

LEAD MEMBER FOR PLANNING AND INFRASTRUCTURE MEETING

Date: Friday 17 June 2022
Time: 9.00 am
Venue: Maidstone House, King Street, Maidstone

Membership:
Councillor Cooper

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

<u>AMENDED AGENDA</u>	<u>Page No.</u>
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INFORMATION FOR THE PUBLIC

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Issued on Date Not Specified

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

**PLANNING AND
INFRASTRUCTURE POLICY
ADVISORY COMMITTEE**

17 June 2022

Levelling Up 2 Bid Junction 7 M20 Signalisation

Timetable	
Meeting	Date
Planning and Infrastructure PAC	8 June 2022
Lead Member on the Executive for Planning and Infrastructure, Councillor Paul Cooper	17 June 2022

Will this be a Key Decision?	No
Urgency	<p>Urgent</p> <p>The deadline for submitting a Round 2 Levelling Up bid is the 6th July 2022. Kent County Council need to commission additional work to prepare the bid for submission. To give officers time to do this, Kent County Council will be deciding which Levelling Up bids to submit on the 13th June 2022.</p> <p>If urgent:</p> <ul style="list-style-type: none"> - 5-day notice requirement
Final Decision-Maker	Lead Member on the Executive for Planning and Infrastructure, Paul Cooper
Lead Head of Service	William Cornall
Lead Officer and Report Author	John Foster
Classification	Public
Wards affected	Boxley

Executive Summary

The Levelling Up Fund is a £4.8b Government programme to support investment in infrastructure across the three themes of town centre and regeneration, culture and transport. A grant of up to £20m is available per project. One submission is allowed in each MP's constituency area over the life of the Fund.

Key to a successful bid is to be able to demonstrate deliverability by 2024/25. Maidstone does not have a capital project sufficiently advanced yet to merit a submission.

Kent County Council (KCC) would like to submit a joint transport infrastructure project that signals the M20 Junction 7 slip roads and improve walking and cycling and have asked for Maidstone's support to do so.

The same project was submitted in Round 1 but was not successful. Feedback from DLUHC and the DfT suggests the bid was strong and should be well received if re-submitted with some changes. The deadline for submission is 6th July 2022. KCC need time to commission work and make these changes and would like a decision by the 13th June in order to do so.

If the project is supported, it would mean no further projects could be considered in future rounds in the Faversham and Mid Kent constituency. Helen Whately is the Member of Parliament for that constituency and supported the first-round bid for this project.

Purpose of Report

Decision

This report makes the following recommendation to Lead Member for Planning and Infrastructure:

1. That the submission of a joint Levelling Up Round 2 bid with KCC to fund improvement works to Junction 7 M20 as set out at paragraph 3.3 Option 2 of this report be approved.

Levelling Up 2 Bid Junction 7 M20 Signalisation

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <ul style="list-style-type: none"> • Accepting the recommendations will materially improve the Council's ability to achieve the objective of Embracing Growth and Enabling Infrastructure. 	Head of Regeneration and Economic Development
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendation(s) supports the achievement of environmental sustainability by reducing congestion, queuing and vehicle emissions</p>	Head of Regeneration and Economic Development
Risk Management	Refer to paragraph 4.1 of the report	Head of Regeneration and Economic Development
Financial	<ul style="list-style-type: none"> • At present the Council does not have the funding in place to proceed with this project, hence the need to resubmit the bid with KCC 	Senior Finance Manager (Client)

Staffing	<ul style="list-style-type: none"> We will deliver the recommendations with our current staffing. 	Head of Regeneration and Economic Development
Legal	<ul style="list-style-type: none"> The Report does not contain any legal implications. Contractual and Procurement advice will be required if the bid is successful. 	Team Leader, Contracts and Commissioning
Information Governance	<ul style="list-style-type: none"> The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council Processes. 	Information Governance Team.
Equalities	<ul style="list-style-type: none"> The recommendations do not propose a change in service therefore will not require an equalities impact assessment 	Nicola Toulson Equalities & Communities Officer
Public Health	<ul style="list-style-type: none"> We recognise that the recommendations will have a positive impact on population health or that of individuals. 	Public Health Officer
Crime and Disorder	<ul style="list-style-type: none"> There are no implications for crime and disorder if the recommendations are accepted 	Head of Service or Manager
Procurement	<ul style="list-style-type: none"> There are no procurement requirements 	Head of Service & Section 151 Officer
Biodiversity and Climate Change	<ul style="list-style-type: none"> The implications of this report on biodiversity and climate change have been considered and reducing congestion and delay on the A249 by improving pedestrian and cycle facilities, access for buses, and reduce carbon emissions, through reducing queuing and vehicle emissions aligns well with the Council's strategy. Additional consideration for biodiversity enhancement, natural corridors and pollution capture should also be considered as part of the KCC bid. 	Biodiversity and Climate Change Officer

2. INTRODUCTION AND BACKGROUND

- 2.1 The Levelling Up Fund is a £4.8b Government programme to support investment in infrastructure across the three themes of town centre and regeneration, culture and transport. A grant of up to £20m is available per project with a minimum of 10% match funding. One submission is allowed in each MP's constituency area over the life of the Fund. Funding is targeted towards places with the most significant need, as measured by an index. Three categories have been created with category 1 representing places with the highest levels of identified need. Bids from categories 2 and 3 will still be considered for funding if they are of "exceptionally high quality". Maidstone is in category 2. County Councils can only bid for one large scale Transport project for their County but can work with Districts and Boroughs to submit proposals for smaller transport improvement projects. Districts and Borough's need the approval of the Highway Authority to submit their own transport bids.
- 2.2 The first round of the Levelling Up Fund (LUF) was announced in 2020 and supported £1.7 billion of projects. Levelling Up Round 2 was announced earlier this year with a submission deadline of 6th July 2022.
- 2.3 Key to a successful bid is to be able to demonstrate deliverability by 2024/25. Maidstone Borough Council does not have a large capital project sufficiently advanced yet to merit a submission.
- 2.4 However Kent County Council (KCC) would like to submit a project, jointly with MBC, that partially signalises the M20 Junction 7, widens some slip roads and improves walking and cycling. Significant queueing is a regular occurrence on the A249 at M20 J7, especially in the morning peak. At times, queueing on the roundabout can affect the M20. The improvement works would:
- Increase the capacity of the junction
 - Reduce congestion and delay on the A249
 - Improve pedestrian and cycle facilities
 - Improve access to existing development for all modes, including buses
 - Support new development and local economic growth
 - Help reduce carbon emissions, through reducing queuing and vehicle emissions
- 2.5 The same project was submitted in Round 1 but was not successful. This first bid requested just over £4.1m from LUF with match funding of just over £1m from developer contributions – a total cost of £5.1m.
- 2.6 The Council accommodated KCC's proposition to submit this project in Round 1 as it had explicit support in the approved Integrated Transport Strategy under Action H1: Targeted implementation of highway improvements at key strategic locations to relieve congestion and in the action plan under "Maidstone Urban Area – M20 Junction 7 Strategic Area". Moreover, there was no obvious alternative competing project Levelling Up could fund.

- 2.7 Feedback from DLUHC and the DfT suggests the bid was strong and would be well received if re-submitted with some changes. In summary it stated that the case for investment was well set out, although it would benefit from further engagement evidence. It provided good evidence of congestion and would benefit from further options assessment report. The bid showed good alignment with local and national context, but needs more evidence on reduction in co2 and link to LTN 120 compliance. The Benefit Cost Ratio was strong but requires further evidence as to how KCC got there:
1. undertake further analysis on current conditions, outlining high level data on existing congestion. Reflected to what extent this is on development traffic.
 2. Rerouting beyond immediate corridor, trip generation assumed by development and included in each scenario
 3. Provided more analysis in modal results, delays, volume over capacity and overall traffic throughput.
 4. Assessment of do minimum scenario
 5. Further detail on how model outputs converted into benefits.
 6. Provide more detail on smart technology and how it is modelled.
- 2.8 The Financial element of the bid was clear in what it asked for and what is coming from 3rd parties, but it would benefit from inserting extracts from S106 agreements. The risk management and track record and delivery schedule were strong. Project governance could not be faulted. In terms of monitoring and evaluation this needed to be more specific to the scheme and
- 2.9 KCC need time to commission this work and make these changes and would like a decision from Maidstone by the 13th June in order to do so.
- 2.10 The Junction 7 work is critical to enable the full delivery of Kent Medical Campus and residential development to the south of Maidstone. National Highways has stated:
- “Without the improvement in place, we may soon be at the point where both congestion and safety led capacity is reached and we start to have to object to or Grampian condition (no occupations until opening to traffic of the J7 improvement) all applications. This would have major implications for Maidstone’s aspirations and their ability to meet their 5-year housing supply requirements, and hence the achievement of Government short-term post-pandemic recovery and longer-term housing delivery”.
- 2.11 National Highways have insisted that three residential schemes in the southeast of Maidstone wholly fund the work through developer contributions (S106).
- 2.12 Up to £4.8m is available from these three developments to fund the works. However, the issue is that these improvements are needed now but the S106 monies will not be received in full for perhaps another 5 or more years. KCC who will be the deliverer of the works are extremely keen to progress them now.

Table 1: Residential Developments and their contributions

Site & Local Plan Policy	Developer	Contributions (£4.8m)	Trigger for Payment
Land North of Bicknor Wood – H1(7)	Bellway	£792,000 index linked	125 occupied dwellings
Land West of Church Rd – H1(8)	Bellway	£1,106,142 + £390,000 to cover scheme design and contract costs	230 occupied dwellings
Land South of Sutton Rd – H1(10)	Countryside	£2,534,327	300 occupied dwellings

2.13 In addition, KCC is about to start delivering a nearby highways project at Kent Medical Campus, for widening the Bearsted Road and Newnham Court roundabouts and creating a dual carriageway between them. These works will start in the summer 2022. Owing to the proximity of these works KCC have already designed the J7 improvements in case monies became available sooner, with the prospect of the same contractor delivering them. So, the J7 improvements are genuinely shovel ready.

2.14 If the Levelling Up Fund pays for the majority of the works, then the developer contributions would not be needed in full, and the developers' liability to fund it would be reduced.

2.15 However this approach is being considered because:

1. The S106 agreements for these three sites explicitly state that Maidstone Borough Council, working in cooperation and collaboration with KCC, are obliged to use reasonable endeavours to obtain external funding to pay for the J7 works. Any external funding obtained is then deducted from the developer contribution. By submitting this Levelling Up bid MBC/KCC are doing what was intended when the S106 agreements were negotiated.
2. The costs of the works will have risen again since the original S106s were signed, above £4.8m. About £1m of developer contributions are likely to be available for KCC to use as match funding in the period that the Levelling Up grant needs to be spent i.e. by 2024/25.
3. There is a risk that in 5 to 10 years time the cost of these works will be even higher and there might not be external grant sources available to gap fund the works.
4. Notwithstanding in bullet point 1, if Levelling Up could provide loan funding to pay for the works, the developer contributions could still be claimed once their trigger points were reached. Unfortunately Levelling Up is non-repayable grant fund and cannot be used as a loan fund. In any event it has already been established that the cost of these works is greater than available developer contributions so some gap funding would be needed anyway.

3. AVAILABLE OPTIONS

- 3.1 Option 1: Not to support the bid.
- 3.2 If the Council were not to support the bid, then Kent County Council could not submit it and the improvements would be significantly delayed. Queuing is already a problem and further serious queueing on a key approach to Maidstone will cause delay and journey time uncertainty for all road users, including commuters, business users and deliveries. Buses will also be affected. The costs of delay will have an adverse economic impact. It will also inhibit access to the Kent Medical Campus and other development immediately south of J7. It will discourage investment in the NKEZ.
- 3.2 However, by not supporting the bid, the Council would retain its option to submit a different bid in Helen Whatley's constituency area in later rounds. That said the Government has made no promises regarding the timing or format of future rounds. A major project that may come forward in this area concerns the future of the Leisure Centre. However, at this time no decision has been made regarding whether the Leisure Centre should be refurbished or a new one built, in full or in part. There is no way of knowing whether a project like this in a category 2 area would be supported by the Government. This project may not be advanced enough by the time a Round 3 bid is possible to have a chance of being successful.
- 3.3 Option 2 to jointly resubmit the bid with KCC
- 3.4 The feedback from DLUCH and DfT is positive and subject to making the changes set out in this report will be well received if re-submitted. The bid will be submitted with a similar LUF request of circa £4m to £5m, with developer contributions in the region of £1m. The benefits of this approach are that congestion is alleviated now and environmental benefits are delivered earlier and barriers to development are removed now. This approach does however reduce the developer's obligations to fund the improvement works, but the S106 agreements always envisaged that MBC and KCC would work together to obtain external funding. This option is recommended.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Option 2 is recommended, that a joint submission with KCC is supported for the reasons set out in section 2.12 and paragraph 3.2.

5. RISK

- 5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. We are satisfied that the risks

associated are within the Council's risk appetite and will be managed as per the Policy.

6. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

6.1 Kent County Council has obtained the support of the Kent and Medway Economic Partnership, Highways England and Helen Whately MP for their Round 1 submission.

6.2 Policy Advisory Committee Consultation

At its meeting on 8 June 2022 the Planning and Infrastructure Policy Advisory Committee considered this issue and agreed the following recommendation:

"That the Lead Member for Planning and Infrastructure be recommended to approve the submission of a joint Levelling Up Round 2 bid with KCC to fund improvement works to Junction 7 M20 as set out at paragraph 3.3 Option 2 of this report."

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

7.1 KCC will work with MBC to resubmit the bid and re-engage with KMEP and Helen Whately MP and other stakeholders to secure their support.

8. REPORT APPENDICES

- None

9. BACKGROUND PAPERS

- None

Agenda Item 2

Lead Member for Planning and Infrastructure

17 June 2022

Lower Thames Crossing – Local Refinement Consultation

Timetable	
Meeting	Date
Planning and Infrastructure Policy Advisory Committee	8 June 2022
Lead Member for Planning and Infrastructure	17 June 2022

Will this be a key decision?	No
Urgency	Yes – consultation response required by 20 June 2022
Final Decision-Maker	Lead Member for Planning and Infrastructure
Lead Head of Service	Phil Coyne (Interim Director, Local Plan Review), Rob Jarman (Head of Planning and Development)
Lead Officer and Report Author	Tom Gilbert (Principal Planning Officer, Strategic Planning) & Claire Weeks (Senior Transport & Development Planner).
Classification	Public
Wards affected	All

Executive Summary

On 12th May 2022 National Highways launched a non-statutory public consultation on local refinements to the proposed Lower Thames Crossing. The consultation ends at 11:59pm on 20th June 2022.

This report outlines the consultation and recommends that the proposed response set out in Appendix 1 of the report is forwarded to National Highways as the Council's formal response to the consultation.

Purpose of Report

To provide background to the present Lower Thames Crossing Consultation and to seek approval of the consultation response as appended at Appendix 1 to this report.

This report makes the following recommendations to the Committee:

1. That the Lead Member for Planning and Infrastructure note the content of the Lower Thames Crossing Local refinement consultation and approve for submission the Council's response as set out in Appendix 1.

Lower Thames Crossing – Local Refinement Consultation

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>The recommendation will support the Council’s overall achievement of its corporate objectives.</p>	Interim Local Plan Review Director
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>The report recommendation supports the achievement of the cross-cutting objectives.</p>	Interim Local Plan Review Director
Risk Management	Already covered in the risk section of the report’	Interim Local Plan Review Director
Financial	The proposals set out in the recommendation are all within already approved budgetary headings and so need no new funding for implementation.	Director of Finance and Business Improvement (Section 151 Officer & Finance Team)
Staffing	We will deliver the recommendation with our current staffing.	Interim Local Plan Review Director

Legal	There are no legal implications arising from the proposed response. National Highways are consulting local authorities and other stakeholders on an application for a Development Consent Order for the Lower Thames Crossing which they propose to submit to the Planning Inspectorate later this year. Pursuant to the response outlined at Appendix 1, the proposal does not impact upon the existing or proposed spatial strategies outline in the Maidstone Local Plan 2011-2031 and Regulation 19 Draft for Submission Maidstone Local Plan Review 2022-2037.	Team Leader (MKLS (Planning))
Information Governance	The recommendations do not impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes. The Information Governance Team have reviewed the Privacy Notice provided by National Highways in the Consultation Response Form and no issues were identified.	Information Governance Team
Equalities	The recommendations do not propose a change in service therefore will not require an equalities impact assessment	Equalities Officer
Public Health	We recognise that the recommendations will not negatively impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	The recommendation will not have a negative impact on Crime and Disorder.	Interim Local Plan Review Director
Procurement	N/A	Interim Local Plan Review Director
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and are; <ul style="list-style-type: none"> • There are no implications on biodiversity and climate change. • This aligns with action(s) (number and quote action) of the Biodiversity and Climate Change Action Plan 	Biodiversity and Climate Change Officer

2. INTRODUCTION AND BACKGROUND

2.1 National Highways is currently consulting on proposed local refinements to the Lower Thames Crossing highway infrastructure improvements. The consultation runs from 12 May to 11.59pm on the 20 June 2022.

2.2 This report summarises the consultation and the proposed response from Maidstone Borough Council. National Highways has provided a standard template to collect responses; a draft version of the Council's response is attached in Appendix 1.

Background

2.3 National Highways is proposing a new road and tunnel, approximately 23km long, the A122 Lower Thames Crossing.

2.4 It would connect to the A2 and M2 in Kent, passing through a tunnel under the River Thames, before linking to the A13 in Thurrock and junction 29 of the M25, north of the Thames.

2.5 Prior to this consultation there have been five previous consultations. These include:

2.5.1 Route Consultation 2016

2.5.2 Statutory Consultation 2018

2.5.3 Supplementary Consultation 2020

2.5.4 Design Refinement Consultation 2020, and;

2.5.5 Community Impacts Consultation 2021.

Consultation content

2.6 National Highways is consulting on the following elements as part of the present consultation:

- More public open space to the east of the tunnel entrance in Kent,
- The redesign of Tilbury Fields
- Modifying the emergency and maintenance access to the northern tunnel entrance, providing safer operation of the tunnel facilities and better access for emergency services
- Replacing a slip road on the A13 junction with a new link from the Orsett Cock roundabout to the A1089 to reduce traffic impacts on local roads
- A new footbridge over the A127 and further improvements for walkers, cyclists and horse riders including improved bridleways
- Further refinement of utility works to enable the project to be built
- Additional environmental compensation and mitigation with potential woodland and green open space

2.7 Further details of the consultation can be found on the specific National Highways website for the consultation that can be located via the link in Background Paper 1.

- 2.8 Most of the proposals outlined in this consultation do not directly affect Maidstone Borough however the proposals relating to additional environmental compensation and mitigation do. These proposals relate to further traffic enforcement between M2 junctions 3 & 4 (Background paper 2 pp.144-145) and the creation of a new compensation site in the M2 corridor at Blue Bell Hill (Background Paper 2 pp.150-151).
- 2.9 The Lower Thames Crossing proposal could have an impact on borough's road network especially the A229 corridor, however at this point in time it is difficult to ascertain the extent of any impacts until further information on the transport modelling and proposed mitigations are published. Both are expected in due course as National Highways undertake further work.
- 2.10 The purpose of these environmental interventions is to the reduce nitrogen and ammonia deposition levels on designated habitats caused by traffic using the Lower Thames Crossing. Summary of responses
- 2.11 The Council's full proposed response is set out in Appendix 1 to this report and uses the standard template provided by National Highways. In summary:
- 2.11.1** The Council has no comments to make on sections 1,2, and 5
 - 2.11.2** In principal Maidstone Borough Council is supportive of the proposed environmental compensation measures proposed (sections 3 and 4)

Next steps

- 2.12 This response (together with the other consultation responses previously provided) will be considered by and inform National Highways' Development Consent Order application, which is expected to be submitted to the Planning Inspectorate later this year.

3. AVAILABLE OPTIONS

- 3.1 The Lead Member for Planning & Infrastructure could approve the consultation response. This would allow the response to be sent by the submission deadline.
- 3.2 The Lead Member for Planning & Infrastructure, could approve the consultation response subject to further comments and changes. This would allow the response to be sent by the submission deadline.
- 3.3 That the Lead Member for Planning & Infrastructure could decide not to approve the consultation response. However, this would mean the response would not be sent and the Council's views would not be factored into the Lower Thames Crossing proposals.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 That the Lead Member for Planning & Infrastructure approve the proposed response. This would allow the response to be sent by the submission deadline of 20th June 2022 and ensure the Council's views are considered.
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5. RISK

- 5.1 The risks associated with this proposal, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework.

6. Previous Consultation and Policy Advisory Committee Feedback

- 6.1 At its meeting on 8 June 2022 the Planning and Infrastructure Policy Advisory Committee agreed the following:

"That the Lead Member for Planning and Infrastructure be recommended to note content of the Lower Thames Crossing Local refinement consultation and approve for submission the Council's response as set out in Appendix 1."

7. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 7.1 If agreed the response provided as Appendix 1 will be submitted to National Highways on behalf of the Maidstone Borough Council.
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8. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: Maidstone Borough Council Response to Lower Thames Crossing Local Refinement Consultation
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9. BACKGROUND PAPERS

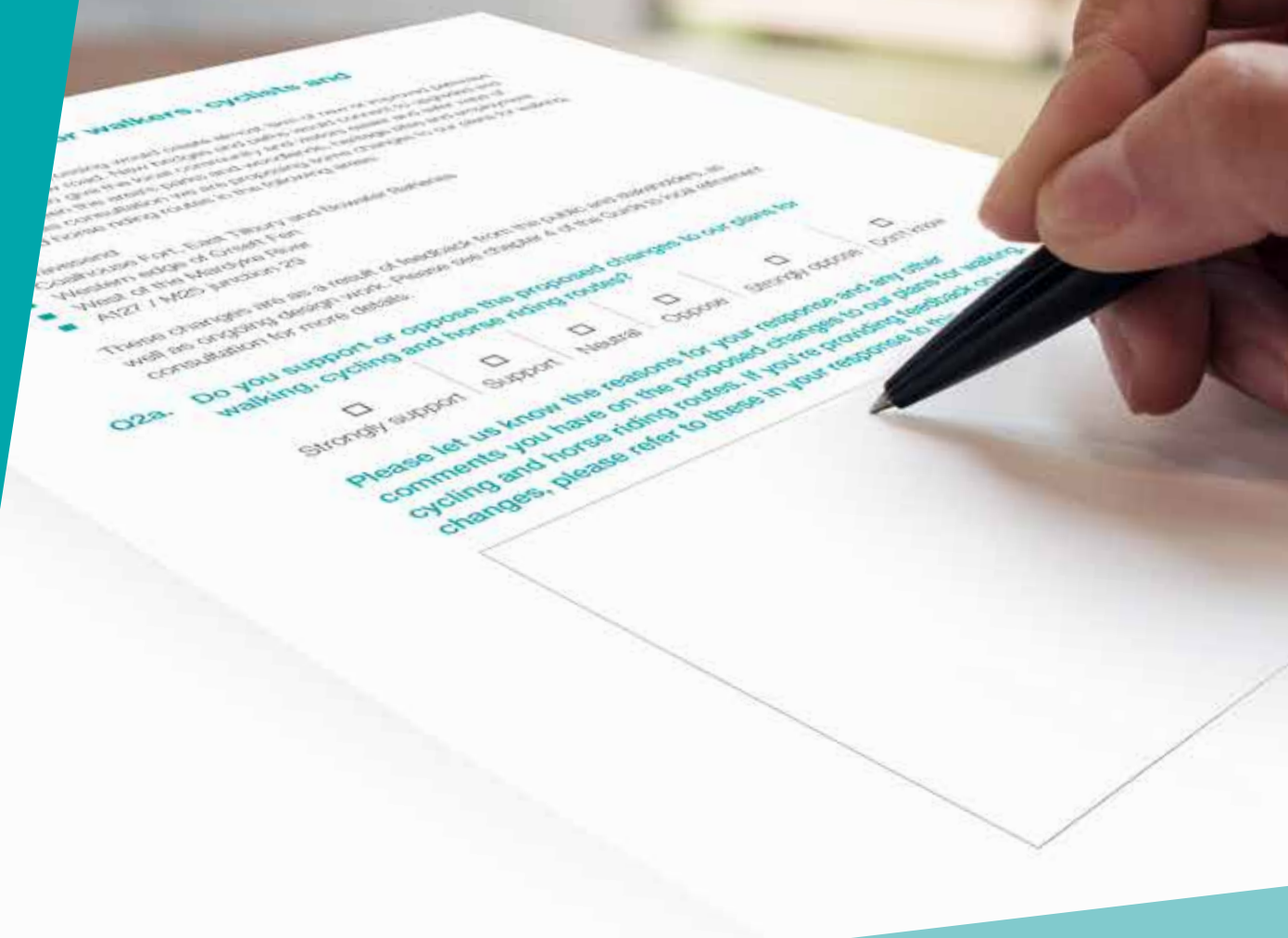
Background Paper 1: Lower Thames Crossing Local Refinement Consultation

[Lower Thames Crossing - Local refinement consultation - About the project \(nationalhighways.co.uk\)](https://www.nationalhighways.co.uk/lower-thames-crossing-local-refinement-consultation-about-the-project)

Background Paper 2: Lower Thames Crossing Guide to Local Refinement Consultation

[Guide to Local Refinement consultation \(nationalhighways.co.uk\)](https://www.nationalhighways.co.uk/guide-to-local-refinement-consultation)

Lower Thames Crossing Response form



May 2022

Introduction

From July to September 2021, we carried out a community impacts consultation on our proposals for the Lower Thames Crossing, which would connect Kent, Thurrock, Essex and Havering through a tunnel beneath the River Thames. Our last consultation asked for your views on our plans for building and operating the new road and on changes to our proposals presented during our design refinement consultation in 2020.

We're now holding this non-statutory local refinement consultation to seek your feedback on a small number of changes, ahead of submitting our Development Consent Order (DCO) application later this year.

We are asking you a series of questions on the changes since the community impacts consultation. You can answer all or only some of the questions in this response form, depending on the issues that are most important to you. There is also an opportunity to comment generally on the project and this consultation. We suggest you read the questions before responding, as this will help you provide feedback in the appropriate parts of the response form.

If you provided feedback during our statutory consultation in 2018, our supplementary and design refinement consultations in 2020, or our community impacts consultation in 2021, your comments will be summarised anonymously in our Consultation Report. This will include an explanation of how we have considered each point raised by respondents.

The Consultation Report will form part of our DCO application, which we plan to submit to the Planning Inspectorate later this year. If you would like to refer to points made in earlier consultations, please copy them into this response form. Any feedback we receive during this consultation will be included and responded to in the Consultation Report.

We have produced a set of documents for this consultation. They include:

- Guide to local refinement consultation
- Map books
- Response form

The documents mentioned above are available on the local refinement consultation website: <https://ltcconsultation2022.nationalhighways.co.uk>

Full details of how you can respond to this local refinement consultation can be found at the back of this form.

Please provide your feedback by 23.59 on 20 June 2022.

Any responses sent after this point may not be included in our analysis.

We have also produced a document to explain the feedback received from the community impacts consultation, which includes graphs showing the results for all the questions that we asked. This is called the 'Response to community impacts consultation' document.

In addition, we have produced a document to explain the other project changes and minor refinements following engagement with affected landowners and others with an interest in land. This is called the 'Landowner engagement and minor refinements' document.

You can view both these documents on our project website:

<https://nationalhighways.co.uk/our-work/lower-thames-crossing/contact-us-and-archive/public-presentations-and-documents/>

Data privacy notice

We are committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

How will National Highways use the information we collect about you?

We will use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback to the consultation
- produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- National Highways
- Traverse (an independent company we are using to analyse feedback to the consultation)
- The Planning Inspectorate (which will consider our application for permission to build the Lower Thames Crossing)
- The Secretary of State for Transport (who will take the decision on our application)
- our legal advisers
- consultants working on the Lower Thames Crossing project

It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you about the project.

What rights do I have over my personal data?

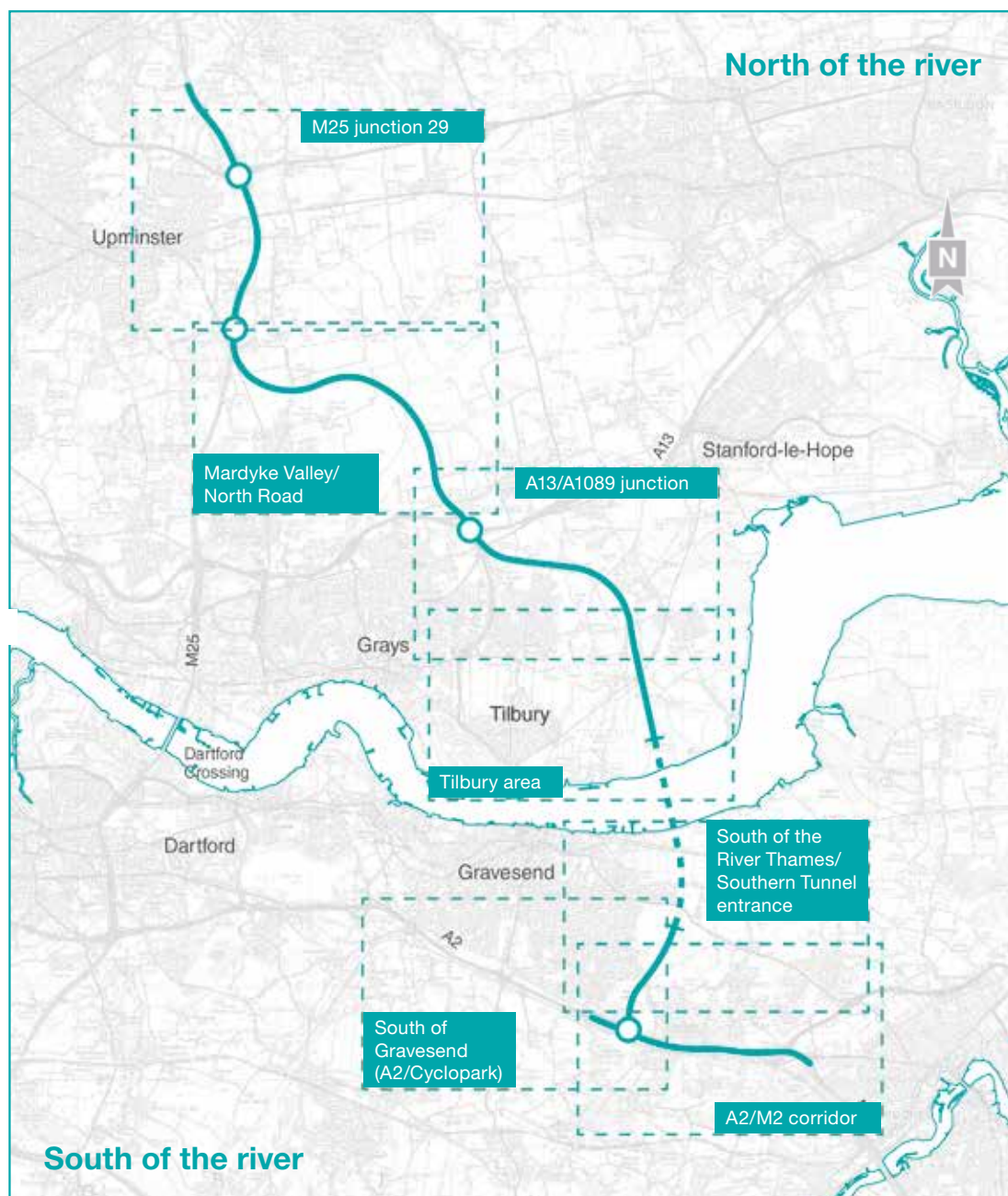
Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by National Highways. For more information, see our full data privacy statement: www.nationalhighways.co.uk/about-us/privacy-notice/

1. Changes since the community impacts consultation

As a result of feedback from the public and stakeholders, as well as ongoing design work, we have made some changes to the project since our community impacts consultation.

To describe these, we have divided our proposed route for the Lower Thames Crossing into seven sections, as shown on the map below. Three of these are shown south of the river in Kent and four are to the north of the river in Thurrock, Essex and Havering.

Please refer to chapter 4 of the Guide to local refinement consultation for more details. The proposed route for the Lower Thames Crossing is also presented in the Map Books.



Changes south of the river in Kent

This refers to the section of the proposed route south of the river, including:

- the A2/M2 corridor
- south of Gravesend (A2/Cyclopark)
- south of the River Thames/southern tunnel entrance

Please see chapter 4 of the Guide to local refinement consultation for more details.

Q1a. Do you support or oppose the proposed changes to the section of the route: the A2/M2 corridor?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1b. Do you support or oppose the proposed changes to the section of the route: south of Gravesend (A2/Cyclopark)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1c. Do you support or oppose the proposed changes to the section of the route: south of the River Thames/southern tunnel entrance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1d. Please let us know the reasons for your response and any other comments you have on the proposed changes south of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.

Maidstone Borough Council has no comments to make on this question.

Changes north of the river in Thurrock, Havering and Essex

This refers to the section of the proposed route north of the river, including:

- the Tilbury area
- A13/A1089 junction
- Mardyke Valley/North Road
- M25 junction 29

Please see chapter 4 of the Guide to local refinement consultation for more details.

Q1e. Do you support or oppose the proposed changes to the section of the route: the Tilbury area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1f. Do you support or oppose the proposed changes to the section of the route: A13/A1089 junction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1g. Do you support or oppose the proposed changes to the section of the route: Mardyke Valley/North Road?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1h. Do you support or oppose the proposed changes to the section of the route: M25 junction 29?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Q1i. Please let us know the reasons for your response and any other comments you have on the proposed changes north of the river. If you're providing feedback on specific changes or sections of the route, please refer to these in your response to this question.

Maidstone Borough Council has no comments to make on this question.

2. Improvements for walkers, cyclists and horse riders

The Lower Thames Crossing would create almost 3km of new or improved pathways for every 1km of new road. New bridges and paths would connect to upgraded and extended routes to give the local community and visitors easier and safer ways of travelling between the area's parks and woodlands, heritage sites and employment centres. In this consultation we are proposing some changes to our plans for walking, cycling and horse riding routes in the following areas:

- Gravesend
- Coalhouse Fort, East Tilbury and Bowaters Battery
- Western edge of Orsett Fen
- West of the Mardyke River
- A127/M25 junction 29

These changes are as a result of feedback from the public and stakeholders, as well as ongoing design work. Please see chapter 4 of the Guide to local refinement consultation for more details.

Q2a. Do you support or oppose the proposed changes to our plans for walking, cycling and horse riding routes?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on the proposed changes to our plans for walking, cycling and horse riding routes. If you're providing feedback on specific changes, please refer to these in your response to this question.

Maidstone Borough Council has no comments to make on this question.

3. Nitrogen impact and compensation

As part of our assessment of the impacts of the Lower Thames Crossing on the environment, we have considered the potential effects of emissions associated with changes in traffic flows as a result of building and operating the new road. These assessments have included consideration of the nitrogen that is emitted into the atmosphere from vehicle emissions and then falls on habitats (a process known as 'nitrogen deposition'). Since our last consultation we have amended our assessments to include the ammonia (a compound formed of nitrogen) emitted by vehicle exhausts.

To offset the potential impacts of nitrogen deposition on designated ecological sites, we have selected sites for habitat creation within four compensation areas:

- M2 corridor and Blue Bell Hill
- Gravesham and Shorne Woods
- Southfields, Thurrock
- Hole Farm, Brentwood

Please see chapter 5 of the Guide to local refinement consultation for more details.

If your comments refer to the impact of our compensation package for nitrogen deposition on the overall Order Limits for the project please respond to Question 4.

Q3a. Do you support or oppose our initial proposals for compensation area: M2 corridor and Blue Bell Hill?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: M2 corridor and Blue Bell Hill.

Maidstone Borough Council supports the expansion of the Order Limit to include land to the south of the M2 between junctions 3 & 4 (Blue Bell Hill) as this would provide the necessary land for nitrogen and ammonia deposition compensation. It can confirm that the present proposal does not impact upon the existing or proposed spatial strategies outlined in the Maidstone Local Plan 2011-2031 and Regulation 19 Draft for Submission Maidstone Local Plan Review 2022-2037.

The Borough Council does question if these compensatory measures are set or could be subject to change based on the forthcoming National Highways Lower Thames Crossing transport modeling work?

The Borough Council also questions if any cross boundary cooperation work has been or will be undertaken on the site to the south of the M2 at Blue Bell Hill as it falls within the authority area of: Maidstone Borough Council, Tonbridge and Malling Borough Council and Kent County Council.

Q3b. Do you support or oppose our initial proposals for compensation area: Gravesham and Shorne Woods?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Gravesham and Shorne Woods.

Maidstone Borough Council has no comments to make on this question.

Q3c. Do you support or oppose our initial proposals for compensation area: Southfields, Thurrock?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Southfields, Thurrock.

Maidstone Borough Council has no comments to make on this question.

Q3d. Do you support or oppose our initial proposals for compensation area: Hole Farm, Brentwood?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on our initial proposals for compensation area: Hole Farm, Brentwood.

Maidstone Borough Council has no comments to make on this question.

Q3e. Do you support or oppose our proposed methodology for addressing the potential impacts of nitrogen?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on our proposed methodology for addressing the potential impacts of nitrogen.

Maidstone Borough Council has no comments to make on this question.

4. Changes to the Order Limits, special category land and private recreational facilities

Some of the changes we are now proposing mean the area of land needed to build and operate the Lower Thames Crossing, and to provide mitigation for some of the impacts of building or operating it, has changed since the community impacts consultation. This is called the Order Limits. The changes mean that, overall, the Order limits have increased from 22.2km² to 24.35km². The main reason for this is due to the additional land we have identified as potential compensation areas for the effects of nitrogen deposition on designated ecological sites.

Please see chapters 4 and 5 of the Guide to local refinement consultation and the Map Books for more details.

Q4a. Do you support or oppose the changes to the proposed area of land that would be needed to build the Lower Thames Crossing?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on the proposed changes to land that would be needed to build the Lower Thames Crossing. This includes feedback on the impact the project would have on any land that you may own or have a legal interest in or right to use.

Maidstone Borough Council supports the expansion of the Order Limit to include land to the south of the M2 between junctions 3 & 4 (Blue Bell Hill) as this would provide the necessary land for nitrogen and ammonia deposition compensation. It can confirm that the present proposal does not impact upon the existing or proposed spatial strategies outlined in the Maidstone Local Plan 2011-2031 and Regulation 19 Draft for Submission Maidstone Local Plan Review 2022-2037.

The Borough Council does question if these compensatory measures are set or could be subject to change based on the forthcoming National Highways Lower Thames Crossing transport modeling work?

The Borough Council also questions if any cross boundary cooperation work has been or will be undertaken on the site to the south of the M2 at Blue Bell Hill as it falls within the authority area of: Maidstone Borough Council, Tonbridge and Malling Borough Council and Kent County Council.

In addition, the Lower Thames Crossing would impact existing areas of special category land and private recreational facilities. We have updated our proposals in relation to special category land and private recreational facilities in some locations following our community impacts consultation. We've also provided further information on the impacts on these sites. Please see chapter 4 of the Guide to local refinement consultation for more details.

Q4b. Do you support or oppose the changes proposed regarding special category land?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on the changes proposed regarding special category land. If you're providing feedback on specific sites, please refer to these in your response.

Maidstone Borough Council has no comments to make on this question.

Q4c. Do you support or oppose the changes proposed regarding private recreational facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know

Please let us know the reasons for your response and any other comments you have on the changes proposed and information provided regarding private recreational facilities. If you're providing feedback on specific sites, please refer to these in your response.

Maidstone Borough Council has no comments to make on this question.

5. Other comments

We would welcome any other comments you would like to make about the Lower Thames Crossing.

Maidstone Borough Council has no comments to make on this question.

6. The consultation

Please let us know your views on the quality of our local refinement consultation materials, the accessibility of our online information and events, how we have notified people about our proposals, and anything else related to this consultation.

	Very good	Good	Average	Poor	Very poor	Not applicable
Was the information presented clearly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was the website easy to navigate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were the information videos useful for understanding our latest proposals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did the telephone surgery answer your questions about our latest proposals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were the physical events of good quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were the physical events suitably located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was the consultation promoted well and to the right people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please let us know the reasons for your responses and any other comments you have on the delivery of this consultation.

About you

We would be grateful if you could answer the following identification questions, which will help us to categorise responses and organise our Consultation Report. Details and views of individuals will not be made public. You do not have to provide any personal information if you do not want to. However, postcode data can help us to better understand the views of different communities in relation to the proposals. To view our privacy statement, please see page 3 of this response form.

1. **Name:**

2. **Address:**

Maidstone Borough Council,	
Maidstone House, King Street, ,	
Maidstone, Kent	Postcode: ME15 6JQ

3. **Email address:**

If you provide an email address, we will use it to let you know about important developments in our proposals.

4. **If you are responding on behalf of an organisation, business or campaign group, please include the name below.** (This helps us to understand whether respondents can be categorised as ‘prescribed consultees’, as defined by the Planning Act 2008.)

Organisation:

Type of organisation, business or campaign group:

- Academic
- Business
- Campaign group
- Elected representative
- Environment, heritage, amenity or community group
- Local government
- Statutory agency
- Transport, infrastructure or utility organisation
- Other (please state):

5. **Do you own land or hold any interests or rights, such as private rights of way or sporting rights, within or close to the proposed Order Limits?**

- Yes No

If you have ticked yes, have you received a letter to notify you of the consultation?

- Yes No

6. If you use the transport network in an area that may be affected by the Lower Thames Crossing, please tell us how you travel by ticking one or more of the following boxes:

- As a horse-rider
 As a pedestrian
 Bus
 Car
 Cycle
 Goods vehicle
 Motorcycle
 Train
 Other (please state):

7. Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- From our drop-in community events
 Received a letter from National Highways
 Received a leaflet from National Highways
 Received an email from National Highways
 Received information from a local authority
 Saw a Public Notice in local or national newspapers
 Saw advertisements in local media
 Saw information on the project website
 Saw social media coverage
 Saw coverage in local media
 Saw information at a deposit location or information point
 Word of mouth
 Other (please state):

Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@nationalhighways.co.uk

- I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the Lower Thames Crossing consultation. I have read National Highways' privacy notice (found after the Introduction section in this response form) and understood how it will be processing this data.

1. How would you define your gender?

- Male Female Transgender Other Prefer not to say

2. Do you consider yourself to be disabled?

- Yes No Prefer not to say

3. Please describe your ethnic background:

- Asian or Asian British
 White
 Black, African, Caribbean or black British
 Mixed or multiple ethnic groups
 Gypsy or Irish Traveller
 Other ethnic group
 Prefer not to say

4. Age:

- Under 16
 16-24
 25-34
 35-44
 45-54
 55-64
 65+

How to submit your response form

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.



Online response form

Fill in the online survey at:

<https://ltcconsultation2022.nationalhighways.co.uk>

Or scan this QR code and go straight to the consultation



Email

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



Freepost

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.



Telephone

We are offering additional support to help you provide feedback over the phone. Call us on 0300 123 5000 to book an appointment.

Or visit <https://ltcconsultation2022.nationalhighways.co.uk>

How your response will be used

We will carefully consider all the responses we receive, before producing a report that explains how we have taken them into account to develop our project.



Have your say

Please send your response before
23:59 on 20 June 2022

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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