

The LTC is in the wrong place and will just redistribute the congestion elsewhere. Patterns of work have changed post-Covid, and we need to be encouraging public transport and discouraging road travel and induced traffic. The diversion of traffic away from Dartford may be as little as 4%, which is a poor return for 8.2bn considering the loss and damage to irreplaceable habitats. It is madness to add 5.2 million tonnes of carbon to the atmosphere during a climate and biodiversity emergency - we are robbing our children of a future when we continue with business as usual.

The additional 250 hectares of nitrogen deposition land to compensate for pollution sounds good until the detail is examined whereby the landgrab areas are existing thriving ecosystems in their own right. This is not genuine mitigation and will cause further environmental damage. How are we supposed to comment on nitrogen deposition when the appropriate assessments have not been carried out? Successful outcomes of this type of mitigation are not proven in any case. Why was nitrogen deposition not thought to be necessary on previous plans? This demonstrates a lack of thoroughness of pollution and environmental impact assessments which is alarming. It is unacceptable to have to wait for the DCO to find out this critical information and is a failing of the consultation.

Tree-planting offset for HS1 and HS2 was a failure and the same will happen for LTC no matter the promises made that it will be maintained. The UK is already one of the poorest country in Europe for tree cover and biodiversity so we cannot afford to lose 29 more hectares of ancient woodlands with this project. The huge carbon footprint of this so-called "greenest road" cannot be mitigated by a few trees. The planned parks and recreation areas may be created but the areas either side of the Thames will inevitably become developed and industrialised.

I live 300m away from the footprint of the proposed construction site and will be adversely affected in regards to air quality, noise, traffic, and loss of amenity. I am very familiar with Ashenbank, Claylane, Shorne and Brewers Woods and it is grievous to think on what is being lost. We are experiencing post-Brexit and Covid supply chain and food security issues now so it is lunacy to lose grade 1 agricultural land.

Throwing in a bridleway at Hever where there are no horses around is ridiculous, especially as I will be losing the grazing where I keep my horse at Shorne (West of Woodlands Lane) with the nitrogen deposition land-grab. The whole ecology of that area is rich in wildlife such as bats, badgers, buzzards, woodpeckers and owls and these species will be upset by any mitigation.

I have to raise a complaint that that the maps are lacking in the necessary granular detail to comment usefully on the nitrogen deposition – the roads are not named for example. This is a another failing on the part of the consultation.

I can only hope that the DCO is rejected or challenged in court as it should be, along with the rest of the 29bn road building programme.

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The LTC is in the wrong place and will be obsolete by the time it is built. Patterns of work are changing post-Covid, and we need to be encouraging public transport and discouraging road travel and induced traffic. The world is in the last chance saloon for tackling climate change – we cannot pretend economic growth and life can continue unchanged and unaffected. We live in a society that does not value natural capital and that needs to change because we are destroying our life support systems. The so-called benefits you state of being able to travel and work in Essex are illusory when we lose what is truly precious and irreplaceable in the process. What is the cost to future generations? We have no excuse when we are fully cognisant of the damage we are causing.

I live [REDACTED] and will be adversely affected in regards to air quality, noise, traffic, and loss of amenity.

[REDACTED] I am very familiar with Ashenbank, Claylane, Shorne Woods, Brewers Wood. Have your “environmental experts” even audited how many ancient trees will be lost? We are experiencing supply chain issues now so it is lunacy to lose grade 1 agricultural land and risk greater food insecurity.

I have a horse [REDACTED] and have spent many years riding in the area and love and appreciate what we have. The proposed devastation of the environment and biodiversity of this special place is a source of grief. We have lost so much countryside and ancient woods already with HS1 and the A2 widening, what we have left is a precious gem is North Kent. The road will be an astonishing 200m wide at Shorne – the area will be unrecognisable in the building stage and after implementation. The replacement planting and landscaping will never come close to the current situation; the “after” pictures in your literature are misleading in the extreme.

Tree-planting offset for HS1 was a failure and the same will happen for LTC. Mortality for wildlife on the LTC road is mentioned as an aside which is appalling. The UK is already poor for biodiversity and woodland cover, we cannot afford to lose 29 more hectares in this project. Cement and concrete have a large carbon footprint which cannot be mitigated by a few trees. This area inevitably will become like Dartford when the tunnel was built there, replete with industrial estates and warehouses as London encroaches ever further into Kent.

I pray that this government that chases the fallacy of eternal economic growth does come to its senses and cancels destructive projects such as the LTC.