

Although I remain firmly opposed to the LTC due to the massive harmful impact it will have in every aspect along its entire route, I feel that if the project goes ahead, it should only do so when the most beneficial outcome has been achieved.


Since 2009 route corridors for a new LTC have been explored with options to the north of the river as far east as Canvey Island. I believe that the updated road design from Pitsea to Sadlers Farm Roundabout at Benfleet joining the A130 through to the A12 was implemented to accommodate the new LTC in this area. To my knowledge this route option was not supported at that time by Essex County Council and therefore other routes were considered. In due course the most easterly options were withdrawn. In NH's Environmental Statement, Plate 3.2 Shortlisted routes presented at the 2016 non-statutory consultation show Options 1,2,3 & 4 simply as thick lines across a nondescript map. This is what the General Public had to base their opinions on. In NH's Env Statement it clearly states in various sections that the current Option C (3) has the most negative impacts overall at a greater cost. Why, therefore, was this Option pushed through to DCO stage with Consultation upon Consultation? Have I missed something Positive? Some options (2009) at alternative locations at least had provision for alternative public transportation included within the cheaper cost, thereby giving the option for commuters to have a choice between using a car or public transport. A Futuristic Approach in 2009, whereas in 2023 the LTC is way behind the times in providing alternative means of travel and transportation

Loss of agricultural land and greenbelt land on the ratio scale of the project is absurd. Thurrock for example, is a heavily built up residential, commercial and industrial area (fast becoming, in general consensus, a new London suburb) which is lacking in green, open spaces. Therefore open spaces within easy reach should be preserved for the health and well-being of future generations. Once lost, it can never be replaced.

Tunnelling: Noise levels, 24 hour working, Water supply etc. Too many negative impacts. I have been appalled to learn that decisions on the matter of dealing with the situation of Unexploded Objects/Devices in the River Thames is left in the hands of the Contractors. Is there reassurance that a full Plan of Action and complete Risk Assessment will be presented by the designated Contractors within the scope of the DCO Application. I believe this is of the utmost high priority safety risk which needs to be fully addressed before approval of DCO.

I was also astonished to learn that despite the vast amount of LGV AND HGV movements during the 6 years construction there will be no provision for an overbridge to bypass the railway and provide an alternative 'escape' route for East Tilbury residents etc. the impact on this community alone will be massive.

Whitecroft Residential Nursing Home patients and staff will suffer unimaginable oppression for 6 years of construction, with noise, dust and light pollution and the blight of the finished project. Many will end their days there in what they would have hoped to be a place of peace and tranquility.

Mardyke Viaduct. I believe that this area needs to be given more attention to avoid safety issues due to the frequency of high velocity winds and marsh fog. See photo 15th September 2023 at 7am taken at 

Junction designs on A2/M2 and the Orsett Cock are not functional. the result will be chaos and confusion, followed by congestion and accidents.

The LTC will fail totally in Benefit Cost Ratio.

