

Lower Thames Crossing DCO Written Statement 2023

Trevor Thacker

20034911

I am strongly opposed to the proposed Lower Thames Crossing.

In short, the LTC is not fit for purpose as it does not decrease congestion AT the Dartford Crossing! Is it really a good idea to spend £9-10bn of taxpayers money on a 'solution' which fails to solve the original problem?

Here is a summary of my main objections, which are explained in more detail below:

LTC is not fit for purpose:

- It does not provide a solution to the problems of the Dartford Crossing i.e. it does not decrease congestion AT the Dartford Crossing.
- The LTC does not meet the scheme's objectives.
- At a cost of £9-10 bn the LTC does not represent value for money. Furthermore it will need further spending to complete side projects not included in the scheme and to actually fix the problems at the Dartford Crossing which the LTC does not solve!
- There is a lack of adequate connections - especially when there are incidents.

A13/A1089 junction:

- Air quality standards will not be met in the residential areas around this junction.

Stifford Clays Road Compound East:

- The Stifford Clays Road Compound East needs to be relocated. Moving this Construction Compound to an alternative location would greatly reduce the impact of the construction of the LTC on the village of Orsett and lives of its residents.

Construction:

- The construction impacts will be significant on many levels (pollution, carbon emissions noise etc) and will have a deleterious and devastating effect on many people's lives, homes and communities.

Countryside Impact - Greenbelt, Agriculture, Wildlife:

- Thousands of acres of farmland will be lost or severely impacted, jeopardising the UK's food security.
- The LTC will destroy and severely impact: woodland (including ancient woodland and veteran trees), hedgerows and the greenbelt.
- There will be a devastating impact on wildlife and habitat, including protected species.

Pollution & Carbon Emissions:

- The LTC will lead to an huge increase in carbon emissions.
- The LTC will cause an unacceptable increase in air and noise pollution. It fails on WHO-10 levels for PM2.5.

Nitrogen impact and compensation:

- Impacts to ancient woodlands and farmland.

Toll Charges:

- The toll charges should be distributed to the local communities to compensate for and help them mitigate against the negative impact the LTC will have on their lives.

Walkers, cyclists and horse riders:

- There is no provision for cross river travel by bike, foot, horse etc. Its is not viable for travel by public transport due to lack of adequate connections.

The Consultations

- The consultations were inadequate and not fit for purpose.

LTC Team & National Highways not fit for purpose

- The whole LTC project has been mismanaged to a sometimes farcical degree by National Highways right from the start. National Highways itself should be shut down and replaced with a new organisation that better serves the people of England.

LTC is not fit for purpose

I am strongly opposed to the proposed Lower Thames Crossing.

The original aim of a new crossing was to reduce the congestion at and around the Dartford Crossing.

National Highways state that the LTC will only reduce traffic by 21% at the Dartford Crossing at opening and by even less as time goes on. Therefore once the new crossing is completed (in around 10 years time) most of this reduction will be negated by the natural increase in traffic levels and the Dartford Crossing will still be as congested as it is now, if not more so, and the problem unsolved. In fact the LTC will actually increase river traffic across the Thames by around 50%.

The discarded Option A & A14 (expanding the Dartford Crossing) is the only option that actually INCREASES capacity AT the Dartford Crossing and this option should be reconsidered and consulted upon.

Since the Dartford Crossing will still be over capacity if the LTC opens, there will be no improvement on the traffic situation on local roads. In fact, due to the increase in traffic the LTC will bring, if there are incidents on the M25 and LTC at the same time, the effect on local roads will be even worse!

The LTC will not solve the problems of the Dartford Crossing now or in the future. It will instead bring a massive amount of new traffic into the area and will increase pollution levels and lead to destruction of the local environment and wildlife and negatively impact communities and homes.

All of these negative impacts are unnecessary and simply unacceptable when other less destructive solutions such as Option A & A14 (expanding the Dartford Crossing) are available.

This really does not seem a good way to spend £9-10bn of taxpayers money (and its obviously going to eventually cost a huge amount more as projects of this size always overrun and massively exceed their original budgets, as we all know!)

In short, the LTC is not fit for purpose as it does not decrease congestion AT the Dartford Crossing!

A13/A1089 junction

Placing a junction of this size so close to residential areas is a ridiculous idea. Thurrock already has terrible air pollution ratings; the 4th worst in the UK. Air quality standards will not be met in the residential areas around this junction.

Stifford Clays Road Compound East

The LTC Stifford Clays Road Compound East needs to be relocated.

In its current location the Compound has several issues:

1. It is sited very close to a residential area. Noise, light, odour and particulate pollution are very likely to affect the quality of life of the residents.

2. Prevailing winds, being Westerlies, (90% of the time as a guesstimate) come from the west towards the east. This means that noise and particulate pollution will predominantly be carried towards the residential area.

3. In very close vicinity are several listed buildings:

Whitfields Barn. 17th century thatched barn. The thatch is of particular concern due to fire risk, and the stability (or lack thereof) of the structure should also be considered.

Whitfields Farmhouse, Stifford Clays Rd. 16th century.

Mill House, Stifford Clays Rd. 15th century

Orsett Windmill (Baker Street Mills), Stifford Clays Rd. 1674

The Old Rectory, Fen Lane. Not listed, but at over 300 years old it is an historic building of local interest.

4. A variety of birds and other wildlife are regularly seen in the trees and hedgerow along the west border of our land adjacent to the Compound. They use the surrounding area to hunt and nest.

One possible solution is to relocate the compound further to the west, on the other side of the proposed LTC where there is ample space. This would keep the Compound away from any residential areas, seemingly without undue consequence to the Compound itself or to the building of the LTC.

Another may be to simply remove this construction compound entirely and compensate by increasing the size of the other Construction Compounds located in the area.

In conclusion, given that the construction of the LTC is currently scheduled to last 7 years (and possibly longer as projects of this nature have a tendency to overrun), I feel that moving this Construction Compound to an alternative location would greatly reduce the impact of the construction of the LTC on the village of Orsett and lives of its residents.

Construction

A13/A1089 junction

The impact of the work on this junction during construction on local communities, especially the residents of Orsett, will be unacceptable and will negatively affect their quality of life for 6-7 years. Orsett will be severely impacted throughout the course of the construction with most of the roads in and out of the village being affected.

Construction Hours

The proposed construction hours are unacceptable.

Mon-Fri from 6am – 11pm, 6am – 5pm on Saturdays, and maintenance some Sundays. For 6-7 years.

This is surely excessive and will negatively impact lives. These hours should be curtailed.

I am especially concerned about the 24/7 working that is being proposed.

I have little trust that the 24/7 works would only be implemented when needed, but I am convinced that when the project overruns as it surely will, this will simply be used to get the work completed faster.

Carbon Emissions & Pollution

I am very concerned about the huge amount of carbon emissions both during construction and once operational. Over 5 million tonnes of carbon emissions would be emitted during construction. Very worrying indeed for our planet which is in grave danger. We are at the tipping point. – we need to stop carbon emissions NOW in order to save our planet.

I am also extremely worried about air, noise, light, and vibration pollution during construction.

Countryside Impact - Greenbelt, Agriculture, Wildlife

The LTC will cause huge damage and destruction to the Green Belt, woodlands and forests, wildlife and its habitats, and agricultural land, some of which is rare Grade 1 listed

The LTC carves a path right through the supposedly protected Green Belt; protected that is, unless the government decides a huge new motorway should carve it up and then the protected status suddenly is not so important.

The LTC will need huge viaducts & interchanges. Some of the largest constructions of the LTC are located in the conservation area of Orsett and will blight the landscape and will change the rural nature of the area forever. There are numerous listed buildings in the Orsett area, such as Orsett Windmill, all of which will be negatively affected by the LTC.

The tunnel will be constructed on the nationally protected floodplain at Tilbury marshes, an area recognised for its wildlife biodiversity and which forms part of a wider flood control system of South Essex coastline.

Grade 1 Agricultural land will be taken for a road. This is where we grow our food which we need to live. This is crazy. Only 3% of the country has this type of land, and some of it is going to be used to build a road. Take a moment to really think if that makes sense. If anyone honestly answers Yes to that question, then I fear for the future of the planet we live on and the human race.

All of these impacts are unnecessary and simply unacceptable when other less destructive solutions such as Option A & A14 are available.

Pollution & Carbon Emissions

The LTC will cause a huge increase in air, noise, light and vibration pollution along the entire route and will create a toxic triangle in Thurrock that will clearly be detrimental to the health and well-being of its residents.

It is unacceptable that National Highways will be removing air and noise pollution monitors, once construction is complete. They should remain in place so that air and noise pollution can be tested continually once the LTC is operational.

The LTC fails on World Health Organisation standards for PM2.5. How can this project be allowed to go ahead when it fails such an important health issue? The LTC should be redesigned so that it meets this very important standard.

I am very concerned about the huge amount of carbon emissions both during construction and once operational.

I am also concerned about the impacts of road surface water, tyre rubber and other pollutants and contaminants that will end up in and on the agricultural land around the LTC route.

And who will be responsible for the litter along the LTC? National Highways should be contractually obliged to keep all the land along the route free of litter within a 200m boundary of the LTC.

Nitrogen impact and compensation

I am very concerned about the nitrogen deposition impacts of the LTC, especially regarding the impacts to ancient woodlands and farmland.

Natural England have stated that the Epping Forest Special Area of Conservation would be impacted by nitrogen deposition from the LTC. I am very concerned that if a site so far from the LTC would be impacted then surely other closer sites would also be significantly affected. Since Natural England does not agree with National Highways assessments of nitrogen deposition, I would suggest National Highways should engage an impartial body to reassess this very important topic. At the very least National Highways should give huge weight to Natural England's feedback on mitigation measures.

Toll Charges

The crossing should be free to local residents and to low emissions vehicles.

HGVs should face high toll charges.

I am concerned over who or what will benefit from the money collected by these charges once the construction cost is recouped. The money should be distributed to the local communities to compensate for and help them mitigate against the negative impact the LTC will have on their lives.

Walkers, cyclists and horse riders

With the threat that climate change poses to our planet we need a greener, cleaner environment. The LTC provisions for walkers, cyclists, horse riders etc are woefully inadequate. Provisions for alternative forms of transport should be at the forefront of the design of the LTC and not just a box ticking exercise. E-bikes are seeing huge uptake in many countries and due to the increased

speed and distance are providing a viable travel alternative. However they cannot safely be used on the same path as pedestrians. What provisions has the LTC made for e-bikes? None as far as I can see. This is a huge oversight on the part of National Highways.

I am also very concerned about how the air, noise, vibration and visual pollution from the LTC will negatively impact public rights of way.

Non Motorised Users through the Tunnel

I am very concerned that the proposals do not allow for any non motorised users to use the crossing.

Public transport should be made a priority for the design of the LTC.

There has been very little consultation with bus companies and the design will make it very difficult to run any kind of reasonable bus service due to the lack of adequate connections.

A train tunnel should be built alongside to provide an alternative to car travel.

A free service to assist cyclists to cross the river, like at the Dartford Crossing, should also be available at the LTC.

There should also be provision for pedestrians, cyclists etc through the tunnels to encourage sustainable travel.

The Consultations

The consultations were inadequate and not fit for purpose. I have not been able to get answers to most of my questions and those that were answered took many hours of my time, were not delivered in a timely manner, and were vague and often contradictory. Most of my questions remain unanswered.

2020 LTC Supplementary Consultation mismanagement:

My family's property is directly affected by the Lower Thames Crossing.

We received erroneous letters on 27 January 2020, which incorrectly stated that our property was now within the development boundary, and even when the "corrected" version arrived it was confusing and the information regarding how our property is affected can only be described as vague and misleading. The letter on 31 January 2020 stated that our property was actually not within the development boundary, and not needed to build the LTC project. However the map shows that part of the land was needed!?! Can you imagine how stressful and confusing this was for my family and especially my elderly parents? This is completely unacceptable. No indication of what the land is needed for was given, nor for how long nor how our land would be affected in the end. Again completely unacceptable. Many hours have been lost by my family in detective work to find out the answers to what the land is actually needed for. This should have been in the original letter. The call centre was contacted on 12 Feb 2020 and asked to provide some clarity. Reference number 21573725. We were laughably told we would receive an answer within 3 weeks! Even worse, that answer never came! This method of contacting National Highways is demonstrably not fit for purpose. Again completely unacceptable.

Then due to the Corona virus we felt unable to attend the consultation events, so we made use of your Telephone Consultation service on 25th March. This was also not fit for purpose. The operator could not answer our questions so arranged for experts to call us back.

1. Construction were unable to call us as there were no experts available. My questions remained unanswered.

2. Utilities called me, but had no answers, so said they would check with another expert and call me back. They never called back. I did however receive an email many weeks after the consultation ended!

3. The Environment Team called me, but had no answers, so said they would check with another expert and call me back. They called back. I asked for a resume of the answers to be emailed to me. No email received.

2013 & 2016 LTC consultations mismanagement:

The National Highways 2016 LTC consultation was ineffective and mismanaged.

Public awareness of the 2016 consultation was extremely low until the general public got involved e.g. word of mouth, Facebook pages, leaflet drops etc. Public awareness had very little to do with any efforts by National Highways.

At the meeting Feb 25th 2016 at the London Cruise Terminal, James Whale asked for a show of hands of those who had taken part in the 2013 consultation. 6 (yes six) people raised their hands. I don't have figures for attendance, but a guesstimate would be around 500. 6 out of 500 people in the meeting responded to the 2013 consultation. I would say this indicates that the consultation process was spectacularly ineffective at engaging the people affected by these proposals in the early stages.

The 2016 consultation questionnaire is in itself an example of an incompetent consultation process as it makes no mention of Option A, which National Highways was instructed to reconsider by the government. How can this consultation be deemed to be effective and truly represent people's views if one of the major options is not even mentioned in the document?

LTC Team & National Highways not fit for purpose

The whole LTC project has been mismanaged to a sometimes farcical degree by National Highways right from the start. It reached its nadir when National Highways had to withdraw its DCO application shortly after submitting it in November 2020. National Highways couldn't even get that right! Isn't that what National Highways does – design road projects and submit DCOs? Despite initial assurance of only a short delay, it took around two years to correct the errors! How does an organisation get it that wrong? Farcical.

The above are just a few examples which serve to demonstrate National Highways' incompetence and mismanagement of the whole LTC development process. Unfortunately the vast majority of my interactions with National Highways and the LTC team are met with similar incompetence and mismanagement, which makes a difficult situation even more stressful. The whole LTC team and design process should be scrapped and begun again with a new team in charge. And if this LTC team are representative of National Highways as a whole then I would go as far as to say that National Highways itself should be shut down and replaced with a new organisation that better serves the people of England.

Our ref: CON13020813
DRConCA

Trevor Paul Thacker



Sarah Collins
Land and Property Lead
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Woodlands
Manton Lane
Bedford MK41 7LW

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

13 July 2020

Dear Trevor Paul Thacker,

Lower Thames Crossing: Design refinement consultation between 14 July and 12 August

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

As our plans for the project have evolved, the development boundary – the area we will need to construct, operate or mitigate the effects of the new road – has been updated.

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

Title Number	Land Description	Status at Jan 2020	Status at July 2020
EX623539	Land adjoining Whitfields Farmhouse, Stifford Clays Road, Orsett	Potential Part 1	Potential Part 1
EX623543	Land adjoining Whitfields Farmhouse, Orsett	Potential Part 1	Potential Part 1

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

What does inside the Development Boundary mean?

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

What does Part 1 Compensation mean?

Although your property is not within the development boundary and not required to build the project, you may be able to claim compensation after the road is open to public traffic.

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

Design refinement consultation between 14 July and 12 August 2020

Under Section 42 of the Planning Act 2008 we've previously invited you to view and comment on our proposals.

Since then our plans have developed and we are now proposing a number of refinements to the Lower Thames Crossing based on feedback received during previous consultations, engagement with our stakeholders and ongoing design work. We now also have a better understanding of technical constraints, including new information about existing utilities.

The proposed refinements include minor changes to elements of the Lower Thames Crossing highways design, paths for walkers, cyclists and horse riders, proposals for redirecting and upgrading utilities, more detailed landscaping proposals and further developed ecological mitigation measures.

We are now consulting you on a non-statutory basis in relation to these refinements. This consultation is an important opportunity for you to have your say on the proposed refinements before we submit our Development Consent Order (DCO) application.

How to view the design refinements

Online: All our plans are available to see at:
www.lowerthamescrossing.co.uk/designconsultation

Home delivery: If you do not have access to the internet, we can send printed copies of the guide to consultation, a feedback form and Freepost return envelope, maps and other documents to your home free of charge. Limited to one pack per household. Please call us on 0300 123 5000 to request a consultation pack.

Telephone surgery: You can book a call back from a member of the project team who will answer your questions on the proposed refinements. The surgery will be held between 14 July and 12 August. You can book an appointment from 14 July by visiting:
www.lowerthamescrossing.co.uk/design-consultation or calling 0300 123 5000.

Should COVID-19 restrictions be relaxed any further, we may make additional ways to review the information available. Please check the consultation website for updates.

How to respond to the consultation

You can submit a response by using 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 online survey at: **www.lowerthamescrossing.co.uk/design-consultation**

Post: Post your response form or comments to: FREEPOST LTC CONSULTATION

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

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

Telephone: Due to the restrictions in place because of the COVID-19 pandemic, we are offering additional support to help you provide feedback over the phone. Please call us on 0300 123 5000 to book an appointment.

Responses will be accepted until 11.59pm on 12 August 2020

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

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

www.highwaysengland.co.uk/privacy

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

Yours sincerely


Sarah Collins
Land and Property Lead
Lower Thames Crossing

Trevor Paul Thacker

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

Our ref: CON13020813
SPK-1-20

27 January 2020

Dear Trevor Paul Thacker,

Lower Thames Crossing: Supplementary consultation between 29 January and 25 March 2020

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

Your properties, as described in the table below, have been added to or remain within or partially within the development boundary.

Title Number	Land description	Status
EX623539	Land adjoining Whitfields Farmhouse, Stifford Clays Road, Orsett	Potential Part 1 Claim
EX623543	Land adjoining Whitfields Farmhouse, Orsett	Potential Part 1 Claim

The inclusion of your property within the development boundary means you may be eligible to serve a blight notice on Highways England to apply for us to purchase your property if you meet certain criteria. This is explained in further detail on our website www.lowerthamescrossing.co.uk or please contact us using the details above for more information.

Under Part 1 of the Land Compensation Act 1973 ('the 1973 Act') you may be able to claim compensation ('Part 1 compensation') for any fall in the value of your property due to the effects of noise, artificial lighting, changes to air quality or other factors. Any claim for compensation may be submitted 12 months after the road has opened to traffic.

The project may also affect you if you hold one or more of the following interests within or adjacent to the boundary: wayleaves, restrictions on title, covenants, easements, rights to mines, minerals or subsoil, options, cautions, notices or other form of legal interest. A Land Use plan has been enclosed with this letter which identifies why we need areas of land that are within the boundary.

Supplementary consultation – 29 January to 25 March 2020

Under Section 42 of the Planning Act 2008 we invited you to view and comment on our proposals during our statutory consultation that ran between October and December 2018.

Since then our plans have developed and we are now proposing a number of design changes based on feedback and where further information has become available. We are writing to you to inform you of our supplementary consultation on these changes. This consultation is being undertaken on a non-statutory basis.

How to view the design changes

All of the materials describing our proposed changes to the Lower Thames Crossing project can be viewed on our consultation webpage:

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

Reference copies of the consultation materials will be available in hardcopy at a series of deposit locations within community venues across the area where the Lower Thames Crossing would be situated.

We are also holding a series of public information events and mobile information centres throughout the consultation period, where it will be possible to collect consultation documents and to speak with members of our project team.

The details of these locations and events are listed on our website and the leaflet enclosed with this letter.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England 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. A charge of £110 (including P&P and VAT) will be made for each set of documents.

How to respond to the consultation

We are encouraging everyone who may be affected by these changes to respond to the consultation. It is possible to respond at any point between 00:01 on 29 January and 23:59 on 25 March 2020, but please use the following dedicated response channels as we cannot guarantee that responses sent to any other address will be included in the consultation.

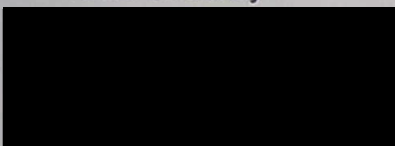
- **ONLINE:** Use the online response form at:
<https://highwaysengland.citizenspace.com/ltc/consultation-2020>
- **FREEPOST:** Posting a response form or letter to 'FREEPOST LTC CONSULTATION' (you do not need to use a stamp when posting to this address)
- **EMAIL:** Sending an email to **LTC.CONSULTATION@TRAVERSE.LTD**
- **EVENT:** Drop a paper copy of the response form into any event listed on the website and the enclosed leaflet.

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

Please note that Highways England may be required to make copies of representations available to the Secretary of State. We refer you to the response form hosted on our consultation website for more information on how Highways England handles personal data.

If you have any further questions, please do not hesitate to contact us.

Yours sincerely



Sarah Collins
Land and Property Lead
Lower Thames Crossing

Our ref: CON13020813
SPK&Lclar-1-20

Trevor Paul Thacker

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Bedford MK41 7LW

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

31 January 2020

Dear Trevor Paul Thacker,

Lower Thames Crossing: Supplementary consultation between 29 January and 25 March 2020

We wrote to you earlier this week regarding property you own and the proposed Lower Thames Crossing – the Highways England scheme that would connect Kent with Thurrock and Essex via a tunnel beneath the River Thames.

The letter you received incorrectly stated that your property was within the 'development boundary' - the area we will need to construct, operate or mitigate the effects of the new road. However the table in the letter, which we have included again below, indicated that the status of your properties was 'potential Part 1 claim'.

We would like to confirm that the table below is correct, and **your property is not within the development boundary**. Please accept our apologies for this mistake and any confusion or concern it may have caused you.

Title Number	Land description	Status
EX623539	Land adjoining Whitfields Farmhouse, Stifford Clays Road, Orsett	Potential Part 1 Claim
EX623543	Land adjoining Whitfields Farmhouse, Orsett	Potential Part 1 Claim

What is Part 1 compensation?

Although your property is not within the development boundary and not required to build the project, you may be able to claim compensation after the road is open to traffic.

Under Part 1 of the Land Compensation Act 1973 you may be able to claim compensation (known as 'Part 1 compensation') for any fall in the value of your property due to the effects of noise, artificial lighting, changes to air quality or other physical factors. Any claim for compensation may be submitted 12 months after the road has opened to traffic.

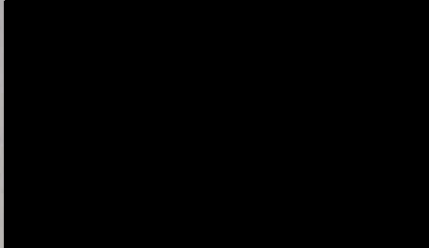
If you have any further questions please email us at LRT@lowerthamescrossing.co.uk or contact our Customer Contact Centre using the number above who will arrange for a member of the team to return your call.

Yours sincerely



Sarah Collins
Land and Property Lead
Lower Thames Crossing

Trevor Thacker



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

Our ref: CON13020813
SPKX-2-20

17 February 2020

Dear Trevor Thacker,

Lower Thames Crossing: Supplementary consultation between 29 January and 25 March 2020

We have previously written to you regarding your properties, detailed in the table below, and recent changes to the development boundary.

Title Number	Land description	Status
EX623539	Land adjoining Whitfields Farmhouse, Stifford Clays Road, Orsett	Within boundary
EX623543	Land adjoining Whitfields Farmhouse, Orsett	Within boundary

The most recent letter dated 31 January 2020 stated that both of your properties had a status of 'Potential Part 1 Claim'. Unfortunately, this was incorrect and your properties are partially within the development boundary as shown on the enclosed plans.

Please accept our apologies for this oversight and for any confusion it may have caused you.

The area of your land that has been included within the development boundary would, under current proposals, be required for temporary possession in relation to the diversion of utilities. This would require the temporary occupation of the land to undertake the works. Where utility apparatus remains underground, shown in blue in the land plans provided in previous correspondence, we will also need to acquire permanent rights to operate and maintain the equipment.

In our letter to you dated 27 January 2020 we explained the options available to you as a result of your property being within the boundary; please refer to this if you have any queries.

LAND REGISTRY TITLE NUMBER:
EX623539

LAND PARCEL ADDRESS / LAND DESCRIPTION:
Land adjoining Whitfields Farmhouse,
Stifford Clays Road, Orsett



Reference Scale: 1:300,000



Source: Aerial imagery, Ordnance Survey, Google Earth, and other sources.
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Legend

- Potential land required to construct and operate the
Lower Thames Crossing
- Outline of land parcel



Lower Thames Crossing

Project LOWER THAMES CROSSING
DEVELOPMENT PHASE

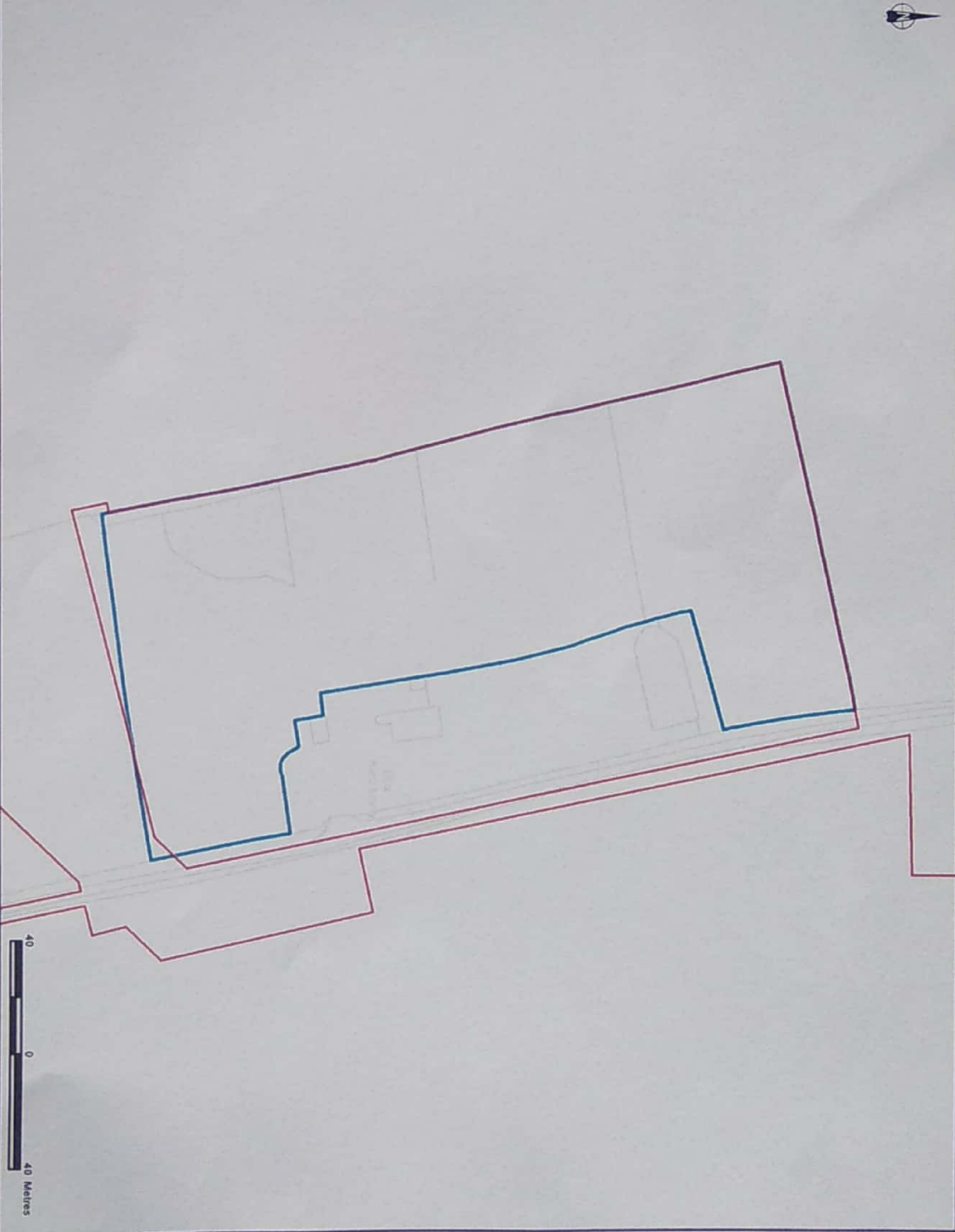
Title LAND INTEREST PLAN
Land Registry Title No : EX623539

Status		Issued for information		Drawn By	Project
Drawn	LS			A4	01
Checked	XP			Scale	1:1,500
Approved	RS			Date -	14/02/2020
Drawing number:		HE540038-CJN-VGN-GEN-DRA-LAP-04575		Date -	14/02/2020

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LAND REGISTRY TITLE NUMBER:
EX623543

LAND PARCEL ADDRESS / LAND DESCRIPTION:
Land adjoining Whitefields Farmhouse,
Orsett



Legend

- Potential land required to construct and operate the
- Lower Thames Crossing
- Outline of land parcel



Lower Thames Crossing

Project: LOWER THAMES CROSSING
DEVELOPMENT PHASE

Title: LAND INTEREST PLAN
Land Registry Title No.: EX623543

Status		Issued for Information		Original Size / Revision	
Drawn	LS	Checked	XP	Scale	A4 1:1,000
Approved	RS			Date	14/02/2020
Drawing number: HES40038-C-JVXN-GEN-DRA-LAP-04576					
Date: 14/02/2020					

P01	53	14/02/2020	Issued for Information	LS	XP	RS
Rev	Status	Rev. Date	Purpose of revision	Drawn	Checked	Approved