

## **TRO10032 LOWER THAMES CROSSING**

### **NMC-2 and Other Matters**

#### **SHORNE PARISH COUNCIL (IP ref 20035603)**

Date: 23<sup>rd</sup> October 2025

To: [lowerthamescrossing@planninginspectorate.gov.uk](mailto:lowerthamescrossing@planninginspectorate.gov.uk)

Thank you very much for consulting us about NMC-2. We note that National Highways wanted to exclude Parish Councils from being consulted but was overruled by the Secretary of State for Transport (please also see below other points about consulting).

Full information about Shorne Parish Council and the impact that the Lower Thames Crossing will have locally can be found in our various written representations previously submitted but especially at the beginning of our Written Representations REP1-408 at [https://nsip-documents.planninginspectorate.gov.uk/published-documents/TR010032-002949-Shorne%20Parish%20Council%20-%20Written%20Representation%20\(WR\).pdf](https://nsip-documents.planninginspectorate.gov.uk/published-documents/TR010032-002949-Shorne%20Parish%20Council%20-%20Written%20Representation%20(WR).pdf)

We participated throughout the DCO process also submitting further representations at each deadline.

#### **NMC-2:**

- We have read the documentation and also obtained answers to our further questions (from National Highways).
- We do not have any concerns about this application except if the Kent Downs National Landscape Team (KDNLT) should have any themselves, and provided that there will not be any inordinate delay in their proposed funding being agreed and provided.

#### **OTHER MATTERS:**

#### **NMC-1:**

- We were not consulted about NMC-1 but our experience during the DCO process was that topics are not as geographically restricted as they might first appear, therefore we have also looked at the NMC-1 documentation.
- The Parish Council would therefore like to raise as to whether, given the large amount of additional traffic to be experienced locally south of the Thames and the close proximity of the greatly expanded number of carriageways to SSSI and Ancient Woodland sites, similar technology and variable speed restrictions to those described at Epping might also appropriately be funded and deployed in our area.

### **Application for a correction order - 13<sup>th</sup> June 2025:**

- In June 2025 there was a consultation about a possible correction order, which included a letter from the KDNLT concerning the inadequacy of the Green Bridge proposals.
- We were not consulted, only found out by accident, were unable to obtain the documents before the imminent closing date of 11<sup>th</sup> July, and did not in fact get access to them until just before the decision was published on 11<sup>th</sup> September.
- We would have liked to support what the KDNLT said, as the inadequacy of the Green Bridge proposals was something that we covered in depth during the DCO process, however we were prevented from doing so.

### **Consultation lists:**

- As noted above, we were not consulted about the proposed correction order and correspondence and have only been consulted about NMC-2 thanks to the intervention of the Secretary of State for Transport.
- Given the severe impact that the LTC will have on the local area and local residents it is dismaying that, even with major work to be started south of the Thames as soon now as in April 2026, consultation only with Kent County Council and Gravesham Borough Council is still considered adequate, a view that we naturally do not share.
- Concerns had been raised during the DCO process but requests for consultation lists to be improved were not actioned.
- While it was understood during the DCO that not all LTC impacted areas are Parished, we consider that where there is a Parish Council in existence it is essential that they be consulted as they are the directly elected representatives of their area, are closest to local residents, best able to represent them and put forward their views, and focused on acting in their interests. Equally, Parish Councils are also best placed to provide relevant information back to local residents.

### **Other remaining points of contention to raise now:**

- Having been given this opportunity, we wish to mention other particular items of poor design that are already matters of annoyance to local residents - such annoyance will shortly increase further when major construction works begin. These problems were also discussed in depth within our previous representations.
- Footpaths in the area are being severed by the line of the LTC, and, unlike the highly practical design of the multi-user bridge being provided at Thames Chase, are not being replaced with a direct reconnection. Although there was a sort-of replacement route shown in the very first plans, this snaked through the major junction with the A2/M2 and had deficiencies of changes of level, tunnels and blind right-angle bends so was not fit for purpose. Rather than redesign it, which would have easily been possible, the route was just removed from the plans with subsequent refusal to re-introduce a more suitable version.
- Instead, there is an off-putting “doughnut” design (that is with nothing in the middle), causing residents of the eastern part of Gravesend to have to take a 2km longer diverted route in order to reach major recreation areas such as Shorne Woods Country Park. They either have to go north and then back south by crossing over the line of the LTC at Thong overbridge, or follow a very convoluted and traffic-choked

southern route that involves crossing and re-crossing the line of the A2/M2 as well as several majorly busy roads and roundabouts. Neither route will be a suitable replacement even for the most able let alone the less able or those accompanied by small children - they will effectively be denied access.

- The latter also applies to cyclists on the National Cycle route that currently runs very simply along the north side of the present A2, who will be greatly discouraged.
- In addition, while there was a good opportunity to create circular bridle path routes, this has been squandered by refusal to address existing bridge design deficiencies requiring riders to dismount in order to cross – again that is not something that can be achieved by the less able.
- It would be greatly welcomed if some of the poor design elements, including the so-called Green Bridges as mentioned above, could be revisited and redesigned so as to be more fit for purpose.

Thank you very much for providing us the opportunity to make these post-DCO comments on behalf of local residents.

*Shorne Parish Council*  
*23<sup>rd</sup> October 2025*