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**SENT BY EMAIL**

**Re: Lower Thames Crossing Statutory Consultation November 2018**

Thank you for consulting Heritage Conservation on the above. We have already provided comments on the PEIR – Wendy Rogers’ letter of 19<sup>th</sup> November 2018 and will also be providing comments on the assessment methodology for cultural heritage in the next few days. The comments below relate specifically to the consultation questions where relevant to the historic environment.

**Question 2a.** – support

**Question 2b.** – strongly support

**Question 2c.** - On historic environment grounds we support the selection of the preferred route as other route options, particularly Options B, D1, D2 and E, would on current evidence have a greater negative effect on the historic environment.

We strongly support the extension of the bored tunnel beyond the alluvial deposits south of the Thames and St Mary’s Church as this should with appropriate design provide protection for buried archaeological landscapes, important waterlogged palaeoenvironmental evidence, important heritage assets such as the Milton Rifle Range and St Mary’s Church.

**Question 3b.** – It is important that structures such as bridges, viaducts and embankments are designed to minimise the adverse impact on important heritage assets such as Cobham Park and nearby Scheduled Monuments and listed

buildings; as noted in our comments on the PEIR it will be important to consider impacts in relation to historic landscapes rather than just individual assets.

**Question 3c.** - It is important the tunnel portal is designed to minimise negative effects on St Mary's Church – it should not be assumed that screening through earth bunding or tree planting will mitigate any adverse impact as such features may be inappropriate in the landscape context.

**Question 6b.** – It is important that proposals for habitat creation and other environmental mitigation measures do not adversely affect important heritage assets and landscapes.

**Question 13.** – The Lower Thames Crossing will have a great impact on the landscapes and communities of this part of North Kent for a considerable period of time. As part of the mitigation package it would be appropriate to consider setting up and funding a body similar to the Rail Link Countryside Initiative which was created during construction of HS1. This initiative helped build goodwill with local communities by funding and facilitating community and environmental enhancement projects within a certain distance of the scheme. If such an initiative is created, criteria for environmental enhancement projects should include historic landscapes and heritage assets as well as the natural environment.

We would be happy to discuss any of the above further.

Yours sincerely

Lis Dyson

Heritage Conservation Manager