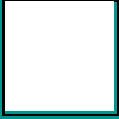


**From:** NI Mail Distribution <[ni.mail.distribution@notifications.service.gov.uk](mailto:ni.mail.distribution@notifications.service.gov.uk)>

**Sent:** 24 February 2023 15:17

**To:** Mat Jasper <[mat.jasper@eastsussex.gov.uk](mailto:mat.jasper@eastsussex.gov.uk)>

**Subject:** Registration for project Lower Thames Crossing with the Planning Inspectorate



## Planning Act 2008: Receipt of Representation

Thank you for submitting your Representation on the application for development consent by National Highways for Lower Thames Crossing.

Your registration identification number is 20035773.

Please see the Planning Inspectorate's suite of Advice Notes for information about what happens next in the process:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

Please note that the representations received will be published on the project page of the National Infrastructure Planning website as soon as practicable after the Applicant has certified that it has complied with its notification obligations. Details published on our website will be restricted to your name and the text of your Representation.

Please read our Privacy Notice

(<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notices/customer-privacy-notice>) which explains how we will store and use your data.

If you did not make this registration then please ignore or delete this email or call the Planning Inspectorate helpline on 0303 444 5000 for more information.

Yours sincerely

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Telephone: 0303 444 5000  
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Website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/lower-thames-crossing/>

### Summary of your details

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### Your Representation:

Transport for the South East (TfSE) is a sub-national transport body (STB), which provides a single voice on the transport interventions needed to support sustainable economic growth across its geography which includes Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton and the six Berkshire unitary authorities. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE's 'Transport Strategy for the South East' (2020) sets out an ambitious vision for the area. Through area studies, we have identified

multimodal packages of transport interventions. Underpinned by a credible, evidence based technical programme, we consulted on our draft Strategic Investment Plan (SIP) in the autumn of 2022. When published in spring 2023, the SIP will present a compelling case for decision making.

TfSE supports the Lower Thames Crossing (LTC), our Transport Strategy and SIP identified the need for improvements to provide a more resilient corridor connecting the Channel Ports to the M25 and the north. Specifically named in our SIP this is a long standing, nationally significant scheme with considerable impact on the South East's transport system the LTC will:

Improve access to the North and Midlands via the northern part of the M25.

Divert demand away from the south west quadrant of the M25 where there is little scope for increasing capacity and traffic diverts onto local routes.

Help address key international gateway and freight journey challenges.

LTC needs to be delivered with minimal impact on the environment and communities. The points below outline areas that need to be considered:

- Our Transport Strategy highlights the need for improving air quality and achieving net zero by 2050. This scheme must not counteract efforts in improving air quality and achieving net-zero. National Highways must continue to regard environmental impacts. Particularly in relation to air quality, and the impacts on protected landscapes.
- Local opportunities and benefits must not be missed and should be maximised.
- We have previously raised concern over the absence of any rest and service facilities within the design. TfSE's Freight Logistics and International Gateways Study (developed as part of our Transport Strategy) recognised that inappropriate lorry parking is a significant issue in Kent.
- The LTC will increase pressure and have wider traffic impacts on

both the strategic and local road networks. It is vital that the Strategic Road Network (SRN) is not considered in isolation. Wider network improvements including those required on the major and local road networks must be delivered alongside the LTC to maximise benefits and minimise the impacts on local communities.

- o The A229 Bluebell Hill – Large Local Major
- o M2 (J7) Brenley Corner (RIS 3 pipeline)
- o A2 Dover Access (Lydden to Dover) (RIS3 pipeline)