on site by the presence of the appropriate traffic signs in accordance with The Traffic Signs Regulations and General Directions 2016.

4) 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.

5) 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: 19th May 2022
Peter Wright
Strategic Lead – Highways Infrastructure
Thurrock Council

OPTICIANS: LEAFLETS GET TO BE SEEN

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thurrock.gov.uk

PUBLIC NOTICE
Brennan Road, Parkside Avenue, Feenan Highway - Tilbury (Temporary prohibition or restriction on roads) No. 081 - Order 2022

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:-

i) Prohibit any vehicle from travelling along Brennan Road between its junctions with Civic Square and its junction with Feenan Highway.

ii) Prohibit any vehicle from travelling along Parkside Avenue between its junction with Moore Avenue and Brennan Road.

iii) Prohibit any vehicle from exiting Feenan Highway at the junction with the mini roundabouts on Brennan Road.

2) The purpose of the Order is to enable Thurrock Council to carry out the removal of the mini roundabouts and then resurface the carriageway following the installation of a cycle track in Brennan Road.

3) The alternative routes are as follows:

i) For westbound vehicles is Brennan Road, Fort Road, New Infrastructure Road, St Andrews Road, Ferry Road, A1089, Asda Roundabout, Dock Road, Calcutta Road and Civic Square and vice versa for eastbound vehicles.

ii) For vehicles exiting Parkside Avenue onto Brennan Road will be Hume Avenue onto Dock Road and then follow main diversion as per diversion above.

iii) For vehicles exiting Feenan Highway onto Brennan Road will be St Chads Road, Calcutta Road then follow main diversion route as per diversion above.

4) The Order will come into force on Monday 23rd May 2022 at 08:00hrs. The closure will be in force daily between the hours of 08:00 and 17:00 until Friday 24th June 2022. 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: 19th May 2022
Julian Helder
Assistant Director of Highways, Fleet and Logistics
Thurrock Council

thurrock.gov.uk

PUBLIC NOTICE
Gun Hill, Coopers Shaw Road, Fort Road – West Tilbury (Temporary prohibition or restriction on roads) No. 047 - Order 2022

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:-

i) Prohibit any vehicle travelling along Gun Hill between its junctions with Coopers Shaw Road and Turpsie Lane.

ii) Prohibit any vehicle from travelling along Fort Road between its junctions with Brennan Road and Gun Hill.

iii) Prohibit any vehicle from travelling along Coopers Shaw Road from its junctions with Gun Hill and Church Road.

iv) Temporarily revoke the 7.5t weight restriction on Station Road.

2) The purpose of the Order is to enable Thurrock Council to carry out carriageway resurfacing.

3) The alternative route for northbound vehicles is south on Fort Road, New Infrastructure Road, A1089 Ferry Road, A1089 St Andrews Road, Asda roundabout, A1089 Dock Road, A126 Marshfoot Road, Chadwell Hill, Linford Road, Muckingford Road, Princess Margaret Road, Station Road, Church Road and vice versa for southbound vehicles. Access will be maintained for residents within the closures.

4) The Order will come into force on Monday 23rd May at 21:00hrs. The closure will be in force for one night between the hours of 21:00 and 05:00 until Wednesday 24th May 2022 at 05:00hrs. 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: 19th May 2022
Peter Wright
Strategic Lead – Highways Infrastructure
Thurrock Council

THURSDAY MAY 19, 2022

Thurrock Gazette 29



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (NATIONAL STATUTORY LOCAL REFINEMENT CONSULTATION)

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National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/tc/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/tc/consultation-2020/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/tc/community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better brideway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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/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 provide the following documents at deposit locations, close to the proposed Project route:

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To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

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The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- Online:** Fill in the response form at <https://tcoconsultation2022.nationalhighways.co.uk/>
- 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@NTHTRAVERSE.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 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK44 7LW.

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Yours sincerely
Matt Palmer, Executive Director
Lower Thames Crossing

Consultation website
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- By ordering on the consultation website at <https://tcoconsultation2022.nationalhighways.co.uk/>

Plate T.28 Notice in the Bromley News Shopper, 18 May 2022

Wednesday, May 18, 2022

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PROBATE & Trustee

ANTHONY JOSEPH CLARK
Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 18, Cranston Road, London, SE16 6NF who died on 05/04/2022, must send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

Amanda Coates c/o Chancery Wright & James, Victoria House, 12 Kent Road, Orpington, ME8 0PG. Ref: 18072141214.

BARBARA ELIZABETH WHIBEN Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 18, Cranston Road, London, SE16 6NF who died on 06/04/2022, must send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

Merideth Robinson LLP 103 High Street, Godalming, Surrey GU7 1DS. Ref: LA 14441.

MATTHEW KERRY EARL Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of The Spanner Old Inn, Chislehurst, ME1 1NH, who died on 18/01/2021, must send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

Amanda Coates c/o Chancery Wright & James, Victoria House, 12 Kent Road, Orpington, ME8 0PG. Ref: 18072141214.

MARIONO DANIEL JORDAN (Deceased)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 18, Cranston Road, London, SE16 6NF who died on 05/05/2021, must send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

JUDE & PRESLEY LLP Justice House, 10 West Street, Bromley, Kent, SE18 1LN.

JOSEPH NOEL HILL (Deceased)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of Upper New Rd, 205 Ludford Road, London, SE18 1SL, who died on 29/09/2021, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

GRANT LAW SOLICITORS Grant Law House, 10 Poplar Passage, London, SE10 3BU.

WILLIS JOSEPH FORTSON (Deceased)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 22 St Johns Road, Welling, DA16 2AF, who died on 20/10/2020, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

NEWMAN SOLICITORS Haydon House, Church Hill, Canolf, CT10 2HE.

HEARY GERRARD WOOD (Deceased)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 1659 Avenue, Southgate, North 200 4LL, who died on 20/01/2021, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

FINE CATERING PLANNING & MANAGEMENT LTD Suite 2, 9-10 Bocking End, Bromley, Essex CM9 7AR.

KOPE ETYNA ALLEN (Deceased)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of London, SE6, who died on 01/03/2020, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

COOK TAYLOR WOODHOUSE 66/70 Brunel Way, Stratford, London E15 4LJ.

SYBIL WOOD (DECEASED)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 10, 27 The Approach, Orpington Kent, ME8 9PH, who died on 10/08/2021, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

FOOT KATLEY LLP South Court, Southgate Gardens, Essex SS11 1AF.

ROSEY BELINDA ETYNA BACKHOFF-GEORGE (DECEASED)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 10, 27 The Approach, Orpington Kent, ME8 9PH, who died on 21/10/2020, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

JUDE & PRESLEY LLP Justice House & West Street, Bromley Kent SE18 1LN.


PETER ALAN THORNTON (DECEASED)

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the above named late of 10 Brunton Road, Bromley London, SE20 1SP, who died on 10/02/2020, are required to send written particulars to the address below by 19/07/2022, after which date the Estate will be distributed having regard only to the claims and interests which they have had notice.

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NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 28 January to 24 March 2018, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/ltc/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/ltc-consultation-2021/>
- <https://highwaysengland.citizenspace.com/ltc-consultation-2020/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/ltc-community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tibury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepark
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cook roundabout to the A1099 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better bridleway connections across the A2 junction and the A26
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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 Thurrock 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
- 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 2016 statutory consultation, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/ltc-consultation-2016/>, 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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
- Map Book 1 – General Arrangements
- Map Book 2 – Land Use Plans
- Map Book 3 (Extracts) – Engineering Plans
- Large scale plans
- Local refinement consultation leaflet
- Response form and Freepost envelope
- Easy Read version of the guide to local refinement consultation

To keep stakeholders and members of the local community fully informed on the proposals, we will also host a series of information events at key locations along the route. Information on these events is available on our website. Alternatively, call 0300 123 5000 for further details.

All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at <https://ltcconsultation2022.nationalhighways.co.uk/>
- **Freepost:** Send your response form or comments to: FREPOST LTC CONSULTATION (the Freepost address is the only one listed on the envelope, and no stamp is required)
- **Email:** Send your comments to LTC.CONSULTATION@TRAVERSELTD
- **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 20 June 2022. National Highways will consider all responses received when developing the Application for a Development Consent Order once the consultation has closed. Responses will be sent to 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Marton Industrial Estate, Marton Lane, Bedford, MK41 7JW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely

Matt Palmer, Executive Director
Lower Thames Crossing

Consultation website

The consultation website will be available to access anytime from 12 May 2022 at <https://ltcconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://ltcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand

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- By contacting National Highways on 0300 123 5000 or emailing info@lowerthamescrossing.co.uk
- By ordering on the consultation website at <https://ltcconsultation2022.nationalhighways.co.uk/>

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Plate T.29 Notice in Lloyd's List, 18 May 2022



NATIONAL HIGHWAYS LOWER THAMES CROSSING
NOTICE PUBLICATION OF A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") 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").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2018, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/ltr-consultation>
- <https://highwaysengland.citizenspace.com/ltr-consultation-2020>
- <https://lowerthamescrossing.consultationonline.co.uk/>
- <https://highwaysengland.citizenspace.com/ltr-community-impacts-consultation-2021/>

National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tilbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepost
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better brideway connections around the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurcock 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 objectives set out in the guide to local refinement 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 Thurcock 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/ltr/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/ltr/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/ltr/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 provide the following documents at deposit locations, close to the proposed Project route:

- Guide to local refinement consultation
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- Map Book 2 – Land Use Plans
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- Local refinement consultation leaflet
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All the materials for this consultation will be available on the consultation website from 12 May 2022. For those with limited or no access to the internet, a printed copy of the guide to local refinement consultation, response form, Freepost return envelope and set of plans is available to the public to order free of charge (one pack per household). Instructions on how to order printed copies are set out at the end of this notice.

The website will also host videos explaining the proposed changes. 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.

From 12 May 2022, responses can be submitted via one of the following methods:

- **Online:** Fill in the response form at <https://lrcconsultation2022.nationalhighways.co.uk/>
- **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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We cannot guarantee that responses sent to us in any other way will be considered.

Responses will be accepted until 11.59pm on 20 June 2022.

National Highways 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 National Highways by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

National Highways' policy on managing personal data can be found at <https://nationalhighways.co.uk/about-us/privacy-notice/>.

Yours sincerely
Matt Palmer, Executive Director
Lower Thames Crossing

Consultation website
The consultation website will be available to access anytime from 12 May 2022 at <https://lrcconsultation2022.nationalhighways.co.uk/>. 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 12 May 2022 by visiting <https://lrcconsultation2022.nationalhighways.co.uk/> or by calling 0300 123 5000.

Consultation materials on demand
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- By ordering on the consultation website at <https://lrcconsultation2022.nationalhighways.co.uk/>

Plate T.30 Notice in Fishing News, 19 May 2022

19 May 2022

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CLASSIFIEDS/PUBLIC NOTICES 25

CLASSIFIEDS

PUBLIC NOTICE



NATIONAL HIGHWAYS LOWER THAMES CROSSING NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER NON-STATUTORY LOCAL REFINEMENT CONSULTATION

NATIONAL HIGHWAYS LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("National Highways") proposes to make an application ("the Application") under section 57 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

National Highways carried out a non-statutory route consultation in relation to the proposed Application from 26 January to 24 March 2016, a statutory consultation from 10 October to 20 December 2016, a non-statutory supplementary consultation from 29 January to 2 April 2020, a non-statutory design refinement consultation from 14 July to 12 August 2020 and a non-statutory community impacts consultation from 14 July to 8 September 2021.

Information about the Project presented during the 2016 non-statutory route consultation, the 2018 statutory consultation, the non-statutory supplementary and design refinement consultations in 2020 and the non-statutory community impacts consultation in 2021 can be found at:

- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation/>
- <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2020/>
- <https://lowerthamescrossing.consultationonline.co.uk/>
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National Highways is now carrying out a further non-statutory consultation in relation to the Project from 12 May to 20 June 2022. This consultation will seek feedback on:

- changes to the design of Tibury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepark
- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1669 to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including better biodiversity connections across the A2 junction and the A226
- further improvements to our landscaping proposals
- further refinement of utility works to enable the project to be built
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes
- additional environmental compensation and mitigation

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other project objectives set out in the guide to local refinement 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
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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 2016 statutory consultation, environmental information was included in a Preliminary Environmental Information Report, which is available online at <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2016/>, along with the rest of the statutory consultation materials.

An Environmental Impacts Update (EUI) was also published in January 2020 as part of the suite of supplementary consultation documents and is available at <https://highwaysengland.citizenspace.com/lower-thames-crossing-consultation-2020/>.

A further EUI 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/lower-thames-crossing-consultation-2020/>.

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Yours sincerely

Matt Palmer, Executive Director

Lower Thames Crossing

Consultation website

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- By ordering on the consultation website at <https://lrcconsultation2022.nationalhighways.co.uk/>



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Plate T.31 Press release on 12 May 2022 announcing the launch of the Local Refinement Consultation

New images of Lower Thames Crossing released as local refinement consultation begins

National Highways has today (12 May) released new images of the Lower Thames Crossing as a further consultation gets underway on some proposed changes to the project.



The five-week local refinement consultation opened on Thursday 12 May and runs until 23.59 on Monday 20 June 2022. It gives the public the opportunity to have their say on some local changes to the project proposed following the extensive community impacts consultation held in 2021, before National Highways submits an application for a Development Consent Order later this year.

The proposed changes include:

changes to the design of a new public park on the north bank of the Thames in Thurrock (Tilbury Fields) to make space for the planned Thames Freeport
modified access to the northern tunnel entrance in Thurrock providing safer operation of the tunnel facilities and better access for emergency services

- more public open space to the east of the tunnel entrance in Gravesham, connected to Chalk Park – the proposed new public park overlooking the Thames
- replacing an existing slip road with a new link from the Orsett Cock roundabout to the A1089 in Thurrock to reduce traffic impacts on some local roads
- a new footbridge over the A127 in Havering and improvements to pathways for walkers, cyclists and horse riders including better bridleway connections around the A2 junction and the A226 in Gravesham
- further improvements to landscaping proposals
- refining our plans for the changes needed to utilities in the local area
- additional environmental compensation and mitigation
- refinements to the Order Limits, the land needed to build and operate the new road, as a result of proposed changes



The public can visit a dedicated consultation website to watch videos explaining the proposed changes, view an interactive map, and find the consultation documents which can also be delivered to homes free of charge or picked up from local libraries. Anyone who has questions can speak to a member of the project team through a telephone call back service or at a nearby consultation event.

Matt Palmer, Executive Director for the Lower Thames Crossing, said: "There is a pressing need to tackle congestion at the Dartford Crossing which causes delays and unreliable journeys for tens of thousands of people every day. The Lower Thames Crossing will be a vital piece of the UK's transport infrastructure, not only by providing a

reliable alternative to Dartford, but by driving the economy by bringing people closer to jobs and businesses closer to their customers.

“These consultations are crucial in helping us get the design right; to reduce the impact on local communities and environment, but also give the most benefit to local communities. I’d like to thank you for your patience, and for taking the time to look at our plans and give us your feedback.”

Ends

NOTES TO EDITORS

National Highways is the wholly government-owned company responsible for modernising, maintaining and operating England’s motorways and major A roads.

Consultation website - [REDACTED]

Latest images can be downloaded here -
[REDACTED]

Response to community impacts consultation document

If you would like to find out more about the feedback received from the community impacts consultation, National Highways has published a document called ‘Response to community impacts consultation’. It can be found online at

Landowner engagement and minor refinements document

National Highways has also published a document called ‘Landowner engagement and minor refinements’, which explains the other changes being taken forward as part of the project following engagement with affected landowners and others with an interest in land. This can be found online at [REDACTED]

Kent and Gravesham

Events

- Fri 20 May, 2pm-8pm: Cascades Leisure Centre, Thong Ln, Gravesend, DA12 4LG

- Mon 23 May, 2pm-8pm: Village Hotel – Maidstone, Castle View, Forstal Road, Kent, Maidstone, ME14 3AQ
- Thurs 9 June, 2pm-8pm: Bridgewood Manor Hotel, Near Bluebell Hill, Walderslade Woods, Chatham, ME5 9AX
- Fri 10 June, 2pm-8pm: Shorne Village Hall, 16 The Street, Shorne, DA12 3EA

Deposit locations

- Cuxton Library, Bush Rd, Cuxton, Rochester, ME2 1EY
- Gravesend Library, Windmill Street, Gravesend, DA12 1BE
- Maidstone Library, Kent History & Library Centre, James Whatman Way, Maidstone, ME14 1LQ
- Snodland Library, 15-17 High Street, Snodland, ME6 5DA

Information points

- Coldharbour Library, Coldharbour Road, Northfleet, Gravesend, DA11 8AE
- Dartford Library, Central Park, Market Street, Dartford, DA1 1EU
- Higham Library, Villa Road, Higham, Rochester, ME3 7BS
- Larkfield Library, Martin Square, Aylesford, ME20 6QW
- Meopham Library, Wrotham Road, Meopham, Gravesend, DA13 0AH
- Riverview Park Library, The Alma, Leander Drive, Gravesend, DA12 4NG
- Shorne Woods Visitor Centre, Gravesend, DA12 3HX
- Strood Library, 133 High St, Strood, Rochester, ME2 4TJ

Thurrock, Essex and Havering

Events

- Thurs 19 May, 2pm-8pm: The Civic Hall, Blackshots Lane, Grays, RM16 2JU
- Fri 27 May, 2pm-8pm: North Street Hall, 24 North Street, Hornchurch, RM11 1QX
- Mon 6 June, 2pm-8pm: East Thurrock Community Association, 77 Corringham Road, Stanford-le-Hope, SS17 0NU
- Tues 7 June, 2pm-8pm: Tilbury Community Association, Civic Square, Tilbury, RM18 8AA
- Mon 13 June, 2pm-8pm: Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS

Deposit locations

- Brentwood Library, New Road, Brentwood, CM14 4BP
- Chadwell Library, Brentwood Road, Chadwell St Mary, Grays, RM16 4JP
- Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX
- Romford Central Library, St Edwards Way, Romford, RM1 3AR

Information points

- Belhus Library, South Ockendon Centre, Derry Avenue, South Ockendon, RM15 5DX
- Corringham Library, St Johns Way, Corringham, Stanford-le-Hope, SS17 7LJ
- East Tilbury Library, Princess Avenue, East Tilbury, RM18 8ST
- Harold Hill Library, 19a Farnham Road, Romford, RM3 8ED
- Stanford-le-Hope Library, High Street, Stanford-le-Hope, SS17 0HG
- Tilbury Library, Tilbury Hub, Civic Square, Tilbury, RM18 8AD
- Upminster Library, 26 Corbets Tey Road, Upminster, RM14 2BB

Real-time traffic information for England's motorways and major A roads is available via its website , local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at 

For further information please contact National Highways' 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)

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

Social media posts

T.1.5 Plates T.32 and T.33 present examples of social media posts used during the Local Refinement Consultation.

Plate T.32 Social media post



Plate T.33 Social media post



Lower Thames Crossing

Published by Hootsuite · 11 June ·



Have you had your say in our #LowerThamesCrossing local refinement consultation? Find out more about the changes in your area and take part here: <https://ltcconsultation2022.nationalhighways.co.uk/find.../>



Event materials

Plate T.34 Event materials

national highways Lower Thames Crossing

Welcome

to the local refinement consultation

Since we first consulted on the route of the Lower Thames Crossing, thousands of you have helped us design a project that will improve lives across the region and beyond. It will boost our economy, support jobs and education, regenerate local communities and provide needed relief to the millions of people who use the Dartford Crossing every year.

About this consultation

Following our extensive community impacts consultation in 2021, we are now consulting on some localised changes to the project before we submit our Development Consent Order (DCO) application later this year.

If consent is granted, we intend to start construction 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.

Find out more and have your say online from 00:01 on 12 May to 23:59 on 20 June 2022. Go to <https://tccconsultation2022.nationalhighways.co.uk>



What is the Lower Thames Crossing?

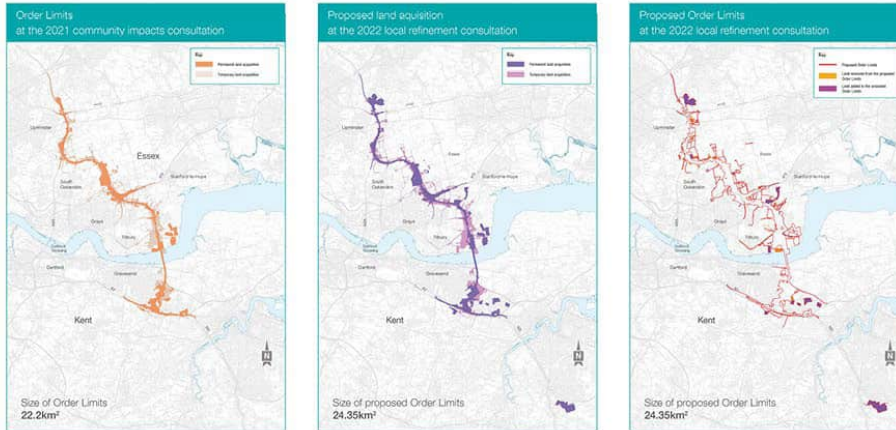
It is a proposed new road and tunnel connecting Kent, Thurrock, Essex and Havering.

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.

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



Proposed Order Limits



The Order Limits are the outermost edges of the Lower Thames Crossing project and contain the land that will be used to build and operate the Lower Thames Crossing.

Following engagement with stakeholders, refinements to the design of utilities and feedback from the community impacts consultation, we have further amended our Order Limits in certain areas:

- The Order Limits are indicated on the route section maps by a red line. This shows the land that may be acquired or used to build and operate the project and the areas to which the Development Consent Order would apply.
- The Order Limits proposed at the previous consultation are indicated by a blue dashed line.
- Additional land now required for the project is shown by purple shading.
- Land removed from the Order Limits is indicated by light orange shading.
- Land added to the Order Limits for habitat compensation areas are identified by light green shading.

The land within the revised Order Limits has increased from 22.2km² to 24.35km². There is no change to the number of properties in the Order Limits as detailed in the community impacts consultation.



You said, we did

During our previous community impacts consultation, we asked questions to understand people's views on different elements of the project.

We received **3,218** responses and overall, the feedback supported the proposals presented across four sections:

The project's impacts and mitigation

- **1,564 (59%)** respondents supported or strongly supported our plan to build the Lower Thames Crossing; 973 (36%) opposed or strongly opposed.

Changes since the design refinement consultation

- **1,367 (54%)** respondents supported or strongly supported the proposed changes south of the river; 721 (25%) opposed or strongly opposed.
- **1,300 (51%)** respondents supported or strongly supported the proposed changes north of the river; 824 (31%) opposed or strongly opposed.

Order Limits

- **1,335 (52%)** respondents supported or strongly supported the proposed area of land that would be needed to build the Lower Thames Crossing; 783 (31%) opposed or strongly opposed.

You said, we did

- **1,244 (49%)** respondents supported or strongly supported how issues and suggestions about the Lower Thames Crossing had been addressed following earlier rounds of public consultation; 739 (29%) opposed or strongly opposed.

Proposed changes

Below are the proposed changes that have been influenced as a direct result of feedback received from the community impacts consultation.

Gravesham

- Refinements to woodland planting around Shorne Field Road
- Extension of open space provision east of Chalk Park
- Redesignation of Hever Court pedestrian cycle track north of the A2/LTC junction to a bridleway
- Redesignation of footpath NS169 as a pedestrian cycle track at Michael Gardens
- Increased working area for electricity works at A2 Roman Road
- Redesignation of footpath NGB, south of the A226 Gravesend Road

Thurrock

- Redesign of Tilbury Fields
- Removal of the proposed Dock Road water connection
- Refinement of Coopers Shaw Road water connection
- New footpaths to link the heritage assets of Coalhouse Fort, Coalhouse Battery and Bowaters Battery to East Tilbury
- New Orsett Cock/A1089 junction link road
- Refinements to the route of a gas pipeline diversion around Orsett

Havering

- Refinements to electricity works west of Clay Tye Road
- Refinements to the electricity diversion north of St. Mary's Lane
- New walking, cycling and horse riding bridge over the A127, west of M25 junction 29

Brentwood

- Upgrade of the walking, cycling and horse riding bridge over the A127, east of M25 junction 29

Find out more

If you would like more information about the feedback received from the community impacts consultation, we have published a document called *Response to community impacts consultation*. This can be found on our website, www.lowerthamescrossing.co.uk



Proposed changes since the community impacts consultation

Improvements for walkers, cyclists and horse riders

The Lower Thames Crossing would create almost 3km of new or improved pathways for every 1km of new road. Bridges and paths would connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites and employment centres.

In this consultation, we are proposing some changes to our plans for walking, cycling and horse riding routes.

To the south of the river our proposals include:

- Redesignation of Hever Court pedestrian cycle track north of the A2/ Lower Thames Crossing junction to a bridleway. This would improve local connections for horse riders from the existing bridleway along National Cycling Route 177 that connects Rochester and Gravesend, to footpath NG17 that runs along the edge of Riverview Park, which has also been upgraded to a bridleway. This will also provide better links with existing bridleways and newly created routes to Chalk Park for horse riders, pedestrians and cyclists.
- Redesignation of footpath NS169 as a pedestrian cycle route at Michael Gardens in Riverview Park, to the east of Gravesend, towards Shorne.
- Redesignation of the northern section of footpath NG8 – which runs from Thong Lane to the vicinity of Chalk Church – to a walking, cycling and horse riding route.

To the north of the river our proposals include:

- New footpaths to link the heritage assets of Coallhouse Fort and Bowaters Battery to East Tilbury.
- Moving a short section of the existing bridleway BR219, running along the eastern bank of the Mardyke River, three metres east of its current route.

- Upgrading the walking, cycling and horse riding bridge over the A127, east of M25 junction 23.
- A new walking, cycling and horse riding bridge over the A127, west of junction 29.
- Upgrading the eastern end of FP136, which runs from North Road to Dunnings Lane, to provide a realigned bridleway link to the existing Mardyke Way bridleway BR219.
- The proposed equestrian bridge over the Mardyke River becoming a footbridge and the existing footbridge to the north being replaced with an equestrian bridge.

Special category land

At the community impacts consultation, we presented information on special category land that would be directly affected by the Lower Thames Crossing and its construction.

Since our last consultation, we have updated our proposals at:

- Tilbury Green – to accommodate emerging plans for Thames Freeport, located immediately west of the project on the north bank of the River Thames.
- Walton Common – we need to take temporary possession of a small section for utility works for the northern tunnel entrance and to support construction of the project.
- Thames Chase Community Forest – we propose to permanently acquire part of the site for the new road and earthworks.

Private recreational facilities

We have refined our proposals at Linford Allotments. The allotments are located within the Order Limits, and we propose to take temporary possession of the site for the construction of utility works.

Find out more

For more information, please see our Guide to local refinement consultation, go to our website or speak to a member of the team.



Proposed changes since the community impacts consultation

South of the river in Kent

The proposed changes south of the river in Kent are as a result of feedback received from the community impacts consultation, ongoing engagement with landowners and stakeholders, design work and a greater understanding of technical constraints.

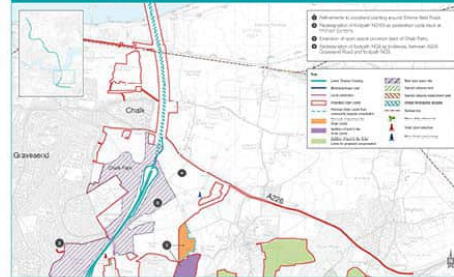
To the south of the river, we are consulting on:

- more public open space to the east of the tunnel entrance in Kent, connected to Chalk Park – the proposed new public park overlooking the Thames
- further improvements for walkers, cyclists and horse riders, including better bridleway connections around the A2 junction and the A226
- refinements to our plans for the changes needed to utilities in the local area

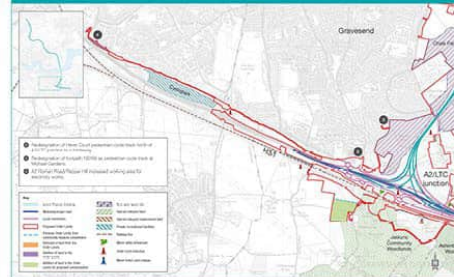
Find out more

For more information, please see our Guide to local refinement consultation, go to our website or speak to a member of the team.

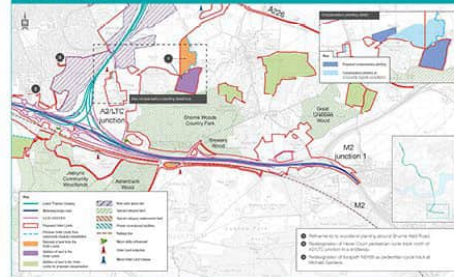
South of the River Thames/southern tunnel entrance



South of Gravesend (A2/CycloPark)



A2/M2 corridor





Proposed changes since the community impacts consultation

North of the river in Havering, Thurrock and Essex

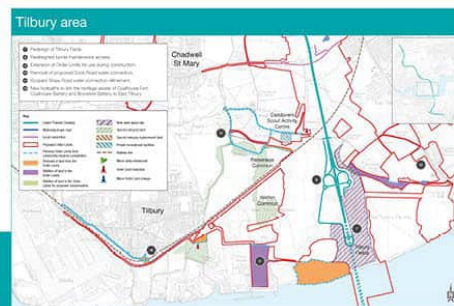
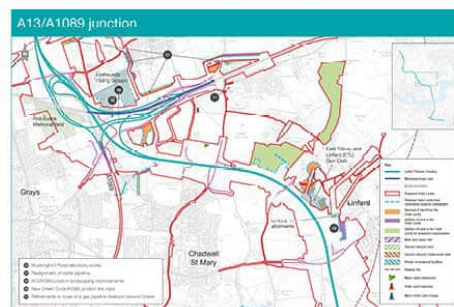
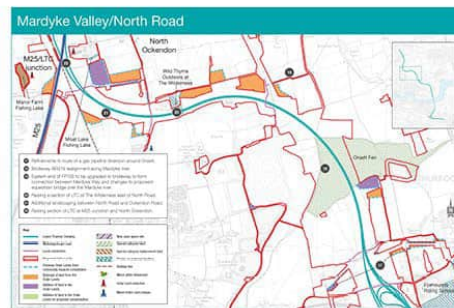
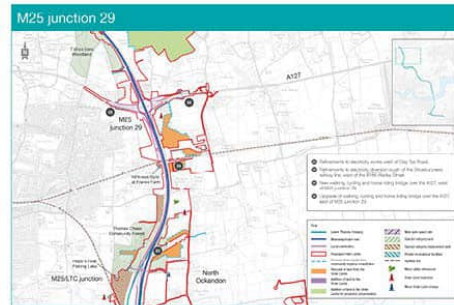
The proposed changes north of the river in Havering, Thurrock and Essex are as a result of feedback received from the community impacts consultation, ongoing engagement with landowners and stakeholders, design work and a greater understanding of technical constraints.

To the north of the river, we are consulting on:

- changes to the design of Tibbury Fields (a new public park on the north bank of the Thames) to make space for the planned Thames Freepoint expansion
- modified access to the northern tunnel entrance in Thurrock, providing safer operation of the tunnel facilities and better access for emergency services
- replacing an existing slip road with a new link from the A13 at the Orsett Cock roundabout to the A1009 southbound to reduce traffic impacts on some local roads
- a new footbridge over the A127 and further improvements for walkers, cyclists and horse riders
- improvements to our landscaping proposals
- refinements to our proposals for utilities in the local area

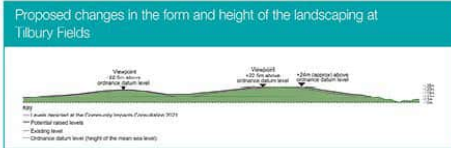
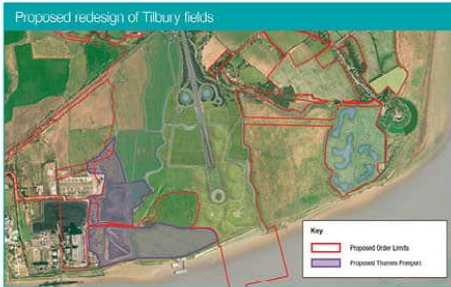
Find out more

For more information, please see our Guide to local refinement consultation, go to our website or speak to a member of the team.



Visualisations

Tilbury



Visualisations

A13/A1089 junction

Existing view of the A13/A1089 looking south



Community impacts consultation view of the A13/A1089 looking south



Proposed view of the A13/A1089 looking south



A13/A1089 junction

Existing view of landscape around the A13



Proposed view of new landscaping around the A13



Mardyke Valley/North Road

Existing view of the area around the M25



Proposed view of new landscaping around the M25



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 local refinement consultation proposals illustrate how locations might look 15 years after the opening of the Lower Thames Crossing.



Assessment of the impacts of nitrogen deposition

Throughout the design and development of the Lower Thames Crossing, we have carried out assessments to understand its impact on the environment.

Changes to traffic flows as a result of building and operating the Lower Thames Crossing will mean changes to emissions from vehicles. Those changes may then have an impact on the environment.

The likely impact has been assessed and presented in previous consultations but since our last consultation, we have revised our assessment methodology in light of the latest scientific opinion and after discussions with Natural England.

These updated assessments now consider the impact of ammonia, which is emitted from exhausts of petrol and diesel cars with catalytic converters, as well as nitrogen oxides.

We are assessing nitrogen emitted from vehicle exhausts as after it enters the atmosphere, it falls on habitats, which is a process known as 'nitrogen deposition'. This can affect the way plants grow as nitrogen can act as a fertiliser, which can be either good or bad for the plants depending on the extent of deposition.

Where designated habitats could be impacted by nitrogen deposition, we have investigated mitigation measures to reduce these predicted effects.

These include speed limit reductions and installing vertical barriers, which we are not going ahead with. We have also been considering enforcing speed limits on a small section of the M2 but have yet to make our decision on this measure.

Where mitigation isn't appropriate, we are proposing compensation measures that include providing new, wildlife-rich habitats.

Following the conclusion of our assessments, we expect to provide approximately 250 hectares of compensatory habitat set across four compensation areas:

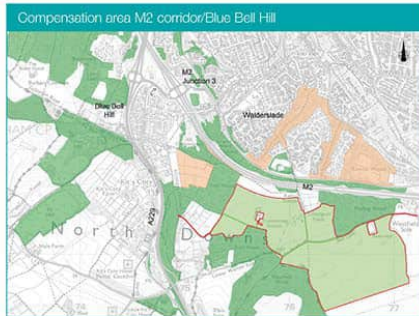
- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields, Thurrock
- Hole Farm, Brentwood

Find out more

Please see the consultation website and our consultation documents for more information on these updated assessments, as well as our proposals for compensating for the predicted impacts.



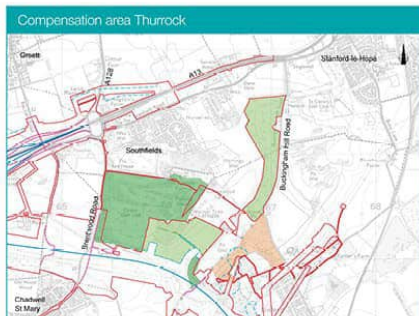
Assessment of the impacts of nitrogen deposition



This is made up of four parcels of privately owned farmland totalling approximately 104ha and would form one large area for habitat creation.



This compensatory area is made up of four parcels of privately owned land. Together, they total approximately 55ha.



Two parcels of land totalling approximately 45ha have been identified in Thurrock for compensatory planting. The eastern area of land shown on the map is publicly owned, whereas the area to the west is private farmland.




Most of the Hole Farm site was purchased by National Highways in 2021 to deliver benefits for communities and the environment. We are considering using up to 75ha of the Hole Farm site as compensatory planting.


Find out more

Please see the consultation website and our consultation documents for more information on these updated assessments, as well as our proposals for compensating for the predicted impacts.












Lower Thames Crossing



How to have your say

To let us know your views on the changes presented in this local refinement consultation you can:

-  Hand your completed response form to a member of our team
-  Fill out the form at 
-  Post your form or comments to
FREEPOST LTC CONSULTATION
-  Call us on **0300 123 5000** to book a call back from a member of the project team to provide comments on the changes
-  Email your comments or the response form to
LTC.CONSULTATION@TRAVERSE.LTD

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

Responses will be accepted until 23:59 on 20 June 2022.

Online exhibition

T.1.6 Plate T.35 – Plate T.39 provide examples of the information included on the consultation website's online exhibition pages.

Plate T.35 Consultation online exhibition landing page

The screenshot shows the landing page for the Lower Thames Crossing local refinement consultation. At the top, there is a navigation bar with the National Highways logo and the text 'Lower Thames Crossing local refinement consultation'. The main navigation menu includes 'Introduction', 'Our proposals', 'Interactive map', 'Find out more', and 'Consultation materials'. The page content is divided into two main sections: text on the left and a video on the right.

Lower Thames Crossing
Local refinement consultation

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 supporting jobs and creating new green spaces for communities and wildlife.

This consultation is about improving the project for local people and includes:

- the re-design of Tilbury Fields
- increasing the amount of open space south of the river by adding land to the east of Chalk Park
- a new link road from the Orsett Cock junction to the A1089 southbound
- a new bridge over the A127 for walkers, cyclists and horse riders
- modified access to the northern tunnel entrance, providing safer operation of the tunnel facilities and better access for the emergency services
- additional environmental compensation

How to have your say

Move through the different sections of our proposals and browse our consultation materials for documents, images and videos, then click on the 'Have your say' button below to give us your feedback.

[nationalhighways.co.uk/find-out-more/proposals](#)

Video: Lower Thames Crossing local refinement consultation – Welcome to our website. The video features a woman speaking and includes a subtitle: 'There are also a variety of ways you can give us your feedback - online, by email, by post or by telephone.'

Plate T.36 Our proposals online



Plate T.37 Interactive map online

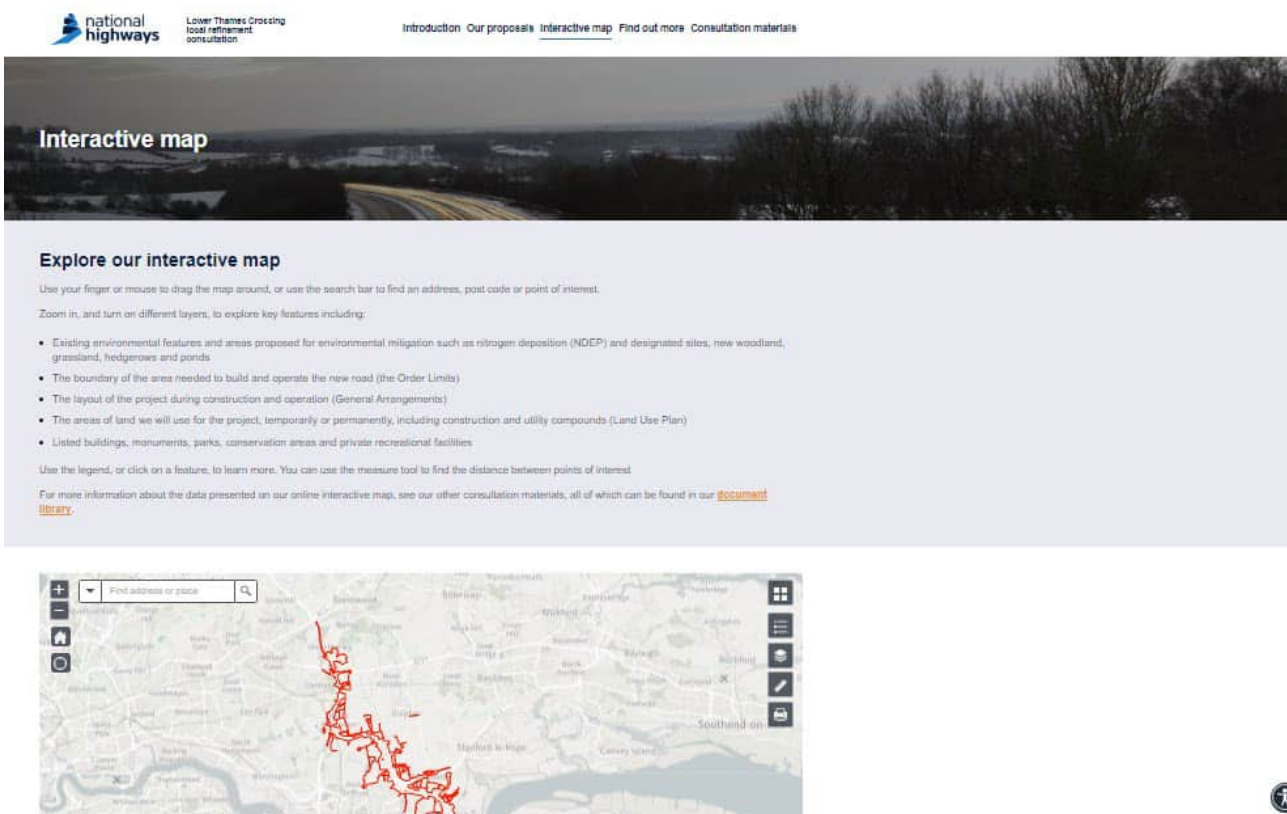
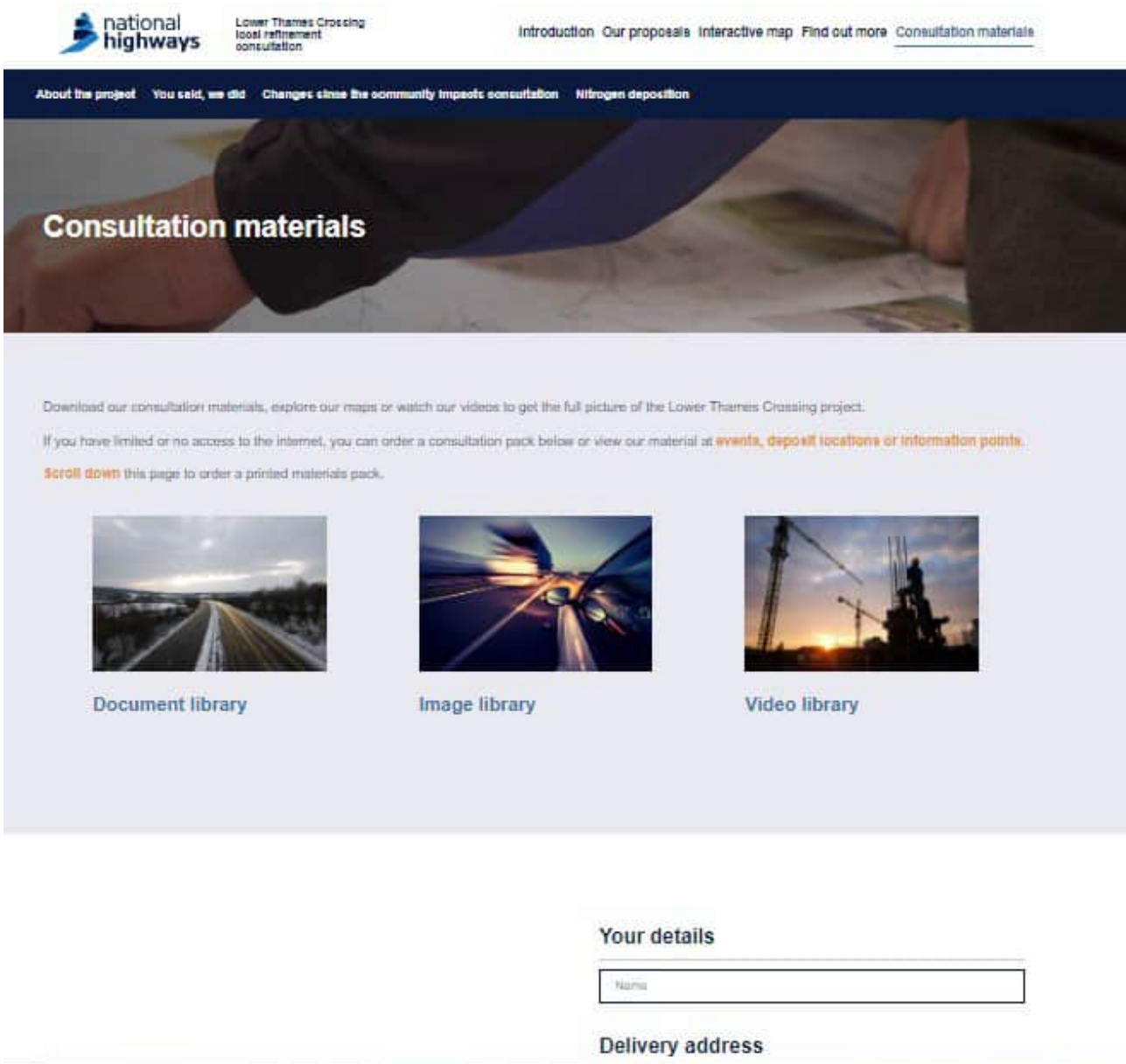


Plate T.37 Find out more online

The screenshot shows the 'Find out more' page on the National Highways website. At the top left is the National Highways logo and the project name 'Lower Thames Crossing local refinement consultation'. A navigation bar includes links for 'Introduction', 'Our proposals', 'Interactive map', 'Find out more' (which is highlighted), and 'Consultation materials'. Below this is a dark blue header with links for 'About the project', 'You said, we did', 'Changes since the community impacts consultation', and 'Nitrogen deposition'. The main content area features a large image of a road at night with the text 'Find out more' overlaid. Below the image, a text block states: 'We have provided a range of ways that you can learn more:' followed by a bulleted list: 'explore our proposals', 'explore our interactive map', 'watch a video, tailored to your area north or south of the river', 'request a call back from a member of our team', and 'Speak to us in person at one of our consultation events'. A note below the list says: 'You can download all of our consultation materials. They are also available at a number of libraries across the region, or we can send them directly to your home.' At the bottom of the page is a vertical list of five expandable menu items: 'How to give your feedback', 'Book a telephone call back', 'Events', 'Deposit locations and information points', and 'Previous Lower Thames Crossing consultations'. A small accessibility icon is visible in the bottom right corner of the page.

Plate T.38 Consultation materials online



The screenshot shows the National Highways website for the Lower Thames Crossing local refinement consultation. At the top left is the National Highways logo. To its right is the text 'Lower Thames Crossing local refinement consultation'. Further right are navigation links: 'Introduction', 'Our proposals', 'Interactive map', 'Find out more', and 'Consultation materials' (which is underlined). Below this is a dark blue navigation bar with links: 'About the project', 'You said, we did', 'Changes since the community impacts consultation', and 'Nitrogen deposition'. The main content area features a large image of hands holding a map with the text 'Consultation materials' overlaid. Below this image, there is a paragraph: '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.' Below this text are three image thumbnails: 'Document library' (a road view), 'Image library' (a stylized blue and orange image), and 'Video library' (a construction site at sunset). At the bottom right, there is a form titled 'Your details' with a 'Name' input field, and a section titled 'Delivery address' below it.

Additional engagement with persons with an interest in land after Community Impacts Consultation

Plate T.39 Landowner engagement and minor refinements document

A copy of the Landowner engagement and minor refinements document can be found here:



Plate T.41 Example non-statutory letter sent on 13 December 2021 to all persons identified as the owner of an interest in land affected by localised changes

Our ref:

Name
Address

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

13 December 2021
Telephone: 0300 123 5000

Dear Name

Lower Thames Crossing: Engagement on proposed changes to the Project with persons with an interest in land

We are writing to inform you that, following our Community Impacts Consultation held from 14 July to 8 September 2021, we are proposing to make some limited changes to the Project. Some of those changes relate to land that we have identified you as the owner of, or have an interest in. Further details are set out below and in the information enclosed.

The proposed changes described in this letter are as a result of continued work following the Community Impacts Consultation to refine and improve the Project proposals. They are localised in nature and limited in extent. As a landowner or rights holder affected by the changes, this letter seeks your views on the proposed changes.

The proposed changes are outlined in the table below. The detail of these changes, including the relevant maps and/or land use plans showing the extent and location, can be found on the following pages.

Change reference code	Change title

We are seeking your comments on the changes detailed in the table above. Please find enclosed a bespoke response form with a question on the changes relevant to you, to assist you in providing your feedback. **The deadline for responding is 11.59pm on 17 January 2022.**

You can submit your completed response form either by email or by post to the address below. Please note, we cannot guarantee that responses sent to any other address will be considered.

Email: Send your response form by email to: **LTC.CONSULTATION@TRAVERSE.LTD**

Post: Send your response form to: **FREEPOST LTC CONSULTATION**

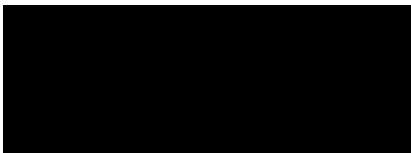
The Freepost address is the only text needed on an envelope, and no stamp is required.

We will ensure that any comments submitted to the above response channels are carefully considered.

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



If you have any questions about the information contained in this letter, please email us at **property@lowerthamescrossing.co.uk**



Land and Property Lead
Lower Thames Crossing

Plate T.40 Example bespoke response form sent 13 December 2021

RESPONSE FORM

LOWER THAMES CROSSING

Engagement on proposed changes to the Project with persons with an interest in land

In the accompanying letter that we have sent you we have included a description of the proposed change/s, as well as a plan and/or land use map to show the location and extent of each change. This response form will assist you with providing feedback to us on the proposed change/s.

On the following pages we have asked you a two-part question for each change that we are seeking your views on. Please indicate your level of support for each change by ticking the relevant box. In addition, please provide your comments on each change in the open box/es provided.

If you wish to provide further comment on any of the proposed changes, please do so on additional sheets of paper if you're posting your completed response form. You can also send your completed response via email using the address provided below. However you chose to respond, please clearly state which of the changes your comments refer to.

Please return your completed response form by either:

Email: Send your completed response form or other comments by email to: **LTC.CONSULTATION@TRAVERSE.LTD** (if you provide comments in the body of the email, please clearly state which changes your comments refer to)

Post: Send your completed response form or other comments to:

FREEPOST LTC CONSULTATION

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

Responses will be accepted until 11.59pm on 17 January 2022.

Identification questions

We would be grateful if you could answer the following identification questions, which will help us to categorise responses. Details of individuals will not be made public.

Name:		
Address:		
		Postcode:
Email address:		
Organisation:		

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 National Highways use the information we collect about you?

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

- analyse your feedback
- 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 this engagement 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:

- National Highways
- Traverse (an independent company we are using to analyse feedback)
- 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 National Highways. For more information, see our full data privacy statement:

www.nationalhighways.co.uk/about-us/privacy-notice

LEN REF – LEN DESCRIPTION

CRM REFERENCE

Q [LEN REF] a – Do you support or oppose this proposed change?

Support Oppose No preference Don't know

Q [LEN REF] b – Please let us know the reasons for your response and any other comments you have on (LEN DESCRIPTION) below.

Additional engagement with persons with an interest in land during and after Local Refinement Consultation

Plate T.41 Example non-statutory letter sent 12 May 2022 to all persons identified as the owner of an interest in land affected by localised changes

Our ref: LEN22-INSERT CRM

B Owner name	Sarah Collins
C1 Owner line 1	Land and Property Lead
C2 Owner line 2	Lower Thames Crossing 1 st Floor
C3 Owner line 3	National Highways
C4 Owner line 4	Woodlands
C5 Owner line 5	Manton Lane
C6 Owner line 6	Bedford
C7 Owner line 7	MK41 7LW

Telephone: 0300 123 5000
12 May 2022

Dear B – Owner name

Lower Thames Crossing: Engagement on proposed changes to the project with persons with an interest in land

Whilst writing to inform you about the launch of our local refinement consultation (see letter enclosed), we are also taking this opportunity to inform you that we are proposing to make some other minor changes to the project. Some of these changes relate to land that you own or have an interest in.

The proposed changes described in this letter are the result of continued work following our community impacts consultation to refine and improve the project proposals. They are localised in nature and limited in extent. As a landowner or rights holder affected by the changes, this letter seeks your views on the proposed changes.

Our proposed changes are outlined in the table below. The detail of these changes, including the relevant maps and/or land use plans showing their extent and location, can be found on the following pages.

Change reference code	Change title

We are seeking your comments on the changes detailed in the table above. Please find enclosed a bespoke response form with a question on the changes relevant to you, to assist you in providing your feedback. This is a separate response form from the one you should use to comment on the local refinement consultation. **The deadline for responding is 23.59 on 20 June 2022.**

You can submit your completed response form by email or by post to the address below. Please note, we cannot guarantee that responses sent to any other address will be considered. The email and postal addresses below are the same used in the local refinement consultation.

Email: Send your response form to **LTC.CONSULTATION@TRAVERSE.LTD**

Post: Send your response form to **FREEPOST LTC CONSULTATION**

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

We will make sure that any comments submitted to the above response channels are carefully considered.

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

We have published a document alongside the local refinement consultation called the 'Landowner engagement and minor refinements', which sets out for information the changes detailed in this letter, as well as other changes we have engaged, or are engaging, on with the relevant affected landowners and others with an interest in land. This can be found online at

If you have any questions about the information contained in this letter, please email us at **property@lowerthamescrossing.co.uk**

Yours sincerely

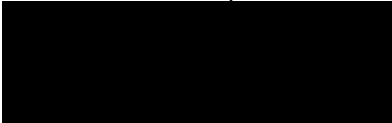

Sarah Collins
Land and Property Lead
Lower Thames Crossing

Plate T.42 Example bespoke response form sent 12 May 2022

RESPONSE FORM

LOWER THAMES CROSSING

Engagement on proposed changes to the project with persons with an interest in land

In our accompanying letter, we included a description of the proposed change(s) and a plan and/or land use map to show the location and extent of each change. To assist you in providing feedback on the proposal(s), please use this response form.

On the following pages we ask you a two-part question for each change that we would like your views on. Please indicate your level of support for each change by ticking the relevant box. In addition, please provide your comments on each change in the open box(es) provided.

If you are posting your completed response form and would like to add further comment on any of the proposed changes, please do so on additional sheets of paper. You can also send your response via email using the address provided below. However you choose to respond, please clearly state which of the changes your comments refer to. The email and postal addresses below are the same used in the local refinement consultation.

Please return your completed response form by:

Email: Send your completed response form and other comments to **LTC.CONSULTATION@TRAVERSE.LTD** (if you provide comments in the body of the email, please clearly state which changes they refer to)

Post: Send your completed response form and other comments to **FREEPOST LTC CONSULTATION**

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

Responses will be accepted until 23.59 on 20 June 2022.

Identification questions

We would be grateful if you could answer the following identification questions to help us categorise responses and so we can attribute your comments to the relevant area of land you have an interest in. Details of individuals will not be made public.

Name:		
Address:		
		Postcode:
Email address:		
Organisation:		

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 National Highways use the information we collect about you?

We may use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback
- 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 this engagement 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:

- National Highways
- Traverse (an independent company we are using to analyse feedback)
- 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 National Highways. For more information, see our full data privacy statement at www.nationalhighways.co.uk/about-us/privacy-notice

[INSERT CHANGE CODE AND CHANGE TITLE]

[INSERT CRM]

Q [CHANGE CODE] a – Do you support or oppose this proposed change?

Support Oppose No preference Don't know

Q [CHANGE CODE] b – Please let us know the reasons for your response and any other comments you have on (INSERT CHANGE TITLE) below.

Plate T.43 Non-statutory letter sent on 1 September 2022 to all properties on Church Lane about the M25 construction compound change

Our ref: LENG-822
Your ref: TBC

B Owner name
C1 Owner line 1
C2 Owner line 2
C3 Owner line 3
C4 Owner line 4
C5 Owner line 5
C6 Owner line 6
C7 Owner line 7

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

Telephone: 0300 123 5000
1 September 2022

Dear B – Owner name

Lower Thames Crossing: Change to our proposed M25 construction compound layout

We are writing to you regarding a proposed change to the location of part of our M25 construction compound, located south of Moat Lake Fishing Lake. The existing and proposed locations of the compound can be seen on the plans enclosed with this letter.

Between 12 May 2022 and 20 June 2022, we wrote to those with a legal interest in the land on which the M25 construction compound would be located to let them know about the proposed change to its layout and to seek any feedback from them. It has, however, since then come to our attention that some of the residents of Church Lane would also welcome the opportunity to comment on this proposed change. We want to ensure that you have the opportunity to share your views and are therefore writing to you to explain how you can do so.

About the proposed change

We are proposing to move part of our M25 construction compound to the west of its previous location, in order to reduce its impact on a site of ecological interest. A full description of the proposed change, together with plans, are enclosed with this letter.

This change is also shown on pages 9 and 26 (map reference AD) of the landowner engagement and minor refinements documents that was published alongside the local refinement consultation earlier this year. This can be viewed online - <https://nationalhighways.co.uk/media/pbhdmc54/landowner-engagement-and-minor-refinements-v2-pdf.pdf> For ease of reference, we have included a hardcopy of this document for you.

Within the part of the compound which is proposed to be relocated, the northern section, located closest to Church Lane, would be used for the storage of earthworks. This would act as an acoustic barrier to construction related works, which will continue to take place further away from residential properties, within the larger part of the compound, located to the south.

The western part of the M25 compound would remain in its previously proposed location, to the south-west of Church Lane. As noted, this is where the majority of construction related works will be taking place.

It is not therefore anticipated that the proposed alteration to the layout of the M25 compound would change the impacts for the residents of Church Lane, which we have previously consulted on. In addition, the M25 construction compound would, as with all other compounds across the project, be subject to the implementation of measures to control the impacts of noise, lighting and other construction related effects.

Extension of bridleway designation

We also take this opportunity to highlight a change to a bridleway designation in this location, which we publicised alongside the local refinement consultation. This can be found on pages 13 and 26 (map reference AB) of the document entitled landowner engagement and minor refinements (see link above). We are proposing to extend the new bridleway designation FP254 to provide a connection with the southern end of Church Lane, so that horse riders, cyclists and pedestrians can make this connection.

Giving your feedback

We enclose a bespoke response form, to assist you in providing your feedback in relation to this proposed change. **Please provide any response by 23.59 on Sunday 2 October 2022.** We are aware of the potential Royal Mail industrial action which could cause some disruption to the postal service during August and September, and we have factored this into the deadline provided to respond.

You can submit your completed response form by email or by post to the address below. Please note, we cannot guarantee that responses sent to any other address will be considered.

Email: Send your response form to **LTC.CONSULTATION@TRAVERSE.LTD**

Post: Send your response form to **FREEPOST LTC CONSULTATION**

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

We will make sure that any comments submitted to the above response channels are carefully considered.

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

You can book a call back from a member of the project team to discuss this change further by either calling National Highways 0300 123 5000 or email **info@lowerthamescrossing.co.uk**

If you have any questions about the information contained in this letter, please email us at **property@lowerthamescrossing.co.uk**

Yours sincerely


Sarah Collins
Land and Property Lead
Lower Thames Crossing

Plate T.44 Example non-statutory letter sent on 1 September 2022 to all persons identified as the owner of an interest in land affected by localised changes

Our ref: TBC
Your ref: TBC

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

Telephone: 0300 123 5000
1 September 2022

Dear

Lower Thames Crossing: Engagement on proposed changes to the project with persons with an interest in land

We are writing to inform you that, following our local refinement consultation held from 12 May 2022 to 20 June 2022, we have continued to refine and improve the project proposals and we are now proposing to make some minor changes to the project. Some of these relate to land that you own or have an interest in.

The changes are localised in nature and limited in extent. As a landowner or rights holder affected by the changes, this letter seeks your views on them.

The proposed changes are outlined in the table below. The detail of these, including the relevant maps and/or land use plans showing their extent and location, can be found on the following pages.

Change reference code	Change title

We are seeking your comments on the changes detailed in the table above. Please find enclosed a bespoke response form, to assist you in providing your feedback. **The deadline for responding is 23.59 on Sunday 2 October 2022.** We are aware of the potential Royal Mail industrial action which could cause some disruption to the postal service during August and September, and we have factored this into the deadline provided to respond.

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If you have any questions about the information contained in this letter, please email us at **property@lowerthamescrossing.co.uk**

Yours sincerely



Sarah Collins
Land and Property Lead
Lower Thames Crossing

Plate T.45 Example bespoke response form sent on 1 September 2022

RESPONSE FORM

LOWER THAMES CROSSING

Engagement on proposed changes to the project with persons with an interest in land

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On the following pages we ask you a two-part question for each change that we would like your views on. Please indicate your level of support for each change by ticking the relevant box. In addition, please provide your comments on each change in the open box(es) provided.

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Responses will be accepted until 23.59 on Sunday 2 October 2022.

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Name:		
Address:		
		Postcode:
Email address:		
Organisation (if applicable):		

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- consultants working on the Lower Thames Crossing project

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«Change_Code»CRM

Q[CHANGE CODE]a – Do you support or oppose this proposed change?

Support Oppose No preference Don't know

Q[CHANGE CODE]b – Please let us know the reasons for your response and any other comments you have on (INSERT CHANGE TITLE) below.

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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visit [\[redacted\]](#)

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