

Lower Thames Crossing TR10032

In response to the Secretary of State's letter Deadline 12th December 2024

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We, as a family have been living with the proposed Lower Thames Crossing over our heads now for 8 years. We have responded and asked questions to nearly all the consultations explaining our concerns due to our property being so close to the development boundary.

Due to our property being on the red line boundary we are unable to sell as banks/building societies will not offer a mortgage to any potential buyers interested in buying our property.

We have explained to the applicant at community events that our 2-hundred-year-old cottage has no foundations so what would happen if the house through the construction period became unsafe to live in? The applicant has never responded.

Our concerns and worries over this long period of time have never been answered, this is due to the proposed LTC being a design and build project, meaning changes in the design will be ongoing and are not yet known. This fact seems to shirk the responsibilities of the applicant who on many occasions have said it's for contractors to decide, as you can appreciate this only adds to the stress and anxiety that our family have to suffer.

In our situation who would buy? Our property will be 75 metres away from the start of the B186 North Road Greenbridge. At some point work will be 24/7 the general noise and light will be continuous, there will be times when we will not be able to access our property let alone get bins/cesspool cleared home deliveries or post due to rolling traffic lights. We also run our business from home so deliveries would be affected, as you can imagine this is an extra worry. We have spoken to a lawyer and he has said the situation we will be left in (in his words) will be inhuman, but the applicant seems unwilling to help with this stressful situation.

██████████ so opening windows and going for walks in the fresh air is very important to my health and wellbeing, ExA are aware that ██████████. Family and friends generally come to our home to visit me; this will not be the case during the 5 years of construction. My home is my safe haven, and has been for over 30 years this has changed since the threat of the LTC.

Our concerns which we have written in full in our responses all through the consultation and DCO process can be found under our interested party reference number, but please find some of our concerns headed below, which we have covered in the past.

- The cost, poor value for money
- The fact it wouldn't solve the problems at the Dartford Crossing
- Smart motorway/electric vehicles/accidents
- Mardyke flooding/our property
- North Road Greenbridge/connectivity
- Construction hours
- Stress before/during construction, being ignored
- New public footpaths
- The Wilderness/habitats lost

- Raising the road at the Wilderness/North/South Ockendon
- Service access road
- Air pollution
- UXO concerns not being taken seriously by NH
- Toxic landfill

We would like to thank the SoS for giving us the opportunity to respond to the latest consultation.

We are in total agreement with the comments Active Travel have suggested to the applicant, though the applicant only comments on the roads around the proposed LTC, this is due to the design principles being inaccessible and dangerous in its present design to accommodate any forms of public transport.

We would like to point out that the diversion, which will be put in place through the construction on the B186 will cause drivers to enter the ULEZ as it has been suggested that the B186, which is not in the ULEZ would have a one way diversion which will cause drivers going into the ULEZ

Lower Thames Crossing Key Weaknesses

1, Benefit-Cost-Ratio (BCR) is just 0.48, inflated to only 1.22 if wider economic benefits are included. This represents poor value of the DfT's value for money framework.

2, No Public Transport Provision included within the LTC

3, The LTC fails basic objectives set by National Highways / DfT taking as little as 4% traffic away from the existing crossing²

4, Dartford Crossing returns to current congestion levels within five years of opening²

5, The LTC increases congestion on local roads and degrades air quality (PM2.5 / PM10 and 7 million tCO₂e) for local residents⁴

6, The LTC would cost £10+ billion making it more expensive per mile than HS₂³

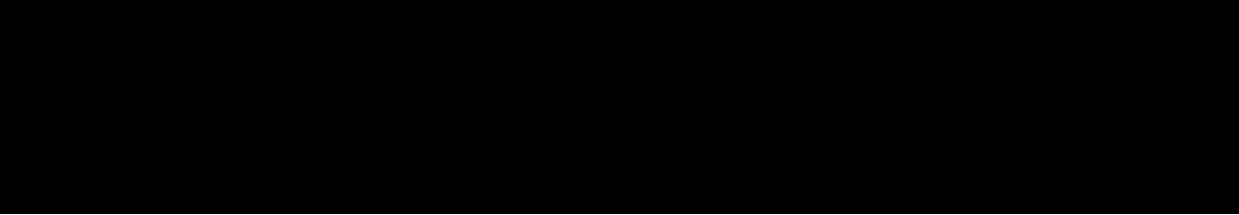
7, A Smart Motorway-by-stealth, being designed to motorway standards with no hard shoulder⁶

Proposed alternatives to the LTC include these rail-based opportunities

- GB Rail Freight London Gateway intermodal trains – 129 HGVs removed from our roads per train.

- Thames Gateway Tramlink - Public transport connection between Kent & Essex. A £900m project that promotes employment and sustainable growth.

- Network Rail details £10M plan to allow more freight through Channel Tunnel, removing a considerable number of HGVs from all UK roads, including the Dartford Crossing.



The proposed LTC would be hugely destructive and harmful, as well as not meeting of its scheme objectives and being not fit for purpose. The carbon emissions of the project are estimated to be over 6.6 million tonnes. The whole route fails on WHO-10 levels for PM2.5 (air pollution).

It would destroy and impact homes, lives, health and wellbeing, communities, greenbelt, thousands of acres of agricultural land (including grade 1 listed) at a time of serious food security issues, wildlife and habitat, woodland (including ancient woodland like the Wilderness in South Ockendon established by Sir Richard Saltonstall who was the Lord Mayor of London in 1599, the applicant has chosen to go through rather than the landfill site due to costs) solar farms, businesses and more.

Conclusion

With the recent announcement from the Chancellor stating to her cabinet ministers that every pound will be scrutinised by an iron fist/grip against waste. The Lower Thames Crossing should be flagged up to the Chancellor as it fails on all the above. In the past even the applicants previous project manager [REDACTED] said "This won't solve the problems at the Dartford Crossing" before resigning and moving on. The LTC costs are rising, now costing more per mile than HS2 and needs to be scrapped immediately, making way for constructive dialogue on how to alleviate the congestion at the Dartford Crossing and meeting scheme objectives. This is tax payers' money being spent at a time when the Chancellor has said every pound counts.

Thank you for your time.

Kind Regards

The Hughes Family