



From: Transfer, Ministerial - HMT

Sent: 26 February 2025 14:54

To: DFT Transfers

Cc: 

Subject: Request for Transfer - Due: 28th February, Ref: POA2025/04876

Dear Colleague,

Please find attached correspondence that does not fall within the remit of HM Treasury.

Subject: Lower Thames Crossing

In line with Cabinet Office Guidance, I would appreciate confirmation, ideally within three working days, whether you will be accepting this case. When replying, please use 'Reply All' to ensure your response is uploaded onto our correspondence management system and copy in Ministerial.Transfer@hmtreasury.gov.uk.

Yours faithfully,

HM Treasury

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From: Jones, Kelly [REDACTED]
Sent: 25 February 2025 20:25
To: Enquiries, CEU - HMT
Subject: Rt Hon Rachel Reeves MP - LTC Letter to Chancellor from Cllr John Kent, Leader of Thurrock Council
Attachments: 25.02.25- LTC Letter to Chancellor from Cllr John Kent, Leader of Thurrock Council.pdf

Good afternoon Rt Hon Rachel Reeves MP,
Please see attached letter from Cllr John Kent, Leader of Thurrock Council. A copy of this letter has also been posted to you.
Thank you.
Kindest regards,

The Office of the Leader of the Council – Cllr John Kent

thurrock.gov.uk [REDACTED]

Thurrock Council, Civic Offices, New Road, Grays, Essex RM17 6SL

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Kelly

Kelly Jones | Leader's Office Manager | Legal & Governance

Thurrock Council, The Town Hall, High Street, Grays, Essex RM17 6SL

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Thurrock: an ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

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Thurrock Council, Civic Offices
New Road, Grays
RM17 6SL

14 February 2025

Rt Hon Rachel Reeves MP
1 Horse Guards Road
Westminster
London
SW1A 2HQ

Dear Chancellor,

I am writing to reiterate Thurrock Council's position made during the Examination in Public, and post examination of the Lower Thames Crossing (hereby referred to as LTC) DCO. Our position remains one of objection to the scheme and after reviewing the material provided by relevant parties (recently, and throughout the examination process), we strongly maintain this stance.

As previously highlighted, the LTC will have adverse ramifications on Thurrock's residents, environment and economy. Notably, the LTC will encourage further car use, directly impacting greenhouse gas emissions and air quality. Furthermore, the LTC will lead to Green Belt and land degradation, as well as severed connectivity. This shows how the project yields few benefits for Thurrock residents. It rather, supports those travelling through Thurrock. Together, this reflects how the LTC will fail to provide discernible benefits for the communities it plans to sever through.

Many of the identified benefits of the development are also questionable in nature and are limited in their scope and reward. In relation to the most recent request for comments from interested parties, of relevance is National Highways' claim that the LTC will tackle congestion and free up a lane of traffic at the Dartford Crossing. In actuality, the LTC will only provide relief at Dartford for five years – less time than the project will take to be built. Additionally, the crossing will do nothing to improve congestion locally or regionally, adding only little road capacity to the national strategic road network.

Thus far, the project has been disruptive and costly, accruing more than £800m in overall spending and will cost a further £9bn to construct. The Council's view remains that the LTC is high expenditure when compared against the inadequate benefits and socio-environmental implications, highlighting a disconnect between expenditure and real, positive gains for local communities and beyond.

The Council consider the LTC should be cancelled and that there are greener, more sustainable forms of travel that can be invested in that provide suitable alternatives (e.g. rail and river travel). A lack of clarity on the future and direction of the project has led to growing uncertainties among Thurrock residents, homeowners, and landowners, who cannot appropriately plan for their future.

Similarly, a lack of decision on the project has had negative effects on the Council, who are also restricted in planning meaningfully for the future. Most significantly, the on-going curation and development of the Council's Local Plan, which is at the

forefront of addressing Thurrock's future needs, may now be subject to large iterations and changes, depending on the outcome of the LTC final decision. The lack of decision surrounding this development has made it increasingly harder for the Council to successfully plan and adapt for a future growth.

Therefore, I strongly suggest that the Government thoroughly evaluates the impacts felt by Thurrock's communities, connections and Council, and makes a decision with utmost urgency. It would be expected that a project of this scale and cost would be a pathway for prosperity and growth – however, it appears that the LTC will hamper residents of Thurrock as well as the Council's strategic planning abilities.

Yours sincerely,



Councillor John Kent

Thurrock Council – Leader